

from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on Commerce:

To the Congress of the United States:

In accordance with the Public Broadcasting Act of 1967, as amended (47 U.S.C. 396(i)), I transmit herewith the Annual Report of the Corporation for Public Broadcasting (CPB) for Fiscal Year 1998 and the Inventory of the Federal Funds Distributed to Public Telecommunications Entities by Federal Departments and Agencies for that same year.

Among its many outstanding projects over the past year, CPB has put considerable time and effort into strengthening the teaching and development of America's literary tradition. Working with educators, writers, and experts from all across the country, CPB has launched a companion website filled with exceptional teaching materials and continues to make possible the broadcast of some of the Nation's finest literature over our public airwaves. In addition, CPB is also expanding the availability of teacher professional development in the social sciences, humanities, and literature.

As we move into the digital age, I am confident that the Corporation for Public Broadcasting will continue to act as a guiding force. As the projects above illustrate, CPB not only inspires us, it educates and enriches our national culture.

WILLIAM J. CLINTON.

THE WHITE HOUSE, June 29, 1999.

□ 1830

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. PEASE). Under the Speaker's announced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

SUPPORT FOREIGN TRUCK SAFETY ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise tonight in opposition to NAFTA and its provisions to expand Mexican trucking privileges into the United States.

When we debated NAFTA in 1993, supporters claimed that NAFTA would not harm American workers and workers in Mexico and would not harm the environment. Unfortunately, they were wrong. This treaty has sent thousands of good American jobs south of the border and it has subjected that border to increased pollution of the air, water and land. Mexican workers are being abused and are not reaping the finan-

cial or social benefits they were promised. And America is being abused by other countries that are sneaking goods into the United States through dummy Mexican corporations. These are the most prominent promises broken by NAFTA. But we are about to add to the list. This administration, under terms of NAFTA, is considering opening up all of America to Mexican trucks as of January 1, 2000.

What will the entrance of Mexican trucks mean for America? It will generate more pollution and increase the loss of good-paying American jobs. Most seriously, it will threaten the lives of qualified American drivers who will be forced to share the road with unqualified foreign drivers who, as evidence proves, are driving unsafe, pollution-belching trucks.

U.S. inspectors, some operating just during the weekday hours of 9 a.m. to 5 p.m. have found that almost 50 percent of inspected Mexican trucks have been ordered to undergo immediate service for safety problems. This is based on the results of the few inspections of trucks already allowed to enter a commercial zone in the U.S. In reality, hordes of unexpected foreign trucks cross various border points after 5 p.m. and before 9 a.m. in the morning and on the weekends when there are no inspectors available. Accordingly, the Department of Transportation's Inspector General has already concluded that the DOT does not have a consistent enforcement program to provide reasonable assurance of the safety of trucks entering the United States. How could this administration suggest expanding border trucking privileges when we cannot regulate the current privileges we offer?

Unsafe trucks are not only appearing in the four border States, but as this map here shows, reports of dangerous trucks have come from at least 24 additional States. From Washington to Illinois to New York, the entire country is at risk. Therefore, very soon I plan on introducing the Foreign Truck Safety Act, legislation that will require mandatory safety inspections on all trucks crossing into the United States from Mexico. As of January 2, 2000, the Foreign Truck Safety Act will authorize the border States to impose and collect fees on trucks to cover the cost of these inspections. By requiring all trucks to pass inspections before entering the United States, we can help to limit the risks these unsafe trucks pose to our citizens. This country entered into NAFTA in order to better the lives of our citizens. Without this legislation, we will simply put our citizens in more jeopardy.

I think people are more important than profits, and I am concerned about the thousands of unsafe Mexican trucks rumbling down our highways and biways. Average Americans already are fearful about driving next to

large safe U.S. trucks that pass inspections. Imagine their fears when unsafe Mexican trucks hit our streets, roads and superhighways.

Mr. Speaker, it is time to stand up for Americans. Therefore, I urge all my colleagues to work with me to pass the Foreign Truck Safety Act so that Americans will never be afraid to drive down Main Street USA.

TRIBUTE TO JAMES C. HALL, OAK RIDGE OPERATIONS MANAGER

The SPEAKER pro tempore (Mr. SUNUNU). Under a previous order of the House, the gentleman from Tennessee (Mr. WAMP) is recognized for 5 minutes.

Mr. WAMP. Mr. Speaker, on July 2, James C. "Jim" Hall will retire as manager of Oak Ridge Operations for the U.S. Department of Energy. His departure will mark the end of a 31-year career in government that stands out as a bright and shining example of dedicated service to the United States Department of Energy and the people of the United States.

Beginning in 1968 as an intern for the Atomic Energy Commission, one of the agencies that was eventually folded into the Energy Department, Jim Hall rose steadily through the ranks until he was promoted to his present position in 1995.

Perhaps Jim Hall's greatest achievement in Oak Ridge is his commitment to the reindustrialization program which is an innovative "swords to plowshares" effort that stands out as a model for the whole Nation. Facilities such as the old K-25 gaseous diffusion plant at the Oak Ridge complex are being cleaned up and made available for use by the private sector. The plant, now called the East Tennessee Technology Park, is already generating the kind of jobs the east Tennessee region needs for the 21st century. This effort saves the government and the taxpayers \$800 million in maintenance and other costs. More importantly, the program is attracting to Oak Ridge exactly the kinds of family wage jobs east Tennessee will need as we begin the 21st century. In May of 1998, Mr. Hall received a Presidential Meritorious Rank Award for his efforts to develop the environmental cleanup and reindustrialization program.

Jim Hall has brought extraordinary energy, ability and vision to his work at the Oak Ridge operations office, and we in the Third District of Tennessee and at the Department of Energy in Oak Ridge can count ourselves extremely fortunate that we benefited from his public service.

He is the type of executive who makes the term "government official" sound like the noble and honorable calling it should be. During the years I have known Jim, he has shown himself to be a risk taker who is willing to push the envelope for needed reforms.