

JEFFORDS is a dedicated advocate for environmental protection. With the GWPRA, he leaves a legacy to guide and inspire future generations to actively address the issue of global warming. I encourage my colleagues to join Senator JEFFORDS in supporting this worthy initiative.

THIRTY-SECOND ANNIVERSARY OF THE TURKISH INVASION OF CYPRUS

Mr. REED. Mr. President, today, on behalf of the Greek Cypriot population of Rhode Island, and Greek Cypriots around the world, I recognize the 32nd anniversary of the Turkish invasion of Cyprus.

Shortly before dawn 32 years ago today, heavily armed Turkish troops landed on the northern coast of Cyprus launching the invasion and subsequent occupation of Northern Cyprus. Over the next 2 months, over 200,000 Greek Cypriots, an overwhelming 82 percent of the island's population, were forced to seek refuge in the southern Greek controlled portions of Cyprus. Turkey eventually called a ceasefire after seizing 37 percent of the island. To this day Turkey is the only country that recognizes the self-declared "Turkish Republic of Northern Cyprus."

Over the last 30 years, the United Nations Security Council and General Assembly have striven to resolve this ongoing territorial dispute through multiple failed peace talks and resolutions. While many years and much thought has gone into determining an equally agreeable solution, talks between the Greek Cypriot south and the Turkish Cypriot north constantly end in a stalemate.

However, hope was renewed this month when the United Nations began drafting recommendations on reviving stalled peace talks between this war-divided island's Greek and Turkish Cypriot communities. Furthermore, Cyprus President Tassos Papadopoulos and Turkish Cypriot leader Mehmet Ali Talat were hailed by the Cyprus Parliament Speaker Demetris Christofias as taking positive steps toward restarting the Cyprus peace talks.

We must applaud the continued efforts of the United Nations and the renewed focus of the Cypriot leaders to reunite a divided Cyprus and remain committed to ushering the settlement process forward. Cypriot, Mediterranean, and U.S. interests will benefit from a settlement that addresses all legitimate concerns of both sides and promotes the stability of a hostile region.

Much like the Greek proverb, "learn to walk before you run," Cypriot leaders must take small steady steps forward and continue forward even when the road looks unpaved. There is a path that leads to the reunification and peace between these two communities. Traversing this path, however, will take patience and tolerance.

DM&E RAILROAD LOAN FROM THE FEDERAL RAILROAD ADMINISTRATION

Mr. DAYTON. Mr. President, I have arisen previously to talk about a proposal of the DM&E Railroad to reconstruct its rail line across southern Minnesota in order to run up to 36 unit coal trains, rail cars containing grain and other agricultural products, and possibly shipments of hazardous materials. The DM&E is presently seeking a \$2.5 billion low-interest loan from the Federal Railroad Administration for this project, which the company initially said would be financed to the private capital markets.

Evidently unable to attract that necessary financing, DM&E has now turned to the American taxpayer to assume the enormous financial risk that such a project entails. If the project were to be successful, the financial benefits would go to DM&E's executives and investors. If the project were to fail, the losses would be paid by American taxpayers. It is for that reason that I have urged the Administrator of the Federal Railroad Administration and the U.S. Secretary of Transportation, who have the ultimate decision-making authorities, to exercise all necessary due diligence before their decisions about this enormous financing.

Previously, I have also expressed the strongest possible concern about DM&E's intention to run this rail line through downtown Rochester, MN, and immediately adjacent to the world-renowned Mayo Clinic. Mayo Clinic and Rochester City officials vehemently oppose DM&E's intended route and maintain that it would be catastrophic to their clinic and their city. I agree.

The Mayo Clinic is known and respected nationally and worldwide for its medical excellence. Last year, the Mayo Clinic saw over 1,700,000 patients who came from throughout Minnesota, our country, and the world to seek the best possible medical care. The Mayo Clinic is the largest private employer in Minnesota, employing over 28,000 people, including 2,400 physicians.

In addition to the serious financial questions surrounding this project and major environmental concerns across its intended route, new information has just come to light that demonstrates even more conclusively how unacceptable its proposed route through downtown Rochester, MN, and adjacent to the Mayo Clinic would be. According to a report released today by the Mayo Clinic, but using public, factual information, DM&E has one of the very worst safety records in the entire U.S. railroad industry. In fact, last summer, Mr. Kevin Sheffer, President and CEO of DM&E's parent company, told DM&E employees, in their newsletter, "We have a very poor safety record."

The report discloses that from 2000 through 2005, the DM&E reported train accidents at a rate 7.5 times higher than the national average; during 2005,

the DM&E's rate of accidents at crossings was 2.3 times higher than the national average; the DM&E had the highest rate of employee casualties among regional freight railroads in 2004, and was a close second in 2003 and 2005; during the past 10 years, DM&E had 107 accidents involving trains carrying hazardous materials, including a record 16 in 2005; and since 2003, when the Federal Railroad Administration loaned DM&E \$233 million, DM&E's main track accident rate has soared to eight times the national rate—a 175 percent increase over its pre-loan rate.

Mr. President, I ask unanimous consent that the the overview of this report, "The Sum of All Fears: Unsafe Railroad Plus Unsafe Plan Equals Disaster," and the forwarding letter from the Mayo Clinic to The Honorable Joseph H. Boardman, Administrator of the Federal Railroad Administration, be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, follows:

JULY 20, 2006.

Hon. JOSEPH H. BOARDMAN,
*Administrator, Federal Railroad Administration,
Washington, DC.*

DEAR ADMINISTRATOR BOARDMAN: On May 8, 2006, the County of Olmsted, the City of Rochester, Mayo Clinic, and the Rochester Area Chamber of Commerce submitted an independent study by a prestigious accounting firm setting forth detailed reasons why granting a \$2.5 billion loan to the Dakota, Minnesota and Eastern Railroad (DM&E) posed a substantial risk to the American taxpayers that the loan will not be repaid. We believe that documented risk to the taxpayers is reason enough for the loan to be denied.

In addition to the substantial risk of default, the public safety impact of any loan to the DM&E must be considered, especially given the DM&E's abysmal safety record as outlined in the enclosed analysis. In light of the DM&E's record as the most unsafe regional railroad in America, granting a \$2.5 billion loan to the DM&E would clearly and dramatically increase the public safety risk to the residents of Rochester and the patients and physicians at Mayo Clinic. It would also violate the statutory admonition that the Secretary of Transportation shall give priority to projects that "enhance the public safety," and undermine the Federal Railroad Administration's (FRA) statutory obligation to "carry out all railroad safety laws."

The proposed loan would not enhance the public safety. To the contrary, the proposed loan would fund a project that could have terrible consequences for the residents of Rochester, Minnesota, and the patients, doctors and scientists at Mayo Clinic. Transporting hazardous materials, at high speeds, on one of the country's most dangerous railroads, is an "accident" waiting to happen. If that accident were to occur in the City of Rochester near Mayo Clinic, then the consequences could be catastrophic.

The safety problems at the DM&E are well documented by the FRA itself. Last October, the FRA cited the DM&E for "numerous problems with management and implementation of [its] safety program." The FRA should carefully consider the safety consequences because granting the proposed loan would simply reinforce the DM&E's attitude that safety does not matter. We believe that denying the loan would make it clear that safety comes first.