EXPRESSING SENSE OF CONGRESS REGARDING ESTABLISHMENT OF NATIONAL CHARACTER COUNTS WEEK

SPEECH OF
HON. CONSTANCE A. MORELLA
OF MARYLAND
IN THE HOUSE OF REPRESENTATIVES
Monday, September 24, 2001

Mrs. MORELLA. Mr. Speaker, I rise today in support of establishing a National Character Counts week. Developing strong character in our children today ensures the foundation of our Nation for the future.

Today's youth experience events that were unimaginable 40 or 50 years ago. Public scandals, violence by and against youth, and now for the first time in their lives they have seen a hatred for the character of our Nation. This exposure to negative influences threatens their physical and psychological well-being. Recognizing the importance of strength of character through this legislation can help us combat these negative influences.

I support funding character education and I am pleased that the reauthorization of the Elementary and Secondary Education Act included language authorizing the Secretary of Education to make grants for the design and implementation of character education programs. Our youth deserve our support for developing the strength of character necessary to maintain a strong nation.

Maryland has been a shining example of the benefits character education programs bring to schools. Three Maryland schools have been recognized as National Schools of Character under the Character Education Partnership. In fact, these schools reduced the number of discipline referrals and suspensions, within a caring learning environment. Also, as a result of the program, student test scores and parent involvement in student education increased.

Character education programs help students identify and develop character traits that prepare them for life. Through trustworthiness, respect, responsibility, fairness, caring, citizenship, and honesty, our children can possess the tools for leadership. In addition, the programs recognize that character development does not necessarily begin at school, but rather at home with parents and family.

It is the responsibility of all adults to demonstrate good character traits to our young people. This includes faith communities, schools, and youth, civic, and human service organizations. All of us are responsible for the character and conduct of our young people because each of us reflects the values of our society.

Therefore, I urge all Members to support this legislation and encourage schools around the Nation to participate in character education programs, and our young people to become responsible citizens for today and tomorrow.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF
HON. ADAM SMITH
OF WASHINGTON
IN THE HOUSE OF REPRESENTATIVES
Friday, September 21, 2001

Mr. SMITH of Washington. Mr. Speaker, it is with great disappointment that I vote against this legislation before us tonight.

The tragic events of September 11, 2001, have shocked and saddened all of us. In the weeks, months, and even years ahead, they will challenge us to fight for our freedoms and our values, and to figure out precisely how best to do that. As a Member of the U.S. Congress, representing not just the 650,000 people of my district, but the Nation as a whole, I want to do my part to decide what action must be taken and to constantly work with the people I represent so that their views and concerns can be heard, and so that I can keep them informed of the actions our Nation is taking and plans to take.

Last week, I voted to authorize necessary and appropriate force in response to the attacks, and I voted for $40 billion in emergency funding to assist the victims and fund the investigation. I looked forward to supporting a package that would keep America's economy strong, by providing assistance to the American airline industry, helping our workers, and improving safety so that Americans feel confident in our skies again.

I looked forward to doing all of this in a bipartisan way. I knew there were many differences of opinion in this body, even in times of great national emergency, regarding corporate liability, job training, federal control of aviation security, and other critically important issues, but I hoped that both sides would be able to give a little and compromise so that we could quickly put forth a package that would help heal the economic wounds that have been inflicted since September 11.

The leadership of both parties in both the House and the Senate and their staffs have worked tirelessly to put together a package that could garner bipartisan support and address all of these issues I've outlined, and I appreciate that. However, I don't believe this package in front of us tonight is nearly well-balanced enough because it doesn't address the worker concerns or safety concerns. I am opposing it because I think we need to go back to the drawing board and fix it. If it takes until tomorrow, or Monday, or Tuesday, we need to get this right.
knives, some of whom were on the terrorist watch list. It’s safe to say that the airport security system failed us.

If we are passing legislation to improve the condition of the airline industry, shouldn’t we also address this issue? Perhaps airport security should truly be a security issue, not merely a business issue that, until last week, was mostly considered in terms of a company’s bottom line. Don’t get me wrong—the bottom line is important to our capitalist economy, but I have come to the conclusion that airport security should not be subject to those concerns. There are many interesting ideas out there for how to improve it, but I believe first and foremost we need to make airport security a responsibility of the Federal Government: perhaps under the Department of Transportation, or the Coast Guard.

In conclusion, I want to again express my disappointment at having to oppose this bill. I sincerely hope that the President, Senate leaders, and House leaders will work to address these important concerns before a package is signed into law.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF
HON. C.L. “BUTCH” OTTER
OF IDAHO
IN THE HOUSE OF REPRESENTATIVES
Friday, September 21, 2001

Mr. OTTER. Mr. Speaker, I rise today to share with my colleagues and constituents my reasons for voting against H.R. 2926, the Air Transportation Safety and Stabilization Act. I believe it is important for every member to make known their thinking behind such an important vote.

The terrorist attacks on Sep. 11 devastated the American aviation industry. Hundreds of passengers, dozens of airline employees and thousands of innocent people on the ground died in the fiery crashes of the four airliners. America’s commercial airlines were grounded for 3 days. Most of general aviation was grounded for more than a week, and some components of the general aviation industry remain grounded today. Insurers of aviation components of the general aviation industry are canceling their policies, and banks are refusing to extend loans to keep the system intact. Under these circumstances some form of assistance to the airline industry is essential for our economy and national security.

H.R. 2926, however, is the wrong form of assistance to the airline industry. The $2 billion this act makes available cash in the amount of $4.5 billion for the passenger airlines, more than twice the direct losses of the airlines. Furthermore, this cash will be apportioned among the airlines, not according to how much revenue they lost because of the attacks, but how much capacity they had. This preference for available seat miles over revenue passenger miles can only benefit those carriers whose own bad business decisions before September 11 had left them with too much capacity and too little sales.

H.R. 2926 supposedly contained extra funding for security. The $3 billion authorized for security measures, however, has already been appropriated by Congress from the $40 billion emergency spending package, which I supported. To claim that this bill had any new funding for security is simply not true. Without needed security improvements it is impossible to see how airline traffic can return to normal levels. The bailout legislation should have waited for a security package in order to comprehensively deal with this situation.

H.R. 2926 would have been constitutional if it had been drafted as a focused bill to keep our airlines flying in the wake of the devastating attacks on our country. The creation of an entitlement fund, the overcompensation of the airlines, rewards for inefficient carriers, and lack of new funding for airline security all combined to make this a deeply flawed bill. For all of these reasons and more I voted against H.R. 2926 and urged my colleagues to do the same.

HONORING SERGEANT DANIEL P. O’SHEA

SPEECH BY U.N. SECRETARY GENERAL KOFI ANNAN

IN THE HOUSE OF REPRESENTATIVES
Tuesday, September 25, 2001

Mr. SPRATT. Mr. Speaker, as the Congress continues to move forward following the horrific and tragic events of September 11, 2001, I would like to insert for the RECORD a recent and I think timely speech given by United Nations Secretary General Kofi Annan.

Mr. Annan’s speech is about the contributions and vision of former U.N. Secretary-General Dag Hammarskjöld. While the speech was given on September 6th, five days before the attacks, I believe it provides for interesting reading as we examine our notions of international security and multi-lateral cooperation.