

Mr. Speaker, on behalf of the people of the Fifth Congressional District of Illinois, and indeed all of Chicago, I am privileged to congratulate the Wrightwood Neighbors Association on continuing to enhance the quality of life in Chicago, and wish them tremendous success with the upcoming "Taste of Lincoln Avenue."

**MINOR USE AND MINOR SPECIES
ANIMAL HEALTH ACT OF 2004**

SPEECH OF

HON. BILL SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 20, 2004

Mr. SHUSTER. Mr. Speaker, I rise today in strong support of S. 741, the Minor Use and Minor Species Animal Health Act. This legislation contains provisions that will better the lives and ease some of the frustrations for the more than 7 million Americans that suffer from food allergies every day.

I have had the unfortunate experience to learn more about the trials and tribulations of food allergen sufferers when one of the members of my staff, Christy Farmer, was diagnosed with Celiac Disease earlier this year. Celiac Disease is an immune-mediated disease that causes damage to the gastrointestinal tract and is triggered by the consumption of gluten. Gluten is the protein part of wheat, rye, barley, oats, and other related grains, which are found in many of the foods that people eat on a day to day basis. The only treatment for Celiac Disease is adherence to a strict life long gluten-free diet. In order to comply with this, individuals must carefully read all food labels—which can often be inaccurate and extremely confusing. Many times, food products may contain a derivative of a known food allergen, however the food label does not make that clear. This can lead to people unknowingly consuming exactly what they have been trying so hard to avoid. This painstaking process of carefully examining every food label and determining the exact ingredient of each product can be extremely frustrating and difficult for individuals.

This legislation will help tremendously in taking some of the guesswork out of reading food labels. Manufacturers in the food industry must now include the commonly accepted names of the eight most common allergens—milk, eggs, fish, crustacea, tree nuts, wheat, peanuts, and soybeans. Food allergen sufferers will now be able to scan food labels with greater ease and many incidents of accidental ingestion can be avoided.

Having a food allergy, especially to something that is found in so many different foods, can add a level of complication to a person's life that can be difficult to imagine. Christy was required to undergo a total lifestyle change due to her gluten sensitivity. Spontaneously stopping at a restaurant for dinner is no longer possible, traveling not knowing in advance what foods will be available is no longer an option, and giving up your favorite foods is not as easy as it sounds.

I am pleased that this legislation will help ease some of the frustrations and make adhering to an allergy-free diet a little easier for the millions of Americans that suffer from food allergies. I strongly urge my colleagues in joining me to support S. 741.

**THE ALASKA AIDS ASSISTANCE
ASSOCIATION IN ANCHORAGE**

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. YOUNG of Alaska. Mr. Speaker, last week at the 15th International AIDS Conference in Bangkok, Thailand, the world's attention was drawn to the 38 million people around the world who are living with HIV—nearly a million of whom live in the United States.

Moreover, many HIV positive individuals in the United States face significant hurdles that prevent them from engaging in long-term health care, including unstable financial and housing situations and a lack of trust between patients and health care providers. As a result, approximately 250,000 individuals who are aware of their HIV status are not receiving regular primary medical care; a population the Health Resources and Services Administration defines as the "unmet need" in the domestic epidemic. However, the United States should not and must not consider this lack of HIV health care inevitable because solutions do exist.

With this in mind, I rise today to recognize and share with you work that is being done in my own state of Alaska to successfully bring HIV treatment and care to the people who need it. The Alaska AIDS Assistance Association in Anchorage uses "Inter-Agency Networking" to connect HIV positive Alaskans to a system of integrated health care and support. The activity accomplishes this by providing health care agencies with opportunities to exchange information and share resources, thus increasing the agencies understanding of community needs and enhancing their ability to provide care to more people living with HIV.

Inter-Agency Networking is indebted to a capacity-building initiative called Connecting to Care, which was developed by AIDS Action in collaboration with the Health Resource and Service Administration. Connecting to Care identified the Alaskan AIDS Assistance Association's activity as a "model practice" and disseminated it to more than 10,000 health providers throughout the country as a model intervention that has been successful in connecting HIV positive individuals to care. My hope is that the Connecting to Care initiative will guide other communities in their own development of activities that connect HIV positive individuals with the health care they want and need.

**PROTECTING RAILROAD OPERATORS,
TRAVELERS, EMPLOYEES,
AND COMMUNITIES WITH TRANSPORTATION
SECURITY ACT OF 2004**

HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. CUMMINGS. Mr. Speaker, I, along with my colleagues Congressman JAMES OBERSTAR, the Ranking Member of the Transportation and Infrastructure Committee, and Congresswoman CORRINE BROWN, Ranking Demo-

cratic Member of the Railroad Subcommittee, are introducing the "Protecting Railroad Operators, Travelers, Employees, and Communities with Transportation Security Act of 2004" (PROTECTS Act).

