

freer trade without leaving substantial numbers of our residents jobless and workers abroad without basic labor rights. Confronted with a similar situation, the European Economic Community, now the European Union [EU], adopted an aggressive, transitional economic program to bring developing countries, such as Portugal and Spain, to the point where these less developed countries would not be sacrificed for free trade. This transitional aid enabled them to be full partners not only to their benefit but to the greater benefit of free trade in the entire EU.

Supporters of fast track like to point out that since 1992, over 11 million new jobs have been created, that of these, 1.5 million have been high-wage, export-related jobs, and that much of this job growth can be attributed to passage of the North American Free Trade Agreement [NAFTA]. By the administration's assessment, NAFTA has created up to 160,000 new jobs. What supporters of fast track conveniently ignore is that, at the same time, we have lost jobs in other sectors of our economy. The Department of Labor has estimated that NAFTA has led directly to the loss of about 150,000 jobs and has found that two-thirds of Americans who lose their jobs because of foreign trade end up with work that pays less than they earned before. Clearly, this is not a case where a rising tide lifts all boats; while some are cruising along, others are sinking. Transitional assistance has mitigated this inevitable adverse effect in the EU. H.R. 2621 simply leaves the hapless victims to fend for themselves against economic forces they cannot possibly control on their own. Precedents such as the EU assistance, however, show that these forces can be controlled consistent with free trade. Where is the comparable assistance in H.R. 2621?

How wasteful and unnecessary to divide Americans further into economic winners and losers. That is exactly what the Republican fast track proposal will do. In order to ensure that free trade also results in fair trade, fast track must authorize the President to negotiate strong and enforceable labor and environmental standards within the main body of any future trade agreement. Otherwise, businesses have shown that they cannot resist the temptation to move their manufacturing facilities to take advantage of low wages and lax enforcement of environmental standards and labor rights in developing countries. This fast track bill is fundamentally flawed because it allows American manufacturers to exploit foreign workers, to the ultimate detriment of workers here at home. The failure of this fast track proposal to establish protection of worker rights as a central tenet of U.S. trade policy is one of the important reasons why I oppose H.R. 2621.

I am particularly alarmed at how the current fast track proposal would allow U.S. manufacturers to enter into a race to the bottom on the environment. This fast track bill fails to ensure that trading partners compete fairly by requiring all parties to vigorously enforce environmental laws. Indeed, I am puzzled at the administration's failure to insist that environmental issues be addressed squarely in international trade agreements—that position only sends a signal to the world that the United States is not really serious about preserving the environment and will undermine our negotiating position at the upcoming Kyoto summit on global warming. We have fought too hard

and come too far to see our fragile environmental progress unravel in trade agreements.

Until fast track explicitly addresses worker rights here and in the countries covered by trade agreements and equally so the substantial environmental issues that beg to be addressed, I cannot support it. I ask the administration and supporters here in Congress to go back to the drawing board. We can do much better.

COMMENDING RUDY GUNNERMAN
OF RENO, NV

HON. JIM GIBBONS

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. GIBBONS. Mr. Speaker, I rise today to commend Mr. Rudy Gunnerman for not only living the American dream and creating a future for himself and his family but also for working to create a better future for all Americans. Mr. Gunnerman's entrepreneurial spirit and ingenuity have resulted in a scientific discovery to fight air pollution. This invention will not only assist communities across our country meet clean air standards, but also help them do so in a cost competitive manner. I am proud that he has chosen Reno, my hometown, to be his home and the corporate base of operation for the refinement and potential production of his invention—A-55 Clean Fuels.

Rudy Gunnerman embodies the American dream. In 1949, he emigrated from Germany to the United States. Rudy was raised an orphan during World War II and arrived in America at the age of 21 with \$20 and a single suitcase. His first months in America were spent painting houses. From this, he started a string of successful companies honing his entrepreneurial skills.

Rudy's inventive mind was always at work, looking for ways to better our quality of life through science. His initial patent was in heat barrier materials. Rudy utilized his experience in the manufacture of pool toys and began working with lightweight and inexpensive cement-like materials that under extreme conditions would reflect heat through oxidations. The Federal Government applied Rudy's technology for use in rocket engines liners and laser countermeasures. Rudy subsequently founded a company that began making fire-proof doors out of the material.

Rudy's big break came in the 1970's while living in Oregon when he noticed how the wood smoke choked beautiful valleys during the winter. In 1976, Rudy opened a small research and development company in Eugene, OR, to produce pelletized industrial boiler fuel from wood paste. The pellets burned hotter and cleaner than raw wood waste, and proved to be economical as well. Ultimately, Rudy's company sold licenses to some of world's largest corporations to produce pellets in several countries. Schools, hospitals, factories, and homes across the Pacific Northwest also switched to pellets.

This was just the prelude. Rudy's most challenging and far-reaching invention brought him to Reno, NV. A-55 Clean Fuels is a water-based petroleum emulsion that 1 day may provide a cleaner, safer, and cheaper primary fuel with a full range of applications—from elec-

tricity production to mass transportation. The product is making a difference nationwide and internationally A-55 reduced harmful NO_x emissions from 50 to 80 percent.

For vehicle use, only a minor change in the injection system and an empty fuel tank would be necessary for conversion to A-55 use. A-55 achieves nearly the same miles per gallon with no loss of engine performance. A-55 is safer than conventional petroleum fuels. It will not ignite outside the combustion chamber, and in fact, will often put out an open flame. Many alternative fuels in the past have also been prohibitively expensive compared to traditional fuels. This is not the case for A-55, which is cost competitive with diesel.

With Clean Air Act standards imminent by 2004, A-55 could be the silver bullet to help communities cope with requirements and reduce air pollution without feared economic side effects. A-55 Clean Fuels looks like milk and could very well be the next natural for protecting our environment and promoting economic growth.

Rudy Gunnerman should be applauded for his inventions and the opportunities they may 1 day provide for all of us to assist in the cleanup of air pollution across the country. Rudy Gunnerman's life is a shining example of the opportunities that America can offer and the contributions that one can give back to society through those very opportunities. With all this in mind, Mr. Speaker, I again commend Reno's own Rudy Gunnerman—entrepreneur, inventor, American.

FAST TRACK

HON. JAY W. JOHNSON

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. JOHNSON of Wisconsin. Mr. Speaker, I rise today to lend my voice to those in opposition to fast track trade authority for the President. This fast track legislation provides a procedure for approval or denial of trade treaties, without giving Congress an opportunity to amend the treaties.

I believe strongly in free and open trade, and I have voted for other free trade legislation in this Congress. Trade is often the engine that drives our economy, opening up new markets for our goods and services.

However, too often in our recent trade agreements, like NAFTA and GATT, we have opened the doors of trade for other countries to sell their goods in this country, but slammed shut those doors when our workers and farmers looked to export their products abroad. Currently, dairy farmers in northeast Wisconsin face excessive trade barriers—tariffs as high as 300 percent in some cases—when they trade with Canada. Yet, Canadian dairy products flow freely across the same border. How can Americans compete when the playing field is so tilted to our competitor?

Last month, the Dairy Trade Coalition—comprised largely of Midwestern milk producers—said that the U.S. dairy industry was a big loser under the GATT Uruguay trade talks, and informed U.S. Secretary of Agriculture Dan Glickman that they could not support the fast track legislation without better assurances for agriculture. These assurances have been made and our farmers across America continue to struggle.