

and we want to encourage them to strive for excellence and advancement through this great celebration.

As in past years, this celebration follows Dominican Heritage Week and the Gran Parada Dominicana in the Bronx. On August 8th, beginning from 36th Street to 59th Street on Sixth Avenue, New Yorkers of all ages will get a chance to learn about some of the ways in which this vibrant community is transforming the Nation.

I invite my colleagues to join me in honoring this celebration and continue to support the great accomplishments made by Dominicans around the Nation and all over the world.

FREEDOM FOR LUIS MILÁN
FERNÁNDEZ

HON. LINCOLN DIAZ-BALART

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, I rise today to speak about Luis Milán Fernández, a political prisoner in totalitarian Cuba.

Mr. Milán Fernández is a medical doctor by profession. Because of his training in protecting and nurturing human life, he could not tolerate the tyrant's incessant abuse of Cuban people. He understood the human condition and he knew that freedom is infinitely superior to the ills of tyranny and repression. Because of his belief in liberty, he joined the Cuban Medical Association and other groups dedicated to peacefully advocating for freedom for every citizen of Cuba.

In June 2001, Mr. Milán Fernández signed a document called "Manifiesto 2001", a document that called for recognition of fundamental freedoms in Cuba. According to Amnesty International, he, along with other medical professionals, staged a 1-day hunger strike to call attention to the medical situation of detainees.

On March 18, 2003, as part of the dictator's condemnable crackdown on peaceful pro-democracy activists, Mr. Milán Fernández was arrested because of his belief in liberty over repression. In a sham trial, he was "sentenced" to 13 years in the inhuman, totalitarian gulag.

Mr. Milán Fernández is languishing in the infernal gulag because he believes in human rights and liberty. He is suffering in abhorrent conditions because he refuses to accept the reality inflicted on the Cuban people by the tyrant. Let us be very clear, the politics of repression and tyranny practiced by the regime in Havana are incompatible with the democratic values of the western hemisphere.

Mr. Speaker, it is a crime against humanity that pro-democracy activists such as Mr. Milán Fernández are locked in totalitarian dungeons because they advocate for freedom and human rights. My colleagues, we must demand the immediate release of Luis Milán Fernández and every prisoner of conscience imprisoned by the nightmare called the Castro regime.

JULY 28TH IS INTERNET SAFETY
DAY

HON. MARK FOLEY

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. FOLEY. Mr. Speaker, today, we live in a new age and it is becoming increasingly apparent that our laws must meet the challenge of protecting our children in the face of new threats and new technology.

The Internet is a powerful tool that has brought new opportunities for education, commerce and self-empowerment to millions of Americans. However, it also provides a new medium for pedophiles to reach out to our most vulnerable citizens—America's children.

This has become a growing problem and, in 2002, the Federal Bureau of Investigation (FBI) reported that online child pornography and/or sexual exploitation are the most significant cyber-crimes against children.

I commend the efforts of Court TV and its CEO Henry Schlieff, Al Roker and the production team behind Al Roker Investigates: Katie.com for bringing attention to online sexual predators. Court TV's active role in shedding light on the issue of "Internet deception" will help protect America's children and raise much needed awareness to parents across the country.

As cochairman of the Congressional Missing & Exploited Children's Caucus, I join you in celebrating July 28 as Internet Safety Day in the hopes of bringing stronger awareness to the deceptive crimes against children that are being perpetrated on the Internet.

While we work in Congress to give law enforcement the tools to protect our children like the highly successful national deployment of the AMBER Alert system, the most important weapon of all is showing parents how to keep a watchful eye on the activities of their children; knowing the people who come into contact with their children in their neighborhoods, schools and online; and using plain common sense.

JUNK FAX PREVENTION ACT OF
2004

SPEECH OF

HON. GIL GUTKNECHT

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 20, 2004

Mr. GUTKNECHT. Mr. Speaker, I would like to congratulate Mr. UPTON for crafting this legislation in such a way that it protects the rights of consumers, without obstructing legitimate business endeavors.

I bring a unique perspective to this debate. I am a real estate auctioneer by trade. And for those auctioneers, it is common practice to notify people who have bid at previous auctions about upcoming auction sales. This is particularly the case if the person is interested in a certain type of item that will be sold at a subsequent auction.

Let me provide a real world example. A person registers to bid at an auction of 18th century antique furniture. A few months after that auction, another sale is scheduled that includes 18th century antique furniture. It is

common practice for auctioneers to notify those individuals again that there is an upcoming auction, and sending such notices by fax is a very cost effective means of doing this.

