

profitable and making sure their country is more prosperous, we will actually bring forces about that will liberalize that country. That's what we were told all this time. And has that happened? There has been no liberalization in China.

I call this theory that's been foisted upon us by America's economic elite, which are making profit from that tuggery and that dictatorship and the control of the Chinese people—yes, those people gave us that ideal, that if we just keep going, keep making China more prosperous, they will come around and become more peaceful—I call that the “Hug a Nazi, Make a Liberal” theory, and obviously it has not worked.

So why have we had this bad policy? I would draw the people's attention to this. They are unapologetically trying to implement the same policy that failed 15 years ago, the same policy that was a tremendous detriment not only to our economy and to our high-tech industry but to the security of our country. These same forces now are trying to make sure that the legislation going through Congress takes out the language that I and other congressmen have put in it to make sure that we do not loosen the restrictions that we have on American satellites being used in Chinese rockets for launch.

By the way, what we see in Washington today is perhaps, as I say, some of the most insidious examples of some of our own weaknesses. What we've got here is tens of millions of dollars being pumped in by China and some very elite financial interests in our country to lobby Congress to try to change the rules of the game so that what was so severely damaging to us 15 years ago, as we improved Chinese rockets, which are now capable of launching nuclear weapons into our cities, because of what we did for them, they want to go back to those policies which nobody can deny will most likely result in even more improving the Chinese rocket system and the destruction of America's own homegrown rocket and missile industry.

Yet our corporate elites have enormous influence on policy. They have hired the best lobbyists in town, former Members of Congress, former Members of the Senate, people who have been inside and outside of government. These people have signed on. One Senator who was high up in the committees overseeing the Department of Defense, overseeing the security of our country, who opposed permitting Chinese rockets to launch American satellites over the years, now has been hired by the Chinese. To do what? To make sure that the rules and the regulations restricting that are lifted so that they can accomplish what he was opposing.

It doesn't get any lower than that, does it? Americans willing to accept large financial gains for themselves even as they put the rest of us and their children's children in jeopardy.

Today this isn't going to be turned around unless we have the courage to make some very strong choices and tough choices. One is to make sure that we call those people to task that are willing to sell out the long-term interests of their country for the almighty buck, and especially when that buck is coming from the world's worst human rights abuser.

□ 2220

And then finally we need the courage to walk away from the past and try to restructure our position in the world. We need to make friends and make sure that Russia is our friend because China and that radical Islam threaten both of us. There are other countries in the world that share our values and share this common threat: Russia, India—and how about Japan? Japan, which has been targeted by China, and they know they're targeted by China.

An alliance between the United States, Russia, India, and Japan would soon be joined by most of the other free countries of the world. This is a type of relationship that will bring about a more peaceful world.

And if we are going to succeed and our country is to be prosperous, if we're going to turn around this economic crisis, we have to have a long-run view, and we can't leave the decisionmaking of policies up to the financial elite in our country that only has short-term profit in mind. That is our biggest vulnerability, and the Chinese have played us like a fiddle. They know that the American corporate leaders have no loyalty to the long-term interests of the United States of America.

We must make the policy, and we cannot let China and this business elite manipulate these votes in the House of Representatives and the Senate of the United States so that policies are put in place that will not serve our interest.

We have not been diligent in the past, and that is why we are suffering today. We are suffering because of bad judgment, but also because the American people expected us to stand up and fight and we did not. We instead let these powerful interests run all over us.

And as I say, this is a bipartisan talk. I remember NANCY PELOSI here, and DANA ROHRBACHER here, I remember BARNEY FRANK there, and Chris Cox over here fighting Most Favored Nation Status for China, saying that we would regret the day when these economic policies come back and hurt our country, and they have come back and hurt us dramatically.

And they are now moving on our satellite and our rocket industry to make us even more vulnerable and to take away even those advantages, that technology advantage that we have.

Mr. Speaker, I would hope that the American people and my colleagues pay close attention to the overwhelmingly financed, heavily financed lobbying campaign that is going to try to

change the rules that are now protecting our launch rocket and missile launch industries from being destroyed by cheap Chinese rockets that will in the end destroy our industry. And only then when they have us at their mercy will we feel the repercussions of the decisions we're making and the repercussions of allowing the financial elite with short-term profit in mind to make the policies for the United States of America.

America, we are the only hope in the world. We must stand strong. Democracy works if we work at it. We must stand together, and this has been the way it has been for 250 years. There would be no hope for anyone in the world today or in the past 150 years who longed for freedom, who suffered under tyranny. They would have no hope except for the courage and conviction of the United States of America. We marched out and defeated Japanese militarism and communism. We fought the Nazis.

