

homes to continue to lack vital life saving safety equipment. It is time for Congress to take action to protect our nation's most frail and vulnerable, and prevent similar tragedies in the future.

I urge my colleagues to join me in helping to make nursing homes in their districts, and around the country, safe from the threat of fire.

A SALUTE TO COACH GAYLE HATCH AND HIS SELECTION AS COACH OF THE U.S. OLYMPIC WEIGHTLIFTING TEAM

HON. RICHARD H. BAKER

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. BAKER. Mr. Speaker, as many in this chamber now know, Coach Gayle Hatch of Baton Rouge, Louisiana, will be the coach of the U.S. Olympic Weightlifting Team at the 2004 Summer Olympiad in Athens, Greece.

I can think of no one associated with coaching, even at the highest levels, more deserving of Olympic recognition. The Olympics is the venue where the best of our world's athletes compete and pursue the ideals of sportsmanship.

Hard work, hard work, and hard work are three of the most important elements of preparation. Talent is certainly important, but commitment to principle is essential. There is no other challenge to an athlete that holds out the highest standards of conduct, as the minimum standard for admission. This makes participation in the Olympics a rare honor. To be selected as a coach of such competitors is even more special.

It is likely that most in the House who listen to this text would assume it is written as a casual political statement to acknowledge Coach Hatch's recent success. Few would know of our long-standing friendship.

It was well over 20 years ago when I first brought my son Brandon to Coach Hatch's training facility. I thought well enough of him then to trust his guidance with my own son. To the exclusion of all other sports, Brandon trained with a commitment I have not seen before. Today my son is a hard working and disciplined person, in large measure due to the principles instilled in Coach Hatch's gym.

I also know the same is true for many men and women who have been part of the "Hatch" family. Whether in sports or other endeavors, graduates of the "Hatch School of Hard Work" always found ways to succeed in life. This is why I rise today to speak to my colleagues in the House.

Coach Hatch's contribution to the Baton Rouge and sporting community goes far beyond helping a talented young athlete finish in first place. Coach Hatch's work, by instilling principles of decency into young people, is of immeasurable value.

The Olympic Committee has selected Coach Hatch to lead young Americans in the most difficult athletic challenge they will likely ever face. This is a big deal. But I know that our team members will bring honor to America, because of their principled conduct which Coach Hatch will require. Their athletic success will only be an additional reward.

Long after Coach Hatch returns home from Athens, returning I hope, to coach more young

people, the awards and acknowledgments will continue to come. Some may be from an Olympic Committee, or an Olympian here or there, but hundreds will come from dads like me. We know, Coach Hatch, what you have given of yourself to help mold our children into principled and committed young adults.

Although it can't be found or put on a shelf, I hope you take pride in hearing all us dads say, "Thanks Coach".

For those who don't know Coach Hatch, it is worth noting that he has been active as a weightlifting and strength coach for more than 30 years, and the Gayle Hatch Weightlifting Team has won more than 40 men's Junior, Senior, and Masters national championships. Coach Hatch is a member of the USA Weightlifting Hall of Fame, the National Master Weightlifting Hall of Fame and the USA Strength and Conditioning Coaches Hall of Fame. He holds USA Weightlifting's highest certificate ranking, Senior U.S. International Coach, and is the director of USA Weightlifting's Southern Regional Training Center.

IN RECOGNITION OF THE 105TH ANNIVERSARY OF THE NATIONAL COURT REPORTERS ASSOCIATION

HON. MICHAEL K. SIMPSON

OF IDAHO

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. SIMPSON. Mr. Speaker, I rise today to honor America's stenographic court reporters and captioners as they celebrate the 105th anniversary of their association.

For centuries, scribes have captured the spoken word to record major and everyday events in recorded history. Shorthand reporters were vital to the preservation of our Nation's founding documents, including the Declaration of Independence and the Bill of Rights. We use them every day in Congress to record the proceedings of our body.

They also provide a valuable service in reaching the hearing-impaired by providing broadcast captioning through Communication Access Realtime Translation (CART). This service benefits millions of Americans every day.

Mr. Speaker, I join with other Members of Congress in honoring and celebrating the efforts of all stenographic court reporters and captioners on July 30, 2004, as they celebrate the 105th anniversary of their association.

FOOD ALLERGEN LABELING AND CONSUMER PROTECTION ACT

HON. MARTIN T. MEEHAN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. MEEHAN. Mr. Speaker, I rise today in strong support of the Food Allergen Labeling and Consumer Protection Act. I would like to thank Representative NITA LOWEY for her leadership on this issue, and I would also like to thank Abby Giarrosso of Methuen, Massachusetts for bringing this important bill to my attention.

