

pursuing a true counterterrorism strategy, a counterterrorism strategy that instead of invading countries willy-nilly, makes use of multilateral partnerships and strong intelligence capabilities.

That, in addition to toppling the Taliban, would be the proper way to respond to 9/11. That would be the right strategy to meet the national security challenge of our time.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

RAIL SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Ms. CORRINE BROWN) is recognized for 5 minutes.

Ms. CORRINE BROWN of Florida. First of all, Mr. Speaker, I want to thank Congressman BENNIE THOMPSON for his hard work on the Homeland Security Committee and for working with the Transportation Committee in developing very important and long overdue rail and transit security legislation.

Yesterday, in India, bomb blasts ripped through their commuter rail network, killing 142 people and injuring over 350. This is a terrible tragedy and again raises the serious question as to whether we are prepared in this country for a similar attack. Sadly, the answer is no. No.

When it comes to rail and transit security in this country, this administration, the Bush administration, and this Congress deserve an F for failing to develop a plan to protect our daily transit and rail commuters from harm.

It has been over 2 years since the train bombing in Madrid, 3/11/04, and just last week the 1-year anniversary of the transit bombing in London. Yet the Bush administration has done nothing to protect this Nation's freight and transit rail system and its millions of passengers.

We spend over \$1 billion a week in Iraq. Let me repeat that. We are spending over \$1 billion a week in Iraq. We are spending over \$1 billion a week in Iraq, and yet the Bush administration can only come up with a measly \$136 million to protect this Nation's rail and transit system for an entire year. That is pathetic. But that is the kind of fuzzy math that this administration is famous for, and it needs to stop before American citizens pay the price for this stupidity.

We can't keep treating our rail infrastructure as second class citizens. We have dedicated billions of dollars to the airline industry and created a grants program for the ports. But we have done little to invest in the security upgrade of our rail infrastructure needs.

Fortunately for the traveling public, the legislation introduced by Congressman THOMPSON and myself and other Democratic Members require comprehensive security plans. And let me just say, security should not be a Democratic issue or a Republican issue. It should be an American issue. Clear up the red tape. Improve training and exercise programs, improve communications and intelligence, share authority and \$400 million in security improvement grants per year and add \$26 million for additional rail inspectors.

Most important, it will help make sure our community, our first responders and our rail workers are safe. These are the concerns I hear over and over again as ranking member of the Railroad Subcommittee. And I believe that this legislation takes the necessary steps to create a rail security program that protects passengers and keeps the trains running on time. The millions of Americans who use trains and transit for travel each year deserve no less.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES of North Carolina addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

RAIL SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. THOMPSON) is recognized for 5 minutes.

Mr. THOMPSON of Mississippi. Mr. Speaker, last week marked the first anniversary of the London subway and bus bombing, which killed 56 people and injured more than 700 others.

Yesterday, we were reminded again of the terrorist threat to rail and public transportation systems when terrorists attacked trains in Mumbai, India, killing over 100 and injuring far more.

The victims of these attacks were ordinary people, not that different from many Americans who are going about their usual routine of commuting to work, school or terrorist sites.

After the London bombing, Congress called on the administration to move quickly to reinforce our Nation's rail and public transportation systems to prevent such an attack from happening on American soil. Just last month, we learned that this threat is real when it announced that al Qaeda had planned to attack New York subways using poisonous gas.

Yet, nearly a year after the London attacks, Mr. Speaker, the Bush administration has failed to produce a comprehensive strategy to secure America's rail and mass transit systems.

The administration also continues to focus almost exclusively on aviation security, spending \$9 per air passenger, compared to only one penny per rail and public transportation passenger.

The administration has also failed to ensure the front line employees of rail and public transportation systems are trained on how to prevent, prepare for and respond to a terrorist event.

Finally, Mr. Speaker, the administration has failed to devote significant resources to rail and mass transit research and development.

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Yet we all know that the only way we can truly secure subways and buses, which carry millions more passengers than airplanes, is through new technologies.

To close these security gaps, last month Congresswoman BROWN, myself, and other Democrats introduced the Rail and Public Transportation Security Act of 2006. This bill will require the Department of Homeland Security to secure rail and public transportation systems using many of the same tools it is already using to secure ports.

First, this bill requires a National Rail and Public Transportation Security Plan. Second, the bill requires rail and public transportation systems to submit vulnerability assessments and security plans for approval. Third, the bill requires rail and public transportation systems to train their employees on how to prevent, prepare for, and respond to terrorist attacks. Finally, the bill provides the resources and manpower needed to truly increase security.

First of all, we plan to provide \$400 million in authorized expenditures for a grant program dedicated to rail and public transportation security. Secondly, we authorize \$150 million over the next 3 years for advanced research and development to uncover new solutions to the security threats faced by rail and public transportation systems. Finally, Mr. Speaker, \$26.4 million per year is authorized over the next 6 years to hire 1,200 new rail security inspectors. For the record, there are only 100 rail inspectors in the country as we speak.

This Democratic bill provides genuine solutions to the security threats faced by rail and public transportation systems here in America. I urge my fellow Members on both sides of the aisle to support it.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 9, FANNIE LOU HAMER, ROSA PARKS, AND CORETTA SCOTT KING VOTING RIGHTS ACT REAUTHORIZATION AND AMENDMENTS ACT OF 2006

Mr. LINCOLN DIAZ-BALART of Florida, from the Committee on Rules, submitted a privileged report (Rept. No. 109-554) on the resolution (H. Res. 910) providing for consideration of the bill (H.R. 9) to amend the Voting Rights Act of 1965, which was referred to the House Calendar and ordered to be printed.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

IRAQ

Mr. LYNCH. Mr. Speaker, I ask unanimous consent that I be allowed to speak out of order.

