

Congress has always zealously guarded its rights under the War Powers Act. But unless its members catch on, they could approve a privatized Gulf of Tonkin resolution without even realizing it's hidden in the bill. And once the dogs of war are unleashed, they're awfully hard to round up again—just ask Bob McNamara.

This ongoing and furtive escalation directly contradicts the government's assurances that, as Assistant Secretary of State Rand Beers put it last week, "Plan Columbia is a plan for peace."

"From the beginning," he wrote in an op-ed, "we have stated that there is no military solution to Columbia's problems." Then why, pray, the need for offensive weaponry and unrestricted number of mercenaries?

To make matters worse, a new investigation by the Center for Public Integrity found that U.S. anti-drug money spent on Latin America is being "funneled through corrupt military paramilitary and intelligence organizations and ends up violating basic human rights."

Those who scoff at the idea that our drug-fighting efforts in Colombia could lead to the U.S. becoming embroiled in a massive counter-insurgency war should take a look at a new study by the Rand Corp. commissioned by the U.S. Air Force. The study calls on the United States to drop the phony "counter-narcotics only" pretense and directly assist the Colombian government in its battle against leftist rebels: "The United States is the only realistic source of military assistance on the scale needed to redress the currently unfavorable balance of power."

There is still the chance that Congress will refuse to go along with this statutory trickery. Reps. John Conyers (D-Mich.) and Janice D. Schakowsky (D-Ill.) are considering an amendment to eliminate the new provisions.

Turning an army of heavily armed mercenaries loose in the middle of a bloody civil war is more than a misguided policy—its utter insanity. It's imperative that our lawmakers defuse these provisions in the bill before they blow up in our faces, and the cliché of "another Vietnam" becomes a sorry Colombian reality.

REGARDING UC DAVIS AND THE
NATIONAL TEXTILE CENTERS

HON. DOUG OSE

OF

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 18, 2001

Mr. OSE. Mr. Speaker, I rise today to join my colleagues in supporting the effort on behalf of the University of California at Davis to be included as a member of the National Textile Center (NTC).

Mr. Speaker, it is silly not to include UC Davis in the NTC. Currently, NTC has no member schools west of the Mississippi River. California is America's second leading producer of cotton as well as being a leading national manufacturer of apparel, grossing over \$13 billion annually. The NTC supports a consortium of research at six universities: Auburn, Clemson, Georgia Tech, North Carolina State, University of Philadelphia, and Dartmouth. To include UC Davis in this prestigious company will go a long way to advancing the safety, quality, and durability of clothing and textile products.

UC Davis is the single largest employer in my district, and the faculty is recognized na-

tionally and internationally for their research activities. The Division of Textiles and Clothing offers the most comprehensive textiles and clothing undergraduate major in the western United States, and no other western university can challenge the laboratory facilities and equipment. UC Davis utilizes the best in human resources, generates the best in physical product, and trains the best of the next generation. As an example, UC Davis is unique to the textile world in its study of fiber and polymer science. The production and use of fibers and polymers go beyond the forms of fabrics and plastics to high performance membranes, composites, and electronic and communication applications. These common-place, daily use substances are constantly being upgraded and improved by the staff and students at the Division of Textiles and Clothing.

Social Science research at UC Davis addresses sociocultural meanings of textiles and apparel, fashion theory, and production-consumption issues related to gender and ethnicity. Collaborations between the physical and social sciences have resulted in a better understanding of the principles underlying the efficacy and acceptance of protective clothing. These discoveries have protected farm workers, health care providers, firefighters, and others. This valuable research can only enhance the NTC and accelerate the next generation of high quality textile product.

I appreciate the committee's interest in UC Davis and the Division of Textiles and Clothing. The Chairman has been generous in engaging us in this colloquy, and I want to thank him personally for his efforts. I am anxious to work with the committee and my colleagues from California on this issue.

FEDERALLY FINANCED, INTEREST
FREE MOTOR VEHICLE ACT, H.R.
2544

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 18, 2001

Mr. GILMAN. Mr. Speaker, our Nation has been taking a wild ride on the energy roller coaster for far too long. The citizens of our great nation must not be forced to suffer the ups and downs of an energy crisis that never seems to get better. While the Bush administration has taken a pro-active stance on energy through the release of its National Energy Policy in May, 2001, there is much more to be done—as a Congress, a Nation, and as citizens. For the past eight years, our Nation was subjected to the last Administration's "wait and see" energy policy that was reactive rather than pro-active.

Mr. Speaker, on June, 2001, 1 sponsored the Federal Motor-Vehicle Fleet Act, H.R. 2263, which enjoys bi-partisan support. The Act mandates that ten-percent of the vehicle fleet purchased by the Federal Government must be comprised of Hybrid-electric Vehicles (HEV) and other high-efficiency vehicles that are powered by alternative sources of energy, sources other than gasoline and diesel.

Mr. Speaker, today I am introducing my companion bill, the Federally Financed, Inter-

est Free Vehicle Act, which as the title indicates, offers federally financed, interest free loans to public schools, municipalities, and local government to purchase Hybrid-Electric and other environmentally friendly high-efficiency vehicles. This program, to be administered by the Department of Transportation, provides the opportunity for our public institutions that can not avail themselves of the tax benefits of H.R. 2263, to purchase these environmentally friendly, energy-efficient with repayment terms as long as five years.

Mr. Speaker, a few weeks ago I was privileged to view the latest technology in alternative fuels, a school bus that runs on fuel cells, rather than gasoline. Fuels other than gasoline and diesel are the wave of the future, and we must ride these waves of technology, as the surfer at the Banzai Pipeline.

This act will not only lower our overall consumption of gasoline, but will save our public schools and municipalities millions of dollars in the cost of gasoline. These savings can be invested in important school programs and in providing our local governments with the resources to offer more services in our communities. Additionally, these hybrid and high-efficiency vehicles are reported to be more environmentally friendly than our conventional vehicles. The Federal Government must seize this opportunity to conserve our resources and to promote environmentally friendly vehicles, and we must do it today.

H.R. 2544

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. LOANS FOR HIGH-EFFICIENCY VEHICLES.

(a) LOAN PROGRAM AUTHORIZED.—Subject to the availability of appropriations, the Secretary of Transportation shall establish a program to offer federally financed, interest-free loans to local educational agencies, public institutions of higher education, municipalities, and local governments for the purchase of hybrid electric vehicles or high-efficiency vehicles.

(b) REPAYMENT TERM.—The time for repayment of a loan under this section may not exceed five years.

(c) SECURITY INTEREST.—The Secretary shall require, as a condition of a loan under this section, that the borrower grant to the United States a security interest in any vehicle purchased with the proceeds of such loan.

(d) DEFINITIONS.—In this section:

(1) The term "high-efficiency vehicle" means a motor vehicle that uses a fuel other than gasoline or diesel fuel.

(2) The term "hybrid electric vehicle" means a motor vehicle with a fuel-efficient gasoline engine assisted by an electric motor.

(3) The term "motor vehicle" has the meaning given that term in section 30102(a)(6) of title 49, United States Code.

(4) The term "local educational agency" has the meaning given that term in the Elementary and Secondary Education Act of 1965 (20 U.S.C. 6301 et seq.).

(5) The term "public institution of higher education" has the meaning given the term "institution of higher education" in section 101(a) of the Higher Education Act of 1965 (20 U.S.C. 1001(a)), but does not include private institutions described in that section.

(e) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to