

WPA, and the CCC, the unemployed got jobs, people were able to support their families, and this Nation was able to grow and prosper. I hope that, as public servants, my colleagues will join me in following in his example by supporting honest policies that work to better the lives of American people.

Franklin Roosevelt had great regard for public service, and served with a sense of responsibility and honor. His respect for the American people and the value he placed on their well-being and security drove everything he did. President Roosevelt came to embody strength, hope and resolve during some of the most difficult days in our Nation's history. From the economic distress of the Great Depression to the horrifying attack on Pearl Harbor that caused the Nation to enter World War II, Roosevelt's steadfast leadership ignited an economic engine and calmed a frightened nation.

The legacy of his policies will certainly outlast my lifetime and will continue to benefit my children and grandchildren for years to come. We owe him an unpayable debt of gratitude. And while only those closest to him realized that he couldn't walk unaided, as former Governor of New York, Mario Cuomo said, "Franklin Roosevelt lifted himself from his wheelchair to lift this nation from its knees."

Today more than ever, we can learn from Franklin Roosevelt's leadership. There is no better way to do this than to study his past. By allowing the transfer of these documents, it will open up the life of Franklin Roosevelt for everyone to enjoy. With the economic distress that our nation is facing today, we would do well to follow President Roosevelt's example. There is little doubt this nation could use some lifting up right about now.

This bill makes sense, is non-controversial, and is for the good of the United States. Please support this legislation that would allow this transfer to the FDR Library. It would shed light on one of the most important Presidents of the 20th Century and greatly consolidate the legacy of the Roosevelt era. I am honored to rise today and support this legislation and encourage my colleagues to do the same.

Mr. CLAY. Mr. Speaker, I yield back the balance of my time and urge my colleagues to support the legislation.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. CLAY) that the House suspend the rules and pass the bill, H.R. 6669.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. DAVIS of Virginia. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

AIR CARRIAGE OF INTERNATIONAL MAIL ACT

Mr. CLAY. Mr. Speaker, I move to suspend the rules and pass the Senate

bill (S. 3536) to amend section 5402 of title 39, United States Code, to modify the authority relating to United States Postal Service air transportation contracts, and for other purposes.

The Clerk read the title of the Senate bill.

The text of the Senate bill is as follows:

S. 3536

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Air Carriage of International Mail Act".

SEC. 2. AIR CARRIAGE OF INTERNATIONAL MAIL.

(a) CONTRACTING AUTHORITY.—Section 5402 of title 39, United States Code, is amended by striking subsections (b) and (c) and inserting the following:

"(b) INTERNATIONAL MAIL.—

"(1) IN GENERAL.—

"(A) Except as otherwise provided in this subsection, the Postal Service may contract for the transportation of mail by aircraft between any of the points in foreign air transportation only with certificated air carriers. A contract may be awarded to a certificated air carrier to transport mail by air between any of the points in foreign air transportation that the Secretary of Transportation has authorized the carrier to serve either directly or through a code-share relationship with one or more foreign air carriers.

"(B) If the Postal Service has sought offers or proposals from certificated air carriers to transport mail in foreign air transportation between points, or pairs of points within a geographic region or regions, and has not received offers or proposals that meet Postal Service requirements at a fair and reasonable price from at least 2 such carriers, the Postal Service may seek offers or proposals from foreign air carriers. Where service in foreign air transportation meeting the Postal Service's requirements is unavailable at a fair and reasonable price from at least 2 certificated air carriers, either directly or through a code-share relationship with one or more foreign air carriers, the Postal Service may contract with foreign air carriers to provide the service sought if, when the Postal Service seeks offers or proposals from foreign air carriers, it also seeks an offer or proposal to provide that service from any certificated air carrier providing service between those points, or pairs of points within a geographic region or regions, on the same terms and conditions that are being sought from foreign air carriers.

"(C) For purposes of this subsection, the Postal Service shall use a methodology for determining fair and reasonable prices for the Postal Service designated region or regions developed in consultation with, and with the concurrence of, certificated air carriers representing at least 51 percent of available ton miles in the markets of interest.

