

IN RECOGNITION OF MICHIO KUSHI

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, June 7, 1999

Mr. KUCINICH. Mr. Speaker, I rise today to recognize Michio Kushi, the 20th century developer of macrobiotics. This diet is the catalyst for many of the mainstream dietary and lifestyle changes currently taking place.

The Standard Macrobiotic diet has been practiced widely throughout history by all major civilizations and cultures. The Diet centers on whole cereal grains and their products and other plant quality. Twenty-five to thirty percent of daily food consists of vegetables and the remaining intake is comprised of soups, beans and sea vegetables. Consumption of products such as meat and dairy products are typically avoided. Michio Kushi, the founder of macrobiotics, was born in Japan and graduated from Tokyo University, the Faculty of Law, Department of Political Science. Influenced by the devastation of World War II, he decided to dedicate his life to the achievement of world peace and the development of humanity.

Kushi and his wife Aveline introduced macrobiotics to North America in the 1950s by establishing the first macrobiotic restaurant in New York. In the 1960s, the Kushis moved to Boston and founded Erewhon, the nation's pioneer natural foods distributor and manufacturer. Over the last thirty years Michio Kushi has taught throughout the United States and abroad, giving lectures and seminars on diet, health, consciousness and the peaceful meeting of East and West. In 1978, the Kushis founded the Kushi Institute, an educational organization for the training of future leaders of society, including macrobiotic teachers, counselors, cooks and lifestyle advisers. In 1986, Michio Kushi founded One Peaceful World, an international information network and friendship society of macrobiotic friends, families, business, educational center, and other associations to help guide society and contribute to world health and world peace. In the 1980s, Kushi began meeting with government and social leaders at the United Nations, the World Health Organization, and the White House. The health benefits of a macrobiotic diet have attracted the attention of leading medical professionals. The American Cancer Society reports that a macrobiotic diet may lower the risk of cancer.

The Smithsonian Institution will announce the acquisition of the Michio Kushi Family Collection on Macrobiotics and Alternative and Complementary Health Care during a special day-long event at the National Museum of American History in Washington, D.C. on Wednesday, June 9. The events include a symposium featuring Michio Kushi and his wife Aveline Kushi, an exhibit of macrobiotic food and books, and an awards presentation to Mr. and Mrs. Kushi for their significant role in the development of alternative and complementary health care and to the formation of the natural and whole foods movement.

I ask my fellow colleagues to join me in applauding the dedication and hard work of the Kushis in helping to educate the world's population on the benefits of the macrobiotic diet.

PROMOTING INTERNATIONAL AVIATION SAFETY

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 7, 1999

Mr. OBERSTAR. Mr. Speaker, safety is our highest responsibility in aviation. The American travelling public has the right to expect the highest standards of safety when flying on a U.S. carrier or on a U.S. carrier's code share partner.

Last September, the aviation community received a wake up call when SwissAir flight 111 crashed off the shores of Nova Scotia. On board this fatal flight were 53 U.S. passengers who had purchased tickets from Delta Airlines for Delta flight 1111, but who flew on SwissAir, through an arrangement called code-sharing. This accident brought home the realization that, in a world of close alliances between domestic and foreign airlines, the lines separating domestic safety regulation and international safety regulation have been blurred. It is clearly time to reassess our safety activities to make certain the American travelling public flies safely, whether on a U.S. or a foreign carrier.

As relationships between domestic and foreign carriers continue to grow through code sharing, we need to take a hard look at whether safety has kept pace. Since 1994, the number of code-sharing alliances has more than doubled—from 61 to 163. A passenger who buys a ticket from a U.S. airline for a code-sharing flight (ticketed as a flight by a U.S. airline) has a right to expect that the entire flight will be operated under similar safety standards. Yet, put simply, there is not a process within the Department of Transportation (DOT) for assuring that a foreign code-share partner operates under safety standards similar to those governing U.S. airlines.

A look at the world's aviation safety record establishes the need for prompt action. There is a wide disparity in the accident rates for different regions, with Africa and South and Central America, for example, having an overall accident rate considerably higher than the world average. This suggests strongly that some carriers are not offering a similar level of safety as U.S. carriers. Unfortunately, DOT does not have a comprehensive mechanism in place to determine whether particular foreign carriers have safety deficiencies before code-sharing arrangements are approved.

Accordingly, I am introducing legislation today with my colleagues, ranking Aviation Subcommittee member Mr. LIPINSKI and Ms. JOHNSON of Texas, that will dramatically improve DOT's organizational capability to assess whether a proposed foreign code share meets safety standards similar to those required of our U.S. carries.

The legislation would require a U.S. carrier seeking to code share with a foreign air carrier to conduct a comprehensive safety audit, including on-site inspections, of the foreign carrier's operations. Prior to receiving DOT approval of a foreign code share, the U.S. air carrier must certify to the Federal Aviation Administration (FAA) that the foreign air carrier meets the standards set forth in its FAA-approved safety audit program. In turn, the FAA would be required to conduct a comprehensive annual review of each domestic carrier's

approved audit program, thus assuring that the FAA remains vigilant in its oversight of the carrier's implementation of that program. The domestic carrier would also conduct a periodic review of the foreign carrier's operations to ensure continued compliance with the safety standards. In addition, the FAA would be directed to work with the International Civil Aviation Organization to ensure that code-sharing oversight becomes a part of any foreign authority's air safety regulatory framework.

The importance of this requirement cannot be overstated. Currently, the FAA, which is responsible for safety oversight of our domestic carriers, conducts only limited review of foreign airlines participating in code-share agreements with our airlines. For foreign airlines, the FAA looks only at whether the flag country has a good institutional structure for regulating aviation safety. The FAA does not evaluate the safety of the foreign airline itself.

Delta's recent suspension of its code-share with Korean Air underscores this point. The FAA had no safety concerns with the arrangement because South Korea has a system for regulating safety that, on paper, appeared adequate. However, in this case—and possibly in far too many other cases—there appears to be little correlation between FAA's assessment of the foreign regulatory system and the actual safety performance of a carrier.

That observation is not meant to fault FAA for its efforts to assess the aviation regulatory systems of foreign governments. The FAA's assessment does provide valuable information about the structure and capabilities of a particular country's civil aviation authority; it does not provide specifics about a particular foreign code-share partner, when the changing nature of international aviation demands such an assessment.

This legislation will respond to the challenge of increasing the safety margin for the American traveling public by establishing a process for making meaningful safety judgments about foreign airlines.

I urge my colleagues to join me in co-sponsoring this legislation.

 TRIBUTE TO THE MENNONITE COLLEGE OF NURSING
HON. THOMAS W. EWING

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, June 7, 1999

Mr. EWING. Mr. Speaker, I rise today to honor the Mennonite College of Nursing in Bloomington, Illinois on the occasion of their 80th year. Not only is this an historic marker on the College's time line, but on July 1, 1999, this fine institution will combine with Illinois State University, ensuring that its fine traditions and quality educational programs continue far into the next century.

The Mennonite College of Nursing was founded in 1919, as the Mennonite Sanitarium Training School, with the purpose of providing a Christian ministry through the operation of a hospital and a diploma school of nursing. Since its founding, the school has provided cutting edge training for its students. In the early 1980's and to meet the changes nursing education needed by changing health care delivery systems, the Board of Directors decided to transition Mennonite Hospital School of