

along with then Senator Harry Truman worked to allow Black pilots to serve in the Civilian Pilot Training Program. This laid the foundation of the forming of the Tuskegee Airmen. The Tuskegee Airmen were the first African-American pilots in any military branch. Prior to their arrival blacks were continuously excluded from aviation training programs in the military. But they proved to be the equal of white pilots.

Under the command of Col. Benjamin O. Davis, Jr., who later became the Air Force's first Black General, the Tuskegee Airmen fought in the aerial war over North Africa, Sicily and Europe. Tuskegee pilots received hundreds of Air Medals, and more than 150 Distinguished Flying Crosses. More importantly, and most impressively, none of the bombers they escorted was lost to enemy fighters. Their lasting legacy of the Tuskegee Airmen is the desegregation of the Air Force.

By the end of the war, 992 men had graduated from pilot training at Tuskegee, 450 of whom were sent overseas for combat assignment. During the same period, approximately 150 lost their lives while in training or on combat flights.

When we remember the "Greatest Generation" and recall with appreciation the sacrifice they made to preserve our freedoms and guarantee our rights, we must include the Tuskegee Airmen. It is important to remember our history and they played a large part creating it. Without them it would have been more difficult for the United States, and our allies, to be victorious and because of this we owe them a large debt of gratitude.

SUMMARY OF OUACHITA/BLACK RIVER NAVIGATION SYSTEM FUNDING TESTIMONY

HON. MIKE ROSS

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. ROSS. Mr. Speaker, I would like to submit the following for the RECORD.

SUMMARY OF TESTIMONY PRESENTED TO THE COMMITTEES ON AGRICULTURE, FORESTRY AND ECONOMIC DEVELOPMENT OF THE ARKANSAS LEGISLATURE AT CAMDEN, ARKANSAS, APRIL 29, 2004

(Prepared by the Arkansas Waterways Commission, 101 E. Capitol, Suite 370, Little Rock, AR 72201)

This summary provides a digest of testimony presented both verbally and in writing to the Committee on Agriculture, Forestry and Economic Development of the Arkansas Legislature. Although not a verbatim transcript, the summary is intended to faithfully represent the facts, statements and comments made during the hearing.

ECONOMIC CATASTROPHE

Catastrophic job loss and far reaching economic and environmental disruption to south Arkansas and northeast Louisiana will result from failure to fund Corps of Engineers' operations and maintenance of the Ouachita/Black River Navigation System. An approximately \$8 million savings to the Army Corps of Engineers would result in a net loss in tax revenue to the federal treasury.

The above summarizes unanimous consensus of more than two dozen representatives of city, county and state government, business and industry who testified in sup-

port of continued funding of the Ouachita/Black River Navigation System during a meeting of the Arkansas Legislature's House and Senate Interim Committees on Agriculture, Forestry & Economic Development, April 29, 2004 in Camden, Ark. The hearing was attended by some 150 interested participants.

The 336-mile long Ouachita/Black River Navigation System that includes 117 miles in Arkansas, is facing a \$8.2 million funding cut in the proposed 2005 budget that begins in October, 2004. The budget proposal of \$1.9 million budget for recreation on the system will not only eliminate maintenance on the system's four locks and dams, two of which are in Arkansas, but will prohibit their operation, thus eliminating navigation on the waterway. This also puts many of the other economic, environmental and recreational activities supported by the river system in jeopardy.

The waterway was targeted for a budget cut because it falls into a category of waterway considered by the federal Office of Management and Budget as "low-use." OMB considers waterways as low-use if cargo shipped on the system is less than 1 billion ton-miles annually. The Ouachita/Black River Navigation system had more than 800 million ton miles of usage in 2001. Other economic factors or benefits of waterways projects are not considered in the "low use" definition.

Representatives from private industry, river associations, municipalities in Arkansas and Louisiana as well as federal and state agencies presented concerns in terms of the industry and economic losses in light of two possible scenarios: if navigation on the system were discontinued or if the navigation pools created by the system locks and dams were not available. Environmental and recreational losses were also addressed.

