

their message. As parents we have an awesome responsibility to protect our children, and we must not take this responsibility lightly. While I am deeply saddened by the loss of Meghan Beck, I commend the entire family for their efforts in spreading their message.

I urge my colleagues to visit the Becks' Web site at www.meghanshope.org. There they can learn more about the important issue of furniture safety and what can be done to prevent more tragedies from occurring.

I know that our colleague, the gentlewoman from Pennsylvania (Ms. SCHWARTZ), is also concerned about this issue; and I look forward to working with her closely to see what Congress can do to help.

I am certain that the entire House of Representatives joins me in sending their deepest condolences to the Beck family and in thanking them for their effort on behalf of our children's safety.

FIGHTING CARGO THEFT

The SPEAKER pro tempore. Pursuant to the order of the House of January 4, 2005, the gentleman from Florida (Mr. STEARNS) is recognized during morning hour debates for 5 minutes.

Mr. STEARNS. Mr. Speaker, I rise today to tell my colleagues and the country about a problem that has plagued our country for some 30 years, but continues unabated today. It is a problem that travels our highways and threatens our interstate commerce. It is a problem that affects our entire country and demands a Federal response. The problem is the crime of cargo theft.

Every year, tens of billions of dollars are lost due to cargo theft, by one estimate, up to \$60 billion a year in losses. But there are indirect costs as well. This huge amount of business and profit translates into the loss of at least 300,000 mid-level manufacturing jobs. Prices are increasing due to higher insurance premiums. People are losing their jobs and consumers are paying higher prices because of cargo theft. Making matters worse, law enforcement officials estimate 60 percent of cargo theft incidents go unreported, so these costs could be even greater.

Typical targets for cargo theft often include shipments of clothing, prescription drugs, computers, and jewelry. A truckload of computer microprocessors can be worth millions of dollars. A truckload of cigarettes, just another common target, can be worth up to \$2 million.

Cargo thieves employ creative and highly efficient means to prey on cargo carriers and have managed to stay one step ahead of our authorities. Thieves know what they want, where they can find it, and how they can get it.

And let us not forget that cargo theft is a national security issue. We know that terrorists can make a lot of money stealing and selling cargo, not

to mention the fact that terrorists have a proven record of using trucks to either smuggle weapons of mass destruction or as an instrument of delivery.

Make no mistake about it, cargo theft is a big business, and business is booming.

But despite the incredible costs and high stakes involved, we still have not been able to come up with an effective way to fight cargo theft. The trouble is, cargo theft is not well-known or a high-profile issue. And one of the reasons that cargo theft does not receive the attention it deserves is because very little information exists concerning the problem. For example, there currently is no all-inclusive database that collects, contains, or processes distinct information and data regarding cargo theft.

In order to combat the growing problem of cargo theft, I have introduced legislation, the Cargo Theft Prevention Act, which proposes commonsense solutions to this widespread crime. My legislation would require the creation of just such a database, providing a valuable source of information that would allow State and local law enforcement officials to coordinate reports of cargo theft. This information could then be used to help fight this theft in everyday law enforcement and estimating, and very importantly, estimating the exact cost of this crime.

My act, the Cargo Theft Prevention Act, proposes that cargo theft reports be reflected as a separate category in the Uniform Crime Reporting System, or the UCR, the data collection system that is used by the FBI today. Currently, no such category exists in the UCR, resulting in ambiguous data and the inability to track and monitor trends.

The last thing my bill does is have the United States Sentencing Commission take a look at whether criminals who commit cargo theft deserve stiffer penalties. This needs to be done because the high value-to-volume ratio of hi-tech and high-profit goods cargo theft has encouraged criminals previously involved in drug dealing to move into this area of activity, where they run less risk of detection and suffer less penalties if they are caught.

As it now stands, Mr. Speaker, punishment for cargo theft is a relative slap on the wrist. Throw in the fact that cargo thieves are tough to catch, and what we have here is a low-risk, high-reward crime that easily entices potential criminals. We need to determine what sentencing enhancements and increases must be made, if at all.

Members in this Chamber need to be made aware of this problem, a problem not only specific to the large port cities of this country, but a problem specific to all of our congressional districts. Billions of dollars are being sapped from our economy and this body is doing little to stop it. It is time that we get aggressive and make our highways again safe for commerce.

The Cargo Theft Prevention Act proposes to finally give law enforcement officials and lawmakers the commonsense tools they need to combat the costly and growing crime of cargo theft. I urge my colleagues to support this legislation.