Well, since the end of the Cold War, we've made some very bad mistakes after the fall of communism. Let's look at our decisions. Let's have the courage to recognize some bad decisions, correct them; and let's create a new alliance in this world that will serve the interest of peace, prosperity, and freedom for our people and all the peoples of the world.

#### RESTORING JOB CREATION AND NATIONAL SECURITY

The SPEAKER pro tempore (Mr. FOSTER). Under the Speaker's announced policy of January 6, 2009, the gentleman from Washington (Mr. INSLEE) is recognized for 60 minutes.

Mr. INSLEE. Mr. Speaker, this evening I come to the floor to talk about a very important issue both to our efforts to restore job creation in America and to our national security, and that is the ongoing efforts to replace our air tankers in the U.S. Air Force fleet, which are so vital to our national security, that form the backbone of our Air Force fleet, and everyone knows that our military security depends on our dominant Air Force, air cover for operations. And the ability to have that depends on having a very robust air tanker fleet to provide fuel for our jets in the air.

We now obviously need a new tanker because we relied upon the KC-135 now for decades, and they are now reaching the end of their work life, and we need to replace them for air tankers. But, Mr. Speaker, we have a real problem right now in that the proposal on how to do that is seriously unfair to American workers and seriously jeopardizes our national security interest in maintaining a very strong industrial base to be able to manufacture these aircraft.

What has happened to date is that the U.S. Air Force in its third effort to replace these air tankers with a contract has issued a request asking for proposals to provide air tankers to the

Air Force. And two bidders have expressed an interest. The Boeing consortium domestic company and the Airbus consortium, a largely European content product, are proposed bidders on this contract. There will be rigorous bidding, and there is a very extensive set of rules that the Air Force has set forth on how to run that bidding process so that we can select the most efficient, most effective, and most cost-effective aircraft for the Air Force.

But we are very concerned for two reasons about the current status of that proposal: one, this existing proposal, as the Air Force has proposed to handle the bidding, is extremely unfair to the United States worker and extremely unfair to the United States taxpayer and extremely prejudicial to the United States economy because at the moment, the Air Force has proposed to ignore clearly illegal subsidies that one of the bidders, the Airbus, largely European bidder, has received from the European Union because it is a clear fact that against clear treaties that we have and laws that we have to regulate fair trade, Airbus bidder has received billions of dollars in illegal launch aids. These are subsidies given to the company by the European Union. It is not available to Boeing; it is not available to domestic manufacturers.

Now, this is uncontested. There is no question but that the Airbus Company has received the subsidies. It is called launch aid, and launch aid is, as it would suggest, it is a clear, unbridled, clear on its face subsidy of cash essentially guaranteed by the European government to the Airbus Company.

Now, the problem with that is those subsidies are illegal under our trade agreements. They're illegal because we need trade agreements to allow our economies to act efficiently, which don't happen when their illegal subsidies and these illegal subsidies are against our mutual trade rules.

Nonetheless, the Airbus Company took them. They launched an airframe, the Airbus 330, which is the airframe that is now being suggested for this proposal by the Airbus Company.

And in the bidding process by the Air Force, the Air Force intends at the moment, unless something changes, to ignore these illegal subsidies, to not pay any attention to it whatsoever, to blind their eyes and just act as if these illegal subsidies had never happened.

Now, this is very surprising because the extent and existence of these subsidies are so well known. In fact, there is a preliminary ruling by the World Trade Organization—this is the arbitrary, the referee, if you will, of trade issues—a preliminary ruling that there has been a violation in the billions of dollars—and some have suggested an excess of \$5 billion of illegal launch aid—to the Airbus consortium, or the Airbus Company, to launch this particular air tanker. And that ruling could be subject to appeal, but the facts are quite obvious. It's not like

there's any mystery that we need fingerprints. The fingerprints are clear.

The European Union governments essentially guaranteed billions of dollars to Airbus, and this contravenes our treaties, and there's been a preliminary finding in that regard.

□ 2230

Nonetheless, the Air Force has proposed to go forward and to ignore this clear fact. This simply will not stand and cannot stand, to ignore this clear violation, for a variety of reasons.

Number one, it clearly violates our international treaties and rights that we have and the law that has now been incorporated into our American domestic law.

Number two, it is hugely damaging to our ability to try to start growing jobs again in this country. All of us know the pain that our fellow Americans are suffering tonight in unemployment. We know how desperate people are in unemployment lines tonight. While we have millions of people unemployed, we can't have one agency of the Federal Government, which is our United States Trade Representative, conclude that Airbus has received illegal subsidies and sued to enforce sanctions against these illegal subsidies, and another agency of the Federal Government, the U.S. Air Force, turn around and give a contract worth billions of dollars for tankers for the next several decades to ship jobs to Europe by the thousands. And it would be in the thousands that would be lost if, in fact, this contract is lost.

