country and people. They are committed to doing something positive and lasting about it, both here and in Kuwait, in the course of working side by side with their counterparts in the United States.

The efforts of the Kuwait-America Foundation to help American youth expand their horizons and break the barriers of violence have emerged from the horrors of the Iraqi invasion of Kuwait and the deepening bonds of U.S.-Kuwaiti friendship spurred by Kuwait's liberation ten years ago. The spirit of understanding and reciprocal respect that these efforts represent are a testimonial to the wisdom, necessity, and mutuality of benefit that flow from closer U.S.-Arab relations.

ECONOMIC GROWTH AND TAX RELIEF ACT OF 2001

SPEECH OF

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 8, 2001

Mrs. LOWEY. Mr. Speaker, this massive tax plan is not balanced, not fair, not honest, not bipartisan, and not responsible.

It will spend down every penny of our hard-won surplus before we have ensured the future of Social Security and Medicare. It will deprive working Americans of the help they need and deserve. It will imperil our capacity to improve education, health care, and the environment. It relies on accounting gimmicks and rosy forecasts. And it places at risk a decade of unprecedented prosperity.

Apparently, the Republican leadership knows it. Why else would they ram through this tax plan before we even have a budget in place, and without the serious analysis the American people expect and deserve?

Frankly, this is the administration's first big test of its stated commitment to bring about a new, bipartisan tone in Washington, and, as one who believes in bipartisanship, I am sorry to say that it has failed that test completely.

Instead of rewarding a select few at the expense of others, let's give generous tax cuts to the families who need it most, while paying down the debt and investing in our future. That's the right approach. I urge my colleagues to vote no on this massive giveaway, and vote yes on the Democratic alternative.

INTRODUCTION OF THE RAIL MERGER REFORM AND CUSTOMER PROTECTION ACT

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 13, 2001

Mr. POMEROY. Mr. Speaker, I am pleased today to introduce the Rail Merger Reform and Customer Protection Act. This legislation would extend the reach of the antitrust laws to the railroad industry while providing the Surface Transportation Board (STB) with additional criteria on which to evaluate future railroad mergers.

For virtually every business in the United States, mergers and acquisitions in excess of $10 million are subject to antitrust review by the Antitrust Division of the Department of Justice. Railroads, however, are treated differently. Under current law, the STB has exclusive jurisdiction over most matters concerning rail transportation including mergers and acquisitions. In exercising that authority, the STB has approved a series of mergers over the past 20 years since passage of the Staggers Act which has resulted in widespread consolidation in the rail industry. This consolidation has reduced the number of rail carriers from 63 Class I railroads to just 7, resulting in significant service disruptions, negative impacts on shippers and a reduction in competition.

Mr. Speaker, believe it or not, the railroad industry is the only industry, except for America's favorite pastime, baseball, that is almost entirely exempt from the substance of the antitrust laws. With the rail industry now consolidated to seven major railroads, and the stage set for a possible final consolidation, there is an increased potential for the rail industry to exercise market power and monopoly abuse against shippers. In order to protect shippers and promote true competition, it makes sense to treat the railroads like other industries and subject them to the jurisdiction of the Department of Justice and full application of antitrust laws.

Currently, the Department of Justice can only comment on proposed mergers. In previous mergers the recommendations of DOJ were ignored. For example, the Department of Justice pegged the Union Pacific-Southern Pacific merger ''most anti-competitive rail merger in history.'' In that merger, the STB ignored not only the concerns expressed by Department of Justice, but also the concerns of rail customers, organized labor, and the United States Department of Agriculture. I believe that the Department of Justice, an agency that can objectively evaluate the impact of mergers and protect shippers from the continual decrease in competition, needs to have a strong voice in mergers reviewed by the Surface Transportation Board.

My legislation would require both the Department of Justice and the STB to review and approve future rail mergers. Under this proposed regulatory framework, the DOJ would approve a merger unless it substantially restrains commerce in any section of the country or tends to create a monopoly in any line of commerce. The STB would still be required to review and approve a merger under a similar standard but it would also judge the proposed merger by a broader public interest standard. However, my legislation would not allow a merger to move forward without approval from both Department of Justice and Surface Transportation Board.

In this day and age, there is no public policy reason to justify the industry's special treatment, particularly since the railroads have enjoyed considerable deregulation under the Staggers Act and the Interstate Commerce Commission (ICC) Termination Act. The passage of these laws which reduced the scope and effectiveness of the regulatory agency, makes it more necessary than ever for shippers to have the full panoply of remedies available against monopolistic activities.

Under my legislation, the STB would also be required to examine several additional criteria before approving a merger. Future mergers and consolidations would not be approved unless it was shown that the merger: (1) provides additional rail to rail competition and competitive options for rail customers; (2) improves service to customers; and (3) will not reduce competitive rail routes available to current railroad customers. Additionally, the legislation ensures that relief can be sought under the current regulatory framework or through the antitrust laws.

I am pleased that the Alliance for Rail Competition, the Consumers United for Rail Equity, National Farmers Union, American Farm Bureau Federation, National Association of Wheat Growers, the American Forest and Paper Association, the Transportation Intermediaries Association, Otter Trail Power, Minnesota Power, the National Association of Chemical Distributors, and the American Chemistry Council have endorsed this legislation.

I urge my colleagues to join me in this effort to ensure that the railroad industry is subject to the same laws as every other industry. It is in the public interest to raise the bar for review of the last few remaining mergers and to have oversight by the Department of Justice on the actions of the railroads.

REMEMBERING A GREAT MAN: ABRAHAM QUEZADA AMADOR

HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 13, 2001

Mr. GEORGE MILLER of California. Mr. Speaker, I rise today to remember a great man, Abraham Quezada Amador, who died one year ago at age 70. For 30 years Abraham was the founder and director of Comite Regional Campesino, a nonprofit organization that has assisted countless individuals and families become United States citizens.

Abraham made the measure of difference in the lives of countless people. Indeed, it was not unusual to see dozens of people lined up outside the door of his home office patiently waiting their turn to talk with Abraham. He was always willing to offer his help and advice regarding their citizenship applications. Immigration and Naturalization Service documents or letters they needed to have translated, as well as a myriad of other things. Abraham shared his knowledge and expertise with kindness, understanding, and a smile larger than life itself.

Abraham was a strong, tireless, and compassionate leader who dedicated his life to assisting those in need, and he has been sorely missed by all whose lives he touched. He devoted his life to helping others and was the most caring and unselfish person I have ever known. We miss his kind words, his sage advice, and his contagious smile. I feel fortunate to have known Abraham for so many years and I am proud to have been his friend.

Abraham is survived by his wife, Maria Guadalupe Aceves, his daughters Lupe Saldana, Blanca Amador, Anna Blevins and Gloria Amador, his sons of Antonio, Abraham Jr., Alphonso and Roy, and numerous grandchildren and great-grandchildren. I invite my colleagues to join me as I remember this great man who left a wonderful legacy and made the measure of difference in the lives of so many.