

within its jurisdiction during any House-Senate conference that may be convened on this legislation. I ask for your commitment to support any request by the Commerce Committee for conferees on H.R. 2546 or similar legislation.

I request that you include this letter as a part of the Committee's report on H.R. 2546 and as part of the Record during consideration of the legislation on the House floor.

Thank you for your attention to these matters.

Sincerely,

W.J. "BILLY" TAUZIN,  
Chairman.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON TRANSPORTATION AND  
INFRASTRUCTURE,

Washington, DC, November 13, 2001.

Hon. W.J. (BILLY) TAUZIN,  
Chairman, Committee on Energy and Commerce,  
Rayburn House Office Building, Wash-  
ington, DC.

DEAR CHAIRMAN TAUZIN: Thank you for your letter of November 13, 2001, regarding H.R. 2546, the "Real Interstate Driver Equity Act of 2001" and for your willingness to waive consideration of provisions in the bill that are under your committee's jurisdiction under House Rules.

I agree that your waiving consideration of relevant provisions of H.R. 2546 does not waive your committee's jurisdiction over the bill. I also acknowledge your right to seek conferees on any provisions that are within the your committee's jurisdiction during any House-Senate conference on H.R. 2546 or similar legislation, and would support your request for conferees on such provisions.

Your letter and this response will be included in the record during floor consideration of the bill.

Thank you for your cooperation in this matter.

Sincerely,

DON YOUNG,  
Chairman.

Mr. SHAYS. Madam Speaker, I rise in strong support of the Real Interstate Driver Equity Act.

I was disappointed when I learned from ground transportation operators in my southwestern Connecticut district that a Stamford couple attending a play in Manhattan could hire a Connecticut car service to bring them to the city, but the same service couldn't bring the client back to Stamford without purchasing a costly additional permit from New York! This is absurd.

Car services based in Connecticut that take clients to and from New York City—duly licensed and insured under the guidelines of the Federal Highway Administration—should not have to purchase additional permits from a local government in order to provide round trip service.

This common sense legislation simply says that a licensed livery company cannot be subject to additional permitting requirements to complete a round trip into another state. The Livery Permit issued by the Federal Highway Administration is the only permit that should be necessary to conduct interstate commerce.

Just as I do not need to obtain separate drivers' licenses from D.C., Maryland, Delaware, New Jersey and New York in order to drive home to Connecticut at the end of the week, local governments should not have the authority to hold interstate commerce hostage to discriminatory pricing schemes.

Mr. PETRI. Madam Speaker, the Real Interstate Driver Equity Act of 2001 (H.R. 2546) was introduced by Representative ROY BLUNT of Missouri. This legislation is needed to solve a problem that arises when a for-hire vehicle, usually a limousine or sedan, travels across a state line in interstate commerce.

As the law is written today, state and local jurisdictions can require for-hire vehicles to be licensed in multiple states. In some instances, if they do not pay for additional licenses they can only drop their passenger in another state. They cannot make incidental stops. They cannot return the same passenger to the state of origin.

An example that illustrates the problem with the current framework is that of a traveler who arranges to be picked up at an airport. On the way home to another state, they wish to stop and have dinner within the same state in which they arrived. This seems like a reasonable situation. What could go wrong with this arrangement? Unfortunately, that stopover could result in the car being ticketed, towed and impounded. The customer is stranded to look for a way to get home and the car service is left without a car and with hundreds or even thousands of dollars in fines and fees.

This is not a fair practice and H.R. 2546 corrects the problem. For-hire vehicles providing prearranged ground transportation should be able to engage in interstate commerce. This legislation would not allow a carrier to operate in another jurisdiction with spontaneous new clients as though they were licensed within that jurisdiction. The legislation also protects the right of transportation terminal operators to provide preferential access and States and political subdivisions to require criminal background checks.

The for-hire vehicle industry utilizes nearly 250,000 vehicles to move more than two billion passengers each year. With the economic downturn, they are an industry that has been hard hit and have requested financial support from the Congress.

With the current budgetary climate, I am doubtful that the Congress will be able to provide direct fiscal relief. However, H.R. 2546 will reduce a burden that costs for-hire vehicle operators business and costs consumers efficient travel and convenience. Representative BLUNT's bill is the next best thing to directing financial relief in these trying times.

I am pleased to report that after more than two years of consideration, this legislation has reached the House Floor. The Committee on Transportation and Infrastructure has been working with the sponsor and other interested parties to resolve the areas of controversy. As amended at Committee, H.R. 2546 has addressed all of the various concerns. I urge our colleagues to support this legislation.

