that grade crossings are dangerous, and they have left it at that. RSAFE will take the 4.3 cents per gallon diesel fuel tax that railroads currently pay towards deficit reduction and transfer it into the Department of Transportation Section 130 Grade Crossing Safety program. This money will then be distributed to the States on a formula basis.

Based on estimates of railroads' tax receipts, RSAFE will add approximately $125 million or more to the current $150 million in the Section 130 program. Therefore, among other things, RSAFE will give States much more ability to construct gates at grade crossings, develop and acquire new technology that could serve as alternatives to whistle-blowing and generally remove hazards at grade crossings.

RSAFE also mandates that 5 percent of the new funding will be spent for education and awareness campaigns, such as Operation Lifesaver. Operation Lifesaver works with local law enforcement officials and others to make pedestrians and motorists aware of the dangers at grade crossings. RSAFE also puts 10 percent of the new funding towards upgrading rail-to-rail crossings. The danger posed when two freight trains collide or when a commuter train collides with a freight train are immeasurable in lives and environmental costs.

Since railroad crossing safety is often a local and State issue, RSAFE mandates that the States pay at least a 20 percent share of any project financed with funds under this bill. I think that this is a small price for the States to pay for the safety of their citizens.

The railroads often argue that the 4.3 cent per gallon tax is unfair, that they maintain their own infrastructure unlike the trucking industry. But I think it even more unfair that the taxes go to deficit reduction instead of a program that benefits the railroads and public safety. That is what RSAFE does. It puts railroad money back into the railroads for the benefit of the public.

In addition, after 5 years of increased investment in grade crossing safety, RSAFE repeals the 4.3-cent diesel tax on October 1, 2004. Hopefully, Congress will continue the higher funding for the Section 130 program in the next highway and transportation reauthorization bill. However, until then, every day that the tax goes towards deficit reduction is a day that statistics tell us someone will die at a railroad crossing. In 1998, 428 people died from an incident at a grade crossing, 30 of whom died in my home State of Illinois. Clearly, 428 deaths in 1 year is unacceptable.

So I say to my colleagues and to those in the railroad community:

Please work with Congressman CRAMER and me to pass this legislation so that each day we will not see another life perish due to our own inactivity and inaction.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from the District of Columbia (Ms. NORTON) is recognized for 5 minutes.

(Ms. NORTON addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

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

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

CHINA HAS YET TO EARN PREFERENTIAL TRADE STATUS

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

Mr. BROWN of Ohio. Mr. Speaker, 10 years ago this week China's Communist dictatorship sent its tanks and armored carriers crashing through the prodemocracy protests in Tiananmen Square in Beijing. Hundreds of innocent protesters were crushed to death, hundreds more were mowed down by machine guns, hundreds more were arrested and executed.

The men and women who lost their lives in Beijing and the ones who remain jailed are the heirs to the legacy of our Founding Fathers. They quoted Thomas Jefferson, they built a monument fashioned after our Statue of Liberty, they look to the United States as a beacon of hope and of freedom. In the United States, the nation which the thousands of dead at Tiananmen hoped to emulate, is once again coddling the same dictators who had them murdered by renewing China's annual trade privileges. After all, the lure of one billion Chinese low-wage workers is the catalyst of our China policy.

Think about it: no pesky unions, no minimum wage laws, no labor standards, no effective court system to scare away investors. The potential for profit, regardless of human rights for American corporations, is enormous. After all, Wall Street bankers could not care less if the shelves at the Lorain, Ohio, K-Mart are lined with goods manufactured by Chinese slave labor. The lawyers in Washington could not care less if Chinese workers are imprisoned for trying to form unions.

Win Jingshang, a democracy activist who spent nearly two decades in a Chinese prison, told me that American corporate executives, not Chinese spies but American corporate executives, are the vanguard of the Chinese Communist Party revolution in the United States.

It should bother us, all of us, that exactly 10 years after the slaughter of those demonstrators in Tiananmen Square that American CEO's actively roam the government corridors of the Chinese Communist Party dictatorship. It should bother all of us that after cavorting with the butchers of Beijing, these American CEOs streamed into Ronald Reagan National Airport to argue for continued favors, continued trade advantages for the world's worse abuser of human rights. It should bother all of us that the brutal nature of China's Communist regime is totally ignored by all too many in America's business community.

The harsh reality is that the ongoing genocide in Tibet, continued arrest, and torture of democracy activists, proliferation of nuclear technology to North Korea, none of that matters very much to too many people in America's business community. To this I say, the most effective way to toughen our relationship with China is to deny it special trading privileges.

Every year I and others in this body have prodded the administration and the Republican leadership to force China to improve its behavior before giving it preferential trade status. These benefits give China's Communist Party dictators billions and billions of dollars, last year it was 60 billion to be precise, and the commercial technology needed to modernize the People's Liberation Army. Yet each year the same GOP, the same Republican Members of Congress who are the loudest in their criticism of the Clinton administration and its China policy turn around because of corporate business influence in this body, turn around and give Beijing preferential trade status.

Mr. Chairman, what we need to do before granting special trade status to the Communist Chinese is to condition their behavior on something other than what they say. I, for one, am weary of continued Chinese Communist promises that they will behave, they will play fair, they will stop human rights abuses, they will end child labor, they will stop forced abortions, they will begin to behave, they will stop selling nuclear technology to rogue nations, that they will begin to play by the rules.

It was Mao, quoting Soviet leader Lenin, who liked to state promises are like pie crusts, they are made to be broken.

Mr. Speaker, I ask the administration, I ask the President, I ask Republican leadership in this body, I ask the American business community, all of whom are far too strongly supportive of the World Trade Organization entry for China, I ask them to step back and let us see if China can behave for 1 year. We should demand to see if China can stop its human rights abuses, can stop its child labor and slave labor practices, can stop threatening Taiwan before receiving another dollar from U.S. business interests. We must not give China special trading privileges, Mr. Speaker, until we see proof that its Communist Party leaders are capable of abiding by world standards.