

their representative in the courtroom. Yet millions of hardworking, law-abiding citizens cannot change their representation in the workplace.

As a result of the passage of the National Labor Relations Act (NLRA) in 1935 and the action taken by the federally-funded NLRB, workers can be forced to pay union dues or fees for unwanted representation as a condition of employment. Federal law may even force workers to accept union representation against the will of the majority of workers.

Talk about taxation without representation! Mr. Speaker, the WAGE Act takes a step toward returning a freedom to workers that they never should have lost in the first place: the right to choose their own representative. I urge my colleagues to support the nonpartisan, pro-worker WAGE Act.

IN RECOGNITION OF THE 80TH ANNIVERSARY OF THE MOUNT WASHINGTON AMERICAN LEGION POST 484

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. PORTMAN. Mr. Speaker, I rise today to recognize the outstanding contributions of the Mount Washington American Legion Post 484, which celebrated its 80th anniversary on January 21, 2001.

The American Legion was chartered by Congress in 1919 as a patriotic, mutual-help, war-time veterans organization. The Mount Washington American Legion Post 484 opened its chapter 80 years ago, and, since then, it has carried out its mission—to defend and teach the principles of democracy; to uphold the law of the land; to foster patriotism; to venerate, serve and support our veterans; to instill a sense of obligation to the community, state and nation; and to guard the rights and freedoms provided to us by the Constitution.

Post 484 has made a remarkable difference in the Cincinnati community by helping to improve the quality of life for our veterans and for others in the Second Congressional District of Ohio. Post 484 currently has about 400 members, many of whom have dedicated their time at Veterans Administration Hospital and Hospice volunteer programs. Its service also includes: volunteer work in our local schools; donations of blood to the Red Cross; environmental protection and crime prevention programs; and fundraising for crisis intervention and family support programs. Post 484 also has raised funds for the Americanism Youth Conference; the Spirit of Youth Fund; flag etiquette and citizenship programs; the Girl Scouts and Boy Scouts of America; and anti-substance abuse, child safety as well as literacy programs.

Mr. Speaker, the Mount Washington American Legion Post 484 reminds us that one of the best ways to help individuals and communities is through the hard work and dedication of our local volunteers. These volunteers, who have courageously defended our country, have exhibited an unrelenting service to our country. I hope my colleagues will join me in congratulating Post 484 and its members on 80 years of superb service to the Cincinnati area and to our nation.

IN RECOGNITION OF CHARLES E. CRIST

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. POMEROY. Mr. Speaker, I rise today to recognize Charles E. Crist. I have had the pleasure of working with Chuck for the past five years in his position as Deputy for Program and Project Management with the St. Paul District of the Corps of Engineers. Quite simply put, he is one of the finest public servants I have had the opportunity to work with.

Throughout his time with the St. Paul District, Chuck has stood out as an individual who could tackle complex, sensitive water resource issues. He is a man of great integrity, with a deep commitment to the issues he works on. His contributions to the Corps are numerous, but one that will always be recognized is his efforts to make the Corps a truly responsive agency to the needs of the communities it serves.

During the devastating flood of 1997, Chuck worked to coordinate emergency response measures in Grand Forks, North Dakota and all along the Red River. In the aftermath of the flood, Chuck assembled a team within the Corps to design plans for a permanent flood control project for Grand Forks. He was instrumental in leading efforts to expedite the development of the project reports needed to secure authorization. Without the quick, creative work of Chuck and his team within the Corps, we would have missed a critical window to secure congressional authorization. In recognition of this work, the team received the U.S. Army Corps of Engineers Outstanding Planning Achievement Award for Planning Team of the Year. Thanks to Chuck's dedicated efforts, Grand Forks is now getting the protection it so desperately needs.

In addition to his work in Grand Forks, Chuck has also led efforts to address the ongoing flooding in the Devils Lake Basin. His work has been critical to protecting the future of a town that has experienced eight years of continual flooding. All throughout this process, he has been able to balance a wide range of issues while implementing workable solutions. No matter what the challenge, Chuck has always been able to meet or exceed it.

Chuck's friendly demeanor and genuine sympathetic nature have made him a trusted public servant. He has been wholeheartedly committed to working with North Dakota communities through difficult water problems and challenges. Through tough and daunting times, he has always maintained a level of optimism that has gone unmatched. There is no doubt that North Dakota has been well-served under his leadership.

Above all, Chuck is a valued friend and partner. Chuck will be missed for his personality, remembered for his professionalism, and honored for the positive change he brought to the Corps. After a distinguished career that has spanned more than 32 years, I want to thank Chuck for his service to the Corps and the State of North Dakota. I wish him all the best in his retirement.

INTRODUCTION OF THE FOREIGN TRUCK SAFETY ACT

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. LIPINSKI. Mr. Speaker, I rise today to introduce a bill that I believe is paramount to keeping our highways and byways safe. The Foreign Truck Safety Act would mandate that all foreign trucks at our southern border be inspected if they have not passed inspection in the previous twelve months. This is necessary because last week a North American Free Trade Agreement (NAFTA) dispute panel ruled that our southern border with Mexico should be opened to unfettered cross-border trucking. The new Bush administration also stated they would abide by that ruling and open the border.

This ruling means that Mexican trucks, trucks that fail 35 percent of inspections across the border zone, and 50 percent of inspections in Texas, would be free to roam all throughout the United States. Since NAFTA went into effect in 1994, these trucks have been able to cross into a small NAFTA border zone. The border was scheduled to have been fully opened in December 1995, but due to real safety concerns and the high rate of failed inspections of Mexican trucks, the border was kept closed by the Clinton Administration.

The highly respected and non-political U.S. DOT Office of Inspector General (IG) concluded in a November 1999 report that "Adequate mechanisms are not in place to control access of Mexico-domiciled motor carriers into the United States." In a December 1998 report the IG stated, "We concluded that far too few trucks are being inspected at the U.S.-Mexico border, and that too few trucks comply with U.S. standards." And it has not gotten better since: in 2000 35 percent of Mexican trucks that were inspected were put out of service for significant safety violations. And what's discouraging is that less than two percent of Mexican trucks were inspected.

In addition, since NAFTA was signed in 1993, Mexico has known that it would have to harmonize its trucking laws and regulations with the U.S. and Canada (whose trucks have as good a safety record as U.S. trucks), and yet it has failed to do so. For example, the Land Transportation Standards Subcommittee (LTSS) was created by NAFTA to harmonize transportation standards and regulations by the year 2000. However, even though we are in 2001, Mexico does not have vehicle maintenance standards, roadside inspections, safety rating systems, a drug and alcohol testing program, or hours of service regulations. And Mexico has just started the process of mandating logbooks for record keeping, while the U.S. DOT is in the process of upgrading logbooks to electronic record keeping. Most importantly, Mexico allows trucks upwards of 100,000 pounds on its highways, while the U.S. limit is 80,000 pounds.

Without an adequate inspection system at the border, it is just a matter of time before 100,000 pound, unsafe trucks with drivers who haven't slept in days are driving straight into a tragedy on one of our highways. That's why the Foreign Truck Safety Act is necessary. In addition to mandating the inspection of foreign trucks, the bill would authorize the border