to funds. Now, these same unions are demanding a pay increase. They are now demanding that Amtrak pay this.

In conclusion, Mr. Speaker, we have got to start thinking about what we are going to do. If we do not, we will wake up October 22 or sometime thereafter faced with a national crisis, and the American people, and us, will be caught unawares.

Mr. Speaker, I include for the RECORD data in support of the topic of my special order this evening:

EFFECTS OF A 1 DAY STRIKE AGAINST AMTRAK

Amtrak either operates or allows access over its tracks to 10 commuter agencies serving communities in 12 states. A one day strike would strand or frustrate the communities of nearly 600,000 commuters.

Depending on the scope of the strike, all Amtrak trains could potentially cease operation. Amtrak's average daily ridership is 60,000 passengers. This would idle 253 trains, stop service to 510 communities, 130 of whom have no direct air service, and 113 of whom do not have intercity bus service.

Each day of the strike will likely cost $3.8 million of lost revenue while costs will likely go up. In addition, Amtrak receives nearly $200,000 each day in mail revenues which would likely be lost. Mail service would be delayed to 35 cities nationwide.

Freight train operations on Amtrak owned property would also be disrupted or canceled. On the Northeast Corridor alone, freight operators serve 308 customers, including such large industries as Chrysler, Proctor and Gamble, and Delco Battery. Twenty-seven of the 308 customers are listed as Fortune 500 companies. Amtrak is a vital link for all freight shippers and their customers along the Northeast Corridor. Each day approximately 73 freight trains use the Northeast Corridor and 2 daily trains serve 6 customers on the track Amtrak owns between Porter, Indiana and Kalamzaoo, Michigan.

There is currently nearly 250 non rail-related construction sites on or near the Northeast Corridor. To access these sites, construction crews must cross Amtrak property each day to access job sites adjacent to the corridor. In the event of a strike, Amtrak could not safely allow access over its property potentially curtailing or idling work at these sites.

In addition, to the lost revenues, Amtrak expects that additional costs will be incurred from the securing of facilities and equipment. This cost will escalate with each day the system is idled.

The effects of the strike will linger for several months and be reflected in lost reservations and customer uncertainty. The strike will also damage customer loyalties enjoyed by commuter authorities. Even a short strike could be devastating to the Virginia Rail Express still reeling from service disruptions in June and July.

Once any portion of the railroad right of way that Amtrak owns or inspects has had a complete shutdown, it could be up to 24 hours before any train can operate again. This time is required to perform federally mandated safety inspections.

If a system shutdown lasts more than 2–3 days, condition such as rusty rails could keep the railroad shutdown for as much as 1½ days beyond resolution of the dispute. If a system shutdown lasts longer than 3 days, it will take as much as 1½ to 3 days before trains can operate again.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Washington, Mrs. LINDA SMITH, is recognized for 5 minutes.

[Mrs. LINDA SMITH of Washington addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.]

WHITE HOUSE INTENTIONS AT KYOTO CONFERENCE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas [Mr. DELAY] is recognized for 5 minutes.

Mr. DELAY. Mr. Speaker, I rise today to talk about the Clinton White House and its intentions at the Kyoto Conference regarding global warming. Most Americans are not aware that there will be a conference in Japan.

Protecting and preserving the environment is a goal shared by all Americans. We all want to drink clean water, we want to breath clean air, and we want to pass on a cleaner America to our children. We could get there by taking common sense steps to clean up our environment, by encouraging smarter partnerships between State and Federal governments, and by relying on sound science while resisting media scares, but we cannot get there by increasing regulations, increasing taxes, limiting freedom, slowing economic growth, and hurting our Nation's competitiveness. We cannot get there with policies that encourage abortions worldwide.

Sadly, the Clinton administration has embarked on the second path. They have promulgated clean air regulations that will strangle economic growth and affect every American family's lives.

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They have floated an energy tax that will hurt American consumers, proposing as much as a 60-cent increase in the cost of a gallon of gas. They have publicly supported policies that will lead to a worldwide assault on unborn children, and they may even sign off on a global warming treaty that will hurt our competitiveness at the expense of other nations, cost Americans thousands of jobs, all for a cause that makes, frankly, Chicken Little seem rational.

Today I want to focus on the Global Warming Treaty that will be discussed at the Kyoto conference later on this fall. Asthmatic children will be victimized by this treaty. Just look at what is going on today.

In order to stay in compliance with its provisions, the Environmental Protection Agency has embarked on a crusade to ban inhalers used by asthmatic children because they contain chlorofluorocarbons. Though CFC-powered inhalers account for less than 1½ percent of the world's CFC emissions and although these same inhalers are the best and cheapest way for inner city children to get relief from asthma, and I do not know if Members know, but inner city children are six times more likely to die from asthma attacks, these inner city children get relief by these cheap and good inhalers, but the EPA wants to eliminate these products from the market.

Dozens of medical groups have petitioned to bring some common sense to the EPA, but those pleas, unfortunately, have fallen on deaf ears. The regulations will go forward, no matter what will happen to the children of this country and around the world, for that matter, because many countries follow the lead of the EPA.

But it is not just asthmatic children who will be victimized by this treaty. Unborn children will also be victimized. Just last week the Vice President, AL GORE, implied that overpopulation fosters global warming and suggested that expanding abortion programs in developing countries would help protect the environment.

According to Washington Times, the Vice President said, and I quote,

> The Vice President, warning that the overpopulation fosters global warming, yesterday suggested expanding birth control and abortion programs in developing countries to help reduce the environmental threat.

Mr. Speaker, killing children is no way to protect the environment. Children will not be the only victims of this Global Warming Treaty. Our Nation's economic health is also at stake. At the Kyoto meeting the United States and other developed nations may enter into an agreement that will force them to reduce greenhouse gas emissions. That agreement, however, will let developing nations off the hook. In fact, developing nations such as China, South Korea, India, and many others, will not face any emissions reduction requirements. These nations will benefit at the expense of the United States and retroactivity of the developed world. The United States will be forced to raise taxes and impose harsh emissions restrictions and regulations, causing U.S. companies to ship jobs and factories overseas to those nations not bound by the Kyoto treaty.

Mr. Speaker, I think the real environmental disaster is this administration and its attitude towards our world's children and for America's working families.

REPORT ON RESOLUTION WAIVING POINTS OF ORDER AGAINST CONFERENCE REPORT ON H.R. 2169, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1998

Mr. DREIER, from the Committee on Rules, submitted a privileged report (Rept. No. 105–314) on the resolution (H. Res. 263) waiving points of order against the conference report to accompany the bill (H.R. 2169) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1998, which was referred to the House Calendar and ordered to be printed.