H.R. 4600, the "Junk Fax Prevention Act of 2004," restores the Federal Communication Commission's (FCC) interpretation of the EBR or "established business relationship" as it existed prior to January 1, 2003. Under that FCC interpretation, incorporated by reference in the bill, the term "established business relationship" means "a prior or existing relationship formed by a voluntary two-way communication between a person or entity and a residential subscriber—and the bill expands that to also include business subscribers—with or without consideration, on the basis of an inquiry, application, purchase or transaction by the residential subscriber regarding products or services offered by such person or entity, which relationship has not been previously terminated by either party."

As such, with respect to the example I referenced above, H.R. 4600 would permit an auctioneer to send a notice of an upcoming auction by fax to a person who had registered for and/or bid at a prior auction run by that auctioneer.

I support this outcome, and I also agree that if a party wishes to stop receiving such notifications they should be allowed to do so. I am pleased that this legislation contains such "opt-out" language.

I support this legislation and believe that such measures which aim to reduce the onslaught of faxes, e-mails, etc., are good policy for consumers. In addition, it is important that the record highlights the unique nature of the auction business and its importance to a variety of industries and especially rural communities.

DECLARING GENOCIDE IN DARFUR,
SUDAN

SPEECH OF

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 21, 2004

Mr. PAUL. Mr. Speaker, I rise in strong opposition to this incredibly dangerous legislation. I hope my colleagues are not fooled by the title of this bill, "Declaring genocide in Darfur, Sudan." This resolution is no statement of humanitarian concern for what may be happening in a country thousands of miles from the United States. Rather, it could well lead to war against the African country of Sudan. The resolution "urges the Bush Administration to seriously consider multilateral or even unilateral intervention to prevent genocide should the United Nations Security Council fail to act." We must realize the implications of urging the President to commit the United States to intervene in an ongoing civil war in a foreign land thousands of miles away?

Mr. Speaker, this resolution was never marked up in the House International Relations Committee, on which I serve. Therefore, Members of that committee had no opportunity to amend it or express their views before it was sent to the Floor for a vote. Like too many highly controversial bills, it was rushed onto the suspension calendar (by House rules reserved for "non-controversial" legislation) at

the last minute. Perhaps there was a concern that if Members had more time to consider the bill they would cringe at the resolution's call for U.S. military action in Sudan—particularly at a time when our military is stretched to the breaking point. The men and women of the United States Armed Forces risk their lives to protect and defend the United States. Can anyone tell me how sending thousands of American soldiers into harm's way in Sudan is by any stretch of the imagination in the U.S. national interest or in keeping with the Constitutional function of this country's military forces? I urge my colleagues in the strongest terms to reject this dangerous resolution.

INTRODUCTION OF "INTELLIGENT
VEHICLE HIGHWAY SAFETY ACT
OF 2004"

HON. PHILIP M. CRANE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 2004

Mr. CRANE. Mr. Speaker, every year, 42,000 deaths occur on our highways. Together with 6 million accidents and 5.2 million injuries, the comprehensive cost to our Nation is more than \$400 billion per year. The great cost in human lives these statistics demonstrate is the reason why today I offer bipartisan legislation that will assist in the reduction of these tragedies on our Nation's roadways.

Driver error is cited as the cause of 90 percent of these accidents. The World Health Organization (WHO) identified road traffic deaths as a worldwide public health issue, and dedicated this year's World Health Day theme to road safety.

A variety of technologies that could help drivers to avoid crashes have already been developed. These "intelligent vehicle technologies" help by warning drivers of impending collisions or compensate for other forms of driver error. While these devices are beginning to be deployed on some automobiles and commercial vehicles, this is happening far too slowly.

The Federal Highway Administration's stated goal for highway safety is to achieve of a 20 percent reduction in vehicle-related fatalities and injuries by 2008. Intelligent vehicle technologies represent the single best opportunity to help us achieve that goal. The Federal Government has long invested in traditional methods of improving highway safety, through the construction of safer roads or through encouraging and then mandating the use of seatbelts. No less important is helping to ensure that automobiles and trucks on our roads are equipped with the latest in these safety technologies.

That is why I have introduced the Intelligent Vehicle Highway Safety Act, which will accelerate the adoption of these technologies, not by regulation, but rather by encouraging consumers to purchase safer vehicles through providing incentives. Vehicles equipped with these life-saving technologies have been shown to reduce accidents anywhere from 40 percent to 60 percent.

My legislation would provide an above-the-line deduction on income tax returns for the

cost of purchasing intelligent vehicle technology (IVT) equipment in their passenger vehicles. Businesses that purchase heavy trucks equipped with IVT would be allowed to exempt a portion of this equipment's cost from the Federal Excise Tax (FET). The intent of this legislation is to provide a broad based tax incentive to individuals and businesses that purchase vehicles equipped with IVT safety equipment.