Since the September 11 terrorist attacks, the government has authorized over \$12 billion on aviation security. Railroad and transit agencies were authorized to receive \$65 million in security grants in 2003 and \$50 million in 2004. Clearly, this disparity in security funding is unacceptable. We cannot afford to put a price tag on safety. We cannot leave our railroads vulnerable to attack. Nearly five times as many people take trains as planes every day. Our bill authorizes nearly \$1.3 billion to protect passenger and freight railroads and the communities they serve.

I have grave concerns regarding the vulnerability of our national rail and transit systems. A documented one-third of all terrorist attacks worldwide have targeted railroads and other surface transportation systems. The United States rail network touches every major urban center and hundreds of smaller communities in between. Millions of tons of hazardous materials are shipped yearly across the United States. A large portion of these shipments is transported by rail, sometimes through densely populated areas, increasing the concern that attacks or accidents on these shipments could have severe consequences. Additionally, the 3,000 to 3,300 railroad shipments of spent nuclear fuel from 39 states that the Department of Energy plans to deposit in Yucca Mountain over the next 24 years, highlights the need for stringent rail security to guard against such incidents.

Based on recent numerous rail attacks around the world, terrorists seem to have expressed a proclivity for attacking rail systems. Between 1998 and 2003, there were 181 attacks on trains and related targets such as depots, ticket stations and rail bridges worldwide. Lack of screening and inadequate safeguards in the transportation of explosives, chemical, biological and radiological agents have created major vulnerabilities in our rail transportation system. These vulnerabilities are all largely un-addressed.

The challenge of protecting our railroads is a daunting one. The demands on our system to deliver travelers and freight safely, quickly, and efficiently make our task all the more difficult. However, these goals are achievable. Failure on this mission is not an option.

The PROTECTS Act authorizes over \$1 billion to help secure our national rail system against terrorist threats. \$500 million is authorized for grants to wholly or partially reimburse State and local governments, railroad carriers and rail labor for the development and implementation of increased security measures.

The tragic terrorist attack on a commuter train system in Madrid earlier this year was a urgent reminder of our need to implement safety measures to secure our national rail transportation system. Washington's Union Station, and New York's Penn Station, both have very high volumes of pedestrian traffic that include a mix of Amtrak travelers and daily commuters. Inadequate security measures put these travelers at risk. Our bill authorizes \$597 million for Amtrak to address fire and safety issues in tunnels in New York, NY, Baltimore, MD, and Washington, DC. In addition, \$65 million is authorized for Amtrak system-wide security upgrades.

It is particularly disturbing that the federal government has yet to complete a national, risk-based threat management plan for preventing attacks upon our nation's rail system. The GAO report, "Rail Safety and Security: Some Actions Already Taken to Enhance Rail Security, but Risk-Based Plan Needed," which I, along with my colleagues JIM OBERSTAR, HENRY WAXMAN, and MARTY MEEHAN requested in 2001, concluded that "the adequacy of this industry plan to protect communities and the railroad infrastructure is still unclear since the Transportation Security Administration lacks the framework for systematically evaluating and prioritizing actions needed to ensure the safety and security of the transportation of hazardous materials by rail."

The PROTECTS Act authorizes grants to State and local governments and emergency responders for proper equipment and protective gear for hazardous material incidents. In addition, the act ensures that responders are properly trained and are familiar with the different types of hazardous materials that pass through and are stored in their communities.

A clear comprehensive industry plan is needed to protect communities and rail infrastructure. With 530 rail stations throughout the country—some of those no more than open platforms where passengers can walk freely onto the train—stringent airport-like security measures are not possible. However, the PROTECTS Act will ensure that the necessary steps to address security vulnerabilities on our rail system are implemented and that a comprehensive plan is developed.

The National Commission on Terrorist Attacks Upon the United States (9/11 Commission) in their report that was released today concludes that the United States needs to develop strategies for neglected parts of our transportation security system. Also, the report recommends that we address problems of biometric screening between agencies and governments, including border and transportation systems. Our bill provides funding and authorizations to aid such efforts.

We got an urgent wake up call on September 11, which we answered. The commuter rail station bombing in Madrid was a second wakeup call. The PROTECTS Act is how we will answer that call. We have to do all that we can to secure America and its citizens against terrorists' threats. Why wait for the other shoe to drop, we need to act now to protect rail and rail passengers before we wake up to another tragic terrorist incident.

THE SITUATION ON CYPRUS

HON. ED WHITFIELD

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. WHITFIELD. Mr. Speaker, I would like to discuss the situation on Cyprus. The best way to commemorate the twin anniversaries of the coup d'etat and the following events in Cyprus 30 years ago in July 1974 is to make sure that they never happen again. This is only possible if the political problem in Cyprus between the Greek and Turkish Cypriots is settled once and for all. This in turn will make Cyprus a bridge of cooperation, rather than conflict, between Greece and Turkey, and a bastion of stability in the eastern Mediterranean.

A historic opportunity was missed just a few months ago when the "Annan Plan" was rejected by the Greek Cypriots by a margin of 3 to 1, while it was accepted by the Turkish Cypriots with a clear majority of 65 percent in separate referenda. The United States, the European Union, Turkey and Greece had given strong support to the Plan as a reasonable compromise.

