

EXTENSIONS OF REMARKS

EXPRESSING SENSE OF CONGRESS REGARDING ESTABLISHMENT OF NATIONAL CHARACTER COUNTS WEEK

SPEECH OF

HON. CONSTANCE A. MORELLA

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Monday, September 24, 2001

Mrs. MORELLA. Mr. Speaker, I rise today in support of establishing a National Character Counts week. Developing strong character in our children today ensures the foundation of our Nation for the future.

Today's youth experience events that were unimaginable 40 or 50 years ago. Public scandals, violence by and against youth, and now for the first time in their lives they have seen a hatred for the character of our Nation. This exposure to negative influences threaten their physical and psychological well-being. Recognizing the importance of strength of character through this legislation can help us combat these negative influences.

I support funding character education and I am pleased that the reauthorization of the Elementary and Secondary Education Act included language authorizing the Secretary of Education to make grants for the design and implementation of character education programs. Our youth deserve our support for developing the strength of character necessary to maintain a strong nation.

Maryland has been a shining example of the benefits character education programs bring to schools. Three Maryland schools have been recognized as National Schools of Character under the Character Education Partnership. In fact, these schools reduced the number of discipline referrals and suspensions, within a caring learning environment. Also, as a result of the program, student test scores and parent involvement in student education increased.

Character education programs help students identify and develop character traits that prepare them for life. Through trustworthiness, respect, responsibility, fairness, caring, citizenship, and honesty, our children can possess the tools for leadership. In addition, the programs recognize that character development does not necessarily begin at school, but rather at home with parents and family.

It is the responsibility of all adults to demonstrate good character traits to our young people. This includes faith communities, schools, and youth, civic, and human service organizations. All of us are responsible for the character and conduct of our young people because each of us reflects the values of our society.

Therefore, I urge all Members to support this legislation and encourage schools around the Nation to participate in character education programs, and our young people to become responsible citizens for today and tomorrow.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF

HON. ADAM SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. SMITH of Washington. Mr. Speaker, it is with great disappointment that I vote against this legislation before us tonight.

The tragic events of September 11, 2001, have shocked and saddened all of us. In the weeks, months, and even years ahead, they will challenge us to fight for our freedoms and our values, and to figure out precisely how best to do that. As a Member of the U.S. Congress, representing not just the 650,000 people of my district, but the Nation as a whole, I want to do my part to decide what action must be taken and to constantly work with the people I represent so that their views and concerns can be heard, and so that I can keep them informed of the actions our Nation is taking and plans to take.

Last week, I voted to authorize necessary and appropriate force in response to the attacks, and I voted for \$40 billion in emergency funding to assist the victims and fund the investigation. I looked forward to supporting a package that would keep America's economy strong, by providing assistance to the American airline industry, helping our workers, and improving safety so that Americans feel confident in our skies again.

I looked forward to doing all of this in a bipartisan way. I know there are many differences of opinion in this body, even in times of great national emergency, regarding corporate liability, job training, federal control of aviation security, and other critically important issues, but I hoped that both sides would be able to give a little and compromise so that we could quickly put forth a package that would help heal the economic wounds that have been inflicted since September 11.

The leadership of both parties in both the House and the Senate and their staffs have worked tirelessly to put together a package that could garner bipartisan support and address all of these issues I've outlined, and I appreciate that. However, I don't believe this package in front of us tonight is nearly well-balanced enough because it doesn't address the worker concerns or safety concerns. I am opposing it because I think we need to go back to the drawing board and fix it. If it takes until tomorrow, or Monday, or Tuesday, we need to get this right.

This legislation provides \$5 billion in direct aid to the airlines, \$10 billion in loan guarantees to airlines, government aid with insurance for airlines, and caps the airlines' financial liability. I support all of these provisions.

However, I believe it would be irresponsible not to also address safety issues and employee issues. After all, we cannot have a strong and vibrant airline industry in this country without people who want to fly, and that

will require both people who have money in their pockets to buy airline tickets, and a dramatic improvement in consumer confidence that will only come with real safety improvements.

This legislation will cost over \$15 billion. I find it unbelievable that we could not find one dollar to cushion the blow for the workers who will be affected—by latest estimates, approximately 100,000 workers will be laid off as a direct result of the attacks on September 11. Bolstering the airline industry so that we can minimize these layoffs is imperative, but the sad truth is, even this \$15 billion will not save very many of the jobs lost due to the terrorist attacks. Many workers in my district, who work at Boeing's 737 plant in Renton, fear a layoff notice as early as next month. I'm sure the thousands of Alaska Airlines and SeaTac Airport employees in my district are worried too. I have faith that the industry and the economy will recover, but that won't help with these workers' mortgage, electric bill, or car payment.