"(D) For purposes of this subsection, ceiling prices determined pursuant to the methodology used under subparagraph (C) shall be presumed to be fair and reasonable if they do not exceed the ceiling prices derived from—

"(i) a weighted average based on market rate data furnished by the International Air Transport Association or a subsidiary unit thereof; or

"(ii) if such data are not available from those sources, such other neutral, regularly updated set of weighted average market rates as the Postal Service, with the concurrence of certificated air carriers representing at least 51 percent of available ton miles in the markets of interest, may designate.

"(E) If, for purposes of subparagraph (D)(ii), concurrence cannot be attained, then the most recently available market rate data described in this subparagraph shall continue to apply for the relevant market or markets.

"(2) CONTRACT PROCESS.—The Postal Service shall contract for foreign air transportation as set forth in paragraph (1) through an open procurement process that will provide—

"(A) potential offerors with timely notice of business opportunities in sufficient detail to allow them to make a proposal;

"(B) requirements, proposed terms and conditions, and evaluation criteria to potential offerors; and

"(C) an opportunity for unsuccessful offerors to receive prompt feedback upon request.

"(3) EMERGENCY OR UNANTICIPATED CONDITIONS; INADEQUATE LIFT SPACE.—The Postal Service may enter into contracts to transport mail by air in foreign air transportation with a certificated air carrier or a foreign air carrier without complying with the requirements of paragraphs (b)(1) and (2) if—

"(A) emergency or unanticipated conditions exist that make it impractical for the Postal Service to comply with such requirements; or

"(B) its demand for lift exceeds the space available to it under existing contracts and—

"(i) there is insufficient time available to seek additional lift using procedures that comply with those requirements without compromising the Postal Service's service commitments to its own customers; and

"(ii) the Postal Service first offers any certificated air carrier holding a contract to carry mail between the relevant points the opportunity to carry such excess volumes under the terms of its existing contract.

"(c) GOOD FAITH EFFORT REQUIRED.—The Postal Service and potential offerors shall put a good-faith effort into resolving disputes concerning the award of contracts made under subsection (b)."

(b) CONFORMING AMENDMENTS TO TITLE 49.—

(1) Section 4190(a) is amended by striking "39." and inserting "39, and in foreign air transportation under section 5402(b) and (c) of title 39."

(2) Section 4190(b)(1) is amended by striking "in foreign air transportation or".

(3) Section 41902 is amended—

(A) by striking "in foreign air transportation or" in subsection (a);

(B) by striking subsection (b) and inserting the following:

"(b) STATEMENTS ON PLACES AND SCHEDULES.—Every air carrier shall file with the United States Postal Service a statement showing—

"(1) the places between which the carrier is authorized to transport mail in Alaska;

"(2) every schedule of aircraft regularly operated by the carrier between places described in paragraph (1) and every change in each schedule; and

"(3) for each schedule, the places served by the carrier and the time of arrival at, and departure from, each such place."

(C) by striking "subsection (b)(3)" each place it appears in subsections (c)(1) and (d) and inserting "subsection (b)(2)"; and

(D) by striking subsections (e) and (f).

(4) Section 41903 is amended by striking "in foreign air transportation or" each place it appears.

(5) Section 41904 is amended—

(A) by striking "to or in foreign countries" in the section heading;

(B) by striking "to or in a foreign country" and inserting "between two points outside the United States"; and

(C) by inserting after "transportation." the following: "Nothing in this section shall

affect the authority of the Postal Service to make arrangements with noncitizens for the carriage of mail in foreign air transportation under subsections 5402(b) and (c) of title 39.”.

(6) Section 41910 is amended by striking the first sentence and inserting “The United States Postal Service may weigh mail transported by aircraft between places in Alaska and make statistical and administrative computations necessary in the interest of mail service.”.

(7) Chapter 419 is amended—

(A) by striking sections 41905, 41907, 41908, and 41911; and

(B) redesignating sections 41906, 41909, 41910, and 41912 as sections 41905, 41906, 41907, and 41908, respectively.

(8) The chapter analysis for chapter 419 is amended by redesignating the items relating to sections 41906, 41909, 41910, and 41912 as relating to sections 41905, 41906, 41907, and 41908, respectively.

(9) Section 101(f) of title 39, United States Code, is amended by striking “mail and shall make a fair and equitable distribution of mail business to carriers providing similar modes of transportation services to the Postal Service.” and inserting “mail.”.

