Fr. Hu Tongxian; serving 3rd year of 3 year sentence.

Fr. Cui Xingang; arrested March 1996.

Fr. Guo Yibao; arrested April 4, 1999.

Fr. Feng Yunxiang; arrested April 13, 2001.

Fr. Ji Zengwei; arrested march 2000.

Fr. Wang Zhenhe; arrested April 1999.

Fr. Yin; serving 1st of 3 year sentence.

Fr. Kong Boucu; arrested October 1999.

Fr. Lin Rengui; arrested Dec. 1997, status unknown.

Fr. Fr. Pei Junchao, arrested Jan. 1999, status unknown.

Fr. Wang Chengi; arrested Dec. 1996, status unknown.

TIBETAN BUDDHISTS

*Lamas*

Gendun Choekyi Nyima; house arrest.

Pawo Rinpoche; house arrest.

*Nuns*

Ngawang Choekyi; serving 9th year of 13 year sentence.

Ngawang Choezom; serving 9th year of 11 year sentence.

Chogdrub Drolma; serving 6th year of 11 year sentence.

Jamdrol; serving 6th year of 7 year sentence.

Namdrol Lhamo; serving 9th year of 12 year sentence.

Phuntsog Nyidrol; serving 12th year of 17 year sentence.

Yeshe Palmo; serving 4th year of 6 year sentence.

Ngawang Sangdrol; serving 9th year of 21 year sentence.

Jigme Yangchen; serving 11th year of 12 year sentence.

*Monks*

Ngawang Gyaltsen; serving 12th year of 17 year sentence.

Ngawang Jamtsul; serving 12th year of 15 year sentence.

Jamphel Jangchub; serving 12th year of 18 year sentence.

Ngawang Kalsang; serving 6th year of 8 year sentence.

Thubten Kalsang; sentence not reported.

Lobsang Khetsun; serving 5th year of 12 year sentence.

Phuntsok Legmon; sentenced to 3 years in prison.

Namdrol; sentenced to four years in prison.

Yeshe Ngawang; serving 12th year of 14 year sentence.

Ngawang Oezer; serving 12th year of 17 year sentence.

Ngawang Phuljung; serving 12th year of 19 year sentence.

Lobsang Phuntsog; serving 6th year of 12 year sentence.

Sonam Phuntsok; arrested in October 1999.

Phuntsog Rigchog; serving 7th year of 10 year sentence.

Lobsang Sherab; serving 5th year of 16 year sentence.

Sonam Rinchen; serving 15 year sentence.

Ngawang Sungrab; serving 9th year of 13 year sentence.

Jampa Tenkyong; serving 10th year of 15 year sentence.

Ngawang Tensang; serving 10th year of 15 year sentence.

Lobsang Thubten; serving 7th year of 15 year sentence.

Agya Tsering; arrested in October 1999.

Trinley Tsondru; serving 5th year of 8 year sentence.

Tenpa Wangdrag; serving 13th year of 14 year sentence.

## HONORING CINDY CALERICH FOR HER DEDICATION AND HARD WORK

### HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. McINNIS. Mr. Speaker, I would like to take this opportunity to ask Congress to pay tribute to one of Colorado's leading citizens. Earlier this year 41-year-old Cindy Calerich of Monte Vista passed away unexpectedly. Throughout her life, Cindy donated her time to help others. For that she was named its ''Hero'' for the past year, an award given as an honorary memorial tribute by the San Luis Valley Red Cross.

A Colorado native, Cindy moved to the San Luis Valley 5 years ago. For the last two and a half years she volunteered at the San Luis Valley Red Cross. She spent most of her time on call for disaster services and assisted families in the San Luis Valley during emergency situations. Several times a week, coupled with her on call status, she went into the Red Cross office and helped answer phones and entered computer data.

During the Sand Dunes fire, Cindy worked three days straight without any sleep to assist in feeding and caring for the families who were relocated, and the firefighters involved in the disaster. Cindy also volunteered for the Alamosa Search and Rescue Service. According to the Red Cross, Cindy will always be remembered as ''someone who was always on call and willing to help.''

Cindy donated a great deal of her time to the Red Cross to help those in need, while managing to raise her son Ben. Mr. Speaker, Cindy is a role model to her friends and family for all that she has done for those families that needed a helping hand. Family, friends, co-workers and the community will miss her. Cindy touched many lives and for that Congress should take a moment to remember her and thank her for her helping hand.

