Whereas the United States did not sponsor a resolution on China's human rights record at the 1998 session of the United Nations Commission on Human Rights: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring, That it is the sense of the Congress that the United States—

(1) should introduce and make all efforts necessary to pass a resolution criticizing the People's Republic of China for its human rights abuses in China and Tibet at the annual meeting of the United Nations Commission on Human Rights; and

(2) should immediately contact other governments to urge them to cosponsor and support such a resolution.

COLORADANS CARE ABOUT LIFELONG, SATISFYING MARRIAGES AND HAPPY CHILDREN

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 10, 1999

Mr. SCHAFFER. Mr. Speaker, for two years, Coloradans have been bombarded with opinions suggesting it's not about fidelity, commitment, or personal behavior. But now a new survey from the Rocky Mountain Family Council shows what Coloradans really care about are lifelong, satisfying marriages and happy children.

As Members of Congress returned to Washington for the recent impeachment vote, the Rocky Mountain Family Council was unveiling the Marriage Matters: 1998 Colorado Marriage Health Index. The results clearly contradict the values demonstrated by the recent affairs of our President and his apologists.

President Clinton's exploitation of a clever slogan proved decisive in ushering him into office, ''It's the economy stupid!'' Coloradans, being common sense, caring people, recognize marriage and family last forever. Economic prosperity, however, is often only as secure as the next paycheck.

Sure, some may find solace in this period of relative economic prosperity. Fatter wallets tend to squelch the alarm of cultural decay to a certain degree.

But even the highest heights of consumer confidence cannot achieve the kind of moral indifference upon which political left-wingers are banking in the face of executive scandal and infidelity. On the contrary, Coloradans bristle when politicians betray their marriage vows for extramarital affairs, even when downplayed as ''affectionate'' or ''hugging'' relationships.

According to the Family Council, when asked if they could wave a magic wand and guarantee certain life goals for themselves, Coloradans overwhelmingly chose a lifelong, satisfying marriage and happy children over material goods like fancy houses, comfortable retirements, and fulfilling careers. Further underscoring this result is the fact that Coloradans were far more willing to give up houses, retirements and careers if that would ensure a satisfying, lifelong marriage and happy kids.

The question for political leaders becomes one of how government can best help the average citizen achieve these goals. Government should take a page from the Hippocratic Oath: ''First, do no harm.''

Many well-intentioned government programs designed to strengthen families achieve just the opposite by subsidizing parents spending time away from their spouses and children. Government policies which support marriage and family, like doing away with the marriage tax penalty in the tax code, can go a long way toward ensuring Coloradans realize their family goals and dreams.

Working families struggling under a heavy tax burden may be so crushed by the weight of supporting lofty government programs they can't spend the time with their spouses and children they'd like. Economic prosperity, lower taxes, and freedom can support and strengthen families and marriages if they enable spouses and parents to devote more attention to what really matters.

Fancy houses? Fat retirement accounts? Cushy jobs? These pale in comparison to heartfelt desires for happy marriages and children. As we enter the twenty-first century, elected officials would do well to respond to what Coloradans say is really important to them. Failure to do so will only perpetuate the myth that strong marriages and families are just by-products of a strong economy.

After all, no one ever went to his or her grave saying, ''I wish I had worked longer hours.'' Government can, and should, do all in its power to allow families and marriages to grow strong without interference.

A BILL THAT IS GOOD FOR NEW MEXICO

HON. TOM UDALL

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 10, 1999

Mr. UDALL of New Mexico. Mr. Speaker, today I introduce legislation, which is being cosponsored by my colleague from New Mexico, HEATHER WILSON, that provides for the transfer of an unwanted facility and federal land to the people of Rio Arriba County, NM. Mr. Speaker, this is a companion bill to a bill that has already been reintroduced in the other chamber on January 21, 1999, by Senator DOMENICI and cosponsored by Senator BINGAMAN, both of New Mexico. This bill was originally introduced by Senator DOMENICI as the Rio Arriba, New Mexico Land Conveyance Act of 1998. With the administration's support, the Senate Energy and Natural Resources Committee reported the bill unanimously in May 1998. On July 17, 1998, the Senate passed this legislation as S. 1510. Unfortunately, the bill died in this chamber at the end of the last session.

This legislation provides for a transfer by the Secretary of Interior of real property and improvements at an abandoned and surplus ranger station in the Carson National Forest to Rio Arriba County. This site is known locally as the ''Old Coyote Administration Site'' and is located near the town of Coyote, NM. The site will continue to be used for public purposes and may be used as a community center, fire substation, storage facilities, or space to repair road maintenance equipment and other county vehicles.

Mr. Speaker, the Forest Service has moved its operations to a new facility and has determined that this site is of no further use. Furthermore, the Forest Service has notified the General Services Administration that improvements to this site are considered surplus and the sites are available for disposal. In addition, the land on which the facility is built, is withdrawn public domain land, and falls under the jurisdiction of the Bureau of Land Management. Since neither the Bureau of Land Management nor the Forest Service have a future plan to utilize this site, the transfer of the land and facilities to Rio Arriba County would create a benefit to a community that would make productive use of it.

