

diligence, too. Senators STEVENS and INOUE navigated difficult waters and came up with a good bill, and for that I am appreciative.

Mr. HARKIN. Mr. President, I am very pleased we were able to maintain continued strong funding for the Army Peer-Reviewed Breast Cancer Research Program, BCRP, and for a number of other medical research programs in this bill. The BCRP has made a real difference in supporting innovative, effective research to help the many women and men who get breast cancer in this country. Because of its success, other medical research programs have been added, and there is always interest in adding more. The chairman has expressed concern about the potential effect of these new requests on the Defense budget, and the committee report includes language requesting the Department to look at possible additional sources of funding. I look forward to working with the Department, the Institute of Medicine, and others to ensure that this review strengthens the medical research programs and does not undermine or bias them, and I look forward to working with the chairman to ensure continued strong funding for these important programs.

#### MORNING BUSINESS

Mr. STEVENS. Mr. President, I ask unanimous consent that the Senate now proceed to a period for morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### VOTE EXPLANATION

Mr. MURRAY. Mr. President, on Friday, July 11, 2003, I was unavoidably absent from the Senate and missed three rollcall votes. Had I been present, I would have voted "yes" on rollcall vote Nos. 272, 273 and 274. I particularly want the record to indicate my support for the Legislative Branch and Military Construction appropriations measures.

#### PROTECTING THE NATION'S PASSENGER AVIATION SYSTEM

Mr. KENNEDY. Mr. President, last week I joined Massport CEO Craig Coy, Logan Airport's Federal Security Director George Naccara, and Congressman Stephen F. Lynch to mark a significant milestone in our efforts to better protect the Nation's passenger aviation system. The occasion was the announcement that the Transportation Security Administration and Massport had reached an agreement concerning Federal reimbursements for Massport's installation of a comprehensive explosive detection baggage screening system.

That the announcement was made at Logan Airport was fitting because since 9/11 Massport has been a leader among airport operators in strengthening aviation security. In fact, Logan

was the only major airport in the country to have met the deadline mandated by Congress in the Aviation and Transportation Security Act by having its permanent baggage screening system up and running by December 31, 2002.

In order to accomplish this feat, Massport had to invest nearly \$146 million of its own money before it was clear that the Federal Government would reimburse any of these costs. Additionally, meeting this deadline required the around-the-clock efforts of over 700 laborers who completed 2 years of construction in less than 6 months. Finally, this effort required Massport to work in close collaboration with the Transportation Security Administration, an agency headed by dedicated and talented professionals, but also one that, having just been created, was still working to define its mission and scope in the 9/11 environment.

While there are still many security enhancements to be completed at Logan—as there are at every major airport in the country—solid and consistent progress is being made under Massport's new CEO, Craig Coy, and his management team. Just as they have done with regard to the new baggage screening system, Massport's leadership, security officials, and professional staff continue to work to define complex security challenges and to meet those challenges. And I believe they are setting a very strong example for those public agencies across the country charged with the complicated and costly responsibilities of protecting key pieces of our Nation's transportation, energy transmission, and public health infrastructure.

The manner in which Massport is approaching these new challenges is outlined succinctly in an April 1 Boston Business Journal editorial by John A. Quelch, a Harvard Business School professor and the current chairman of the board of the Massachusetts Port Authority. The performance model Quelch describes is, I think, instructive for other public agencies—and some corporate boards—that are struggling to adopt a governance structure that encourages performance and works to eliminate obstacles to achievement.

I ask unanimous consent to print the text of Chairman Quelch's article in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Boston Business Journal, Apr. 1, 2003]

#### BETTER GOVERNANCE IN PUBLIC AGENCIES? (By John A. Quelch)

Corporate executives say they're concerned that new and improved governance requirements will prove onerous and irrelevant, dissuade talented people from serving as non-executive directors, and eat up valuable board time that could be spent better on discussing the health of the business.

To ease their minds, these executives need look no further than well-run public agencies, where tough governance practices enhance professionalism and can be a source of competitive advantage.

Take, for instance, the Massachusetts Port Authority. With \$350 million in annual revenues, Massport runs Logan Airport and the Port of Boston. Massport is governed by a politically balanced board of six members plus a chairman, appointed for staggered seven-year terms of the Massachusetts Governor. Following the tragedy of 9/11, an independent commission called for reduced political patronage in Massport appointments. A professional CEO with corporate experience was appointed following a nationwide search. A new, politically independent, chairman was also appointed.

