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The House met at 10 a.m.

The Chaplain, the Reverend Daniel P. Coughlin, offered the following prayer: Ever faithful and Almighty God, be with the people of London as again they surround victims of terrorist attacks and their families.

We in America call upon You, the God of all consolation, so that we in turn may offer consolation to all those who grieve and are thrown into a pool of confusion and fear.

You alone, Lord, can touch the conscience of the terrorist and the "would-be" terrorist. Enlighten their minds to see the blazing evil of self-destruction and change their hearts, that they may know within themselves the contradictions against Your law of life and love.

May the tensions of our times and the common vulnerability felt by so many become the occasion for people all over the world to unite in a solidarity that renews human hearts and justice, peace, and compassion.

In recent days, Members of Congress have been writing expressions of sympathy and promises of prayer in a commemorative book to be sent to London. Today, Lord, we are moved beyond words and offer saddened hearts to You as prayerful sacrifice for our brothers and sisters.

Be with us and be with them, that we may respond rightly now and forever. Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from Texas (Mr. CONAWAY) come forward and lead the House in the Pledge of Allegiance.

Mr. CONAWAY led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER. The Chair will entertain up to ten 1-minutes on each side.

DEMOCRATS SHOULD CARE MORE ABOUT POLICY THAN POLITICS

(Mr. PITTS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PITTS. Mr. Speaker, let me read my colleagues something that a Member of this Chamber told the press recently. She said, "It is essential for us to take down their numbers; to take down their numbers on Social Security; and to take down their numbers on credibility. If you're the contender, if you're the challenger, you are not going to go up against the leader at full strength. You have to take them down first and then you have to move out in a positive way. I feel very confident about the fact that we've taken down their brand."

I do not know about my colleagues, but in challenging times like these, I want leaders who care more about ideas and progress than partisan party politics and spin and negative attacks.

DELTA AIRLINES' TROUBLES RE- MINDS US OF NEED TO PRE- SERVE SOCIAL SECURITY

(Mr. EMANUEL asked and was given permission to address the House for 1 minute.)

Mr. EMANUEL. Mr. Speaker, here we go again. Today's Wall Street Journal reports that Delta Airlines executives

have warned that the airline's current turnaround plan may be futile and that avoiding chapter 11 will soon be impossible.

In other words, we may soon add Delta to the list of bankrupt airlines and Delta's employees to the list of those whose pension plans are now going to be bailed out by the taxpayers at PBGC.

That should serve as a stark reminder of what is at stake in this debate about the future of Social Security.

Delta Airlines' news is yet another example of America's retirement insecurity. Now we should go ask those Delta employees what they think of Social Security.

For airline employees, steel industry employees, and probably the future of auto industry employees, Social Security is the linchpin to their retirement.

It may come as a shock to some in this Chamber, but the American people like the security that comes with Social Security. They reject the idea of doing to Social Security what is now happening to their private retirement plans. And, most of all, they reject the privatization of one of the most successful programs in the Nation's history.

Mr. Speaker, this debate is about more than the solvency of Social Security; it is about the financial security of every American.

CAFTA: AN IMPORTANT TOOL IN THE LONG-TERM SOLUTION TO ILLEGAL IMMIGRATION

(Mr. CONAWAY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CONAWAY. Mr. Speaker, passing the Central American Free Trade Agreement will not necessitate any changes in U.S. immigration law or U.S. visa policy. Congressional power

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

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over immigration policy will go unchanged when this important trade agreement takes effect.

However, CAFTA will help prevent illegal immigration in the long run by improving economic conditions in the Central American countries. By stimulating their economy and creating jobs, the tide of illegal immigrants from these nations will decrease.

Most individuals and families who come to the United States legally and illegally are simply seeking economic opportunity. The best long-term solution to illegal immigration can be achieved by encouraging economic freedom, as well as sustained growth, and the creation of sufficient opportunities and securities in their respective homelands.

I support CAFTA because it will create new economic opportunities domestically and internationally by eliminating tariffs, opening markets, permitting transparency, and establishing state-of-the-art rules for 21st-century commerce. By supporting and passing trade agreements such as CAFTA, the United States allows for greater economic incentives and opportunities in other countries. In turn, we will reduce the number of immigrants attempting to enter the United States illegally.

CAFTA is a trade agreement providing great opportunities for all nations involved.

TIME TO FUND PUBLIC TRANSIT SECURITY FUNDING

(Mr. MENENDEZ asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MENENDEZ. Mr. Speaker, this morning, another set of apparently coordinated attacks took place on the London subway and bus system. So, once again, our thoughts and prayers are with the people of London, and our minds should be riveted back here in the United States: Madrid should have been our wake-up call; the bombings in London should have been our reminder.

