

racial and ethnic boundaries on a daily basis. I have no doubt that as America's Hispanic American community grows, it will maintain the legacy that it has built while also adding a new chapter to its rich history as an important piece of the American mosaic.

TIRE STANDARDS

Mr. ASHCROFT. I would like to engage in a brief colloquy with Senator MCCAIN the Chairman of the Senate Commerce Committee. Yesterday, the Senate took an important step forward in improving our nation's motor vehicle safety laws. One of the most important aspects of that bill was a provision to require Department of Transportation to upgrade the Federal Motor Vehicle Safety Standard for tires for the first time in nearly 30 years.

Because it has been so long since the standards have been revised, they do not apply to tires used on sport utility vehicles (SUVs). In fact, SUVs weren't even around when these standards were last developed. Given the relationship of tires to the rollover propensity of SUVs, I would expect that the Department should first upgrade the standards for those tires used on SUVs. In addition, since the tire standard was put in place technology for the construction and design of tires has improved dramatically. For example, nylon ply caps can significantly improve the performance of tires. The types vehicles on the road has also changed as more and more people choose to drive sport utility vehicles. Chairman MCCAIN would you agree that the Department should consider new technologies that would improve tire safety as they establish the new tire standard and that they should also consider the different mix of vehicles on the road as they set their priorities for implementing the new standard.

Mr. MCCAIN. I concur with the Senator from Missouri that a variety of new technologies are available to improve the design and construction of tires. The improved federal motor vehicle safety standard for tires should take into account all of these new technologies to ensure that consumers are provided with safe tires. Additionally, the Department should implement the rule in light of the changing mix of types of vehicles that consumers are driving.

Mr. ASHCROFT. Well, I thank the Chairman for taking the time to answer my questions and the hard work he has done to get a bill passed this year.

FREIGHT RAIL TRANSPORTATION

• Mr. CLELAND. Mr. President, today I am addressing the Senate to express my view on a vital part of our Nation's transportation infrastructure—the freight railroads.

I am aware of concerns that have been raised by some companies that ship by rail about the service and rates available to them. Certainly, the ability to safely, economically and efficiently transport raw materials to plants and finished products to both domestic and international consumers is as critical as the actual production of these commodities and goods.

Since 1827 with the founding of the Nation's first commercial railroad, the B&O, we have depended on the rails to perform this function. In its heyday, the iron horse dominated transportation of goods and passengers. Today, after surviving nearly total collapse in the 1970s, a streamlined, modernized rail industry continues to play a role, albeit a considerably downsized one, in the transportation marketplace. Our transportation infrastructure has evolved—now trucks on the interstate highways are by far the predominant mode of transportation, and inland barges carry coal and grain on our nation's waterways.

As many of you know, I have always been interested in rail history. Indeed, Atlanta was originally known as Terminus because of the railroads which were sited there. What history has taught us is that the rails require a continuing, massive capital investment to operate safely. In the late 1970s, Congress faced the dilemma of a severely under-capitalized system with a dismal safety performance. The rails would have to be supported by massive federal subsidy or freed to compete in the marketplace in an effort to generate needed capital. Congress wisely chose the latter course, and the railroads have been able to generate the quarter trillion dollars needed since 1980 to support the infrastructure. In 1999 alone, the private investment was \$16.2 billion, with \$2.87 of assets needed for every dollar of revenue produced. The industry's vastly improved safety record in large part is a testament to the wisdom of that infrastructure investment. Let me add that although progress in this area has been significant, nevertheless this safety record can be further improved. It is my hope that management and labor will work together toward that end.

The world is not perfect, of course, and in the intervening years issues have arisen which must be addressed—issues such as the need to honor the hard earned collective bargaining agreements of railroad workers. Many of these issues have been brought to the attention of Congress, the Interstate Commerce Commission and now its successor, the Surface Transportation Board, STB. Indeed, the Congress took a comprehensive look at rail regulation in 1995 when it created the STB. I know some companies believe their rail rates are excessive. While rates have declined more than 50 percent since 1981, some customers have

benefitted more than others, reflecting the differential pricing put into place by the Staggers Rail Act of 1980. This has led in part to complaints being heard from segments of the shipping public. Many have suffered from service disruptions following recent mergers and consolidations. While I am very concerned about these situations, I believe the STB has worked within its mandate to address them.