A representative from Arkansas Governor Mike Huckabee's office and congressional staff members from the Arkansas delegation presented statements in support of continued funding of the waterway at current levels. Their concerns have been expressed to the President and appropriate committees in the U.S. Congress.

Consensus emerged on several key points:

The savings to the federal government by reducing funding on the Ouachita/Black River Navigation System would be far outweighed by the tax revenue lost.

Reduction in the funding of the river system has much broader consequences than simply the loss of navigation. The river has become a source of economic development, jobs, power and water supply as well as recreation. Considerable investments by private businesses and governments to harness the resources of the river were made with the assurances that it would continue to be available for use.

Before any decision to close or change the operation of the Ouachita/Black River Navigation System is made, a thorough study should be made to identify long term environmental, social, economic and hydraulic impacts.

The modern day history of the Ouachita River begins with settlements at Monroe, La. and Camden, Ark. in 1783. More than \$700 million was invested in construction of the current four locks and dams.

Colonel Rick Clapp, commander of the U.S. Army Corps of Engineers, Vicksburg District, said the Vicksburg District is capable of using as much as \$18 million annually on the river system for operations, and maintenance. Clapp said the district is evaluating possible reduced operation alternatives if the Ouachita River receives only the \$1.9 million as proposed in the 2005 budget.

He anticipated that in that case, the lock gates would be shut and the locks would

cease operation on October 1, 2004. The dam gates would be positioned and most of the project staff would be moved or furloughed. Minimum staff would remain for safety and security purposes. Clapp speculated that the 2 budget would be used for these minimum activities and to initiate a study that would identify long term environmental, social, economic and flood control impacts of project closure. No studies have been done on the impact of closing the Ouachita/Black River Navigation System.

Clapp said that if the project were put into caretaker status, meaning the locks closed and dam gates set with minimal maintenance performed, there could be deterioration on the project that could take significant funds to put it back into operation at a later date.

LOSS OF NAVIGATION

Closure of the locks on the river system would eliminate navigation and significantly affect the area's industry and economy.

Denny McConathy, owner of Cross Oil Refining in Smackover, Ark. testified that his company, in business since 1923, uses the river to bring oil via barge from Louisiana and Texas gulf coasts to make products that go into a variety of oils, adhesives, metal working fluids, rubber compounds and other materials.

Last year the company brought 79 barges of oil up the river and expects to bring up more than 100 barges this year. That oil is valued at more than \$68 million. It would take more than 11,000 trucks to transport that volume- a task that would be physically and logistically impossible as well as economically prohibitive.

Cross Oil has more than 500 customers and projects 2004 sales of between \$125-150 million. Cross Oil employs 125 people, has an annual payroll of \$6.5 million and the majority of employees live within 25 miles of the plant. In 2003, the company paid property taxes of more than \$350,000 to Union and Ouachita Counties. Of that, \$290,000 funded the Smackover school system and more than \$16,000 was paid to the city of Smackover.

Investments the company has made in its facilities were made with assurances that the Ouachita River would be available for use. Loss of the use of the river threatens the company's existence and the local economy. In 1995 the company invested more than \$47 million in the refinery, packaging plant and river terminal and a \$2 million expansion of the lube oil packaging plant that is underway with completion expected by July. Local companies performed all the expansion work. In addition, the company has 970 accounts payable vendors, most within 100 miles of the plant, who were paid approximately \$100 million in 2003.

"Cross alone puts more money back into our government in the form of payroll taxes, employee income taxes, income taxes, etc., to more than pay for the costs of maintaining the navigation system," McConathy wrote in a letter to the Arkansas Waterways Commission.

Keith Garrison, executive director of the Arkansas Waterways Commission, said that waterborne transportation has a significant economic impact in Arkansas. A 2002 report by the Mack Blackwell Center for Rural Transportation concluded that waterborne transportation had an \$811 million annual economic impact on the state. He emphasized the efficiency of barge transportation, pointing out that one barge can carry the equivalent of 60 semi-trucks or 15 freight cars. It would take an additional 40 million trucks on our nation's highways or 10 million rail cars to carry what is not carried on our inland waterways nationwide, he said.