In summary, this legislation creates a situation in which the federal government, the State of New Mexico, and the people of Rio Arriba County all benefit. With the bipartisan support of the New Mexico delegation, I am confident that this chamber realizes that this bill is good for New Mexico. For these reasons, I ask immediate consideration and passage of the bill.

IN MEMORY OF BRIG. GEN. (RET) BEN J. MANGINA

HON. IKE SKELTON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 10, 1999

Mr. SKELTON. Mr. Speaker, let me take this opportunity to say a few words in tribute to the late Brigadier General (Retired) Ben J. Mangina, USAF, of Windsor, Missouri. General Mangina, a loyal and dedicated airman and a good friend of mine through the years, passed away at the age of 78.

General Mangina, a native of Birmingham, Alabama, was born the son of Joseph and Josephine Amari Mangina. He was the commander of several Air Force bases, including Richard-Gebauer Air Force Base. There he commanded the 442nd fighter wing.

General Mangina was also active in the community. He was a member and deacon of First Baptist Church along with many other civic organizations.

General Mangina is survived by his wife, Ethel Mae; his daughter, Rose; his son, Ben; two stepsons, Ken and Don; seven grandchildren and four great-grandchildren.

Mr. Speaker, Ben Mangina was a dedicated airmen and a true friend. I am certain that the members of the House will join me in paying tribute to this fine Missourian.

COMMENDATION OF MICHAEL OSTERHOLM, EPIDEMIOLOGIST FOR THE STATE OF MINNESOTA

HON. BILL LUTHER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 10, 1999

Mr. LUTHER. Mr. Speaker, Minnesota's longtime state epidemiologist, Michael Osterholm, has chosen to leave his post at the Minnesota Department of Health after 24 years. I want to take this opportunity to commend Mr. Osterholm for his many years of service, and more importantly, the contribution he has made to our state and the nation in the area of infectious diseases.

He has a long record of successes. In the 1990s alone, Mr. Osterholm found the link between deadly toxic shock syndrome and tampons; traced the source of a salmonella outbreak to trucks that had previously transported

contaminated eggs; and tracked the source of Legionnaire's disease that may have killed as many as eight people and hospitalized dozens more to an air conditioning unit. During his tenure he published nearly 180 scientific papers in the New England Journal of Medicine, the Journal of the American Medical Association, and other publications. In addition, he contributes to or helps edit 25 medical journals.

Most recently, Mr. Osterholm has been actively engaged in bringing attention to the threat of bioterrorism. Due in part to his diligence, the President recently announced a significant investment in the federal response to a biological attack on the United States. He highlighted the issue at every turn, and made me and others aware of the sorrowful state of our vaccination supplies for potential biological agents that could be used in an attack.

While Mr. Osterholm's departure is a loss for the state Department of Health, I am pleased that he will continue his efforts through a new enterprise he is embarking on in the private sector, and will remain ''on call'' to the state in times of need. My thanks and best wishes to Mike Osterholm and his wife Barb Colombo, a former Assistant Commissioner of Health, and their children. Your exemplary service to our state and nation is greatly appreciated.

LEGISLATION TO PROHIBIT THE DEPARTMENT OF THE TREASURY FROM ISSUING ANY REGULATIONS DEALING WITH HYBRID TRANSACTIONS UNDER SUBPART F OF THE INTERNAL REVENUE CODE

HON. PHILIP M. CRANE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 10, 1999

Mr. CRANE. Mr. Speaker, joined by my Ways and Means Committee colleague, Mr. MATSUI, I introduced legislation today to prohibit the Department of the Treasury from issuing any regulations dealing with hybrid transactions under Subpart F of the Internal Revenue Code. The bill will further instruct the Secretary of the Treasury to conduct a study of the tax treatment of hybrid transactions and, after receiving input from the public, to submit his findings to the House Committee on Ways and Means and the Senate Committee on Finance.

This legislation is identical to a bill we introduced in the 105th Congress. During the last Congress, most members of the House Ways and Means Committee expressed their concern over the policy changes to Subpart F suggested by Treasury in Notice 98–11. Both Chairman Archer and Ranking Democrat Rangell wrote Secretary Rubin to express their concerns with both the policy changes pursued by Treasury as well as the means by which Treasury implemented the changes. Mr. Matsui and I, along with 31 other Committee members, also wrote Treasury asking them to withdraw the regulations in order for Congress to have an opportunity to review the issues. We hoped that Treasury would do this in consultation with members of our Committee.

The provisions of Subpart F of the Code have a direct impact on the competitiveness of U.S. businesses operating in the global marketplace. Congress historically has moved carefully when making changes to those sections of the Code relating to international taxation. Unwarranted or injudicious action in these areas can have a substantial adverse impact on U.S. businesses operating abroad.