I have an open mind on whether these matters need to be examined further. If that is the case, I urge that we move carefully. We should not return to the very regulatory schemes that led to near disaster a generation ago. I would not favor policies that deprive the railroads of their ability to generate capital, resulting in the federal government—rather than the private sector—having to assume the costs of maintaining and operating the freight rail network.●

TRIBUTE TO LT. BOB DOUGLAS

• Mr. BUNNING. Mr. President, I rise to pay tribute to an outstanding Kentuckian, Lt. Bob Douglas (ret.).

For almost 30 years, Bob has crusaded against the scourge of drugs and served the people of Kentucky, helping to make the Commonwealth a safer place to live.

Bob worked for 25 years as a member of the Erlanger, Kentucky Police Department. For the last nine of those years, he was the primary instructor for the anti-drug program, D.A.R.E. When Bob retired from the police force in 1998, he became the Executive Director of the Kentucky Crime Prevention Coalition. He is also a new member of the steering committee of the National Crime Prevention Council.

For his efforts, Bob was recently presented with a 2000 Mac Gray Award for his outstanding effort to promote the National Citizens' Crime Prevention Campaign. The award recognizes those who have made extraordinary contributions and pledged personal commitment to work with the media to promote anti-drug public service announcements and crime prevention education.

Some have kidded Bob about the Columbo-style overcoat he wears. But like Peter Falk's character, Bob gets results. For years, he visited children in schools to teach them about the dangers of drugs and to urge them to stay out of trouble. With his partner, the canine character, Officer McGruff, there is no doubt that Bob made an impression and steered more than a few children in the right direction.

Too often we hear about our problems and the trouble-makers in society, and we don't hear enough about our heroes and the everyday citizens who make a difference and improve our quality of life. Bob Douglas is one of those heroes, and he deserves our commendation.

I ask that an article on Lt. Douglas be printed in the RECORD.

The article follows:

DOUGLAS TAKES BITE OUT OF AWARD

(By Juli Hale)

With his Columbo-style overcoat, some might think Bob Douglas' long-time partner needs to call the fashion police. But one look at the partner's big brown eyes and black, wet nose is usually all it takes to draw in a crowd of kids to listen to the pair's message of drug resistance and crime prevention.

Douglas and Officer McGruff, the tough-talking cartoon canine, spent years visiting school classrooms trying to turn at least one student away from a life of drug abuse and crime. Douglas and others believe they did much more. Today, the pair appears at community events and keeps spreading the message.

For his efforts in drug and crime prevention and for sharing the spotlight with McGruff, Douglas was presented with a 2000 Mac Gray Award last week in Washington. The Mac Gray Award honors outstanding efforts to promote the National Citizens' Crime Prevention Campaign. It memorializes Berkeley McCabe "Mac" Gray II, the late executive deputy director of the National Crime Prevention Council.

The award was one of only two presented in the nation this year to officers who use McGruff as part of their message. The award recognizes two winners each year—one at the national/state level and one at the local/regional level—who have made extraordinary contributions and personal commitments to work with the media to secure donated advertising for public service announcements as well as promoting McGruff and crime prevention education. Douglas won for the national/state level.

"I personally see this as an Erlanger award and I wanted to share it with you," Douglas said to City Council Tuesday night after showing a short video presentation about the award. Obviously touched by the video, which showed Douglas working with students over the years, Douglas held the glass award high for everyone to see. The video also highlighted Douglas' other achievements, such as his having McGruff's image painted on the side of a new police cruiser and pushing for the McGruff message "take a bite out of crime" to be placed on billboards.

Douglas worked for the Erlanger Police Department for 25 years, the last nine as the primary DARE instructor. Douglas retired in 1998 and became executive director of the Kentucky Crime Prevention Coalition, which also used McGruff-related material. He was awarded the title of Kentucky DARE Officer of the Year in 1997.

"You never cease to amaze me," Mayor Marc Otto told Douglas. "Keep up the good work."

Douglas will continue his work both as the executive director of the Crime Prevention Coalition and as a new member of the steering committee of the National Crime Prevention Council. Douglas was asked to join that committee last week.●

CELEBRATING THE ARRIVAL OF
THE "BAT'KIVSHCHYNA"

● Mr. DODD. Mr. President, I rise to speak of a special event taking place in my home State on Saturday. After much hard work and preparation, the people of the City of Norwich and the

State of Connecticut will proudly welcome the Ukrainian schooner, *Bat'Kivshchyna*, and her dedicated crew to their winter port at The Marina at American Wharf in Norwich Harbor.

