

HONORING FRANK HARRIETTE  
CALDWELL

**HON. SCOTT McINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 2, 2001*

Mr. McINNIS. Mr. Speaker, I would like to take a moment to recognize the loss of a very generous, caring member of our community. Frank Harriette Caldwell died on Sunday, September 16, 2001 after enduring a prolonged illness. A woman devoted to helping others, "Frankie" passed away at the age of 83.

Mrs. Caldwell was born on June 2, 1918 in Galveston, Texas. She received her teaching degree at the University of Denver and began her life of service. She started teaching in Colorado at the Mitchell Elementary School in 1956 and remained there for twenty-seven years. She retired from teaching in 1983. Although her career in teaching contributed significantly to the children in her community, she did not stop there. She was also active in fundraising for charities, an active member of the Denver Links and contributed significantly to other local organizations including the Denver Junior Police Band. In addition to these contributions to her community, she was a loving wife of sixty years and mother to four. Mrs. Caldwell was also the proud grandmother to eleven and great-grandmother to seven.

Mr. Speaker, Mrs. Caldwell was a valued member of her community and will be missed by many. Her charity has affected so many lives in so many ways. She will be remembered and loved for all that she has done. I would like to express my deep sympathy to her family in this time of mourning and thank her for the contributions to our community.

RECOGNIZING THE HARLEY DAVIDSON  
FINAL ASSEMBLY  
PLANT OF KANSAS CITY

**HON. SAM GRAVES**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 2, 2001*

Mr. GRAVES. Mr. Speaker, I rise today to recognize the Harley Davidson Final Assembly Plant of Kansas City for its work and sacrifice in honor of all the people who both survived and who lost their lives in the terrorist attacks on September 11, 2001, their families, and their friends.

These terrorist attacks mark a solemn moment in America's history. American men and women, civilians and soldiers, firefighters and police, mothers and fathers, were slain for a cause so terrible, so heinous, and so despicable that we find it unimaginable and indescribable. United, Americans seek to find meaning and hope in a seemingly hopeless and meaningless act. In the days since these terrible terrorist attacks, America has been shoulder-to-shoulder in a struggle to meet the challenges of a world that is a little less safe, a little scarier, and far less predictable. The efforts of businesses and workers like Harley Davidson the commitment and concern of Americans everywhere. Our nation's strength does not lie in her military might but rather in the collective compassion of its people.

Since the September 11 terrorist attacks, the Harley Davidson Final Assembly Plant of

Kansas City has raised more than \$5,000 from its employees and an additional \$1,800 in T-Shirt and flag sales. Nationwide, Harley Davidson has contributed more than \$1,000,000 to assist in the rescue efforts and to provide for the grieving families. Additionally, 32 police motorcycles have been donated to the New York Police Department. The patriotism and persistence of Harley Davidson and its employees is a lasting memorial to the thousands of victims who perished in New York, Washington, and Pennsylvania.

Through the days, weeks, and months ahead, all Americans must come together and do what they can to assist the nation's war effort. Whether it is giving blood, sending donations, praying for the thousands of grieving families, or simply saying thanks to the brave men and women who put their lives on the line each and every day so that we may be free, it is important that the American people are vigilant in their efforts to overcome this evil. Though our nation has witnessed unspeakable horror, America's virtues, determination, and faith continues to shine brightly on the world.

I am confident that the United States will seek out those that harbor hatred, terror, and depravity in their hearts; and we will defeat them. This is a war that we must, can, and will win. May God bless the families and children grieving across this great Nation and may God bless America.

THANK YOU TO THE BOARD OF DIRECTORS OF THE RATTERMAN/SHELL MEMORIAL SCHOLARSHIP FUND FOR MAKING A DIFFERENCE IN BRADLEY COUNTY, TN

**HON. ZACH WAMP**

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 2, 2001*

Mr. WAMP. Mr. Speaker, I invite my colleagues to join me in commending the work of a very special group of individuals from Cleveland, TN. The Board of Directors for the Scott C. Ratterman/C. Edward Shell Memorial Scholarship Fund has provided college funds to many high school students in Cleveland and Bradley County area for 15 years.

On June 21, 1986, Scott Ratterman passed away. To honor his memory, his friends and colleagues created a college scholarship fund that would award one deserving Cleveland High School senior \$1,000 for his or her college graduation. When Ed Shell—a very active board member of the Ratterman Memorial Scholarship Fund—passed away in July 1990, the Board of Directors renamed the fund the Scott C. Ratterman/C. Edward Shell Memorial Scholarship Fund. With Mr. Shell's passing, an additional scholarship was added to include Charleston High School.

In 1995, the Board of Directors expanded and created 4-year scholarships. To mark the 11th anniversary of Mr. Ratterman's death and the 7th anniversary of Mr. Shell's death, an additional scholarship to a Bradley County High School student was added to the fund. The Board of Directors has since expanded again to include Cleveland State Community College and Middle Tennessee State University.

