Mary Holmberg masterfully teaches a sixth grade classroom at Meadows Elementary School in Lacey. Besides her exceptional work in her own classroom with diverse students, Ms. Holmberg has been a key leader in implementing new math and science curriculums in the school district. Mary devotes numerous hours of her free time to working with math and science teachers throughout the school district and to helping lead after school programs for students. Mary teaches a double class of math students every day in order to help out a visually impaired teacher. Additionally, Ms. Holmberg is always available both before and after school hours to help students with their work.

A teacher at Elma Elementary School for seventeen years, Carol Boyer believes in relevant, exciting, and fun learning experiences for her fifth grade students. A study of astronomy includes a sleep over to view the heavens. A study of the Oregon Trail includes the construction of a wagon train, formation of families, and a simulation of the life along the trail. To bring animal life close to her students, Carol is working with a master birder to create an environment that attracts species of birds at the school site. She is currently creating a unit of study on the Osprey for student research to answer the question, ''Why are the eggshells of the Osprey becoming thinner and how does it affect their survival?'' In the midst of school reforms, Carol teaches to the Essential Academic Learning Requirements in a way that is engaging, thought provoking, and hands-on.

Mr. Speaker, I could go on for hours about the remarkable teachers who are impacting students throughout my district every day. Today, however, I can only highlight a few of the amazing, generous individuals who are giving selflessly of themselves to help our children succeed. As Teacher Appreciation Day comes to a close, I would implore residents in my district and parents throughout America to thank their child's teacher for providing the most valuable gift their child will ever receive, the gift of knowledge.

CELEBRATING TAIWANESE-AMERICAN HERITAGE WEEK

HON. PETER DEUTSCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 11, 2000

Mr. DEUTSCH. Mr. Speaker, this month I join with citizens across the nation in celebrating Pacific American Heritage Month. The Pacific American community represents an important foundation of America's future and I commend the proud celebration of its heritage.

Taiwanese-American Heritage Week, the part of Pacific American Heritage Month held from May 7 to May 14, celebrates the unique and diverse contributions of the more than 500,000 Taiwanese-Americans in the United States. This portion of the population has made countless significant achievements in our country and their accomplishments can be found in every facet of American life. Taiwanese-Americans have succeeded as successful and notable artists, Nobel Laureate scientists, researchers, human rights activists, and business leaders.

In addition to recognizing these contributions, Taiwanese-American Heritage Week also provides an excellent opportunity to celebrate the success of democracy on the island of Taiwan. Since 1987, the Taiwanese people have freely selected their own leaders, practiced the religion of their choice, and expressed their thoughts openly and freely. Taiwan has become a vibrant and democratic participant in the family of nations. The recent election of Mr. Chen Shui-bian as the new president of Taiwan should be considered a reaffirmation of their dedication to democratic ideals.

However, despite Taiwan's many accomplishments, significant political challenges still remain. With all that the Taiwanese people and Taiwanese-Americans have accomplished, there can be no complete satisfaction until Taiwan's sovereignty, status and global contributions are respected and appreciated. Gaining worldwide recognition of the legitimacy of Taiwan's government is paramount. It is crucial that the voice of the 22 million people of Taiwan be heard in international organizations such as the United Nations, the World Health Organization and other international organizations.

Mr. Speaker, Taiwanese-American Heritage Week recognizes and celebrates the longstanding friendship between the United States and Taiwan. I hope my colleagues will join with me in commending the accomplishments and contributions of the Taiwanese American community.

INTRODUCTION OF MOTOR CARRIER FUEL COST EQUITY ACT OF 2000

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 11, 2000

Mr. RAHALL. Mr. Speaker, today I am introducing legislation to address a crisis which threatens to severely reduce competition in the trucking industry.

To the hundreds of independent truckers who in an orderly and proper fashion came to their Nation's capitol earlier this year, let me say, we heard you. This gentleman from West Virginia, at least, heard what you had to say.

Everyone is concerned over the effect high fuel costs are having on our economy. But in particular, high diesel fuel prices are hitting the independent small trucker the hardest. These individuals, who own and operate their own rigs, are faced with financial ruin. Simply put, they cannot afford sharp increases in diesel fuel prices and they are not in the position to pass these increased costs on to shippers. The result is that many are going out of business and an important segment of the trucking industry is being lost.

What does this mean? Aside from the very real and pressing personal hardships these independent truckers and their families face, we are also losing competition in the trucking industry. Many shippers are concerned over consolidations in the railroad industry. Situations where due to the lack of competition, they believe they are held hostage to a single railroad. These shippers could face a similar situation in trucking as the owner-operators succumb to rising fuel costs, thinning the ranks of trucking alternatives.

Indeed, last month in testimony before the Resources Committee the head of the American Trucking Associations, Walter McCormick, noted: ''If we start to see bottlenecks, shippers who today object to a fuel surcharge will have to scramble to get their freight delivered at any cost. It's easy to see where that leads: Consumer prices rise and inflation snuffs out our country's economic expansion.''

This statement echoes what the president of the Owner-Operator Independent Drivers Association, James Johnston, said before the Committee on Transportation and Infrastructure on March 21st: ''If we don't fix this problem soon, and truckers continue to lose their businesses or refuse to drive unprofitably, we are going to see greater disruptions in our economy as goods do not get to market and just-in-time deliveries to manufacturers cease to arrive 'just-in-time.' ''

To address this situation, we are introducing the ''Motor Carrier Fuel Cost Equity Act of 2000.'' This legislation would require that a mandatory fuel surcharge be put into place for truckload carriers, and that the surcharge actually be passed through to the motor carrier, or as the case may be, the broker or freight forwarder, who is providing the transportation service in situations where diesel fuel prices are the subject of sudden and exorbitant increases. Further, the bill provides that if existing transportation contracts or agreements already contain fuel surcharges, nothing in the legislation would affect those arrangements.

To be sure, this is not unique response to fuel crises. There are situations where existing contracts between shippers and motor carriers contains fuel surcharges. Further, in response to past fuel crises, the Interstate Commerce Commission first mandated them during the 1970s. However, once the filed rate doctrine was abolished, federal authority in this matter lapsed.

The question could be asked, why now mandate a fuel surcharge if some transportation contracts already provide for them. The answer lies in the type of environment in which independent truckers operate. In those instances where they are under lease to a motor carrier to provide the transportation service, there is no guarantee that a surcharge will be passed on to them. The transportation contract is between the motor carrier and the shipper, and the owner-operator has no role in the types of rates charged.

In addition, where the independent trucker has his or her own operating authority and deals directly with shippers, they usually do not have the leverage to obtain a fuel surcharge from them. In effect, the independent trucker, being a small businessman, is put in a position of either having to accept the offered rate or losing the business.

Mr. Speaker, I believe this legislation represents a fair and reasonable approach to addressing this situation. It does not solve the fuel crisis, but it would bring relief to an important sector of the transportation industry.

EQUAL PAY DAY RESOLUTION

HON. NEIL ABERCROMBIE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 11, 2000

Mr. ABERCROMBIE. Mr. Speaker, I rise today to recognize the significance of May 11th, as Equal Pay Day. Today is the day