It is a great honor for the State of Connecticut to host the *Bat'Kivshchyna* and her crew. This past summer, the *Bat'Kivshchyna* was a popular participant in Operation Sail 2000, a millennial event that showcased numerous tall ships from around the globe in eight North American ports from San Juan, Puerto Rico, to Portland, Maine. I had the opportunity to view these vessels when they visited New London, Connecticut, between July 12 and July 15. I was deeply impressed with the immense and graceful design of these ships and enjoyed visiting with the crews who hail from across the world.

The *Bat'Kivshchyna* hails from the Ukraine, a country which only ten years ago shed Soviet domination and embraced the principles of democracy. Led by her captain and owner, Dmytro Birioukovych, the *Bat'Kivshchyna* is on an ambitious multi-year mission called "Discover Ukraine." The goal of this mission is to arouse local awareness and interest in Ukrainian culture and in the Ukrainian economy. Thus, the *Bat'Kivshchyna*, which is Ukrainian for "Fatherland," has become an important ambassador for her nation as she makes ports-of-call in Europe, the Americas, Asia, and Oceania.

Much of the *Bat'Kivshchyna's* success is owed to Captain Birioukovych. Having purchased the *Bat'Kivshchyna* in 1988, he transformed an aging fishing vessel into a world-class tall ship. Encouraged by Ukrainian independence from the former Soviet Union in 1991, Captain Birioukovych co-founded "Discover Ukraine" with his Canadian son-in-law, Roy Kellogg, and decided to use his vessel to promote his nation's history and culture. When asked about his global expedition, Captain Birioukovych proudly calls himself, his crew and his ship "folk ambassadors of good will."

The *Bat'Kivshchyna* had a difficult journey from her home port in Kiev, Ukraine, to the Americas for the commencement of Operation Sail 2000. Regional political tensions, rough seas, and numerous technical difficulties threatened the *Bat'Kivshchyna's* mission in several instances throughout the late spring and early summer. However, the dedicated crew persevered and overcame each hurdle to arrive for their first OpSail2000 event in Miami, Florida.

In July, Captain Birioukovych put forth an appeal for a North American port in which to dock the *Bat'Kivshchyna* during the winter. With plans to attend the 2001 Great Lakes Sailing Expedition, it was economically unfeasible for the *Bat'Kivshchyna* to sail back to Kiev only to return to the United States in the following

spring. With numerous offers from ports across the Northeast, I am proud to say that Captain Birioukovych chose the great city of Norwich as his "winter refuge."

Connecticut's honor of hosting the *Bat'Kivshchyna* in Norwich could not have been possible without the tireless effort of those in the Constitution State dedicated to providing a winter home for the vessel. I would like to thank especially Mr. Michael Lamperelli of the Connecticut Friends of the Ukraine Expedition, Mr. Ron D. Aliano of The Marina at American Wharf in Norwich, and City Council President Mr. Richard Abele of Norwich. I would also like to thank all of those who are helping to prepare for Saturday's arrival of the *Bat'Kivshchyna* in Norwich Harbor: the Norwich Fire Department, the Norwich Police Department, the American Ambulance Service, Inc., the United States Coast Guard Academy, the Integrated Charter School of Norwich, and the Norwich Adult Education Center.

I know that Saturday's event will be a great day for the people of the City of Norwich and the State of Connecticut. The *Bat'Kivshchyna's* visit to the city will provide for a rich cultural exchange between the Ukraine and the State of Connecticut. I am proud that we, as a State, could provide a winter refuge for the *Bat'Kivshchyna* as she continues her global expedition, and I wish her crew success in future voyages.●

NINETY YEARS OF GIVING

● Mr. L. CHAFEE. Mr. President, next month a remarkable woman, who is a constituent of mine, will celebrate her ninetieth birthday; although, if you ask her, she will tell you that she still feels like a sixteen year-old.

Alice B. Dwyer—known to family and close friends as "Lally" and to literally thousands of Rhode Islanders, who learned in her classroom, as "Miss Dwyer"—was born on November 12, 1910. She was the second of four children of Matthew S. Dwyer and Alice Barry Dwyer of Providence. Her older sister, Matt, suffered from crippling polio at a time long before public accommodations for people with disabilities. Nevertheless, they set off together for Manhattanville College in New York City.

Alice Dwyer shies away from any words of recognition for her part in enabling her older sister, who had an insatiable lust for learning, to attend college. Alice simply was doing what has always come most naturally to her, giving to others.

After college, Alice went on to receive a Masters Degree in English Literature from Brown University, my own alma mater. With degrees in hand she began a lifetime of service to children in the Providence Public School