Massport has since become a model of public agency governance. Consider these practices from which many corporations could learn a thing or two:

**Frequent Oversight.** The Board meets ten times a year, typically for four hours. Meeting agendas follow a systematic pattern, varying with the annual planning and budgeting cycle. Five committees, each chaired by a board member and with its own charter, meet at least twice a year and report back to the Board. These committees cover audit, human resources and compensation, security, community affairs, and facilities and real estate.

**Zero Compensation.** Board members are not compensated. Yet, despite the workload, attendance is consistent and commitment is high. Members are attracted by a shared interest in transportation and economic development challenges, and by the opportunity to apply their professional expertise in the public interest.

**Voting Transparency.** The state public meeting law requires all Massport board and board committee meetings open to the public. Discussions of security issues, litigation and real estate and collective bargaining negotiations can be held in executive session if agreed to by a public roll call vote of board members. Any member can request a roll call vote if (s)he wishes to put each board member on the record.

**Patronage Control.** A sunshine policy adopted by Massport requires that requests for patronage appointments be reported to legal counsel. All job openings have to be posted internally and externally and requests for charitable contributions are all channeled through an employee committee which disburses an annual budget and reports to the board.

**Conflicts of Interest.** Each board member maintains a Register of Interests, recording his or her outside employment, directorships in public companies and any governmental appointments. State law requires disclosure and/or recusal where conflicts arise.

**Audit Independence.** Massport's auditors provide no other consulting services to the agency and the audit partner must be rotated every five years. An internal audit function reports directly to and is evaluated by the board.

**Shared Leadership.** The roles of the chairman and chief executive are, by board resolution, separated, as is common practice in European companies but not the USA. The CEO is selected and evaluated by the board. All decision-making authority of the CEO is delegated from the board. Senior management appointments, as well as substantial financial commitments, require board approvals.

Improved governance is essential to enhancing Massport's newfound political independence and managerial professionalism. These efforts are enhancing the pride and commitment of the pro bono bond members, and commanding the respect of bond rating agencies and other stakeholders.

Though public agencies are not required to do so, Massport is now in compliance with almost all relevant New York Stock Exchange corporate governance recommendations. In addition, Massport's CEO and CFO

are leading the way among public agencies by being the first in the nation to voluntarily sign off on the annual accounts according to the terms of the Sarbanes-Oxley Act.

If the corporate world is to regain public confidence, it might do the unthinkable and follow the lead of public agencies that good governance can enhance rather than hinder performance.

#### TRIBUTE TO BONJWING

Mr. BROWNBACK. Mr. President, I rise to recognize my staff member Bonjwing Lee on this 15th day of July, 2003.

It is with both regret and heartfelt joy that my staff and I see Bonjwing leave my office today. I as well as many of my staff member have had the blessing of knowing Bonjwing nearly the entire 7 years of my tenure thus far in the Senate. Hailing from Kansas City, MO, he first came to service in my office as a bright young college student at Northwestern University and in the subsequent years has become a friend and family member to the Brownback crew and me.

For the past year and a half, Bonjwing has worked with me as a legislative aide. Professionally, the "Jwinger," as he is affectionately called by his colleagues, has demonstrated diligence, dedication, kindness, and humility in his work, and his outstanding service has been deeply appreciated. Beyond the office, I am honored to call Bonjwing a personal friend. Through talks we have shared and interactions, I have come to know Bonjwing as a remarkable young man with unique perspectives. I have learned a great deal from his cultural heritage, his religious faith, active endeavors, talents, and amazing experiences, and for this I thank him.

Although I lose a valued staff member today and will miss his presence and company, I heartily congratulate Bonjwing Lee on his many successes and prayerfully wish him well as he heads off to take on the rigors of legal study at the University of Michigan School of Law this fall and to an exciting future beyond. As he has taught me that the Chinese never say goodbye, instead parting company with a promise, "we shall meet again," I remain optimistic that our paths will cross again and look forward to my next meeting with Bonjwing.

I wish to leave Bonjwing with a verse from the Book of Philippians, IV: 9

Finally, brethren, whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report; if there be any virtue, and if there be any praise, think on these things.