Abby and her family request a meeting with my office because Abby wanted to share her

experience as a child with celiac disease and to get legislation passed making it easier for her to eat safely. She shared letters that she had received from food companies in response to her requests for lists of products she could eat. The response letters were telling. Some gave her examples of gluten-free foods and others said that it was just too hard for them to break down their ingredients.

After Abby came in to my office, I immediately cosponsored the bill, and commissioned a certificate for Abby making her an honorary Legislative Assistant for her work to pass this bill into law.

Abby's story is so touching and compelling. At a birthday party she recently attended, they served pizza and cake and all of the children were given an assortment of goodies as party favors. She has a hard time in situations like that because while the other kids can eat the food, she has to just watch. Her parents do a fantastic job working around the problem. At the party they had her bring her own gluten-free pizza. It seemed reasonable to me that if manufacturers are going to sell products that have serious adverse health effects for a large number of consumers, the least they can do is disclose those ingredients.

The Food Allergen Labeling and Consumer Protection Act will make it easier for people with food allergies to more easily identify a product's ingredients. By requiring food labels to list what, if any, of the eight major food allergens are contained in a product, the bill will protect people with food allergies from the risk of dangerous and even life-threatening reactions.

The bill will also help the estimated three million Americans who suffer from celiac disease, an autoimmune disease that's triggered by the consumption of gluten. The legislation instructs the Department of Health and Human Services to define what constitutes "gluten-free" food and how the term should be used on food labels. For those who suffer from celiac disease, like Abby Giarrosso, accurate and easy to read food ingredient labels are critical to their health and well-being.

I urge my colleagues to join me in supporting this important legislation.

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

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. OBERSTAR. Mr. Speaker, today my colleagues, Congresswoman BROWN, the Ranking Democratic Member of the Railroad Subcommittee of the Committee on Transportation and Infrastructure, Congressmen LIPINSKI, DEFAZIO, CUMMINGS, BLUMENAUER, LARSEN, and MEEHAN, join me in introducing H.R. _____'s, the "Protecting Railroad Operators, Travelers, Employees, and Communities with Transportation Security Act of 2004," PROTECTS Act.

On March 11, 2004, a coordinated terrorist attack against the commuter train system of Madrid, Spain, killed 191 people and wounded more than 1,800 others, making it the deadliest terrorist attack against European civilians

since 1988. The attacks consisted of a series of ten explosions that occurred onboard four commuter trains.

If we learned one thing about terrorists from the Madrid attack, it is that they stick to what they know. Since 2000, bombs have been detonated or defused on railways in India, Russia, the Philippines, the Czech Republic, South Africa, Israel, and Germany. In France, a group calling itself AZF claims it has hidden 10 bombs around the country in order to extort \$5 million from the French government. The group demonstrated its credibility by suggesting investigators dig under a rail line; they found a small bomb powerful enough to derail a train.

Terrorist threats against trains in the United States are also increasing. Just last week, a Seattle man who was aboard a cross-country Amtrak train was charged with telephoning bomb threats against the train as it passed through Wisconsin. In May 2003, Lyman Faris, a truck driver from Ohio who pleaded guilty to providing material support to al-Qaeda, told investigators that the organization wanted to derail a train near Washington, D.C. Other intelligence sources report that al-Qaeda operatives have targeted the Washington rail corridor and that some have discussed exploding a train near storage tanks containing hazardous chemicals.

Recent news articles report that, due to increased security threats, New York and New Jersey have put together an "unprecedented" rail security plan for the Republican Convention, which includes conducting inspections on platforms, boosting canine units, locking restrooms, and banning overhead luggage.

With ever-increasing threats, our Nation's rail system is at great risk. Accordingly, the Federal Government needs a permanent rail security plan that assures the safety and security of all rail passengers.

The fact is that the Federal Government is spending \$4.4 billion this year on aviation security, but it's spending only \$65 million on rail security, even though five times as many people take trains as planes every day. The freight railroads have adopted some security measures and Amtrak has added police and dog units and removed large fixtures, such as garbage receptacles and vending machines, from their platforms, but the railroads can't do the job themselves.

The PROTECTS Act ensures that the Federal Government will do its part to take the necessary steps to address security risks on our Nation's railroads, while protecting rail passengers, rail workers, and citizens who live or work in the communities in which railroads operate.