So we find it, frankly, incredible that the Federal Government at this moment could contemplate running a procurement process that would ignore the obvious, which is there have been subsidies that have skewed the playing field. We have suggested that this is not only bad for our economy and not only takes jobs away from hard-working Americans, a couple of thousand of whom work in Washington and probably 6,000 of whom work across the country, but it hurts our national security because we have a national security interest in having a strong military infrastructure and ability to produce airplanes.

When we send our ability to produce airplanes over to Europe, our intellectual capital, our engineering ability, our machinists, our tooling, our transportation infrastructure, that is weakened. So for several reasons it is simply wrong for the U.S. Government to contemplate buying a significantly foreign airplane when these illegal subsidies have taken place.

Now we have the ability to make this right in a way that is consistent with our international treaty obligations. We want to follow the laws. We want to have a good relationship with our trading partners. We want to sell some of our products to Europe and around the world, and that is why we don't just allow American bidders, exclusively American bidders, in this contract.

But what we expect is that the rules will be followed and fairness will prevail in this multibillion dollar issue, and right now it is not. So we have the ability and, I believe, the obligation to change this procurement formula so that we take into consideration this massive illegality.

And the way we have suggested of doing it is, rather than to ignore these clearly illegal subsidies, is to take account of these clearly illegal subsidies and adjust the bids of one of the bidders to reflect that illegal subsidy. Frankly, what we should do is use the most astute, the fairest, the most well-respected manner of determining the amount of these illegal subsidies and add it on, adjust it on to the bid of the Airbus consortium, and then consider the bids and let the chips fall where they may.

We have a way actually to do this. We have a process in this country called the countervailing tariff system that operates through the Department of Commerce, and we have a group whose job it is to go out when there is an illegal subsidy and figure out how much that illegal subsidy was.

So we need to get the Department of Commerce to crank up that system, run the process through, adjudicate what that illegal subsidy was, and add that amount to the bid of the Airbus consortium, broken down per plane of the amount those illegal subsidies held.

Now if we do this, we will be fair to the American worker. We will be fair to our need to maintain a national infrastructure. We will be fair to our trading partners, because it is in our treaty rights to act because this is a national security matter. And we will be fair because, frankly, it is consistent with at least a preliminary ruling out of the World Trade Organization.

So given all of these facts, that we have the ability to act because it is in our national security interest under the exemption of the World Trade Organization, given that it is in our ability to act because fixed wing aircraft are actually exempt from the procurement agreements we have with the European Union and other countries, given those facts, we are calling upon a fair bidding process which will take into consideration both bidders, but adjusting the price of one of them to take into account the clear, obviously inarguable fact that subsidies have been received by the Airbus consortium and we will not and should not yield on this point. Too much is at stake. Too many jobs are at stake and too obvious a violation of trade laws have occurred.

We have expressed this to the good people at the Air Force. We hope that they are considering it. We will be calling on the President to act in this regard. It is the right thing to do and we are fully capable of doing it, and we should make sure that it is part of this process.

So I would close, Mr. Speaker, by saying that we will be working—and by

the way, we want to compliment the Air Force personnel who have been working diligently. We have tried to run a bidding process twice. They now have worked and made very significant improvements in the bidding process to make sure both bidders can understand what the rules are. But we think this issue of a subsidy needs an improvement in the process.

There are some other things that we need improvement in the process to take into consideration the true value and price of gasoline because we need to figure that in when we make that procurement, and right now the Air Force, frankly, hasn't, I don't think, looked at the real price of gasoline going forward.

But with these improvements, we look forward to an honest, fair, and robust bidding process. Let the best bidder win. We believe it will be a Boeing product. It is good for America and it is good for the world to follow these rules.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. NEUGEBAUER (at the request of Mr. BOEHNER) for today on account of medical reasons.

Mr. CRENSHAW (at the request of Mr. BOEHNER) for today before 2 p.m. on account of a family medical emergency.

#### SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Ms. CHU) to revise and extend their remarks and include extraneous material:)

Ms. SUTTON, for 5 minutes, today.

Ms. WOOLSEY, for 5 minutes, today.

Ms. KAPTUR, for 5 minutes, today.

Mr. DEFAZIO, for 5 minutes, today.

Mr. GRAYSON, for 5 minutes, today.

Ms. CHU, for 5 minutes, today.

Mr. LANGEVIN, for 5 minutes, today.

(The following Members (at the request of Mr. DANIEL E. LUNGREN of California) to revise and extend their remarks and include extraneous material:)

Mr. POE of Texas, for 5 minutes, October 14.

Mr. POSEY, for 5 minutes, October 8.

Mr. JONES, for 5 minutes, October 14.