Over the past 15 years, the Ratterman/Shell Memorial Scholarship Fund has raised and contributed over \$101,000 to deserving local students. A majority of the contributions come from a golf tournament that is held every second Friday in October. Again this year, many citizens in Bradley County will come together as a community to help raise money to defray the cost of a college education for hard-working students.

When a noble idea is coupled with a dedicated group of people—great things can happen. I want to thank all those involved in the Scott C. Ratterman/C. Edward Shell Memorial Scholarship Fund for their vision and hard work.

ANNIVERSARY OF THE INDEPENDENCE OF THE REPUBLIC OF CYPRUS

**HON. CAROLYN B. MALONEY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 2, 2001*

Mrs. MALONEY of New York. Mr. Speaker, it is with great pleasure that I speak today in honor of the 41st anniversary of the Republic of Cyprus. It was on October 1 in 1960, that Cyprus became an independent republic after decades of British colonial rule.

I am very fortunate and privileged to represent Astoria, Queens—one of the largest and most vibrant communities of Greek and Cypriot Americans in this country.

It is truly one of my greatest pleasures as a Member of Congress to be able to participate in the life of this community, and the wonderful and vital Cypriot friends that I have come to know are one of its greatest rewards.

Cyprus and the United States have a great deal in common. We share a deep and abiding commitment to democracy, human rights, free markets, and the ideal and practice of equal justice under the law.

While we are pleased to celebrate this joyous day in Cyprus history, it is with a heavy heart in light of the September 11 terrorist attacks. I am deeply appreciative to the people of Cyprus and the Cypriot-American community who have extended their voices of support and have expressed strong condemnation for the terrorist attacks. In fact, within hours of the attacks, Cyprus President, Glafcos Clerides, strongly denounced the terrorist acts.

Unfortunately, Cyprus is not without its own difficult history; 37 percent of this nation is still occupied by a hostile foreign power, and it has been for more than 25 years.

On July 20, 1974, Turkey invaded Cyprus, and to this day continues to maintain an estimated 35,000 heavily armed troops. Nearly 200,000 Greek Cypriots, who fell victim to a policy of ethnic cleansing, were forcibly evicted from their homes and became refugees in their own country.

Every year, on or around July 20, 1, along with my dear friend Representative BILIRAKIS, sponsor a Special Order to remember the anniversary of the Turkish invasion in a tradition that has become one of our proudest traditions.

Despite the hardships and trauma caused by the ongoing Turkish occupation, Cyprus has registered remarkable economic growth, and the people living in the Government-controlled areas enjoy one of the world's highest

standards of living. Sadly, the people living in the occupied area continue to be mired in poverty.

Today, Cyprus is one of the leading candidate nations to join the European Union in the next round of expansion, in 3 to 4 years.

While we are hopeful that a unified Cyprus will join the EU, fortunately, it is not a precondition to accession as the leader of the Turkish Cypriot side, Rauf Denktash has continued to balk at resuming peace talks. He rejected U.N. Secretary General Kofi Annan's invitation to resume talks for a unified Cyprus.

In the times we are facing, it is clear that divisions among people create harmful, destructive environments. The United States has expressed its unwavering support for a peaceful solution to the Cyprus problem and I wholeheartedly agree. The relationship between Cyprus and the United States is strong and enduring. We stand together in this bittersweet time, celebrating democracy and freedom while mourning a horrific tragedy.

Thank you.

#### AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

**HON. HENRY A. WAXMAN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 2, 2001*

Mr. WAXMAN. Mr. Speaker, on September 21, the House passed H.R. 2926, legislation providing billions of dollars of financial relief to the airline industry from the September 11 terrorist attack. Unfortunately, H.R. 2926 was rushed through the legislative process without any independent assessment of the actual losses incurred by air carriers or consideration by the relevant committees. And it was considered on the House floor under a rule that prohibited any amendments and limited debate to one hour.

Although I support the well-meaning intentions that motivated H.R. 2926 and the paramount need to provide aid to the victims of the September 11 tragedies, I oppose this fundamentally flawed bill and want to take a few minutes to explain my reservations.

H.R. 2926 fails to address essential measures, such as airline security and assistance to displaced workers, but includes numerous provisions with cost ramifications that have not been considered carefully. While the bill provides specifically for \$15 billion in relief to the airlines, the final cost of the bill could easily be far higher. Further, the bill establishes a compensation scheme for victims that could commit federal taxpayers to pay more to the families of deceased Wall Street executives than to the families of the firefighters who lost their lives trying to rescue others. This may well be a policy choice that Congress would have ultimately made, but it is not a policy choice or precedent that Congress carefully considered or even debated.

#### NO PROVISIONS TO IMPROVE AIRLINE SECURITY

The most important element of an airline relief bill is improving airline security. Unless airline security is improved, any airline bailout may fall. No matter how many billions of taxpayer dollars are given to the airlines, no airline can stay afloat if Americans refrain from flying.

Unfortunately, the bill contains no funding for airline security measures. It also contains

no provisions to enhance security, such as making airline security a federal responsibility. The legislation thus does little to assure Americans that flying will be safe again.