The bill authorizes over \$1 billion to safeguard our Nation's rail network from terrorist threats. \$500 million is authorized for grants to State and local governments, railroad carriers, rail labor, and others for the full or partial reimbursement of costs incurred in preventing or responding to terrorist activities or other intercity passenger rail and freight rail security threats.

A total of \$597 million is authorized for Amtrak to make fire and life-safety improvements to tunnels on the Northeast Corridor in New York, New York, Baltimore, Maryland, and Washington, DC. \$65 million is authorized for system-wide Amtrak security upgrades. This

funding is critical as Amtrak shuttles 66,000 passengers every day, two-thirds of them through the targeted Northeast corridor. Terrorist attacks on crowded stations and on key elements of the infrastructure are a particular cause for concern.

A total of \$50 million is authorized for the Secretary of Transportation to create a research and development program to improve freight and intercity passenger rail security. Funding is also provided for a vulnerability assessment of freight and passenger rail transportation and a study and pilot program on passenger, baggage, and cargo screening.

Moreover, the PROTECTS Act focuses on something other bills ignore: the importance of ensuring that key workers have the necessary support and training required to protect our rail system, whether those workers are railroad employees or emergency responders.

Rail workers are truly the eyes and ears of the rail industry. They greet passengers, sell tickets, operate trains, maintain track and signal systems, dispatch trains, operate bridges, and repair rail cars. They are in the most direct position to spot security risks and potential threats. The PROTECTS Act requires rail carriers to provide security training to these workers to ensure that they are prepared to recognize and react to potential threat conditions. Moreover, the bill strengthens whistleblower protections to ensure that workers who report or identify a security risk will not face retribution or retaliation from their employers. These protections are similar to the whistleblower protections provided to airline employees, except that this would allow a whistleblower to bring an action in the appropriate district court if the Secretary of Labor fails to issue a final decision within 180 days of the filing of a complaint. A rail worker should not have to choose between doing the right thing on security and his or her job. Despite whistleblower protections in current law, employees still experience employer harassment and intimidation when reporting accidents, injuries, and other safety concerns.

When I began reviewing the issue of rail security, I sent a letter, along with Congressmen HENRY WAXMAN and ELIJAH CUMMINGS, to the Government Accountability Office, GAO, requesting a review of ten communities to see whether they are prepared to respond to rail incidents involving hazardous materials, whether accidental or intentional. Accidents in urban areas, such as the 2001 incident in the Howard Street Tunnel in Baltimore, Maryland, involving a fire fueled by hazardous materials, and a leak in hydrochloric acid from a parked tank car in an urban area in Lowell, Massachusetts, have called attention to the safety of hazardous materials shipped by rail.

GAO found that many emergency responders were not properly trained to respond to incidents involving hazardous materials and radioactive waste. Local fire department officials that GAO visited in all ten communities confirmed that fire department personnel have received the awareness-level training, the lowest level of training recommended in National Fire Protection Association (NFPA) Standard 472, Professional Competence of Responders to Hazardous Materials Incidents, which provides first responders with the knowledge and skills to identify a hazardous materials incident and to contact the appropriate response resource.

However, NFPA representatives reported that the minimum level of training for first responders should actually be at the operations level, the second highest level of training described in NFPA Standard 472, which trains responders to plan and initiate a response to the incident. The PROTECTS Act does just that, but it doesn't stop there.

GAO found that while local communities have most of the equipment needed to respond to hazardous material incidents, some locations lacked essential equipment, such as detectors, decontamination equipment, and personal protective gear. My bill addresses this need. It authorizes the Secretary of Transportation to make grants to State and local governments, as well as nonprofit employee organizations representing emergency responders, for advanced firefighter turnout gear.

The PROTECTS Act also ensures that emergency responders know the types and quantities of hazardous materials stored in transit in their communities to aid in emergency response planning and to ensure that, once again, the local emergency responders have the proper training and equipment to respond to incidents involving dangerous materials.

Winston Churchill, in his first statement as Prime Minister to the House of Commons, said "without victory there is no survival," including, as he noted, "victory in spite of all terror."

The PROTECTS Act is a necessary step to ensuring that end.

A detailed summary of the bill's provisions is attached.

THE PROTECTING RAILROAD OPERATORS, TRAVELERS, EMPLOYEES, AND COMMUNITIES WITH TRANSPORTATION SECURITY ACT OF 2004—THE PROTECTS ACT

On March 11, 2004, a coordinated terrorist attack against the commuter train system of Madrid, Spain, killed 191 people and wounded more than 1,800 others, making it the deadliest terrorist attack against European civilians since 1988. The attacks consisted of a series of ten explosions that occurred onboard four commuter trains.

