

and Erie, Pennsylvania. This year we participated in the demonstration of a stationary fuel cell generator that was used to power air quality monitoring equipment used by the Texas Natural Resource Conservation Commission. And Air Products is currently leading a team that will build and operate an on-site hydrogen production facility, fuel cell power plant, and a fueling station capable of dispensing hydrogen and hydrogen-blended fuels to fleets of buses and light duty vehicles in Las Vegas, Nevada. Almost all of these projects have one thing in common: the active support and partnership of government entities.

The hydrogen industry recognizes that the markets will ultimately dictate the commercial success of hydrogen. However, we note that a White House that prides itself on its faith in the markets has, in its recent National Energy Policy, supported tax credits for fuel cell vehicles. We suggest that such credits, which would stimulate demand for hydrogen, need to be matched by credits to stimulate hydrogen supply if government is serious about supporting hydrogen utilization. For example, a tax credit for plant and equipment that generates and distributes hydrogen would help develop the infrastructure needed to supply fuel cell vehicles and stationary power generators. Without such an infrastructure, it is less likely that fuel cell manufacturers will have success in selling mass quantities of fuel cells that cannot easily be refilled.

Beyond tax credits, vibrant funding of the hydrogen program at DOE—especially research into improved hydrogen storage—will help lead the country toward widespread commercialization of hydrogen fuel. Utilization of hydrogen fuel on urban bus fleets and other government vehicles, perhaps combined with applications of fuel cell power plants at federal facilities, will demonstrate the role of hydrogen and, by increasing demand, help drive down costs.

CONCLUSION

The United States is poised to take a leadership role in the development and commercialization of the global hydrogen economy. Hydrogen's utilization promotes clean air and water, makes the United States more competitive internationally, and ultimately holds the promise of contributing to our energy self-sufficiency. But to realize these benefits, there is a legitimate role for government to play in several critical areas:

Through R&D programs and demonstration projects supported by the DOE and other government agencies, new hydrogen technologies will be tested and prepared for commercial use;

By its own use of hydrogen technologies, government will play a key role in stimulating the development of a hydrogen infrastructure;

And by driving the development of standards and regulations, government will help with the issues of storage and safe handling of hydrogen required for public confidence.

We are pleased this Committee shares the view that hydrogen plays an integral role in energy planning for the future. It is our hope that Congress will take a vital step toward this future by its prompt consideration and passage of the Hydrogen Future Act. We look forward to working with this Committee, with Congress generally, and with an Administration that has identified the need for an increased role for hydrogen to satisfy our energy needs in the near future and beyond.

THE "CONSUMER ENERGY COMMISSION ACT OF 2001"

HON. BOBBY L. RUSH

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. RUSH. Mr. Speaker, today, I am pleased to introduce a House companion bill to S. 900, the "Consumer Energy Commission Act of 2001," which was introduced on May 16, 2001, by Senator RICHARD J. DURBIN of Illinois.

Over the past several years, the nation has been hit with one energy crisis after another. In the midst of all but one of those crises, energy consumers have heard from the "expert" after "expert" that the marketplace is to blame.

While consumers, industry representatives, and public officials may disagree over whether the crisis of the day has more to do with market forces than with gouging, but ultimately, we can all agree that this country needs a comprehensive energy policy. Clearly, the Administration should be commended for its attempt at articulating such a strategy. However, the report reflects almost exclusively, the interests and concerns of the energy industry.

Unfortunately, today's energy market is controlled by relatively few huge corporations, which do not always have the best interests of the public at heart. Many consumers are not convinced that making more resources available to these companies will magically fix the market. Moreover, consumers are not convinced that deregulation, and restructuring, without strict policing of the industry, will create enough competition to alleviate the stranglehold that those companies have over the industry, and indeed the pockets of energy consumers.

It is in response to this constant and pervasive threat of market abuse and manipulation, that I introduce the "Consumer Energy Commission Act of 2001." The Act would create the Consumer Energy Commission, (CEC), which would in turn analyze the energy market from the consumer's perspective and give recommendations on how to protect the public from opportunistic, and abusive behavior in the market by energy companies. This bipartisan body would consist of 11 members from consumer groups as well, as energy experts from the industry and federal government.

While there may be disagreement over what caused, and what steps should be taken to solve our current national energy dilemma, it cannot be disputed that consumers are paying astronomical prices for energy, while large companies are yielding even more astronomical profits. With this thought in mind, I am proud to introduce the "Consumer Energy Commission Act of 2001," which will stand as an important step in assisting those who have suffered most during the current series of regional and national energy crises—the hard-working consumer.