Garrison said that cuts in funding to the Corps of Engineers budgets for navigation

maintenance have been going on for more than 12 years while there have been steadily increasing repair and maintenance needs on our nation's waterways.

With freight movements predicted to double to 12 billion tons by 2015, the use of the waterways will be even more important. More than 70 percent of freight currently moves by truck. Without increased use of our waterways, the U.S. would have to more than double the interstate highway miles available to meet that demand.

Paul Revis, executive director of the Ouachita River Valley Association, emphasized that the river's four locks and dams are critical to the operations on the river system. Maintenance work is 20 years behind schedule because of continued budget cuts to the Corps of Engineers. International competitors like Europe, China and Brazil have recognized the value of their inland waterways and are investing more money in them while the U.S. is cutting waterways budgets, making the U.S. less competitive. He said that benefits used for authorizing a project are frequently different from those needed to keep it open, referring to the impact the river has on industry and the economy in the area beyond its intended navigation benefits.

Doug McNeely of Bunge North America, said his company is part of the world's largest processor of grains and oil seeds. It operates in 19 states on the Mississippi River and its tributaries. Bunge employs 100 people at 13 facilities in Arkansas and 250 people in 14 locations in Louisiana. McNeely manages two grain elevators on the Ouachita River in Louisiana. These elevators purchase soybeans, corn, wheat, and sorghum from 400 local farmers. In a half-century of presence on the river, he said that the use of waterways to move grain has significantly increased farm income. McNeely said any decision by the federal government to abandon its investments in rivers like the Ouachita and Black will be immediately felt in the pocketbooks of local farmers and communities. His company estimates that loss of river transportation for the grain and soybeans shipped by these facilities would add transportation costs and decrease prices paid to farmers by approximately 14 cents per bushel. This could mean a loss to farmers of \$1.4 million each year.

Greg Richardson of the Louisiana Port of Columbia, located about 25 miles south Monroe, La. on the Ouachita River, said public ports in Louisiana contribute \$33 billion to state's economy each year and create 270,000 jobs. He said that the volume of tonnage has always been a problem on the Ouachita River system and that this funding battle is fought every year. Richardson emphasized the need to actively fund the river system to make it more user-friendly.

Ouachita Terminals is working to develop, construct and operate an intermodal/multimodal containerized cargo facility in West Monroe, Louisiana. With the continuance of the Ouachita's nine-foot navigation channel, Ouachita Terminals believes the facility has the potential to bring in enough cargo to end the future concerns over the ton mile criteria used for funding the river system.

In addition, representatives from Davidson Terminals and Sunshine Oil Company; Tressenderlo Davison Chemical LLC; Louisiana Oil Marketing Association; West Monroe, Louisiana Port; Placid Oil & Refinery; Valero Petroleum; Tensas Basin Levee District; and Petron, Inc. presented oral or written testimony outlining their concerns about the effects that would result from the inability to use the Ouachita River for navigation.

EXPECTED JOB LOSSES AND INCREASED COSTS

Tressenderlo said it would be a loss of 50 jobs and the jobs associated with \$11 million spent on barge use.

Cross Oil, loss of 125 jobs, revenue to area including money paid in taxes and to outside vendors.

Estimated \$1.4 million loss to farmers resupplying from lower prices paid from Bunge.

Placid Oil, gasoline and fuel manufacturer, said closure of terminal on Black River in Archie, LA would cause prices to rise because oil would have to move by truck, increasing costs by \$500 million and wear and tear on roads.

Valero Energy estimates fuel prices could rise up to 8 cents per gallon for consumers around the Monroe, LA area if terminal in Monroe is closed due to loss of navigation on Ouachita River.

The Tensas Basin Levee District in LA fears loss of navigation will mean bank destabilization, threatening 120 miles of flood control levees that would put many towns and citizens in danger with no identifiable source of revenue to fund bank stabilization projects and levee setbacks.