Mr. LATOURETTE. Madam Speaker, I urge my colleagues to support this good piece of legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 2546, as amended.

The question was taken; and (two-thirds having voted in favor thereof)

the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

JAMES L. WATSON UNITED STATES COURT OF INTERNATIONAL TRADE BUILDING

Mr. LATOURETTE. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 2841) to designate the building located at 1 Federal Plaza in New York, New York, as the "James L. Watson United States Court of International Trade Building."

The Clerk read as follows:

H.R. 2841

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

**SECTION 1. DESIGNATION.**

The building located at 1 Federal Plaza in New York, New York, shall be known and designated as the "James L. Watson United States Court of International Trade Building".

**SEC. 2. REFERENCES.**

Any reference in a law, map, regulation, document, paper, or other record of the United States to the building referred to in section 1 shall be deemed to be a reference to the "James L. Watson United States Court of International Trade Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from New Jersey (Mr. PASCRELL) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio (Mr. LATOURETTE).

Mr. LATOURETTE. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, H.R. 2841 designates the building located at 1 Federal Plaza in New York as the "James L. Watson United States Court of International Trade Building." I thank the ranking member and senior member of the Committee on Ways and Means, the gentleman from New York (Mr. RANGEL), for bringing this legislation to the attention of the committee and urging that we move on it in an expeditious fashion.

Judge Watson was born in Harlem, New York. He was the son of parents that had both been born in Jamaica, and his father served as a municipal court judge for 18 years. Judge Watson served with the Buffalo Soldiers in the 371st Infantry Regiment, 92nd Division, in World War II. He was wounded in Italy and returned to the United States decorated with a Purple Heart and the Infantry Combat Badge.

After returning from the war, he graduated from New York University in 1947 and Brooklyn Law School in 1951. Judge Watson was elected to the New York State Senate in 1954. While serving in the State Senate, in 1962 President John Kennedy chose him to accompany Vice President Johnson to

the Jamaican Independence celebration. In 1963, Judge Watson was elected to the New York City Civil Court.

He served on the City Civil Court until President Johnson appointed him to what was known as the United States Customs Court and that is now known as the United States Court of International Trade in 1966. The nine members of the United States Customs Court could be assigned to sit in any Federal District Court in the Nation.

Because of his previous experience in the City Civil Court, in his first year on the Federal bench, Judge Watson was assigned to hear cases in California, Oregon, Washington, Atlanta, Tampa, Houston, El Paso, San Antonio and Dallas on civil and criminal matters. He was the first African American to sit on the Federal bench in the deep South.

Judge Watson worked to help modernize his court under the Customs Court Act of 1970. As chairman of the Court's Rules and Practices Committee, he reworked the rules and facilitated the modernization of the court with the introduction of computers. He took senior status in 1991. He passed away in Harlem earlier this year.

Madam Speaker, Judge Watson was a dedicated Federal judge and an exemplary public servant. This action is fitting to designate the Court of International Trade Building in his honor. I support the bill and urge my colleagues to do the same.

Madam Speaker, I reserve the balance of my time.

Mr. PASCARELL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I am in strong support of H.R. 2841, sponsored by the gentleman from New York (Mr. RANGEL). Madam Speaker, what a great feeling to start out in the judge's chambers as a law clerk, and be able to come to the floor of the House of Representatives to introduce legislation that would be a fitting response, a fitting response to years of service and dedication.

Judge Watson served on the United States Court of International Trade. It was a lifetime appointment by President Lyndon Johnson. He was a former New York State Senator and a civil court judge. His career spanned 36 years, and he set a record of 70 appearances serving as a visiting judge in districts around this great Nation.

On several occasions, he was the first African American judge to hold court in parts of the deep South, the Virgin Islands and Puerto Rico. Compassion and evenhandedness are the best mirror when one holds it up to his decisions and written documents which he placed into the record. In World War II, yes, he served as an infantryman with the legendary black 92nd Buffalo Soldiers Division. What a legacy they left this great democracy.

He was seriously wounded in combat in Italy and received the Purple Heart, the Battle Star, the Combat Infantry Badge and a U.S. Army commendation. He attended New York University and Brooklyn Law School. Upon graduation, he established a private practice with retired Judge Bruce Wright; Lisle Carter, former Assistant Secretary of the Department of Health and Human Services; and Jacob Smith.

This is a very special dedication today. In March 1966, President Johnson named Judge Watson to the United States Customs Court, which was later renamed the Court of International Trade. During his year on the International Court, Judge Watson helped develop a modern court system, re-wrote many of the court's rules, and introduced computers into the court.