PERSONAL EXPLANATION

HON. THOMAS H. ALLEN

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. ALLEN. Mr. Speaker, on June 13, 2001, I was unavoidably absent for two rollcall

votes. Had I been present I would have voted "yea" on rollcall vote 160, the Sudan Peace Act, and "yea" on rollcall vote 161, a resolution relating to human rights in Afghanistan.

DESIGNATION OF BANGOR INTERNATIONAL AIRPORT AS A STATE ASCE HISTORIC LANDMARK

HON. JOHN ELIAS BALDACCI

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. BALDACCI. Mr. Speaker, I rise today to recognize the designation of Bangor International Airport (BIA) as a State American Society of Civil Engineers (ASCE) Historic Landmark. I have been proud to support this designation which I believe is well deserved.

For nearly three-quarters of a century, BIA has served as an important transportation hub for northern and eastern Maine. A municipal airstrip began in 1927, and operations have grown ever since. Within 4 years, the original Pan American Airways was flying from BIA. Today, a new Pan Am is operating from BIA, continuing a long tradition of excellent service.

The airport has had its share of celebrity, as well. Amelia Earhart flew from BIA in 1933, and piloted the inaugural flights for the Boston-Maine Airways Service.

During World War II, the federal government took over the airport, turning BIA into Dow Air Force Base. The Base played a crucial role in US military operations until it was decommissioned in 1964, and was known as the "Gateway to Europe." BIA continues to be an important part of our military's mission, serving as the home of the 101st Refueling Wing of the Air National Guard—better known as the "Maniacs." Today, thanks to the efforts of the City of Bangor, the airport is a commercial success. Just this week we learned of a major expansion of service that will keep business and leisure travelers moving smoothly into and out of Maine. As a member of the House Transportation Committee's Subcommittee on Aviation and a native of Bangor, I take special interest and pride in BIA's many successes—past, present and future.

I want to congratulate everyone who played a role in securing the ASCE Historic Landmark designation for Bangor International Airport, I am pleased that this facility's long and significant history is being honored.

CHAMPION OF THE HANDICAPPED—RON FOXWORTHY

HON. DAN MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. MILLER of Florida. Mr. Speaker, I come before you today in this great Chamber to honor a fellow American. His name is Ron Foxworthy.

He lives in Sarasota, which is in my Congressional District in the Southwest part of Florida. Ron is being honored in Sarasota by his fellow citizens, his friends, his family, and most notably by the hundreds and hundreds of

handicapped children and adults for whom Ron has been the most devoted of advocates.

Ron is a successful businessman who could easily have the delightfully carefree life of a retiree in our area. He is a Shriner. He is also a 33 degree Mason. Many years ago, Ron decided to devote his extra time and extra finances to the care and well being of handicapped children.

Ron gives the expression "quality time" new meaning.

Since 1964 he has made sure that handicapped children can enjoy the beautiful beaches of Sarasota.

He has organized the now international Suncoast Off-shore boat races, for which all proceeds go to the Suncoast Foundation for the Handicapped.

In his role in the business community Ron has been instrumental in bringing various groups together for the common goal of assisting the handicapped. He counsels young business entrepreneurs on the operation and management of their businesses and provides them with the skills to assist the handicapped in their communities.

He somehow managed to find the time to build the first training center in the country for Special Olympics Athletes.

It is not uncommon for Ron to transport burned and handicapped children to Shriner Childrens Hospitals in his own airplane and at his own expense. He then flies back to pick up the parents so they can be with their children at the Hospitals.

Webster's Dictionary defines Champion as "The holder of first place in a contest; one who defends another person". Ron Foxworthy is a true Champion of the Handicapped.

A TRIBUTE TO JULIUS L. CHAMBERS

HON. BOB ETHERIDGE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. ETHERIDGE. Mr. Speaker, I rise today to pay tribute to Julius Levonne Chambers of Durham, North Carolina, who retired as Chancellor of North Carolina Central University on June 1st. Today we honor Mr. Chambers for his accomplishments as a civil rights lawyer and for his service to North Carolina Central University and my home state.

Julius Chambers was born in Mount Gilead, North Carolina, a small community east of Charlotte, in 1936. He learned about racial discrimination at an early age when a white man refused to pay for repairs that Chambers' father had made on the man's truck. In 1954, the year of Chamber's graduation from high school, the Supreme Court handed down its landmark ruling regarding Brown v. Board of Education. Indeed even at an early age it seemed that Julius Chambers was destined to be a key figure in the civil rights movement.

In the fall of 1954, Chambers enrolled at North Carolina Central University, which was then called North Carolina College, where in his senior year, he served as the institution's student body president. Chambers graduated from North Carolina Central in 1958, and after earning his master's in history at the University of Michigan, he came back to North Carolina to study law at the University of North

Carolina at Chapel Hill. While he studied law in Chapel Hill, Chambers' path intersected with the civil rights movement once again, when he was chosen Editor-in-Chief of the University of North Carolina Law Review, thus becoming the first African American to hold this title at a historically white law school in the South. After graduating first in his class of 100 in 1962, Chambers attended Columbia University Law School. Then in 1963, Thurgood Marshall selected Chambers to be the first intern at the NAACP's Legal Defense and Education Fund.