#### HOSPICE AND HOME CARE IMPROVES QUALITY OF LIFE

• Mrs. BOXER. Mr. President, I rise today to tell you of two of my constituents from Merced, CA. I recently

met with both of them and learned how the availability of home hospice and home health care in their homes improved their lives.

I had the opportunity to visit Carmel Flinders, a 93-year-old retired teacher with an engaging personality and a voracious appetite for reading books who lives at her home in Merced. On Christmas Eve, she was preparing for a large family gathering and unfortunately broke her hip and had to be rushed to Sacramento for surgery. Thanks to home health care paid for by Medicare, Carmel was able to return home and resume her life, supported by home health care workers and family members. She had the help of Rigo Mayoral, a caring physical therapist, who works for California Home Care and Hospice. She also benefitted from the assistance of Kim Holmes, a gifted nurse recently named Home Health Nurse of the year. It was inspiring to meet Carmel Flinders and the health care workers who have contributed to her strong recovery.

Americo Martignoni, and his wife, Eleanor, lived in the lovely home that they built more than 40 years ago. Americo was a retired farmer and veteran who was able to live at home with hospice care for the last 11 months. He was visited every week by Kerry Cheek, a licensed vocational nurse, and also assisted by Kaye Moyer, a certified home health aide. A lung cancer patient, with an indomitable spirit, Americo loved Eleanor's polenta and her legendary biscotti. These special people have a wonderful and supportive family of which they are so proud. Home hospice care, paid through Medicare, improved their lives while saving dollars. Mr. Martignoni died on July 7th at his home. He was a remarkable man and I extend my deepest condolences to his wife Eleanor and his family.

Medicare will soon celebrate its 38th birthday. It is gratifying to see this program at work, making a difference in the lives of my constituents. I saw the importance of this program through the eyes of two remarkable Americans, Carmel Flinders and Americo Martignoni. •

#### ADDITIONAL STATEMENTS

(At the request of Mr. DASCHLE, the following statement was ordered to be printed in the RECORD.)

#### FREE TRADE AND WORKER PROTECTIONS

• Mr. KERRY. Mr. President, the Senate will soon consider implementing legislation for the Chile and Singapore Free Trade Agreements. These FTAs are comprehensive in nature and will serve well the interests of the United States and these two very important trading partners.

However, I am increasingly concerned with the notion that the Chile and Singapore FTAs should serve as

models or templates for future trade negotiations. I feel strongly that future negotiations must reflect the particular concerns and uniqueness of each trading partner. This seems obvious, but those who follow trade negotiations have warned that the Bush administration may claim that the standards of the Chile and Singapore agreements are universally applicable. I hope those warnings are wrong because provisions that are acceptable given the circumstances in Chile and Singapore may not be acceptable in agreements with countries in very different situations.

International trade enhances economic opportunity and can serve to improve workers' rights. As such, future trade agreements must build upon the progress made to date by including comprehensive worker protections and strong enforcement provisions.

Over the past decade, the treatment of labor and environmental issues in trade agreements has evolved both in emphasis and enforcement. NAFTA represents an early stage in this evolution, addressing labor and environmental issues in the context of the agreement, albeit in side accords. The United States-Jordan Free Trade Agreement was the first FTA to include labor provisions in the actual text of the agreement and to subject those provisions to the same dispute settlement procedure as all other elements of the agreement.

Although the Chile and Singapore agreements should be the next step forward in this evolution towards strong and effectively enforced labor and environmental standards, they are in fact a step back. Unlike the United States-Jordan FTA, the only labor provision subject to dispute settlement is the requirement that each trading partner enforce its existing labor laws. Furthermore, there is no enforcement mechanism to ensure that Chile and Singapore will strive to uphold basic international labor rights.

As we pursue future trade agreements, we must encourage policies that avoid a downward spiral in working or environmental conditions. Trade agreements must be a catalyst to improve these standards. To achieve this end, American trade policy must be flexible: we must maintain a broad adherence to basic principles and at the same time address the unique characteristics of each trading partner.

Maintaining this flexibility is of utmost importance in our ongoing trade negotiations with six Central American countries. These countries provide an entirely different set of political and economic conditions than Chile, Singapore, and our other FTA partners. The administration must not ignore the fact that critical differences exist between the CAFTA countries and Chile and Singapore in labor and environmental areas. A fully enforceable obligation to adopt and enforce basic labor standards will improve the broader socioeconomic dynamics in Central