The rationale for failing to address airline security is that airline security should remain an airline responsibility and should not be "federalized." But this is exactly the same reasoning that is responsible for our current, deeply flawed system of airline security. In past years, the airline industry has resisted implementing stringent security measures on the grounds that the costs are prohibitive. As recently as the week following the September 11 attacks, an Alaska Airlines executive testified that he believed Americans would be unwilling to pay a three-dollar surcharge on their airline tickets to fund security measures.

#### NO SUPPORT FOR DISPLACED WORKERS

In the aftermath of the September 11 attacks, airlines reportedly have already laid off over 100,000 workers, and some airlines are refusing to honor the standard severance provisions of their labor contracts. H.R. 2926, however, provides no relief whatsoever for these workers and their families. It contains no funds for laid-off workers who now lack health insurance. It contains no assistance for job-training that would help these workers find new employment. And it contains no funds to help support laid-off workers and their families during the search for new employment.

At the same time that the legislation ignores the needs of laid-off workers, the bill protects airline executives who earn millions of dollars in compensation. The legislation provides that to qualify for loans, airlines must freeze current executive compensation at 2000 levels for two years and limit severance pay to twice that amount. This means that airline CEOs can continue to earn astronomical salaries and receive multi-million dollar severance packages.

Airlines do not have to limit executive salaries at all to qualify for the other benefits provided in the legislation, such as the \$5 billion in grants awarded by the bill, the limits on liability, and the potential federal payment of increased airline insurance premiums.

#### EXCESSIVE RELIEF FOR THE AIRLINE INDUSTRY

The airline industry deserves federal support after the September 11 attacks. But I am concerned that the level of relief in the bill may go beyond what is reasonable.

After the September 11 attacks, the Federal Aviation Administration grounded all airplanes for two days and gradually resumed service thereafter. This order caused a cash crunch for the airlines. They could take in no revenue during the shutdown, but remained responsible for many fixed costs. Airlines estimated that these losses amounted to \$330 million per day. The airlines' strongest case is for federal relief to compensate them for this loss. (It should be noted, however, that even without a federal order, the airlines—which had the primary responsibility for safety—would have likely halted flights until new safety procedures were in place.)

But the legislation provides many other forms of relief. The rationale for this additional relief is tenuous at best. There was no independent review of the need for these transfers of billions of dollars from federal taxpayers to the airlines.

\$5 Billion in Grants. Under the legislation, \$5 billion in grants are available to the airlines that can be used to offset any future losses

between now and the end of the year that are attributable to the attack. Many other types of businesses will have downturns in revenues resulting from the attacks, but only the airline industry is likely to receive this special relief. Moreover, the bill provides minimal guidance on how the airlines are to calculate the losses. For example, the bill leaves open the possibility that an airline could choose to reduce its flights between now and the end of the year, lay off thousands of workers, but still obtain a substantial amount of the profit it would have realized had it flown a full schedule.

\$10 Billion in Loan Guarantees. The bill also provides \$10 billion in federal loan guarantees. This measure was rushed through the legislative process without a reasoned examination of the need for this component in light of other relief provided by the package. Even the Administration initially opposed inclusion of this measure. In a September 20 hearing before the Senate Banking Committee—just one day before enactment of the bill—Treasury Secretary Paul H. O'Neill testified that if Congress approved the Administration's \$5 billion grant proposal, "the idea of loan guarantees makes no sense."

Federal Payment of Insurance Premiums. The bill allows the government to pay increases on insurance premiums for the airline industry, as well as for any vendors, agents and subcontractors of airlines, from an existing federal airline insurance fund. The rationale for this provision is difficult to understand, particularly since other provisions in the bill limit airline liability for the September 11 attack and future terrorist attacks. But the costs are potentially enormous, as the provision covers not only airlines, but a broad range of related entities. The existing insurance fund contains only \$83 million, but it is likely that the costs of increased premiums would substantially exceed that amount. Thus, to cover this cost, the federal government would have to appropriate additional money for the insurance fund.

Further, making the federal government responsible for any premium increases provides a disincentive for the insurance industry and the airlines to negotiate low premium costs.

#### PROBLEMATIC VICTIM COMPENSATION SCHEME

The legislation contains provisions to provide federal compensation to the victims of the September 11 attacks. I strongly support this humanitarian gesture, but I have questions about the details of the victim compensation scheme, and whether Congress has adequately considered the implications of this provision.

The bill provides that a Special Master should use a tort model to determine the extent of compensation to individuals, basing compensation in part on the "economic" losses suffered, which includes the "loss of earnings or other benefits related to employment" of the victim. This model makes sense when a defendant has been held responsible for a wrongful death. But when the compensation is being provided by the federal taxpayer, it may result in inequities.

As a government, we should not value the life of a Wall Street executive more than the life of a firefighter, secretary, or janitor. But under a strict application of the tort model, Wall Street executives with large incomes would have greater "economic" damages and hence would be entitled to larger federal payments than firefighters, secretaries, or janitors who also lost their lives.