The SPEAKER pro tempore. Without objection, the gentleman from Massachusetts is recognized for 5 minutes.

There was no objection.

Mr. LYNCH. Mr. Speaker, lately it seems that the national debate over the next move in Iraq has become bogged down in a way that really reflects the military struggle itself. The administration has dug in, believing that simply staying the course, we can simply outlast the military insurgency.

Conversely, there are some in my party who, angered understandably by war under false pretenses, are seeking a pell-mell evacuation complete with a publicly announced evacuation date, which I think makes the withdrawal of 136,000 troops more dangerous and more difficult.

But, Mr. Speaker, drawing upon the lessons of history, I would like to propose a third way: creating a mechanism to more effectively empower the new elected Iraqi Government, which will allow for a gradual but permanent U.S. troop reduction.

Mr. Speaker, I would like to take a moment to talk about a process that we went through in my office after five visits to Iraq to try to find a model that would allow us to shift the governmental operations in Iraq away from the U.S. military and to their new government. And the example that we came up with, that has been used by this government in the past, is actually the model that was developed during the Second World War.

In 1944, after driving Japanese forces from the Philippines with the help of the Filipino resistance, the United States military, like today in Iraq, found itself in complete control of the Philippines, over 7,000 islands. It found itself in complete control of the basic services that government would provide in the Philippines. And because of the recent occupation by Japanese forces, there was no incumbent government in the Philippines that could take the responsibilities for these government operations.

So, by default, the U.S. military took over these government operations; and while U.S. policy at the time strongly supported Filipino independence, the military had no choice but to temporarily exercise control under the fragile circumstances.

Clearly, that situation could not endure indefinitely. And what Congress did next, in 1944, under the tutelage of John W. McCormack and the Franklin

Delano Roosevelt administration, and later the Truman administration supported, was instructive and I think worth repeating.

In 1944, this Congress passed and the President signed the Filipino Rehabilitation Act, which created a national commission comprised of three appointees each from the White House, the Senate, and the House, and their mission was to plan and coordinate and oversee the transition of government operations away from the U.S. military and over to the newly forming Filipino government.

Of course, there are certain arguable differences between the situation in the Philippines in 1944 and Iraq in 2006. However, after my five visits to Iraq and dozens of meetings with General George Casey and top generals in his office and in the field, as well as Iraqi President Jalal Talabani and members of the Iraqi Council of Representatives, I believe the critical weakness in our current strategy is this persistent inability to empower the new Iraqi Government.

With this in mind, I recently introduced the Iraq Transition Act of 2006, H.R. 5716, drawing from the Philippines model. And I give credit to those in 1944 who devised this. This is not original thought; this is borrowed from their example.

I have proposed the establishment of a national bipartisan commission comprised of appointees, again from the White House, the Senate, and this House, whose specific and targeted purpose would be to help facilitate the orderly, deliberate, and expeditious transition from U.S. military control to Iraqi civilian control of operations of government in Iraq. It is important to remember that the transition to civilian control in Iraq is a political process, and while I have many times witnessed the excellence with which our military has performed in Iraq, I also believe it is a strategic disservice to the military for us to add political reconciliation to the massive burdens of security and reconstruction that they are now shouldering.

Simply put, the newly created Commission on Iraqi Transition would be held directly responsible for working with the military leadership and the Department of State to accomplish the transition to Iraqi civilian control of government operations in Iraq and to regularly report its progress to the Congress, the President, and the American people.

While this approach may not satisfy the "stay the course" advocates or those who would prefer to announce a specific date for withdrawal, I believe it offers a responsible and workable plan for two important reasons.

In closing, firstly, this bill introduces a level of direct accountability to the political transition process that does not now exist and has made measuring progress extremely difficult. And secondly and lastly, it has precedent and success to support it and offers the best

opportunity for the earliest withdrawal of U.S. forces, while leaving the Iraqi people with the greatest chance for preserving their newly found democracy.

I look forward to working with my colleagues.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. BURGESS) is recognized for 5 minutes.

(Mr. BURGESS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

TRADE BALANCING ACT OF 2006

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Ms. KAPTUR) is recognized for 5 minutes.

Ms. KAPTUR. Mr. Speaker, newspapers across the world today carry the story that China has hit a new record in terms of its exports to countries like the United States. Surges in exports all over the world demonstrate that since last year, the Chinese have actually increased their exports by over 25 percent, and since the beginning of this year by 55 percent.

Truly, this Nation is the dump market of the world. We are absorbing everybody else's imports, and nations like China are not taking as many exports as they could from us in order that we have a balanced trade account. Newspapers like the Toronto Star indicate that this new record surpasses the record that was set last month in May.

As you think about the outsourcing of jobs in the United States of America, going to Mexico, going to China, it is very interesting that the United States is cashing itself out in order to float its currency and its borrowings during this period of time when the Bush administration and its allies here in the Congress are driving us into deeper and deeper debt, more and more borrowing. This is a reciprocal of that kind of phony economy here at home.

In China, even the Chinese admit that that country needs to rely more on domestic demand, selling things inside their own country rather than exporting everything to the United States. And if China's industrial boom, and they grew about 10 percent since the beginning of this year, is to be sustained, they have to start selling to their own people.

Years ago, they said the answer to the trade issues with the Asian countries, the Asian tigers, is to manipulate the currency rate. So you hear a lot of discussion in this country about the Treasury trying to rig the relationship between the yuan in China and the U.S. dollar. But the facts are that the United States is in a huge trade deficit with almost every other industrial country in the world, and we are having to borrow in order to float the borrowings that we are doing on the trade accounts in order to sustain the hollowing out of our economy.