(10) Subsections (b) and (c) of section 3401 of title 39, United States Code, are amended—

(A) by striking “at rates fixed and determined by the Secretary of Transportation in accordance with section 41901 of title 49” and inserting “or, for carriage of mail in foreign air transportation, other air carriers, air taxi operators or foreign air carriers as permitted by section 5402 of this title”;

(B) by striking “at rates not to exceed those so fixed and determined for scheduled United States air carriers”;

(C) by striking “scheduled” each place it appears and inserting “certificated”; and

(D) by striking the last sentence in each such subsection.

(11) Section 5402(a) of title 39, United States Code, is amended—

(A) by inserting “‘foreign air carrier’,” after “‘interstate air transportation’,” in paragraph (2);

(B) by redesignating paragraphs (7) through (23) as paragraphs (8) through (24) and inserting after paragraph (6) the following:

“(7) the term ‘certificated air carrier’ means an air carrier that holds a certificate of public convenience and necessity issued under section 41102(a) of title 49;”;

(C) by redesignating paragraphs (9) through (24), as redesignated, as paragraphs (10) through (25), respectively, and inserting after paragraph (8) the following:

“(9) the term ‘code-share relationship’ means a relationship pursuant to which any certificated air carrier or foreign air carrier’s designation code is used to identify a flight operated by another air carrier or foreign air carrier;”;

(D) by inserting “‘foreign air carrier’,” after “‘terms’” in paragraph (2).

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2008.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. CLAY) and the gentleman from Virginia (Mr. DAVIS) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. CLAY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. CLAY. Mr. Speaker, I yield myself such time as I may consume.

S. 3536 would eliminate the Department of Transportation’s international rate-setting authority and allow the Postal Service to contract with U.S. air carriers for international mail transportation rates and services.

The Postal Service currently spends well over \$200 million annually to transport international mail, at rates set by regulation, not the marketplace. The current system for setting international mail air transportation rates is almost 30 years old and does not accurately reflect the cost of international mail carriage in today’s highly competitive markets.

Both the GAO and the Postal Service Office of Inspector General support the end of DOT’s role in setting international mail rates. Indeed, the bill has the support of the United States air carriers and the Postal Service and reflects the collaborative efforts of both groups to develop legislation they could embrace.

Allowing the Postal Service to negotiate and contract for the international air transportation of mail at fair and reasonable prices means approximately \$50 million a year in savings. According to the Postal Service, “roughly half of that savings would be passed through to the Department of Defense, which reimburses the Postal Service for the transportation of international military mail.” As such, S. 3536 also enjoys the support of the Department of Defense Military Postal Service Agency and DOT.

I commend my colleague, Senator CARPER, for his leadership on this important legislation. I also commend Chairman WAXMAN and Ranking Member Tom Davis for their strong support over the years to allow the Postal Service to obtain savings for postal customers and secure much more competitive mail rates.

□ 1530

In closing, I support the passage of S. 3536.

Mr. Speaker, I reserve the balance of my time.

Mr. DAVIS of Virginia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, one of the many things we tried to accomplish during our long effort to update the Postal Reorganization Act was to find a way to save the U.S. Postal Service money by allowing it to competitively award contracts to transport international mail between any of the points in foreign air transportation.

Despite Chairman WAXMAN’s and my best efforts, we failed to come to an agreement on this issue before the Postal Reform bill passed in 2006. Over the past year, the Postal Service and the American airline industry have

worked on an agreement that I think both parties can support, and that agreement is the legislation before us today.

This bill will allow the Postal Service to competitively award contracts to U.S. airlines for the transportation of international mail overseas. The legislation also would save money for the U.S. Department of Defense, which reimburses the Postal Service for the transportation of mail overseas. This bill enables the Postal Service to participate in today’s highly competitive market and secure much more competitive mail rates, maximizing efficiency and providing better service for postal customers.

It is well known that the Postal Service is under serious financial strain and that this agreement will help, in part, to eliminate some of that burden. It is estimated the Postal Service could save up to \$50 million as a result of the enactment of this legislation.