## 7 DAYS IN JUNE

### HON. ANTHONY D. WEINER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. WEINER. Mr. Speaker, I rise today to send a simple message: employer interference with workers' choices is unacceptable. When working people join together to form unions with the hope of improving their standard of living, their community and their jobs, harassment, coercion, firings and other attempts by employers to block the efforts of workers will not be tolerated.

This message is at the heart of the AFL–CIO's ''7 Days in June'' campaign. ''7 Days in June'' is a week long series of activities around the country sponsored by the AFL–CIO to shine the spotlight on how hard it is for people to form legal unions in the United States. I am pleased to participate in today's special order and to be a part of this campaign. And I thank my Colleague, Mr. BONIOR for organizing this event today.

Whenever I hear the term union-busting, I think back to my high school history book, with black and white pictures of men with fedoras and billy clubs hopping out of old trucks and rushing picket lines to break up strikes in the 1920s and 30s. But the sad reality is that union busting is not relegated to the history books. It is a practice that is alive and well.

Today, the men in fedoras have been replaced with lawyers in Armani suits. The billy clubs have been replaced with lawsuits, company-sponsored sham-unions, and other tactics intended to harass or intimidate employees. These new tactics may not be as brazen as they once were, but they are just as effective in squelching the rights of workers to organize.

I had the unfortunate opportunity to see these new tactics first hand earlier this year. On March 5, 2001, I was joined by 63 of my colleagues in the House of Representatives in sending a letter to the Chairman and CEO of Delta Airlines, Leo Mullen, a copy of which I will submit to the record. In this letter we simply asked him to allow the flight attendants at Delta to decide for themselves whether to support union representation.

The genesis of this letter was a meeting I had with constituents from Kew Gardens, New York, who are flight attendants at Delta. They told me of the difficulties that they were having in organizing at Delta due to interference by supervisors and other employees who opposed the union's efforts. When I heard their stories, I offered to send a letter to Delta's CEO, asking him to sign the Association of Flight Attendants' ''Appeal for Fairness,'' a six-point pact aimed at creating an atmosphere that will allow for a free and positive discussion, void of intimidation, threats and harassment.

When word got out that I was sending this letter, I was overwhelmed by the amount of letters, e-mails, phone calls and faxes that my office received. From all over the country, flight attendants at Delta were contacting me to let me know of their own personal stories of intimidation, harassment and interference by supervisors and other employees at Delta Airlines who were opposed to the union's organizing efforts.

The stories I heard were textbook cases of modern union-busting activities. Flight attendants in Boston who told me of a supervisor's effort to deny them meeting space in the airport. The supervisor even attempted to get them thrown out of the food court when he saw AFA literature on a table where three activists happened to be sitting. I also heard from flight attendants in Orlando whose supervisors were keeping lists of union supporters. And I hear from flight attendants in New York who were told that they weren't allowed in their own crew lounge if they were going to distribute AFA literature.

Mr. Speaker, unfortunately, the experiences of the flight attendants at Delta are not isolated incidents. All over the country there are companies that foster such an anti-union corporate culture that encourages these familiar union busting activities. I believe that it is our responsibility as Members of Congress to stand-up and lend our voices in criticizing this behavior, which is why I am participating in this ''7 Days in June'' special order tonight.

Working men and women who undertake union organizing drives do so for many different reasons. But at the heart of every organizing drive is a desire to improve their lives and the lives of their co-workers. Employer

tactics that block the freedom to choose a voice at work are wrong. We should begin to change the way employers behave by passing laws that provide for stiff punishments for such acts and allow these workers the chance to express their views without the fear of company reprisals.

In closing I want to commend the work of the flight attendants at Delta Airlines and the Association of Flight Attendants who are trying to improve their standard of living, their community and their jobs and wish them luck in their continuing efforts.

Mr. Speaker, I submit for the RECORD a letter to the chairman and CEO of Delta Air Lines by me and several of my colleagues.

CONGRESS OF THE UNITED STATES,
*Washington, DC, March 5, 2001.*

LEO F. MULLIN,
*Chairman and CEO, Delta Air Lines, Atlanta, GA.*

DEAR MR. MULLIN: It has come to our attention that the Delta Air Lines flight attendants are attempting to form a union. We write to urge you to allow the flight attendants at Delta Air Lines to decide for themselves whether to support union representation.

For nearly 75 years the policy of this country, as expressed in our national labor laws, has been to encourage employees to choose whether to join a union without interference or coercion by their employer. Collective bargaining is the time-honored method for resolving issues between management and employees in the American workplace. Workers have a right to a voice on the issues that affect their careers and their working conditions.