Treasury issued Notice 98–11 to restrict the use of hybrid entities. After input from Congress and the business community, Treasury issued Notice 98–35, which withdrew Notice 98–11. However, Notice 98–35 still left Treasury with the option of issuing binding rules regarding hybrid transactions. And, although the rules will not be finalized before January 1, 2000, they will be effective for certain payments made on or after June 19, 1998. I am concerned that Treasury's actions, in effect, legislate in this area. Our bill will protect Congress' Constitutional prerogative.

With regard to the policy, I am concerned that the proposed changes would put U.S. companies at a competitive disadvantage in world markets by subjecting them to more taxation by foreign governments. This raises the question as to why the U.S. Treasury Department is so concerned about helping to generate revenue for the coffers of other countries. Furthermore, Notice 98–35, or similar regulations, is at odds with changes Congress recently made to Subpart F in the Taxpayer Relief Act of 1997.

I look forward to further study and input from Treasury on the issue of modifications to Subpart F. However, we must not allow Treasury to implement regulations in this area until Congress determines the appropriate course of action. The bill we introduce today will allow for that judicious process to go forward and I urge my colleagues to join with us by cosponsoring this bill.

INTRODUCTION OF LEGISLATION

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 10, 1999

Mr. OBERSTAR. Mr. Speaker, the European Community has proposed regulations that would discriminate against U.S. aircraft and airlines by banning certain aircraft for allegedly creating excessive noise, while not banning European aircraft that are noisier. This proposal is particularly aggravating when we recall that we have allowed British Airways and Air France to fly the Concorde into the United States, even though the Concorde does not meet our environmental noise limits.

To counter the unfairness in Europe toward U.S. aviation, I am introducing legislation today with my colleagues Mr. SHUSTER, Mr. LIPINSKI, and Mr. DUNCAN to ban supersonic aircraft, specifically, the Concorde, from operating in the United States if the European Union (''EU'') adopts the proposed regulation that will blatantly discriminate against U.S. aviation products.

The EU proposed regulation, which may be considered by the European Parliament this week, would restrict the use, in Europe, of certain aircraft that have had either a new engine, known as a ''re-engined'' aircraft, or a hushkit installed to meet the highest current noise standards, called Stage 3 or Chapter 3. The European restriction would only apply to U.S. aircraft and engines even though, in some cases, they are quieter than their European counterparts that would continue to be operated. If finalized, the proposed regulation could potentially cost American businesses over $1 billion in spare parts and engine sales; reduce the resale value of over 1600 U.S. aircraft; and cause severe financial losses for hushkit manufacturers, all of which are U.S. companies.

The EU portrays its action as one to promote higher environmental standards. However, this claim has no basis in scientific or technical fact. ''Hushkits'' have been used for close to 15 years as an appropriate measure to quiet existing aircraft, first to meet the Chapter 2 standards and, since 1989, to meet the International Civil Aviation Organization's (''ICAO'') Chapter 3 standards. In addition, the EU regulation would not be applied consistently to re-engined aircraft. The regulation would ban only those engines with a by-pass ratio of less than 3. Engines with a higher by-pass ratio would be allowed, even though an engine's by-pass ratio has no direct correlation to the noise it produces.

As a practical matter, this cut-off would tend to ban the use of U.S. manufactured engines and allow the use of European manufactured engines. A comparison of the cumulative noise between a Boeing 727–200 (re-engined with a Pratt & Whitney JT8D–217C/15) and an Airbus A300B4–200 (equipped with a CF6–50C2 engine) underscores this point. The re-engined B727, with engines having a by-pass ratio of less than 3, has a better cumulative noise performance standard of 288.8 decibels, as compared to the Airbus' 293.3 decibels. Yet the Boeing would be banned and the Airbus would continue to fly.

A further, important consideration: the proposal's adoption would deal a severe, long-term blow to the environment because it would undermine the ability of the international community to agree to, and enforce, new and improved noise standards in the future.

Banning Concorde flights to and from the United States will have positive environmental benefits. According to a preliminary analysis from the FAA, such a prohibition will reduce the noise footprint around New York's John F. Kennedy International Airport by at least 20 percent. The Concorde aircraft has enjoyed a waiver from noise standards for over 20 years even though it does not meet Stage 2 noise standards. We in the U.S. have been very tolerant of and cooperative with the Concorde. I am willing to continue cooperating and allow continuation of this waiver, but only if the EU drops this outrageous proposal.

The Administration has seen through this thinly-veiled attempt to give a competitive advantage to EU aircraft and engine manufacturers. Transportation Secretary Slater, Undersecretary for International Trade Aaron, and U.S. Trade Representative Barshefsky have already tried to persuade to the EU Commission to defer action on this issue, and instead refer it to the proper forum—ICAO. These requests have been rejected. We must now make it clear to the EU that their initiative cannot proceed without severe consequences. Banning the Concorde is only the first step. I am committed to additional actions, including discussing the issue directly with the EU Parliament or Commission, if necessary.

The EU proposal is bad environmental policy and bad for American businesses. If we