LOSS OF NAVIGATION POOLS

Closing of the Ouachita/Black River Navigation system presents not only a challenge for navigation, but also threatens industry and economic development as well as the economy of south Arkansas and northeast Louisiana. Although the system was built as a navigation project, over its more than 100-year history, the river's resources have been used to provide water to local communities as well as a benefit to industry. Any changes to how the river is operated and maintained has the potential to change the quality and quantity of pools of water formed between the locks. These pools of water have served as the life-blood of many cities and industries. In addition, without the ability to use the waters of the river, restrictions on the use of the ground water of the already-stressed Sparta Aquifer would have to be put into place to insure the area would have a viable water supply in the future.

Pete Parks, vice chairman of the El Dorado Water and Wastewater Commission and Ken Rudder, vice president of the Union County Water Conservation Board said El Dorado and Union County have invested \$6.8 million over the last 5 years to develop the Ouachita River as an alternative water source other than the Sparta Aquifer. The aquifer, which currently provides potable water to areas along the Ouachita River and in Louisiana, is in a critical ground water area. Water from the Sparta Aquifer is being used faster than it can be replenished. The entire project will cost more than \$67 million and area businesses have invested millions of dollars more in water conservation measures in addition to donations of land and right-of-ways for facilities. In addition, Union County is working on a multi-million project with several area companies to provide treated discharge water back into the Ouachita River. The great pools of water available now allow for dilution. If the water would have to be further treated to meet EPA and ADEQ standards, additional millions of dollars would have to be spent by El Dorado and Union County. This could possibly result in the closure of two El Dorado plants.

In deciding to use the Ouachita River for its water source, the Union County Water Board explored every other option to come up with a water supply. This included looking at creeks and hollows to build a dam to create a lake for water and it was not possible because the necessary water resources in that part of the state do not exist. The river was the best, most economical and viable source of water.

Georgia-Pacific Corporation, which operates seven facilities along the river in Arkansas, provides more than \$2 billion to the economy of Arkansas along with more than

3,200 jobs. These plants and jobs would be threatened if Georgia-Pacific could not use the Ouachita River for its operations.

The Arkansas Electric Cooperatives use the Ouachita River to both run a power generating station near Camden and receive the fuel oil used at the facility.

The plant uses river water for power generation. The pool levels maintained as part of the navigation system are vital for allowing the plant to generate, especially during periods of low river flow and high temperatures, when electrical demand is peak. If the pool level were no longer maintained, the plant may be forced to discontinue operation during these periods due to operational concerns and environmental restraints. This would cause not only an impact on the electrical system in the area, but could result in a loss of jobs and a blow to the local economy.

Mark Bowles, environmental support manager for Entergy Services, Inc. said two Entergy power plants located in Monroe, LA rely heavily on a dependable water supply from the Ouachita River as cooling water for the power production process. The company's Sterlington plant uses its river intake system to take in approximately 1.5 million gallons of river water per day. Both plants were built along the Ouachita River in the 1950's and early 1960's with the belief that there would be an adequate and dependable supply of water to meet the area's electricity demands. The loss of pool elevation along the Ouachita River would require modifications to the intake facilities that would cost several million dollars at each plant. These costs would be passed along to ratepayers. The loss of minimum river levels would immediately cease operations at both plants and make future operations of these plants at a reasonable cost unlikely. Loss of these plants would impact Entergy's ability to provide low cost power to customers, especially during the peak electricity demand summer months.

John Terry of the U.S. Geological Survey, testified that the inability to use the water supply of the Ouachita/Black River Navigation System, would further endanger the Sparta Aquifer, the region's ground water supply that is already stressed.