It’s disappointing to see that there is a thread of protectionism running through this legislation in that non-American airlines are not free to compete on an even footing with American-owned airlines. This means the taxpayer won’t always be getting the very best deal possible.

But Postal Service needs relief and postal customers deserve better and more cost-effective service, and this bill advances that. This bill seeks to accomplish this, and for this reason I support the bill and ask my colleagues to do the same.

I want to thank, again, Mr. WAXMAN, Mr. CLAY, Senator CARPER on the Senate side, along with Mrs. COLLINS of Maine for their support in bringing this together.

Mr. Speaker, I yield back the balance of my time.

Mr. CLAY. Mr. Speaker, before I close, I would like to publicly say what a pleasure it has been to serve with my friend from Virginia (Mr. DAVIS). He was the former chairman of the Oversight and Government Reform Committee and now the ranking member. But since I got here in 2000, he has been nothing but a friend to me, and I appreciate his service. I know we’re getting close to adjournment, but I’m sure this won’t be the last time we hear from TOM DAVIS.

Mr. DAVIS of Virginia. Thank you very much.

Mr. WAXMAN. Madam Speaker, enclosed is an exchange of letters between the Chairmen of the House Committee on Oversight and Government Reform and the House Committee on Transportation and Infrastructure regarding S. 3536 the “Air Carriage of International Mail Act.”

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, September 27, 2008.

Hon. HENRY A. WAXMAN,
Chairman, Committee on Oversight and Government Reform, Washington, DC.

DEAR CHAIRMAN WAXMAN: I write to you regarding S. 3536, the “Air Carriage of International Mail Act”.

S. 3536 contains provisions that fall within the jurisdiction of the Committee on Transportation and Infrastructure. I recognize and appreciate your desire to bring this legislation before the House in an expeditious manner and, accordingly, I will not seek a sequential referral of the bill. However, I agree to waive consideration of this bill with the mutual understanding that my decision to forego a sequential referral of the bill does not waive, reduce, or otherwise affect the jurisdiction of the Committee on Transportation and Infrastructure over S. 3536.

Please place a copy of this letter and your response acknowledging the Committee on Transportation and Infrastructure's jurisdictional interest in the Congressional Record during consideration of the measure on the House Floor.

I look forward to working with you as we prepare to pass this important legislation.

Sincerely,

JAMES L. OBERSTAR, M.C.,
Chairman.

CONGRESS OF THE UNITED STATES,

HOUSE OF REPRESENTATIVES,

Washington, DC, September 27, 2008.

Hon. JAMES OBERSTAR,

Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR CHAIRMAN OBERSTAR: I write to you regarding S. 3536, the "Air Carriage International Mail Act."

I agree that provisions in S. 3536 are of jurisdictional interest to the Committee on Transportation and Infrastructure. I appreciate your willingness to waive rights to further consideration of S. 3536, and I acknowledge that through this waiver, your Committee is not relinquishing its jurisdiction over the relevant provisions of S. 3536.

This exchange of letters will be placed in the Congressional Record as part of the consideration of S. 3536 in the House.

I thank you for working with me to pass this important legislation.

Sincerely,

HENRY A. WAXMAN,
Chairman.

Mr. CLAY. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. CLAY) that the House suspend the rules and pass the Senate bill, S. 3536.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. DAVIS of Virginia. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

LEO J. RYAN POST OFFICE BUILDING

Mr. CLAY. Mr. Speaker, I ask unanimous consent that the Committee on Oversight and Government Reform be discharged from further consideration of the bill (H.R. 6982) to designate the facility of the United States Postal

Service located at 210 South Ellsworth Avenue in San Mateo, California, as the "Leo J. Ryan Post Office Building," and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

The text of the bill is as follows:

H.R. 6982

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. LEO J. RYAN POST OFFICE BUILDING.

(a) DESIGNATION.—The facility of the United States Postal Service located at 210 South Ellsworth Avenue in San Mateo, California, shall be known and designated as the "Leo J. Ryan Post Office Building".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in subsection (a) shall be deemed to be a reference to the "Leo J. Ryan Post Office Building".