Bombings on trains are nothing new for terrorists. Our Nation's rail transportation network has also been targeted. Lyman Faxis, a truck driver from Ohio who pleaded guilty last May to providing material support to al-Qaeda, told investigators that the organization wanted to derail a train near Washington, DC. Other intelligence sources report that al-Qaeda operatives have targeted the Washington rail corridor and that some had discussed exploding a train near storage tanks containing hazardous chemicals. Then, last Friday, a Seattle man who was aboard a cross-country Amtrak train was charged with telephoning bomb threats against the train as it passed through Wisconsin on Tuesday.

The Federal Government is spending \$4.4 billion this year on aviation security, and spending only \$65 million on rail security, even though five times as many people take trains as planes every day. While the freight railroads have adopted some security measures and Amtrak has added police and dog units and removed large, fixtures from their platforms, such as trashcans and vending machines, the railroads can't do the job themselves.

The PROTECTS Act of 2004 ensures that the Federal Government will take the necessary steps to address certain security risks on our rail transportation network, while protecting the safety and security of travelers, employees, and communities. The bill, among other things, authorizes \$500 million to be appropriated for freight and passenger rail security improvements, a total of \$597 million for Amtrak's fire and life-safety improvements, \$65 million for system-wide Amtrak security upgrades, and a total of \$100 million for rail research and development.

Vulnerability Assessment. Requires the Secretary of Transportation, in consultation with the Secretary of Homeland Security, to complete a vulnerability assessment of freight and passenger rail transportation, develop recommendations for improving rail security, and finalize a plan for the Federal Government to provide increased security support during high or severe threat levels of alert. The bill includes a reporting requirement to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation. The bill authorizes \$5 million in fiscal year 2005 for this initiative.

Memorandum of Agreement. Requires the Secretary of Transportation and the Secretary of Homeland Security to execute a memorandum of agreement governing the roles and responsibilities of the Department of Transportation and the Department of Homeland Security in addressing rail security.

Study of Foreign Rail Transport Security Programs. Requires the Comptroller General to conduct a study of rail passenger transportation security programs in Japan, the European Union, and other foreign countries. The results of the study must be submitted to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation, along with the Comptroller General's assessment of whether the United States can implement the same or similar security measures as those which are determined effective under this study.

Rail Police Officers. Allows rail police officers who are employed by a particular rail carrier to enforce the laws of a jurisdiction in which any rail carrier owns property.

Review of Rail Regulations. Requires the Department of Transportation, to review existing rail regulations for the purpose of identifying areas in which those regulations need to be revised to improve rail security. Not later than 1 year after the date of enactment of the Act, the Inspector General must send a report to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation, including recommendations for changes to the regulations reviewed and any legislative changes required to improve railroad security.

Freight and Passenger Rail Security Improvement Program. Authorizes the Secretary of Transportation to make grants to State and local governments, railroad carriers, non-profit employee organizations representing rail workers or emergency responders, owners and lessors of rail cars used for transporting hazardous materials, shippers of hazardous materials by rail, universities, colleges, and research centers for full or partial reimbursement of costs incurred for certain activities to prevent or respond to acts of terrorism, sabotage, or other intercity passenger rail and freight rail security threats. The bill authorizes \$500 million in fiscal year 2005 for this program.

Fire and Life-Safety Improvements. Authorizes the Secretary of Transportation to make grants to Amtrak for fire and life-safety improvements to tunnels on the North-

east Corridor in New York, NY, Baltimore, MD, and Washington, DC. A total of \$597 million is authorized for this program.

Rail Security Research and Development. Allows the Secretary of Transportation, in consultation with the Secretary of Homeland Security, to establish a research and development program to improve freight and intercity passenger rail security. The bill authorizes \$50 million in each of fiscal years 2005 and 2006 for this program.

Rail Worker Security Training Program. Requires the Secretary of Transportation to develop guidance for a security training program to prepare rail workers for potential threat conditions. Railroad carriers would be required to develop the program in accordance with the guidance and submit it to the Secretary for approval. Once the program is approved, the railroad carriers would have 180 days to complete the training.