THE WASHINGTON LOBBYISTS

The SPEAKER pro tempore. Pursuant to the order of the House of January 4, 2005, the gentleman from Ohio (Mr. BROWN) is recognized during morning hour debates for 5 minutes.

Mr. BROWN of Ohio. Mr. Speaker, it is springtime, and Major League Baseball is coming to Washington. The thing is, though, I am not sure they got the name right. They are calling the team the Washington Nationals. Not a bad name, but I always thought the name should reflect the true character of a city. The right choice is obvious: the new team's name should be the Washington Lobbyists.

The Washington Lobbyists and their Republican allies would play under new rules of the game.

Rule number one: pay to play. You cannot step on the field unless you ante up. But in the land where cash is king, that is just the start. For a modest added contribution, a batter can shrink the strike zone, replace the traditional hardball with a more responsive tennis ball, or move the pitcher back 10 feet.

Rule number two: no errors. Missed the ball, say, by \$800 billion on your Medicare cost estimate? No worries. With enough money, enough spin and enough citizen education, the Lobbyists can make those errors vanish overnight, or at least until election day.

Rule number three: it ain't over until its over, unless we are losing. Soccer ends after a set period of time. But do you know who plays soccer? Old Europe, that is who. Well, none of that in "reformed" baseball. At home games, the Lobbyists can hold the game open, adding extra innings if they are losing at the end of an arbitrary nine innings.

And the Washington Lobbyists would create a whole new fan experience too. Instead of the oh-so-boring Ball Day Or Bat Day, the Lobbyists and their corporate partners could offer U.S. Chamber of Commerce Blanket Day: Fans get blanket product-liability waivers.

Or the Washington Lobbyists baseball team could offer Golf Junket Getaway Giveaways: one lucky fan gets an all-expense sweet golf trip to Scotland, all expenses paid by the Indian gaming industry.

Or the Washington Lobbyists could give away at the ball park Timber Industry Bat Night: every bat is made from 100 percent old-growth forest.

Or Pressroom Sweepstakes: the winning fan gets White House press credentials for a day, but only if he is affiliated with an on-line escort service.

Or maybe Burger Night: free burgers for the first 5,000 fans, made with 100 percent caribou from the Arctic National Wildlife Refuge.

Maybe they could have Wal-Mart Kids Day, where kids would not get to actually watch the game, because somebody has got to work the concessions.

Or Mug Night: the lucky fan gets to keep his swank Republican leadership job, even if his mugshot is taped to his grand jury's dart board.

Or we could even have at the Washington Nationals baseball game starting Thursday night, we could have Halliburton Gasoline Night: a tank of gas for the first 1,000 fans at the patriotic Halliburton price of \$8.95 a gallon.

Or the Enron Doubleheader: Fans get in early with promises of a big win, but then the team kicks you out and takes your pension away.

In the spirit of Republican Washington, the Washington Lobbyists will not care much about public opinion, making decisions in secret and ignoring criticism from the fans. And to avoid unpatriotic dissent, games will be played in the middle of the night, after sports writers have gone to bed.

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If we want to change things and change how things really work in Washington, Mr. Speaker, we are going to have to change pitchers. Until we do, the Washington lobbyists and their friends here in Congress will always win.

MILITARY READINESS NEEDS

The SPEAKER pro tempore (Mr. BARRETT of South Carolina). Pursuant to the order of the House of January 4, 2005, the gentleman from Rhode Island (Mr. LANGEVIN) is recognized during morning hour debates for 5 minutes.

Mr. LANGEVIN. Mr. Speaker, I join my friend and colleague, the gentleman from North Carolina (Mr. BUTTERFIELD), this afternoon to address matters of importance to Democrats on the House Committee on Armed Services.

I was fortunate enough to visit our men and women overseas in Iraq about a year-and-a-half ago, and I appreciate the amazing job that they are doing. Despite the complexity of their mission, our troops have performed ably and professionally; and they are, without doubt, the strongest and best-trained fighting force in the world.

However, we must ensure that they have the appropriate equipment to continue their record of success. We often overlook the impact that the high operations tempo in Iraq and Afghanistan have had on our equipment. Though the military has accomplished a great deal with what they have, we have clear indications that we are wearing down our equipment perhaps faster than we can replace it. The frequent use of Humvees, trucks, and aircraft, coupled with the harsh climate conditions, has caused them to wear down faster than expected.