Mr. DEAL of Georgia, for 5 minutes, today.

Mr. MORAN of Kansas, for 5 minutes, today and October 14.

Mr. INGLIS, for 5 minutes, today.

Ms. FOXX, for 5 minutes, today.

Mr. PENCE, for 5 minutes, October 8.

Mr. BISHOP of Utah, for 5 minutes, today.

Mr. GARRETT of New Jersey, for 5 minutes, today.

Mr. INGLIS, for 5 minutes, October 13.

(The following Member (at his request) to revise and extend his remarks and include extraneous material:)

Mr. PAULSEN, for 5 minutes, today.

#### SENATE CONCURRENT RESOLUTION REFERRED

A concurrent resolution of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. Con. Res. 45. Concurrent resolution encouraging the Government of Iran to allow Joshua Fattal, Shane Bauer, and Sarah Shourd to reunite with their families in the United States as soon as possible; to the Committee on Foreign Affairs.

#### BILLS PRESENTED TO THE PRESIDENT

Lorraine C. Miller, Clerk of the House reports that on October 7, 2009 she presented to the President of the United States, for his approval, the following bills.

H.R. 3663. To amend title XVIII of the Social Security Act to delay the date on which the accreditation requirement under the Medicare Program applies to suppliers of durable medical equipment that are pharmacies.

H.R. 2498. To designate the Federal building located at 844 North Rush Street in Chicago, Illinois, as the "William O. Lipinski Federal Building."

H.R. 2913. To designate the United States courthouse located at 301 Simonton Street in Key West, Florida, as the "Sidney M. Aronovitz United States Courthouse."

H.R. 2053. To designate the United States courthouse located at 525 Magoffin Avenue in El Paso, Texas, as the "Albert Armendariz, Sr., United States Courthouse."

H.R. 2121. To authorize the Administrator of General Services to convey a parcel of real property in Galveston, Texas, to the Galveston Historical Foundation.

H.R. 1687. To designate the federally occupied building located at McKinley Avenue and Third Street, SW., Canton, Ohio, as the "Ralph Regula Federal Building and United States Courthouse."

#### ADJOURNMENT

Mr. INSLEE. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 10 o'clock and 38 minutes p.m.), the House adjourned until tomorrow, Thursday, October 8, 2009, at 10 a.m.

#### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of Rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

3992. A letter from the Director, Regulatory Review Group, Department of Agriculture, transmitting the Department's final "Major" rule — Livestock Forage Disaster Program and Emergency Assistance for Livestock, Honeybees, and Farm-Raised Fish; Supplemental Agricultural Disaster Assistance (RIN: 0560-AH94) received September 30, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

3993. A letter from the Director, Regulatory Management Agency, Environmental Protection Agency, transmitting the Agency's final rule — Thiamethoxam; Pesticide

Tolerances [EPA-HQ-OPP-2008-0814; FRL-8436-5] received September 28, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

3994. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Halosulfuron-methyl; Pesticide Tolerances [EPA-HQ-OPP-2009-0003; FRL-8436-7] received September 18, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

3995. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Metolachlor, S-Metolachlor, Bifenazate, Buprofezin, and 2,4-D; Tolerance Actions [EPA-HQ-OPP-2009-0239; FRL-8438-9] received September 18, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

3996. A letter from the General Counsel, Department of the Defense, transmitting proposal for Congress to implement provisions of the Roadmap Agreement between the United States Government and the Government of Japan to establish a Special Purpose Entity to support utilities necessary for the realignment of approximately 8,000 Marine Corps personnel and their associated dependents from Okinawa to Guam; to the Committee on Armed Services.

3997. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Air Quality Implementation Plans; Missouri; Update to Materials Incorporated by Reference [FRL 8952-8] received September 28, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

3998. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Air Quality Implementation Plans; Revised Format for Materials Being Incorporated by Reference for New Hampshire [NH-041-7013a; A-1-FRL-8955-9] received September 28, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

3999. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final "Major" rule — Mandatory Reporting of Greenhouse Gases [EPA-HQ-OAR-2008-0508; FRL-8963-5] (RIN: 2060-A079) received September 28, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

4000. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Prevention of Significant Deterioration (PSD) and Nonattainment New Source Review (NSR): Reconsideration of Inclusion of Fugitive Emissions [EPA-HQ-OAR-2004-0014; FRL-8937-8] received September 28, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

4001. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Air Quality Implementation Plans; Indiana; Lead (Pb) Maintenance Plan Update for Marion County [EPA-R05-OAR-2009-0293; FRL-8961-6] received September 18, 2009, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

4002. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Department's final rule — Approval and Promulgation of Implementation Plans; Revisions to the Alabama State Implementation Plan;