How much longer must we wait for this Congress to act to secure the over 14 million Americans who use a public transit system every day to get to work? What are the consequences in the loss of lives and the economic ripple effect upon an attack on such a system?

And instead of acting on a wake-up call, the Congress seems to be hitting the snooze button. In fact, we seem to be moving backwards. Just last week, the Senate voted to cut transit security funding by one-third. How many warnings do we need before we take action? And who among us will be satisfied to say, well, we did not act fast enough, when someone we know, some constituent, some family member dies in a transit attack?

INCREASING PATIENT SAFETY

(Mr. MURPHY asked and was given permission to address the House for 1

minute and to revise and extend his remarks.)

Mr. MURPHY. Mr. Speaker, last week new data was released in Pennsylvania which found more than 11,000 patients acquired infections that resulted in 1,500 deaths and \$2 billion in additional charges. These are new numbers for only one State and are almost half of the previous estimate for infection costs nationwide where tens of thousands of deaths and tens of billions of dollars are spent on infections and errors.

When staff are encouraged to immediately report safety concerns, it saves lives and money. For example, at Allegheny General Hospital in Pittsburgh, when staff were encouraged to bring attention to medical staff errors, it resulted in a 90 percent decrease in infections and half a million dollars in savings annually just in intensive care units.

Congress owes it to the American people to improve the quality of health care in this country. The Patient Safety and Quality Improvement Act, of which I am a cosponsor, will increase legal protections for providers who disclose errors and a step in the right direction towards achieving this goal.

I would urge my colleagues to visit my Web site at Murphy.house.gov to learn more about improving errors and improving patient safety.

BREACH OF NATIONAL SECURITY

(Ms. LEE asked and was given permission to address the House for 1 minute.)

Ms. LEE. Mr. Speaker, our government has the solemn responsibility to protect our Nation from terrorism, as today, again, we pray for the people of London.

Our ability to do that was undermined, quite frankly, 2 years ago when the identity of one of our CIA agents whose work helps keep weapons of mass destruction out of the hands of terrorists was exposed.

This breach of our national security was not really an accident. This agent's name was leaked in an act that an unnamed administration official described as revenge, political retribution against her husband for having dared to point out that the administration had knowingly distorted the evidence of Iraq's weapons of mass destruction.

It is now clear that President Bush's close adviser, Karl Rove, was involved in this breach of our Nation's security, and he should go. If the administration wants to have any credibility at all when they say that they want to protect the American people, then they should fire Karl Rove and anyone else who was involved in compromising our national security for petty political gain.

DREDGING OF SABINE-NECHES RIVERWAY CRITICAL FOR COMMERCE AND MILITARY

(Mr. POE asked and was given permission to address the House for 1 minute.)

Mr. POE. Mr. Speaker, the Sabine-Neches Riverway between Texas and Louisiana is the main shipping channel for two Texas ports in Beaumont and Port Arthur. These are energy ports and military displacement ports.

One-third of the military cargo going to and from Iraq and Afghanistan goes through this channel. The port of Beaumont has already loaded or unloaded more pieces of military cargo than any other commercial port in the United States. The port also is lined with numerous petrochemical plants and refineries. Shipments of oil, jet fuel, and liquified natural gas enter the United States through this channel. Eleven percent of the Nation's gasoline goes through this port.

But there is a problem. The Corps of Engineers does not have enough money to keep the channel dredged, so silt is creeping into the channel, ships are now having to travel the riverway without being fully loaded or they will drag bottom. To keep from dragging bottom, ships are now being loaded with one foot less amount of energy or fuel. One foot difference costs Americans \$30 million a year in gasoline prices, or 3 cents a gallon more.

The channel must be dredged or our energy situation will suffer and the consumer will pay more for gasoline. The channel must be dredged for strategic reasons so that we can get our troops the military equipment they deserve.

Congress just authorized \$23 billion of foreign aid. Maybe the Sabine-Neches Riverway Authority needs to apply for this foreign aid to get the more than \$13 million it needs to maintain this American channel. Mr. Speaker, this ought not to be.

HEALTH CARE EQUALITY AND ACCOUNTABILITY ACT

(Ms. SOLIS asked and was given permission to address the House for 1 minute.)

Ms. SOLIS. Mr. Speaker, this morning I would like to announce that the Democratic Tri-Caucus on Health Care is going to be convening a meeting in Chicago, Illinois. This is the Hispanic Caucus, the Black Caucus, and the Asian Caucus of the Democratic Party that will be meeting to talk about health care access.

Principally, we will be discussing a piece of legislation that we are going to be reintroducing known as the Health Care Equality and Accountability Act. It will expand health care coverage through Medicaid and the State Health Insurance Children's Program. It will remove language and cultural barriers. It will improve workforce diversity by allowing for different