Todd Fugitt, of the Arkansas Soil and Water Conservation Commission, testified that a budget cut in the operation and maintenance budget of the Ouachita/Black River Navigation Project would force the commission to consider water use permits and associated allocation of water from the river in south Arkansas. Budget cuts to the river system would threaten the growth and sustainable use goals of the surface water and ground water resources of all of southern Arkansas, and would impact Louisiana as well. If water from Ouachita River could not be diverted for use, the Commission would be forced to consider regulation of groundwater to bring areas like Union County within reasonable, sustainable water use scenarios. This would mean a reduction of about 64 percent of the current ground-water use in Union County.

James Tilley, manager of Camden Water Utilities, said that the city of Camden's only source of potable drinking water has been the pools of water created by the Ouachita/Black River Navigation System. If the river system was closed and the pool elevations change, Tilley said it would be highly likely that there would be periods during the year that Camden would be unable to provide water to its customers. In 2003, Camden drew about 900 million gallons of water out of the Ouachita River to supply 6,000 domestic customers and four water associations in the surrounding area. Recently, Camden has spent more than \$11 million in upgrades to

the water system. The city has no alternative water source.

In addition, representatives from TECO/Union Power Station; Union County Water Board, El Dorado Chemical/Great Lakes Chemical/Lion Oil; International Paper; and the City of Monroe, LA presented oral or written testimony expressing their concerns about the effects to their businesses or cities if the navigation pools on the Ouachita River were not available for use.

EXPECTED RESULTS OF LOSS OF POOLS ON OUACHITA/BLACK RIVER NAVIGATION SYSTEM

Increased depletion of the Sparta Aquifer resulting in ground water restrictions for areas of south Arkansas and resulting economic impact of those restrictions.

The loss of millions of dollars already invested to develop the river as a water source for El Dorado and Union County and increased expenses to treat water being returned to river by industrial users to meet EPA and ADEQ standards.

Potential closure of three electric power plants serving the area along with increased costs to area consumers for electrical power.

Potential closure of seven paper products facilities located on the Ouachita River and elimination of as many as 3,200 jobs.

Potential loss of water supply for the city of Camden, AR and resulting undetermined costs of studying and developing an alternative water source.

ENVIRONMENTAL AND RECREATIONAL LOSSES

The precise dollar value of changes to the environmental and recreational climate of to south Arkansas if the Ouachita/Black River Navigation System is closed are difficult to calculate.

The Arkansas Game and Fish Commission believes the loss of the navigation pool on the Ouachita River would have far reaching environmental and recreational impacts. The river has a high recreational value and attracts hundreds of thousands of visitors each year for fishing, boating, hunting and other recreational activities. These visitors pour millions of recreation dollars into the local economy.

In Arkansas alone, there are 37 public access areas constructed by the U.S. Army Corps of Engineers, Arkansas Game and Fish Commission and other groups on the Ouachita and Saline Rivers. Changes in the operation of the lock and dam system would make many of the rivers' boat launching sites unusable. These changes will also affect the environmental characteristics of the river and associated wetlands and overflow areas.

The Arkansas Department of Parks and Tourism reports that in 2003, travelers in the five Arkansas Counties in the Lower Ouachita River Valley spent more than \$118 million, generating more than \$9 million in tax revenue to state and local governments.

SUMMARY

Closure of the Ouachita/Black River Navigation System would have a profound, far-reaching effect on the economy and environment of south Arkansas and northeast Louisiana. Although the system was built as a navigation project, its economic benefit has gone far beyond its value as a navigation system. The river has become the very lifeblood of many cities, industries and recreational pursuits. Its value to the environment and as a water resource supporting the continued growth and economic vitality of south Arkansas and northeast Louisiana is beyond measure. Operation of the navigation project should not be closed, nor should it be changed, without a comprehensive study of the consequences of such actions.

TRIBUTE TO DR. DOUGLAS P. ZIPES, M.D.

HON. BARON P. HILL

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. HILL. Mr. Speaker, I rise today to honor Douglas P. Zipes, M.D., Distinguished Professor of Medicine and of Pharmacology and Toxicology at the Indiana University School of Medicine. Dr. Zipes is retiring as Director of the Division of Cardiology and Director of the Krannert Institute of Cardiology at the Indiana University School of Medicine on June 30, 2004. Though not a native Hoosier, Dr. Zipes is a credit to his adopted state of Indiana and the institution to which he has devoted his professional life, Indiana University.