He was noted for a judicial style that was very fair and very balanced. His personal ability to settle many civil cases out of court helped avoid costly expenses and the unpredictability of an often-long trial. He was a lifelong resident of Harlem, a sought-after public speaker, and an insightful adviser to all local politicians. His family is well known and very active in civic affairs. His cousins include Bruce Llewellyn, chairman of Coca-Cola; Secretary of State Colin Powell; and Dorothy Llewellyn Cropper, a New York Supreme Court Justice.

His life was full of success, friendship, his devoted family and his loving wife. It is fitting and proper to honor the distinguished Judge Watson with this designation.

Madam Speaker, I reserve the balance of my time.

Mr. LATOURETTE. Madam Speaker, I reserve the balance of my time.

Mr. PASCARELL. Madam Speaker, I yield such time as he may consume to the gentleman from New York (Mr. RANGEL).

Mr. RANGEL. Madam Speaker, this is a great privilege and honor for me, and one that I have never really enjoyed before, to talk about a friend that has passed away and at the same time to talk about trying to leave something that is made out of steel and concrete as a memory for him.

This is difficult because Judge Watson was anything but a monument. He was just a living example of what a great country that we live in. It is true, as the distinguished gentleman from New Jersey (Mr. PASCARELL) said, he came from a family that is well known, a family of hard workers and high achievers. But still that same family, as the gentleman pointed out, really never left the Harlem community. They were always there as mentors for those who wanted to help themselves.

Judge Watson served as a guide and a symbol of what can happen in this great country when people try to make something out of their lives. So wheth-

er he was a lawyer or whether he was a judge, he was always somebody that we just called plain old "Skiz."

It is remarkable how his family was able to visit with him, his daughter Chris and other daughter Karen, while he was on his death bed. I have never in my life heard of anyone that was leaving that was so concerned about his friends and family that he mapped out everything that he would like to see happen before he left us, and had a chance to tell each and every one how much he loved them.

Madam Speaker, I just think that it is fitting that all of the judges have come together to request that this building that they have worked in, the International Trade Court, be named after one of them because he was representative of all of their feelings. Even though he did retire in name only, on the complex cases he was called in, and he welcomed the opportunity to continue to serve as he served in combat and was wounded and received the Purple Heart for his World War II services.

If there was any award that we could possibly give a civilian that loved his country and his community until literally the day that he died, then Skiz, or Judge Watson, would be the person.

It is a privilege for me from the community, from the City and State of New York, to be the sponsor of this legislation. Its passage would mean that generations to follow will know who Skiz was and what he meant to our great country.

Mr. PASCARELL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I thank the gentleman from New York (Mr. RANGEL) for being here, because this is a proposal that is presented with heartfelt knowledge of a great American.

Madam Speaker, I yield back the balance of my time.

□ 1630

Mr. LATOURETTE. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, I again thank the gentleman from New York (Mr. RANGEL) for bringing this matter to our attention. I thank the chairman of the full committee, the gentleman from Alaska (Mr. YOUNG), and the distinguished ranking member, the gentleman from Minnesota (Mr. OBERSTAR), as well as my good friend, the gentleman from New Jersey (Mr. PASCARELL).

I urge all Members to support this legislation.

Mr. OBERSTAR. Madam Speaker, H.R. 2841 is a bill to designate the court of international trade in New York City in honor of Judge James L. Watson. Judge Watson, a native New Yorker born in Harlem in 1922, lived and worked his entire life in New York. He served in the New York State Senate and as a Civil Court Judge before his appointment by

President Johnson to the federal bench in 1966.

During World War II, he served in the legendary Buffalo Soldiers Division. He was awarded the Purple Heart, the Battle Star, the Combat Infantry Badge, and a U.S. Army commendation. After the war, he began private practice and became actively involved in local politics. In 1963, he was appointed to the Civil Court of New York and hired our Colleague CHARLIE RANGEL as one of his staff attorneys. During his years on the Court of International Trade, he modernized the court system and played a major role in rewriting the court's rules. He was instrumental in introducing computers into judicial activity.

Judge Watson was the Nation's most senior African-American federal judge. He enjoyed a national reputation for handling our fair sentences. He was a sought-after public speaker, served on the Board of Visitors of Fordham University, and on the board of the Harlem YMCA. His colleagues, politicians, and even other lawyers, sought his wise advice and safe counsel. Judge Watson's life serves as a model of diligence, hard work, and fairness.

It is a well-deserved honor to designate the very building in which Judge Watson served with distinction for over three decades as the "James L. Watson United States Court of International Trade Building."