Right now, if a group of workers can prove that their job was lost due to trade, they are eligible for a series of benefits including job training and income support. Why can't we extend the same benefits for the thousands of workers who will lose their jobs and have trouble finding a new one right away? Can't we send just a few dollars to the men and women who will no longer fly the planes, sell the tickets, load the bags, attend to the passengers, or build the planes?

Before he passed away, my father was one of those men. He worked for thirty years as a ramp serviceman for United Airlines at SeaTac Airport, so I know firsthand how important these jobs are to Americans, and I can't imagine what my father would have said if, after this attack, Congress had passed a relief package that gave \$15 billion to the airline industry and not a dollar for the thousands of workers who will be impacted within the next weeks.

Let me just say a few words about safety and security issues. I strongly support the U.S. airline industry, and I believe that we should, at this critical moment in history, stand behind them. However, I think we have to fairly and reasonably examine the events of September 11. Our current airport security system allowed four U.S. planes to be hijacked by men with knives, some of whom were on the terrorist watch list. It's safe to say that the airport security system failed us.

If we are passing legislation to improve the condition of the airline industry, shouldn't we also address this issue? Perhaps airport security should truly be a security issue, not merely a business issue that, until last week, was mostly considered in terms of a company's bottom line. Don't get me wrong—the bottom line is important to our capitalist economy, but I have come to the conclusion that airport security should not be subject to those concerns. There are many interesting ideas out there for

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

how to improve it, but I believe first and foremost we need to make airport security a responsibility of the Federal Government: perhaps under the Department of Transportation, or the Coast Guard.

In conclusion, I want to again express my disappointment at having to oppose this bill. I sincerely hope that the President, Senate leaders, and House leaders will work to address these important concerns before a package is signed into law.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF

HON. C.L. "BUTCH" OTTER

OF IDAHO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. OTTER. Mr. Speaker, I rise today to share with my colleagues and constituents my reasons for voting against H.R. 2926, the Air Transportation Safety and Stabilization Act. I believe it is important for every member to make known their thinking behind such an important vote.

The terrorist attacks on Sep. 11 devastated the American aviation industry. Hundreds of passengers, dozens of airline employees and thousands of innocent people on the ground died in the fiery crashes of the four airliners. America's commercial airlines were grounded for 3 days. Most of general aviation was grounded for more than a week, and some components of the general aviation industry remain grounded today. Insurers of aviation airlines are canceling their policies, and banks are refusing to extend loans to keep the system intact. Under these circumstances some form of assistance to the airline industry is essential for our economy and national security.

H.R. 2926, however, is the wrong form of relief. What should have been immediate relief from the effects of the attacks has become a golden parachute for the aviation industry, indemnifying many airlines from the effects of calamitous business decisions made long before Sep. 11. In a time of tragedy for our nation and the world this Congress has failed to closely examine this bill.

The airline industry takes in at most \$400 million a day. With a grounding of 3 days, and the continued closure of Reagan National Airport, the direct losses to the industry by government action can be calculated at roughly \$2 billion. This act makes available cash in the amount of \$4.5 billion for the passenger airlines, more than twice the direct losses of the airlines. Furthermore, this cash will be apportioned among the airlines, not according to how much revenue they lost because of the attacks, but how much capacity they had. This preference for available seat miles over revenue passenger miles can only benefit those carriers whose own bad business decisions before September 11 had left them with too much capacity and too little sales.

H.R. 2926 supposedly contained extra funding for security. The \$3 billion authorized for security measures, however, has already been appropriated by Congress from the \$40 billion emergency spending package, which I supported. To claim that this bill had any new funding for security is simply not true. Without needed security improvements it is impossible

to see how airline traffic can return to normal levels. The bailout legislation should have waited for a security package in order to comprehensively deal with this situation.

H.R. 2926 would have been constitutional if it had been drafted as a focused bill to keep our airlines flying in the wake of the devastating attacks on our country. The creation of an entitlement fund, the overcompensation of the airlines, rewards for inefficient carriers, and lack of new funding for airline security all combined to make this a deeply flawed bill. For all of these reasons and more I voted against H.R. 2926 and urged my colleagues to do the same.

