

## EXTENSIONS OF REMARKS

### HONORING AID WORKERS KILLED IN AFGHANISTAN

SPEECH OF

#### HON. BOB GOODLATTE

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 28, 2010*

Mr. GOODLATTE. Madam Speaker, I rise today to honor the 10 courageous men and women whose lives were brutally cut short in Nuristan Province, Afghanistan, on August 5th, 2010. These individuals devoted their lives to helping others, and unfortunately, paid the ultimate price.

In particular, I would like to recognize and honor Brian Carderelli, a constituent of mine from Harrisonburg, Virginia. Mr. Carderelli was a recent graduate from James Madison University and was working to chronicle the work of the aid workers by recording them in photographs and video. Unlike many new college graduates, Mr. Carderelli chose to pursue a career in a challenging foreign environment, where his dedication to improving the lives of others took priority. His work with the International Assistance Mission and the International School of Kabul are a testament to that dedication.

Though the work of Mr. Carderelli and the International Assistance Mission team was certainly valued by those they helped, unfortunately not everyone appreciated their efforts. For several years, the Taliban ruled Afghanistan with brutality and terror. Intolerance for other religions and ignorance of human rights was standard. While the situation for the citizens of Afghanistan has improved since the rule of the Taliban, their presence has not been eliminated, and their brutal tactics persist.

The work of Brian Carderelli and his nine fellow workers is the work that will ultimately erode support for the Taliban and end that chapter in the country's history for good. Their efforts were selfless and humble, and are an inspiration to us all. These dedicated individuals will be missed, but the untold impact that each one of them had on the lives that they touched will certainly not be forgotten.

### NATIONAL TRANSPORTATION SAFETY BOARD REAUTHORIZATION ACT OF 2010

SPEECH OF

#### HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 28, 2010*

Mr. PETRI. Mr. Speaker, while there are several issues that we would like to continue working on as this bill moves forward, I want to voice my support for H.R. 4714, the "National Transportation Safety Board Reauthorization Act of 2010."

The NTSB is a small, but important, part of the federal government and makes critical

contributions to our nation's transportation safety each year.

In 1967, Congress formed the NTSB as an independent agency to investigate civil aviation accidents and significant transportation accidents in the surface modes—railroad, highway, marine, and pipeline—as well as assisting victims of fatal accidents.

Since its creation in 1967, the NTSB has investigated more than 132,000 aviation accidents and more than 10,000 accidents in other transportation modes. As a result of these investigations, the Board has issued a total of almost 13,000 safety recommendations and over 82 percent of those have been adopted.

In making safety improvement recommendations based on world-class investigations, hundreds of NTSB professionals as well as the Federal Aviation Administration and the aviation industry have helped create the safest aviation system in the world. With its current resources, NTSB continues to do a tremendous service to this Nation and the traveling public in all modes of transportation.

H.R. 4714, as amended, provides for a four-year reauthorization—fiscal years 2011 through 2014.

Given the size of the federal deficit and the improvement in aviation safety resulting in fewer aviation accidents requiring NTSB's attention, we are concerned with the level of funding authorized in this bill.

We believe that a better starting point for the NTSB's funding levels is \$100.4 million, the amount requested in the fiscal year 2011 President's budget. The NTSB both supports and is comfortable with the President's budget Request.

Despite the state of the federal budget, as introduced, H.R. 4714 would have authorized a twenty percent increase over current levels from 2010 to 2011.

Even a ten percent increase in authorization levels, as included in the amended version of H.R. 4714, raises concerns due to the Federal deficit. H.R. 4714, as amended, would authorize a total of a 27 percent increase in funding over 4 years.

We remain concerned with the authorization levels contained in the bill and look forward to continuing to work with our colleagues on this issue should H.R. 4714 go to conference.

This bill also expands the NTSB's authority to investigate "incidents" in all modes of transportation. The bill directs the NTSB to define the term "incidents" in a rulemaking. It is our understanding that the Department of Transportation will be given the opportunity to comment on and influence the NTSB's rulemaking. This bill would also require the formulation of Memorandums of Understanding (MOU) with each appropriate modal agency to describe and reach understanding on the roles and responsibilities of each party in the event of an NTSB incident investigation.

We believe that the inclusion of "incidents" in the definition of "accidents" will require close oversight by Congress to ensure that there are no negative impacts on the ability of each modal transportation agency to inves-

tigate and conduct enforcement activities. The potential for the NTSB to obtain evidence voluntarily from the parties involved in an incident may limit the evidence available to the modal agencies in the pursuit of an enforcement action.

We also remain concerned about the impact of a provision prohibiting the disclosure of information by party representatives during an investigation. While the intent of the provision is sincere, its impact may severely harm the party representative system, a system that has served the Nation well over the years.

We would like to work with the Chairman and Rep. CARNAHAN to ensure the provision achieves its intended result without unintended consequences.

Finally, we would like to thank the Chairman for trying to address the concerns raised at markup regarding the language in the bill on interim recommendations.

Unfortunately, despite these changes to the bill, we are still concerned that there may be some confusion with the issuance of both interim safety recommendations and final recommendations. Again, we hope the Chairman will continue to work with us to address these concerns as this bill moves forward.

While these are several issues that we would like to continue working on in a bipartisan manner, we do support H.R. 4714 and look forward to working together to improve the bill.

I thank the Chairman as well as my other colleagues for their work on this bipartisan bill.

### HARVARD PILGRIM CANCELS MEDICARE ADVANTAGE PLAN, SADLY A SIGN OF MORE TO COME

#### HON. KENNY MARCHANT

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. MARCHANT. Madam Speaker, sadly what we said would happen to the popular Medicare Advantage program when Congress enacted Obamacare is starting to come true. Harvard Pilgrim recently notified 22,000 New England seniors that it would be canceling their Medicare Advantage plans at the end of the year. The decision to cancel their participation in the program was made because of the newly enacted freeze in federal reimbursements and their concerns regarding the long-term viability of Medicare Advantage.

I am very afraid that Harvard Pilgrim is just the tip of the iceberg. Other Medicare Advantage providers will probably reach the same decision to cancel their participation. Health care reform was supposed to allow those individuals who liked their health care insurance to be able to keep it. Sadly these 22,000 New England seniors are now searching for new coverage in 2011. We must restore Medicare Advantage for our seniors that depend on it.

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