Whistleblower Protections. Strengthens whistleblower protections to ensure that no employee or other person may be harassed, prosecuted, held liable, or discriminated against in any way for commencing, testifying, assisting, or participating in a proceeding or any other action to enhance rail security, or for refusing to violate or assist in violating any law, rule, or regulation, related to rail security. The bill would also allow claimants to bring an action in the appropriate district court if the Secretary of Labor has not issued a final decision within 180 days of the filing of a complaint, and there is no showing that the delay is due to the bad faith of the claimant.

Systemwide Amtrak Security Upgrades. Authorizes the Secretary of Transportation to make grants to Amtrak to secure tunnels, Amtrak trains, and Amtrak stations; to obtain a watch list identification system; to obtain train tracking and interoperable communications systems; to hire additional police and security officers, including canine units; and to expand emergency preparedness efforts. The bill authorizes \$65 million in fiscal year 2005 for this program.

Public Awareness. Requires the Secretary of Transportation, in coordination with the Secretary of Homeland Security, to develop a national plan to increase awareness of measures that the general public, passengers, and employees can take to increase rail security.

Passenger, Baggage, and Cargo Screening. Requires the Secretary of Transportation, in consultation with the Under Secretary of Homeland Security for Border and Transportation Security to analyze the cost and feasibility of requiring security screening of passengers, baggage, and cargo on passenger trains. The bill also requires the Secretary of Transportation to conduct a pilot program of random security screening of passengers and baggage at passenger rail stations served by Amtrak. The bill authorizes \$5 million for fiscal year 2005 for this program.

Emergency Responder Training Standards. Ensures that persons responding to emergencies that involve the removal and transportation of hazardous materials and high hazard materials are properly trained to protect nearby persons, property, or the environment from the effects of hazmat accidents.

Information for First Responders. Allows rail tank cars containing hazardous materials and high hazard materials to be transported or stored on rail tracks as long as information identifying the tank car, the hazardous materials within the tank car, and response guidance are immediately available to local emergency responders. Such information shall be provided through the Operation Respond Institute's technology or similar technology.

Definitions. Defines 'high hazard' materials as poison inhalation hazard materials,

Class 2.3 gases, Class 6.1 materials, anhydrous ammonia, and Class 7 radioactive materials.

HONORING THE COUNTRY OF JAMAICA ON THE OCCASION OF ITS 42ND INDEPENDENCE DAY

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. RANGEL. Mr. Speaker, I rise today to recognize the country of Jamaica and to celebrate the 42nd anniversary of its Independence.

The history and traditions of the Jamaican people are knitted tightly within America's cultural fabric. Jamaica's influence is particularly apparent in Black and Brown communities throughout the United States, where the sounds, smells, tastes, and mores of Jamaica have found a second home. From Brooklyn to Baltimore to the Bay Area, Jamaicans and Jamaican-Americans have made their mark as successful, knowledgeable, and hard-working ambassadors of both a vibrant culture and an impassioned commitment to social change.

The Jamaican spirit is vibrantly shown by the two men who perhaps did the most to set the country on a path towards independence. Following the 1938 labor unrest, William Alexander Bustamante, founder of the Jamaican Trade Workers and Tradesmen Union JTWU 3 years earlier, captured the hearts and minds of workers made furious by British indifference and oppression. Bustamante emerged from the strikes as the leading spokesperson for working class interests in Jamaica. By leveraging the power of the JTWU to create the Bustamante Industrial Trade Unions, Bustamante formally inaugurated Jamaica's worker's movement, which was the primary piston in the engine of Jamaica's independence campaign.

While Bustamante organized the masses in the streets, Norman W. Manley, an Oxford-trained lawyer, Rhodes scholar, and humanist intellectual, laid the groundwork for the theory behind the independence movement's action. On September 18, 1938 Manley inaugurated the People's National Party PNP, which was guided by the principles of equality of opportunity and the need for a welfare state. Manley established a broad network in both urban areas and rural parishes, and built support for progressive public policy across wide swaths of Jamaican society.

Although Bustamante eventually founded the Jamaican Labor Party, a political rival of the PNP, the two men, both visionary nationalists and advocates of fundamental social change, worked towards the singular goal of freedom for Jamaica's people. Their efforts as alternating Premiers led to constitutional amendments which strengthened Jamaican self-governance and gradually eroded British control the island. This period, known as "constitutional decolonization," ushered in the great day of Jamaica's independence, August 6, 1962.

But Jamaica's independence is not just marked by a date. It is carried instead in the bosom of emissaries of peace and justice, Jamaicans who have sown seeds of their particularly fiery brand of liberty across the world.