I urge all Members to support this bill.

Mr. LATOURETTE. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. BIGGERT). The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 2841.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. LATOURETTE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 2841 and H.R. 2546, the measures just considered by the House.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

#### FRANK R. LAUTENBERG AVIATION SECURITY COMPLEX

Mr. LOBIONDO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 2776) to designate buildings 315, 318, and 319 located at the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City, New Jersey, as the "Frank R. Lautenberg Aviation Security Complex".

The Clerk read as follows:

H.R. 2776

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

#### SECTION 1. DESIGNATION.

Buildings 315, 318, and 319 located at the Federal Aviation Administration's William J. Hughes Technical Center in Atlantic City, New Jersey, shall be known and designated as the "Frank R. Lautenberg Aviation Security Complex".

#### SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the buildings referred to in section 1 shall be deemed to be a reference to the "Frank R. Lautenberg Aviation Security Complex".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. LOBIONDO) and the gentleman from New Jersey (Mr. PASCRELL) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. LOBIONDO).

Mr. LOBIONDO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 2776, to designate buildings 315, 318, and 319 located at the William J. Hughes FAA Technical Center as the Frank R. Lautenberg Aviation Security Complex. During his stellar 18-year career in the United States Senate, Frank Lautenberg was a strong voice for the improvement of aviation security in our Nation, a topic that has sadly gained more attention in the weeks following September 11. Twice before, he took a central and key role in examining the causes of aviation disasters. In 1988, after the bombing of Pan Am Flight 103, he chaired the first congressional hearings looking into the disaster and was one of only four congressional Members to serve on President George H.W. Bush's Presidential Commission on Aviation Security and Terrorism.

Eight years later, in response to the TWA 800 disaster, Senator Lautenberg supported a commission investigation into the incident and, along with his colleagues, sponsored legislation that appropriated more than \$400 million for the acquisition of new explosive detection devices and other aviation security improvements.

The complex referred to in my legislation is located at the FAA Technical Center in Egg Harbor Township, in my district. The tech center is our Nation's top research and development facility where nearly every advance in aircraft safety and security is born and tested by some of the most remarkable and dedicated professionals in the field. The work they are doing is tremendously important, and I salute them for their efforts. In fact, I introduced this bill on the suggestion of the tech center employees and their leadership, and I have been happy to have their support on this issue as I have worked

with House leadership to bring this bill to a vote today.

The dedication of the government and private sector employees working today at the tech center mirrors the longtime dedication of Senator Lautenberg to the cause of aviation safety. It is our shared goal that Congress continue to do everything possible to find the right solutions that will ensure the traveling public will be able to fly safely and securely. Sadly, yesterday's tragedy in New York City reminds us of the constant need for new and better innovations in aircraft safety technology. I also hope that the naming of this facility will not only honor the Senator but will also serve as a reminder of the vigilance he displayed in working to protect the traveling public and the vigilance needed to spur new advances.

I would like to thank the gentleman from Alaska (Mr. YOUNG), the gentleman from Minnesota (Mr. OBERSTAR), the gentleman from Florida (Mr. MICA), and all my cosponsors of the bill, the gentleman from New Jersey (Mr. MENENDEZ), the gentleman from New Jersey (Mr. SAXTON), the gentleman from New Jersey (Mr. HOLT), the gentleman from New Jersey (Mr. PALLONE), the gentleman from New Jersey (Mr. PAYNE), the gentleman from New Jersey (Mr. PASCRELL), and the gentleman from New Jersey (Mr. ROTHMAN), for their support.

Madam Speaker, I reserve the balance of my time.

Mr. PASCRELL. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 2776. This bill designates buildings 315, 318, and 319 located at the Federal Aviation Administration's William J. Hughes, named after another great American from New Jersey, a great Congressman, Technical Center in Atlantic City as the Frank R. Lautenberg Aviation Security Complex. I commend the gentleman from New Jersey (Mr. LOBIONDO) for always reaching across the aisle sincerely and the entire New Jersey delegation support of this good legislation.

In this time of uncertainty and uneasiness about aviation, I can think of no more fitting tribute to a man who changed our way of thinking about aviation. Senator Lautenberg is a great American and a son of my hometown of Paterson, New Jersey. The son of immigrants, Frank Lautenberg came from a working-class background. In fact, his father worked in the silk mills in Paterson located around the same area where I grew up.

After graduating high school, he served the United States citizens by joining the Army Signal Corps in Europe. Upon his return, Senator Lautenberg began a life of public service to the citizens of the Garden State. The impact he has had on our Nation's