Once he completed schooling, it did not take Julius Chambers long to make his own impact on the civil rights movement. He opened his own law practice in June of 1964, and from this one-person law office, he created the first integrated law firm in North Carolina history. Chambers, with the help of his partners and lawyers from the Legal Defense Fund, litigated many historic civil rights cases, including Swann v. Charlotte-Mecklenburg Board of Education (1971), that helped shaped our nation's civil rights law. In 1984, Chambers left the firm to become the Director of the Legal Defense Fund. He would serve in this position for nine years, until he was inaugurated as Chancellor at his alma mater, North Carolina Central University.

Upon his arrival at Central in 1993, Chancellor Chambers faced a daunting challenge. Over the next eight years, Chambers used his many contacts and his reputation as a civil rights lawyer to replenish the University's coffers and improve its infrastructure. But more importantly, he revitalized the University's strong and proud spirit by virtue of his excellent leadership. He had a vision for North Carolina Central University to make the school the best liberal arts institution in the nation. And even in his last days as Chancellor he was still talking about providing better resources for students, hiring qualified and committed faculty, and improving academic achievement. He was a truly great Chancellor and he helped to shape the lives of so many of North Carolina's young African American leaders.

While recruiting Chambers for the Chancellor's position at Central, Mr. C.D. Spangler, the former president of the University of North Carolina system, told Chambers: "If you were chancellor at North Carolina Central University, 5,000 students will walk with their heads held higher because you're there."

Mr. Speaker, everyone involved with the North Carolina Central family and every citizen in North Carolina can hold their heads high today as we honor Julius Chambers for his career and his remarkable accomplishments.

My wife Faye joins me in wishing Julius Chambers and his wife Vivian all the best in the future. And on behalf of a grateful state, thank you Julius Chambers for a job well done.

CELEBRATING NATIONAL FLAG DAY

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mrs. MCCARTHY of New York. Mr. Speaker, I rise today in honor of Old Glory. National

Flag Day is a day especially revered by veterans and one which deserves the special attention of each of us.

The Flag of the United States of America has been a constant throughout our nation's history; through its high and low points. In its long and distinguished history, our flag has taken various versions. Just as our country has grown from the original 13 colonies to the great country it is today, so too has our flag. At the time of the original 13 colonies and the Continental Congress, it was a flag of red and blue stripes, with 13 stars, representing the union of those colonies, set in a blue field, representing a new constellation. From the Star Spangled Banner, to the Flag of 1818 with its 20 stars, to today's flag, with its 50 stars, Old Glory has been a symbol of liberty and freedom for people around the world.

I am always touched by the efforts of people across the country to preserve, protect, and honor America's flag. One example that stands out, is the effort of four veterans in my district, who I have recognized as June Citizens of the Month, for their flag education program, which has taken to almost thirty different schools to talk to more than 12,000 students. Another, was the placement of a flag receptacle by a VFW Post in Levittown, Long Island, in which old and worn flags can be placed so that they can be disposed of by the U.S. Post in a manner that is befitting their importance.

As demonstrated by these men and the community in Levittown, the American flag is more than a piece of cloth—it is a national symbol. For this reason, I believe our flag is worth a constitutional sanctuary. Therefore, as we celebrate National Flag Day, let me remind my colleagues of the need to pass legislation that prohibits the desecration of the flag. It is time to give our flag the honor and respect it deserves as our most sacred national symbol.

INTRODUCTION OF THE DISTRICT OF COLUMBIA POLICE COORDI- NATION AMENDMENT ACT OF 2001

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Ms. NORTON. Mr. Speaker, today, I introduce a bill to amend P.L. 105-33, legislation that has done much to cure uncoordinated efforts of federal and local law enforcement officials in the nation's capital. The District of Columbia Police Coordination Amendment Act of 2001 amends the Police Coordination Act I introduced in 1997, and that was signed that year, by allowing those agencies not named in the original legislation to assist the Metropolitan Police Department (MPD) with local law enforcement in the District. Inadvertently, P.L. 105-33 failed to make the language sufficiently open-ended to include agencies not mentioned in the original bill.

Prior to the Police Coordination Act, federal agencies often were confined to agency premises and were unable to enforce local laws on or near their premises. Instead, for example, federal officers sometimes called 911, taking hard-pressed D.C. police officers from urgent work in neighborhoods experiencing serious crime. Federal officers were trained and willing