HONORING SERGEANT DANIEL P.
O'SHEA

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. McINNIS. Mr. Speaker, to place your life in the line of duty day in and day out for the sake of others is an honorable and noble task, yet that is exactly what police officers do regularly. I would like to take the opportunity to recognize Sergeant Daniel P. O'Shea for his outstanding service to his community as a member of the Denver Police Department.

Sergeant Daniel P. O'Shea has been named one of America's finest at the upcoming TOP COPS Awards ceremony. Officer O'Shea is one of only twenty officers to be honored at the ceremony. I'm proud to know that the State of Colorado is so well represented with Sergeant O'Shea being named in the top echelon of police officers across our entire nation.

Mr. Speaker, Sergeant Daniel P. O'Shea has acted with great professionalism in all that he has done. His top priority is the safety and protection of the people in his community. It is my pleasure to acknowledge Sergeant O'Shea's accomplishments. He is a role model for all Colorado law officers and I wish him the warmest regards and best wishes in his continued service to his community.

TO HONOR MR. RICHARD FIMBRES
AS A RECIPIENT OF THE 12TH
ANNUAL PROFILES OF SUCCESS
HISPANIC LEADERSHIP AWARD

HON. ED PASTOR

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. PASTOR. Mr. Speaker, I rise before you today to recognize a special individual who was honored for his leadership qualities and service to his community. On September 5th, Mr. Richard G. Fimbres was honored by his peers at the Annual Profiles of Success Hispanic Leadership Awards presentation in Phoenix, Arizona. This event, coordinated by Valle del Sol, a local non-profit community based organization, kicks off National Hispanic Heritage Month in Arizona and is now in its twelfth year of honoring worthy individuals.

Honored in the category of Exemplary Leadership, Mr. Fimbres, of Tucson, Arizona, was recognized for his work as a community lead-

er. He serves as a board member of Pima Community College, which helped to raise funds for the Hispanic Student Endowment Fund, create the Amigos de Pima, and partnered with the League of United Latin American Citizens (LULAC) to create and fund a year-round program to assist young students with their reading skills. He is dedicated to various organizations such as LULAC, the Metropolitan Education Commission, the Knights of Columbus, and the Tucson Pima Arts Council. He also devotes his time to serving on the State's Behavioral Health Planning Council, Arizona Supreme Courts Juvenile Detention Advisory Committee and the University of Arizona's Diversity Action Council.

Mr. Fimbres' standing as a community leader is evident by his commitment to these organizations and countless hours of volunteer work throughout the community. Mr. Speaker, I ask you to join me in recognizing this outstanding citizen and community leader for his fine work and dedication.

SPEECH BY U.N. SECRETARY
GENERAL KOFI ANNAN

HON. JOHN M. SPRATT, JR.

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 25, 2001

Mr. SPRATT. Mr. Speaker, as the Congress continues to move forward following the horrific and tragic events of September 11, 2001, I would like to insert for the RECORD a recent and I think timely speech given by United Nations Secretary General Kofi Annan.

Mr. Annan's speech is about the contributions and vision of former U.N. Secretary-General Dag Hammarskjöld. While the speech was given on September 6th, five days before the attacks, I believe it provides for interesting reading as we examine our notions of international security and multi-lateral cooperation.

DAG HAMMARSKJÖLD AND THE 21ST CENTURY
(By Kofi Annan)

As Secretary-General of the United Nations, I have to give many speeches, and even quite a few lectures. But I can think of no invitation to speak that is a greater honour, or a greater challenge, than this one.

It will not surprise you to hear that Dag Hammarskjöld is a figure of great importance for me—as he must be for any Secretary-General. His life and his death, his words and his action, have done more to shape public expectations of the office, and indeed of the Organisation, than those of any other man or woman in its history.

His wisdom and his modesty, his unimpeachable integrity and single-minded devotion to duty, have set a standard for all servants of the international community—and especially, of course for his successors—which is simply impossible to live up to. There can be no better rule of thumb for a Secretary-General, as he approaches each new challenge or crisis, than to ask himself, "how would Hammarskjöld have handled this?"

If that is true for any Secretary-General, how much more so for one of my generation, who came of age during the years when Hammarskjöld personified the United Nations, and began my own career in the UN system within a year of his death.

And how much more true, also, for one who has the special relationship that I do with this, his home country!