Intelligent Vehicle Technologies comprise the range of smart products that enhance safety for drivers, including lane departure warnings, roll stability systems, automatic crash notification systems, workload managers and telematics equipment. The relatively small cost to the Treasury for this legislation is an investment that will save thousands of lives each year. Deployment of IVT will have other benefits as well: accident reduction will reduce injuries, limit property damage and mitigate traffic congestion and its accompanying pollution.

To illustrate, let's take a snap shot of how these technologies could impact the every day lives of American motorists across the Nation. In the New York-Northeast New Jersey area, area residents spend on average 422 million hours each year in traffic related delays. Since 1982 the percent of daily travel time spent in congestion increased from 14 percent to 34 percent in 2001 and peak travel in the same time period congestion increased from 28 percent to 69 percent. This increased congestion represents an \$8.4 billion annual cost in delay and wasted fuel, specifically—696 million gallons of fuel on New York City area roads and highways. Over 67 percent of this cost is due to delays caused by driving accidents. And the most sobering statistic of all is the 1,458 traffic deaths that occurred on New York City roadways in 2001. Intelligent Vehicle Technology could reduce congestion costs by \$2.8 billion each year, reduce wasted fuel by 238 million gallons each year and reduce congestion by 34 percent.

In our Nation's heartland, the statistics also support the need for measures to be taken to reduce accidents on our roadways. The numbers point to the urgent need for a reduction in the costs to the American people's time, money and quality of life. In the Chicago area, residents spend 27 hours each year in traffic-related delays. Since 1982, time spent in congestion increased from 23 percent to 40 percent in 2001 and for the same time period peak travel congestion increased from 46 percent to 81 percent. If you place dollars to this delay, it costs Chicago area residents \$4.1 billion each year in delays and wasted fuel—340 million gallons of wasted fuel to be exact. Once again over 56 percent of this cost is due to driving accidents and related delays. Chicago area accidents in 2001 alone tragically ended the lives of 1,418 motorists. It is estimated that IVT technology could reduce Chicagoland's congestion costs by \$1.2 billion each year and save 97 million gallons each year. It is further estimated that IVT technology could also translate into a reduction in the time spent by area residents in traffic congestion by 29 percent.

To illustrate that this is a nationwide problem, fewer residents are harder hit by this "epidemic" than those of the Los Angeles, California area. Residents there collectively

spend 667 million hours in traffic-related delays. The percent of daily travel spent in congestion has increased from 31 percent in 1981 to 44 percent in 2001, and peak travel time congestion in the same time period increased from 62 percent in 1981 to 88 percent in 2001. This increased congestion costs residents \$12.9 billion each year in delays and wasted fuel to the tune of 996 million gallons of fuel, with nearly 55 percent of this cost due to driving accidents. Most alarming is the number of annual fatalities; in 2001 the number of motorists who lost their lives in traffic accidents was 3,753. This is certainly a human tragedy in addition to a significant drain on area commuter time and money.

In the Los Angeles case, research shows that IVT technology could potentially reduce congestion costs by \$3.6 billion each year and reduce the number of gallons of fuel wasted in traffic by 279 million gallons. In terms of quality of life, IVT could give back local residents over 28 percent of the daily travel time they currently spend on the roadways of Los Angeles.

The benefits of IVT technology are not limited to our Nation's commuters. Commercial trucks and trailers are responsible for moving nearly 3.5 trillion tons of freight each year. The reliable and timely transport of goods is vital to the health of our Nation's economy. However, accidents involving commercial trucks cost over \$24 billion each year in lives lost, medical and emergency services, and property damage. Fatal accidents cost more than any other accidents when heavy trucks are involved, the average cost being \$3.54 million per accident for trucks with multiple trailers. Statistically, over the past 10 years, accidents involving large trucks increased by over 15 percent. The deployment of IVT technologies to the trucking industry could also greatly reduce accident rates, cost per accident, and the resulting traffic congestion. Application of these technologies to commercial trucking is a vital part of increasing our nation's roadway safety and ensuring the cost effective and timely transportation of goods throughout the United States.

America leads the world in the development of IVT technology, which comes as no surprise. However, what is surprising is that Europe and Japan lead in deployment of these technologies. It is clear from the statistics above that accidents, congestion, and related loss of life are nationwide problems that need to be addressed by the deployment of these life saving technologies here at home. The goal of my legislation is to jump start the deployment of these safety technologies so that associated benefits become more universally experienced through its widespread use here in the U.S. It is intended to encourage consumers at all income levels to purchase IVT equipped vehicles.

As we continue to consider various legislation this year, I believe it is also important to look at additional innovative ways to address the unacceptable levels of highway deaths and injuries. The Intelligent Vehicle Highway Safety Act will promote safer vehicles. I look forward to working with my colleagues on both sides of the aisle to enact this important legislation.