

day. Men like Mattie Duksa—who do difficult jobs that need to be done—help to define and reinforce the values of our communities. The businesses they run and the lives they lead affect us all for the better.

Outside his business, Mattie had a well-developed sense of civic duty. He was a Newington volunteer firefighter for 16 years. He served as Director of the Newington Volunteer Ambulance Company. He was Chairman of West Meadow Cemetery Expansion and Building Committee. And he was a proud member of the Organization of Polish Businessmen.

The communities he served came to rely on Mattie's gentle understanding and his spirit. In 1997, the Newington Chamber of Commerce named Mattie "Business Person of the Year." In 2002, the funeral homes he founded were honored as "Family Business of the Year" by the University of Connecticut Family Business Program.

Mattie and his lifetime of service to his community will be missed, but remembered fondly by those who knew him and benefitted from his many contributions. I extend my sympathies to his wife Dottie, his son Matthew, his daughter Diana Duksa-Kurz, and his grandchildren James, Kristy, Johanna, and Jacqueline.●

HONORING MSGT KATHERINE BARTON

● Mr. BURNS. Madam President, today I rise to honor MSgt. Katherine Barton for her 20 years of service in the U.S. Air Force. She recently retired from the Wilford Hall Medical Center at Lackland Air Force Base, in San Antonio, TX.

Katherine Barton grew up on air force bases all over the country, moving every few years as her father, Lt. Col. William C. Flannigan, was promoted and reassigned. She enlisted in the Air Force in 1979 and began her distinguished Air Force career as a police officer. In subsequent years she became a supervisor in medical administration, where she continued to perform her duties in an outstanding manner, as well as earning her bachelor's degree in History from the University of Houston.

MSgt. Katherine Barton's service includes Active Duty assignments in New York and Texas, National Guard assignments in Vermont and Texas, and Air Force Reserve assignments in Louisiana and Texas.

MSgt. Katherine Barton and her husband, Keith, are the proud parents of three sons. Like most military families, Keith's support has been instrumental in Katherine's service to her country.

While in the Reserves, MSgt. Katherine Barton has been activated in time of war, not once, but twice; in January 1991 for the gulf war and again in October 2001 for the war on terror. When she was needed most, MSgt. Katherine Barton left her job as a teacher, the comforts of her home, and

the arms of a loving family to serve her country.

Madam President, I congratulate MSgt. Katherine Barton for her 20 years of service to our great Nation. Her contributions to the U.S. Air Force and to all Americans she protected will not be forgotten.●

DAIMLERCHRYSLER

● Mr. LUGAR. Mr. President, I wanted to share with my colleagues the text of a speech delivered by Jürgen E. Schrempp, chairman of the Board of Management DaimlerChrysler AG, on December 2, 2002, at an event sponsored by the Center for Strategic and International Studies. I had the honor and privilege of introducing Mr. Schrempp at this event, and I hope his insights about the automotive industry and about international trade will be helpful as we, as a nation, work to strengthen our economy.

The speech follows.

THE TRANSATLANTIC PARTNERSHIP

1. Introduction—Senator Lugar, Excellencies, Honored guests, Ladies and Gentlemen, Thank you for your warm welcome. Senator, may I offer my special thanks for your thoughtful and gracious introduction. Your remarks are deeply appreciated, coming as they do from a world leader in the field of foreign affairs. I would also like to thank the good people from the Center for Strategic and International Studies—and specifically Simon Serfaty—for their hard work in making this conference such a success. The value of the CSIS in facilitating dialogue about what route Europe and America should follow, to fulfill their joint destiny, is immeasurable. It's a great pleasure—and a privilege—for me to be with you today. It is also an opportunity to talk about an important, visceral part of my life. That is the relationship between Europe and the United States.

2. A personal view of the United States—I have a very personal view of this connection. My first real contact with America came during the early eighties. I had been appointed chief executive of Euclid, a Daimler-Benz subsidiary operating out of Cleveland, Ohio. The company produced really heavy-duty trucks. And it was my first really heavy-duty job with Daimler-Benz. In this two-year period: I discovered the bottomless hospitality of the American people. I discovered the extent to which my body could produce adrenaline. I came to grips with the reality of America's leadership in world affairs. And I became very aware of our crucial transatlantic links! Links in which DaimlerChrysler now has an extremely healthy self-interest! DaimlerChrysler is, after all, the most significant German-American company.