Dr. Zipes began his academic career at Indiana University School of Medicine in 1970. Despite many offers over the years to move to higher academic positions at other prestigious institutions, Dr. Zipes remained at Indiana University. There he developed the premier program dedicated to discovering the causes and treatments of heart rhythm disturbances, a leading cause of death in the United States and around the world.

The name Doug Zipes is known in every hospital and school of medicine in the world that deals with cardiovascular medicine. His research into heart rhythm disturbances has been prodigious. His publications of seminal original research in this area number in the hundreds. His breadth of knowledge in this arena, based on personal investigation and original research, is unsurpassed. His basic scientific evaluations have lead to clinical studies which have, in turn, been translated by Dr. Zipes into everyday therapies in clinical medicine. His work has saved the lives of countless individuals around the world.

Dr. Zipes has been honored across the globe for his contributions to cardiovascular medicine. He has delivered the most prestigious lectures, chaired the most important committees, edited the most-read and most authoritative textbook, advised governments and trained scores of physicians who now have assumed positions of authority in cardiovascular medicine.

Through all this, Doug Zipes remains a local physician, engaged in the community through his leadership in the Indianapolis Opera Company and other civic affairs.

He remains a physician most of all because, despite his debilitating schedule of publication deadlines, national and international travel, lectures, committee attendance, administrative details and the like, he regularly insists on attending to patients for whom he has cared for decades.

Dr. Zipes is a national and international treasure for whom the country and the world should rise and applaud. I speak for all Hoosiers when I wish him the best in his future endeavors and thank him for his contributions to the art and science of medicine, the State of Indiana and the world.

PERSONAL EXPLANATION

HON. NEIL ABERCROMBIE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. ABERCROMBIE. Mr. Speaker, on Tuesday, June 1, 2004, I was necessarily and unavoidably unable to cast my vote. Had I been present, I would have voted as follows:

Rollcall 210—House Con. Res. 295, congratulating the Focus: HOPE organization, "yes."

Rollcall 211—House Con. Res. 612 recognizing and honoring those fighting the March 26, 2004, fire in Richmond, VA, "yes."

Rollcall 212—House Con. Res. 147 honoring the Tuskegee Airmen, "yes."

PAYING TRIBUTE TO JOSEPH REISER

HON. SCOTT MCINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. MCINNIS. Mr. Speaker, it is a privilege to rise and pay tribute today to Joseph Reiser of Arvada, Colorado. A true American patriot, Joe is a decorated veteran of World War II. The service and dedication that Joe has displayed in his commitment to our nation is truly remarkable, and it is my honor to recognize his achievements here today.

A native of Pennsylvania, Joe entered the Army in 1943, and with a background in maintenance, served as an automotive mechanic. In 1944 Joe was sent to Normandy and served in the European Theatre until the end of the war. His courageous service earned him numerous awards and citations, including the Purple Heart, Good Conduct Medal, and European African Middle Eastern Service Medal with five Bronze Stars. After Joe returned from the war, he took a position with the United States Postal Service, becoming Postal Supervisor for the Wyoming Valley Post Office Maintenance Garage.

Mr. Speaker, I am honored to pay tribute to the service and dedication of Joseph Reiser before this body of Congress and this nation. The freedoms we enjoy today are a direct result of the sacrifices made by veterans throughout our nation. I sincerely thank him for his dedication, and wish him and his wife Clara all the best.

FALLEN HEROES

SPEECH OF

HON. TOM DeLAY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Mr. DELAY. Mr. Speaker, Memorial Day this year has new, sharp meaning for us, as we remember the deaths of the American soldiers who have so recently given their lives for our freedom. By the grace of God, no soldier from my district has died in Iraq or Afghanistan, but I join the whole Nation in mourning the men and women who have given their lives in Operation Iraqi Freedom and Operation Enduring