According to Secretary-General Kofi Annan's recent report to the Security Council regarding the results of the referenda, "the Turkish Cypriot vote has undone any rationale for pressuring and isolating them." Annan also called on U.N. Security Council members to "give a strong lead to all States to cooperate both bilaterally and in international bodies, to eliminate unnecessary restrictions and barriers that have the effect of isolating the Turkish Cypriots and impeding their development."

Having demonstrated their conciliatory spirit by letting bygones be bygones, the Turkish Cypriots rightly expect to be reintegrated with the international community in economic, cultural, social and other fields. U.S. and EU assistance to Turkish Cypriots to help them rehabilitate their economy and ease their isolation has been forthcoming but modest. I believe the Turkish Cypriots need and deserve our help in their struggle for justice and a better future.

AN ARTICLE ABOUT MR. PAUL KLEBNIKOV

HON. MARK E. SOUDER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. SOUDER. Mr. Speaker, when the Soviet Union collapsed in 1991, its fall was heralded as a new era of peace and prosperity, when the victims of communism would learn what it means to live in freedom. The establishment of capitalism in the capital of communism was no less significant. Sadly, the brand of Russian capitalism practiced today is just another form of materialism without moral foundation.

As rivals jockey for a share of the market and the trappings of a high flying Western lifestyle, Russia's amoral brand of the market economy has led to a last man standing mentality where shooting and bombing rivals and critics are nearly as common as balancing the books.

This past week, the Al Capones of Russia's business world claimed yet another victim. Paul Klebnikov, an American and editor of Forbes Magazine in Russia, was shot to death outside his office.

Klebnikov's only crime was reporting on the Russian business world and criticizing what he viewed as the too close relationship between Russia's elite businessmen and the government.

Paul Klebnikov's fearlessness and sense of right and wrong ultimately were his undoing. Had he been more circumspect in his views or less vocal with his criticism, he would probably be alive today. Those who knew Klebnikov, however, would be the first to say that he would not have changed a thing.

He believed in Russia and in Russia's future. He could not simply sweep Russia's problems under the rug. He knew that the only way to move democracy and market cap-

italism toward a normal existence was to condemn the excessive and corrupt.

Like so many other similar crimes, Paul Klebnikov's assassination has not been solved. Given the current strength of the Russian mafia and rampant corruption in the Russian government, I don't know if his murderers will ever be brought to justice.

I am submitting for the RECORD an article from the Washington Post. In it, Michael Caputo, a friend and colleague of Paul Klebnikov, honors his friend better than I can.

[The Washington Post, July 13, 2004]

SAME OLD RUTHLESS RUSSIA

(By Michael R. Caputo)

American journalist Paul Klebnikov was shot to death outside my office building on Friday. At least it used to be my office. I worked with Klebnikov, Forbes magazine's maverick correspondent, several times in the past 10 years, sometimes in Moscow, sometimes in New York. Our paths crossed often through one of Russia's wildest decades.

Eight years after we first met as he covered Boris Yeltsin's 1996 presidential election, his murder brings clarity: Nothing has changed. Brutal criminals still run amok in Russia, operating with impunity and no fear of prosecution.

Klebnikov had high hopes for Russia and was determined to urge democracy along. He grew up in the United States, cradled in the close-knit Russian American community; his Russian skills were perfect and his devotion to the culture ran deep. He blossomed in journalism just as the communist bloc crumbled, and his unique understanding of "the story" in the region propelled his career.

As we toured the Russian countryside eight years ago, he talked to peasants waiting in line to vote and grilled me with questions, too. Had I run across billionaire Boris Berezovsky in my work with the Yeltsin administration? I hadn't. Klebnikov had recently been scratching the surface of Berezovsky's brazen get-rich-quick schemes. He was convinced there was much more to the oligarch. He was in town to investigate him as well as to cover the elections.

Berezovsky was one of several super-wealthy men who had back doors to Yeltsin's Kremlin. His popularity waxed and waned, but as he amassed wealth he gained unparalleled power. Experienced expatriates in Russia shared an essential rule: Don't cross these brutal billionaires, ever, or you're likely to go home in a box.

Klebnikov knew this well. In Russia the mafia kills every day. He knew Paul Tatum, the Oklahoma entrepreneur who ran afoul of Moscow's mafia and was shot dead just a few hundred yards from a hotel he had founded and had fought against Mayor Yuri Luzhkov to control. After Tatum's murder, Hizzoner promised swift justice. We're still waiting.

Tatum had led a loud life in Moscow. Klebnikov told me he knew Tatum's battle with city "authorities" was never a sound strategy for survival. The Tatum murder shook him, but he was determined to go forward with what grew into a series of articles exposing Russian corruption. After all, he was a reporter, not a businessman.

As a journalist, Klebnikov was the real deal. He was based in New York through the 1990s but had more contacts in Moscow than most reporters on the ground full time. During his frequent trips to the region he accomplished more meetings before lunch than many of us could pull off in a week.

Klebnikov listened as intently to the griping of a pensioner as he did to the drone of politicians. He was quick to the point, wasted no time, and drove to the center of his story like a tank. Some thought he was bold,