3. America's role in Europe—From my perspective, the positive impact of American actions on Europe is central in much of what we, as Europeans, have become. One of the highest points I can recall was the role played by the 41st President of the United States, and his team, in unifying Germany. And, of course, ending the Cold War. Never forget: It was the Americans who stood in the vanguard against European communism. From thousands of kilometers away across the Atlantic! I was certainly not surprised. America's warmth and friendship has been a given for a long time. America helped to establish the Berlin relief-corridor after the

war. It put in place the Marshall Plan to rehabilitate Europe. And its contribution to the wider freedoms now enjoyed by Europeans has been enormous.

4. The high stakes of alienating the EU from the US—Ladies and Gentlemen, Stakes are high in the complex areas of business and political diplomacy. Especially for the United States and Europe. More than anything, our priority must be to establish truths about one another and build on these. One such truth is that we are totally wedded to the cause of democracy. We are also inextricably bound together by the cause of those freedoms that define our civilization. These are the values that mark us as prime custodians of the free world. These are the values for which we are prepared to fight!

5. Commercial interdependence is the key—But it is not only these strong emotional ties that underpin the transatlantic bridge. Our commercial interdependence is a vital part of that bridge's structure. The United States and the European Union enjoy the world's most significant commercial relationship. They are, quite simply, each other's largest trade and investment partners. Together the United States and the EU account for 40 percent of world GDP as well as 80 percent of global foreign direct investment. It requires very little analysis to establish that this joint relationship is essential. Yet we now need to face a sudden and strange reality. The exceptional goodwill characterizing our historic links is being tested. Quite seriously, I might add.

6. The DaimlerChrysler example of excellent US/European relations—In this regard I have a real sense of *deja vu*. Mainly because of my experience at DaimlerChrysler! This merger offers the best example of outstanding transatlantic relations I can think of. Why do I say this? Well, shortly after the deal, global automotive markets began to deteriorate. The highly acclaimed "Merger of the Century" was suddenly under fire. But we stayed calm. We were patient. We held our course. Above all, we believed in ourselves. We had an unshakable sense that we should not meet operational challenges by changing our well-defined strategy. And, by the way, why should we have done so? Mercedes-Benz, the most valuable automotive brand in the world, remains the ultimate benchmark in the luxury segment. Our Commercial Vehicle Division was—and is—by some margin, the world's market leader in trucks, vans and buses. Therefore, we were able to focus on our main operational challenge. That was to implement our turnaround plan at Chrysler. Since then our phenomenal team in Auburn Hills has made outstanding progress. As a result, Chrysler Group earnings for the full-year 2002 will reflect a real turnaround. And on this score, I believe the empowering union of German and American interests was a critical factor. It prevented a deeper financial crisis—similar to those experienced at Chrysler in 1979 and 1991—from occurring. And Chrysler now enjoys the same access to credit markets as the rest of our group. Bearing in mind what happened before, I'm sure many Americans have recently breathed a huge sigh of relief!

7. The practical results of amalgamating Daimler-Benz and Chrysler—You may ask how we turned the corner. Firstly, we combined the very best of our American and German heritages. Then we unlocked the vast potential of our joint experience by working with extraordinary commitment—and loyalty—to one another! I can say with considerable pride that since the merger we have built an enterprise in which America and Germany can have great confidence. We have harmonized processes. We have exchanged components, engines and transmissions and other commodities. For example, we decided