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CONGRATULATING THE WAIPIO LITTLE LEAGUE BASEBALL TEAM FOR WINNING THE 2008 LITTLE LEAGUE WORLD CHAMPIONSHIP

Mr. CLAY. Mr. Speaker, I ask unanimous consent that the Committee on Oversight and Government Reform be discharged from further consideration of House Resolution 1436 and ask for its immediate consideration in the House.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

The text of the resolution is as follows:

H. RES. 1436

Whereas, on August 24, 2008, the Waipio Little League baseball team from Waipio, Hawaii, defeated the Matamoros Little League team of Tamaulipas, Mexico, by a score of 12 to 3, to become the 2008 Little League Champions in the 2008 Little League World Series at Williamsport, Pennsylvania;

Whereas the Waipio Little League team went undefeated through the 2008 Little League World Series defeating—

(1) Shelton National Little League team of Shelton, Connecticut, by 3 to 1;

(2) Citrus Park Little League team of Tampa, Florida, 10 to 2;

(3) Canyon Lake Little League team of Rapid City, South Dakota, 6 to 4;

(4) Mill Creek Little League team of Mill Creek, Washington, 9 to 4;

(5) South Lake Charles Little League team of Lake Charles, Louisiana, 7 to 5; and

(6) Matamoros Little League team of Tamaulipas, Mexico, 12 to 3;

Whereas the first 12 runs scored by the Waipio Little League team were the most by one team in a World Series title game since 1998;

Whereas the winning margin by the Waipio Little League team was the largest ever by a

United States team over an international opponent in the title game;

Whereas the 2008 Championship is the fourth World Championship title in a row for the United States;

Whereas, on August 23, 2008, the Waipio Little League team won the United States Championship in a come-from-behind victory, scoring six runs in the sixth and final inning to win by 7 to 5;

Whereas they displayed the perseverance, persistence, determination, and never-give-up attitude of true champions and set an example for men, women, and children all across the United States;

Whereas the 2008 Waipio Little League World Champions are Iolana Akau, Jedd Andrade, Christian Donahue, Caleb Duhay, Ulumano Farm, Kainoa Fong, Trevor Ling, Keelen Obedoza, Khade Paris, Tanner Tokunaga, Jordan Ulep, Pikai Winchester, Matthew Yap, manager Timo Donahue, and coaches Kiha Akau and Gregg Tsukawa;

Whereas the Waipio Little League team was successful because of solid coaching and execution of fundamentals and discipline;

Whereas the World Series victories of the Waipio Little League baseball team exemplifies the sportsmanship, hard work, and dedication of its players, coaches, and families; and

Whereas the achievement of the Waipio Little League team is the cause of enormous pride for the Nation, the State of Hawaii, and the community of Waipio: Now, therefore, be it

Resolved, That the House of Representatives—

(1) congratulates the Waipio Little League baseball team on being 2008 Little League World Champions;

(2) commends the team's families, coaches, and community for their support and dedication to enabling the success of the team on and off the field; and

(3) respectfully requests that the Clerk of the House transmit an enrolled copy of this resolution to the City and County of Honolulu and to each player, manager, and coach of the Waipio Little League baseball team for appropriate display.

Mr. ABERCROMBIE. Mr. Speaker, I rise today to support H. Res. 1436, a resolution to congratulate the Waipio Little League Team from the State of Hawaii for winning the 2008 Little League World Series.

On August 24, 2008, the Waipio Little League baseball team won the Little League World Championship. Waipio defeated the Matamoros Little League team of Tamaulipas, Mexico, 12–3. This is the most runs scored by one team in a World Series title game since 1998. Waipio's victory by nine runs is also the largest winning margin by a US team over an international opponent in the title game.

To get to the Little League World Series, Waipio went undefeated through the season. They went 3–0 in pool play, defeating teams from Connecticut, Florida and South Dakota. On August 20, 2008, Waipio won the United States Semifinal by defeating Mill Creek Little League, from Mill Creek, Washington. Then on August 23, 2008, they won the United States Championship by defeating South Lake Charles Little League, of Lake Charles, Louisiana. During this game, the team was down 5–1, but persevered and came back in the sixth and final inning by scoring six runs, to win the game 7–5.

I would like to congratulate each member of the team and recognize their spirit and determination that got them so far: Iolana Akau, Jedd Andrade, Christian Donahue, Caleb