The Army estimates that trucks are being degraded at three to five times

the normal peacetime rate, with the Congressional Budget Office suggesting that it could be as much as 10 times the recent average. We see similar trends in our aircraft and tanks, with wear rates ranging from two to five times the normal. Meanwhile, National Guard and Reserve units that deploy with their own equipment have left it in theater when they return, creating shortages in the United States for training and other purposes.

Mr. Speaker, we simply cannot ignore the potential impact of this trend on the long-term readiness of our military. Our worldwide prepositioned stocks, which are intended to give our troops rapid access to equipment when needed, are severely depleted, with the Army estimating that we would need 3 years to fully restore them. Also, the Department of Defense estimates that it has \$12.8 billion in unfunded maintenance costs, with the CBO projecting the numbers could be as high as \$13 billion to \$18 billion. At the current rate of operations, it will take years to reset the force to where it needs to be.

Now, we make these points, Mr. Speaker, not to be alarmists but to raise awareness of the state of our military and to emphasize that Congress must remain committed to our troops, both in theater now and in the future. We must pledge not to send our men and women into harm's way with substandard equipment, while actively seeking to rebuild our forces to meet future needs.

Mr. Speaker, furthermore, our commitment to our troops does not end when they return home. There is growing evidence that the combat stresses on our troops may contribute to higher rates of post-traumatic stress disorder. We must improve our PTSD counseling programs as well as our veterans' health care system.

I was disappointed that, during consideration of the emergency supplemental appropriations bill, the House voted down the Democratic motion to recommit, which would have provided more funding for veterans' health programs. Mr. Speaker, our veterans' health system is strained as it is, and I can think of no greater disservice to those men and women serving now than having them return to a nation that refuses to provide appropriate support for their needs.

I know many members of our committee have fought to meet our obligations to our service members and our veterans, and I would particularly like to thank and recognize the efforts of our Ranking Member, the gentleman from Missouri (Mr. SKELTON), as well as the leadership of the gentleman from Illinois (Mr. EVANS). Again, Mr. Speaker, I thank the gentleman from North Carolina (Mr. BUTTERFIELD) for his dedication, and I urge all of my colleagues to remain committed to guaranteeing sufficient military readiness and veterans' services.

SOLEMN DUTY OF CONGRESS TO PROVIDE FOR MILITARY NEEDS

The SPEAKER pro tempore. Pursuant to the order of the House of January 4, 2005, the gentleman from North Carolina (Mr. BUTTERFIELD) is recognized during morning hour debates for 5 minutes.

Mr. BUTTERFIELD. Mr. Speaker, I rise today to join my colleague, the gentleman from Rhode Island (Mr. LANGEVIN), to talk about the position of House Democrats, particularly those of us on the Committee on Armed Services, regarding an issue of importance to our national defense.

As a new member of the Subcommittee on Readiness, I have been privy to briefings from our combatant commanders and from the Department of Defense. The testimonies provided by these great Americans have led me to the conclusion that our military equipment located in Iraq and Afghanistan has become severely worn and damaged.

The Congress of the United States has a solemn constitutional duty to provide for our military, and the Democratic Members of the Congress take this responsibility very seriously. A sufficient part of our duty is to make sure that our troops have the equipment they need to be successful when they are engaged in war. Whether it is MREs or canteens or desert uniforms or personal protective vests or up-armored Humvees, our troops deserve to have enough equipment in good working condition to get the job done. Mr. Speaker, I am concerned that our troops are on the verge of not having the equipment they need to win these wars, and that is not good.

Many of our briefings, Mr. Speaker, are top secret, and I would not dare to breach that confidence. But, Mr. Speaker, it is not classified that the pace of military operations in Iraq and Afghanistan is taking its toll on our equipment. We are simply wearing out the equipment at a fast pace.

By the Army's own estimates, trucks are wearing out at three to five times the rate as they would during peacetime operations. The Congressional Budget Office estimates that the truck usage is as much as 10 times higher than average during the last 7 years. Our aircraft are aging and wearing out at twice the rate as in peacetime. The Marine Corps reports its CH-46 helicopters are being used at 230 percent of the peacetime rate.

It is not just that our equipment is wearing out, Mr. Speaker; it is that so much of our equipment is wearing out.

Forty percent of the Army's equipment has been deployed since the start of Iraqi Freedom and Enduring Freedom. Thirty percent of the Marine Corps' equipment is deployed, and 2,300 items require depot maintenance. Twelve percent of the wheeled vehicles in Iraq are so broken down that they will have to be replaced.

We have also depleted a high percentage of our prepositioned equipment.