that state-of-the-art five-speed automatic Mercedes-Benz transmission units would be manufactured in Kokomo, Indiana—Senator Lugar's home state! It was also decided that, for the benefit of our customers, these units would go into Chrysler vehicles. But this is just the tip of the iceberg. This investment is only part of a 30 to 40 billion dollar, five-year investment plan for North America. It's a plan that will offer optimal security for more than 100,000 employees, well into the future! I should add that, very selectively, we already share expertise and technology for different products. The new Chrysler Crossfire will be the first highly visible result of this policy. It is a breathtaking coupe. With great American design and Mercedes components. The Crossfire will hit the markets next year. At the point where—as we like to say—Route 66 meets the Autobahn. But what we have built together also has substantial global implications. We are now able to develop crucial interests in Asia. Our significant Japanese investment in Mitsubishi Motors and our stake in Hyundai of South Korea are such interests. So is the dynamic commercial vehicle business we are building in the region. Yet this is not all. China has moved into the frame as well. Soon we will have a meaningful, viable operation there. Which is why we can say with pride that ours is a truly global company.

8. Lessons from the DCX experience—Ladies and gentlemen, I would like to share with you what tough times have taught our great company. We have learned one of life's fundamental truths. That success and happiness depend to a great degree on an ability to confront and solve problems. Or challenges, as I prefer to call them. Another fact is absolutely clear to me. Today's positive results have come because Americans and Europeans resolved to capitalize on their differences. We did not succumb to them. We learned a third important lesson during the recovery process. Successful relationships need time for constant review and reaffirmation. Right now, I believe this is of wider and special significance. And, in this context, I feel a strong need for a constructive "time out" in the debate on relations between the US and Europe. There is currently far too much heat and far too little light on the subject! We need to regroup!

9. Potential points of dispute—Before we can do that, however, we have to concede that differences have arisen. The first area of conflict concerns trade. We are predominantly a transatlantic company. But trade restrictions imposed on either side of the Atlantic sometimes have really negative results! I think, for example, of US steel tariffs, and EU penalties in response to the FSC decision. We are simply caught in the crossfire. And our customers as well as employees pay the price. But my purpose in mentioning this is not to apportion blame. It is simply to note that trade restrictions do more harm than good. I therefore agree with the recent statement by President Bush that there is a need to remove tariffs. And non-tariff-based trade barriers. I hasten to add. Let's hope the leaders in charge of trade issues go down this road! There is a second front on which policy differences are always aired. The conflicting views of Europe and the US on global environmental matters have developed into a hot topic. Finally, geopolitical issues have arisen around national security and defense commitments. These discordant views are not restricted to partisan arguments. There are also internal disagreements—on both sides of the Atlantic. And, once again, most differences tend to be about procedure and the degree to which action is implemented. Fundamental objectives are seldom in dispute.

10. The need for openness and honesty—However, the problem seems to be systemic.

And in the process, concerns that originate from fear have also emerged. Fear that unilateral rather than multi-lateral action could be taken to secure world peace. I think particularly of polarized policies on Iraq. But I don't want to go into detail on that. I simply want to make one point. Among great friends, such as the US and Europe, we are able to discuss differing views with complete honesty. In the same vein, however, we should do this face-to-face, and privately.

11. Call to intensify result-driven dialogue between the two continents—On the public front there is plenty of talk. Talk about how to revive transatlantic initiatives. But there is nothing that remotely resembles implementation. Let's get past the pussy footing! It's time for meaningful engagement and visible, tangible results. However, this will only come from blunt, hard-nosed implementation! In 1998, I found myself chairing the European section of the Transatlantic Business Dialogue. The TABD was the brainchild of the late Secretary of Commerce, Ron Brown and the former European Commissioner, Martin Bangemann. Founded in 1995, it was initially accepted by CEOs on both sides of the Atlantic with some enthusiasm. I'm even able to say that we achieved some encouraging results. But this organization, in its present form, has been allowed to stagnate. What we now need is dynamic interchange between the two continents. And such a process must take place with mutual commitment and enthusiasm from its transatlantic participants. Particularly herby on the political side. I undertake today that DaimlerChrysler will pursue any initiative along these lines. Provided it leads to sensible, intensified and result-driven work between us.

12. To keep the TABD or introduce a new process—At the very least, we need to reinvent the TABD. Or it may be preferable to start afresh. One thing is certain, however. We need to engage a dynamic group of leaders who should represent politics and business. They must select and tackle important as well as relevant issues. And they must be totally committed to the process of implementation. People who are prepared to roll up their sleeves and get stuck into things! People with a can-do attitude! People not afraid of breaking new ground! People of passion!

13. The need for a highly principled, organized mission—Such a body would be the best platform from which to proceed. And build on what the U.S. and Europe have thus far accomplished together. Which is an extraordinary amount! Take the multilateral institutions that have served us so well over the last 50 years. NATO, the IMF, the World Bank, the World Trade Organization, and the United Nations are among them! Quite clearly, their historic achievements signify an important reality. Now, with the Cold War consigned permanently to the deep freeze, some argue that we no longer have a really big issue to unite us. That instead we hassle over petty details. So I believe we have to find a new, highly principled mission. One that binds our two regions even more closely together! A mission that captures our imagination! Along with the hearts and minds of our global constituencies! In this connection, there are highly complex tasks ahead of us.

14. The priorities of corporations and governments—I refer to the finding of effective solutions for what Kofi Annan calls "problems without passports." This will demand unusual levels of organization! It will also require great determination—and dedicated focus. For instance, we have to find common cause in the war against terror. But this should primarily be directed at preventive action. Never again can the infamy of September 11 be repeated. Joint intelligence

sharing and cooperation on the gathering of financial intelligence would be a good start. Another constructive step would be close cooperation on important initiatives like the Nunn-Lugar program. This program is crucial. It offers safeguards against nuclear and scientific material in the former Soviet Union falling into the wrong hands. We generally need to create fresh initiatives to neutralize any other nuclear, biological and chemical agents of destruction. But we need to step up investment in such programs, as well. A second goal must be to bring democracy and economic development to regions that have known too little of both. We need sustainable development to lift people out of poverty and abject subsistence. After all, half the world lives on \$2 dollars a day—or less!

15. The need to safeguard and, where necessary, to rebuild civil society—Last year I called for a concerted international effort to rebuild civil society in broken countries like Afghanistan. I repeat that call today. And I do so because dysfunctional countries are much more of a drain on global resources than those that operate efficiently. We must therefore heed the lessons of the past. The investment made in rebuilding Europe has been more than repaid. In hard currency. In the fruits of stability. And—together with the United States—in the development of the most powerful alliance of nations the world has seen. Only through this alliance will we be able to deal with problems that threaten mankind.

16. Problems that endanger the human race—One such diabolical problem is the spread of the HI Virus and AIDS. More than 45 million people worldwide are currently infected with the virus and face a painful, degrading death. In my beloved South Africa this involves 25 percent of the population! At DaimlerChrysler, combating the AIDS pandemic is a priority. It's a priority recognized by the Global Business Coalition on HIV/AIDS. In June this year, at a function in New York, they acknowledged our tremendous South African HIV/AIDS program. And when Kofi Annan handed me their much-coveted award—for Excellence in the Workplace—I was very proud indeed. At the same time I was appointed Chairman of the Global Business Coalition. I welcomed this assignment with a sense of humility—and urgency. For fighting this dread disease—and dealing with the other problems I have mentioned—represent the real challenges of humanity. It's therefore high time to stop playing in the shallow end of our global pool. We need to dive deep! But it is patently obvious that the partnership, between the U.S. and EU is pivotal to any prospect of real success. Together, we hold the key to the health and wealth of the global economy. And that, Ladies and Gentlemen, is an awesome responsibility.

17. Conclusion—We may, realistically, not be able to do everything. But over the past 50 years, Europe and the U.S. have changed the face of the planet. Very much for the better! As partners, I'd back us as winners all over again. Our common ground is solid and fertile. The challenges are irresistible. The need for unity is more essential than ever. The urgency that demands immediate engagement between us is white-hot. And the time for a solemn pledge of trust in one another is precisely right. I thank you.●

WALLY CONERLY DAY

● Mr. LOTT. Mr. President, I would like to take this opportunity to recognize and honor an outstanding citizen of Mississippi. On March 5, 2003, Governor Ronnie Musgrove signed a proclamation declaring March 19, 2003 to be