The Association of Flight Attendants' six-point pack, ''Appeal for Fairness,'' is well-designed to ensure that both the union and management conduct themselves fairly. It not only calls on both management and the union to refrain from coercive tactics but also provides for balanced meetings in which both points of view can be expressed openly. And, in the end, it calls for both management and the union to respect the employees' final choice.

We urge you to approach this, and every union organizing drive, in a fair and balanced manner. We encourage you to sign the ''Appeal for Fairness'' on behalf of Delta management, to demonstrate to the Delta flight attendants that the company is committed to respecting their rights under the law and will honor their decision regarding whether to join a union.

Sincerely,

Anthony Weiner, William O. Lipinski, John E. Sweeney, David E. Bonior, Jerry F. Costello, Robert A. Borski, Jerrold Nadler, Corrine Brown, Eddie Bernice Johnson, Juanita Millender-McDonald, Nick J. Rahall II, Peter A. DeFazio, Robert Menendez, Bob Filner, Frank Mascara, Earl Blumenauer.

Bill Pascrell Jr., Tim Holden, Steve Israel, Jose E. Serrano, Carolyn McCarthy, Gregory W. Meeks, James P. McGovern, Shelley Berkley, Nita M. Lowey, Nydia M. Velazquez, Maurice D. Hinchey, Joe Baca, Jay Inslee, Carolyn B. Maloney, Robert Wexler, Cynthia A. McKinney, Carrie P. Meek, Rush D. Holt, Earl F. Hilliard, Lucille Roybal-Allard, Martin Frost, Sam Farr, William J. Coyne, Ron Kind.

Patsy T. Mink, Fortney Pete Stark, Mike Thompson, Tom Sawyer, Mike Ross, Dennis Moore, John J. LaFalce, Barney Frank, Dennis J. Kucinich, Ed Pastor, David Wu, Steven R. Rothman, Nancy Pelosi, William Lacy Clay, Melvin L. Watt, John B. Larson, Neil Abercrombie, Julia Carson, Hilda L. Solis, Carolyn C. Kilpatrick, Michael E. Capuano, Rod R. Blagojevich, Jim Matheson, Karen L. Thurman.

## MOTOR CARRIER FUEL COST EQUITY ACT OF 2001

### HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. RAHALL. Mr. Speaker, I am pleased to introduce the bi-partisan ''Motor Carrier Fuel Cost Equity Act of 2001'' with my colleagues Mr. BLUNT of Missouri, Mr. MOLLOHAN of West Virginia, Mr. NEY of Ohio, Mr. PETERSON of Minnesota, Mr. STRICKLAND of Ohio, Mr. LIPINSKI of Illinois and Ms. BROWN of Florida.

In the 106th Congress, the House passed this bill by suspension of the rules on October 10, 2000 because Members recognized the hardship small business truckers suffer when they must pay for price spikes in the cost of diesel fuel. However, the bill was received in the Senate the next day and no further action was taken. Today, my colleagues and I re-introduce this bill with the hope that it will be enacted into law. Our goal is to ease the financial burden on small business truckers who need relief from diesel fuel price spikes.

Small business truckers are the Owner-Operators, approximately 350,000 men and women throughout the United States who own, operate and maintain their own 18-wheelers for their livelihood. They comprise about 67 percent of our nation's trucking force. They pay for their own diesel fuel, taxes, highway tolls and permits. These men and women do not work for the large trucking companies which negotiate long term fuel contracts and can defray part of the cost of skyrocketing fuel prices. Unlike the large trucking companies, the Owner-Operators are at the mercy of diesel fuel price spikes. They simply do not have the market clout to negotiate fuel contracts.

In the last 18 months, the price of diesel fuel has risen more than fifty cents a gallon over the 1999 levels. While the price spikes have hurt the entire trucking industry, no one is hurt like the little guy. Fuel is the single biggest operating cost of a small business trucker and accounts for up to one-third of their budget. According to an analyst with A.G. Edwards, almost 200,000 trucks have been repossessed since January of 2000 because small business truckers could not make ends meet.

In the third quarter of 2000 over 1,350 companies owning five trucks or less went bankrupt. This is nearly double the record set in the previous quarter. The price of diesel fuel prices was the primary factor in causing these bankruptcies. Just-in-time deliveries are being threatened, fewer transportation alternatives for shippers are available and consumers could face a rise in the price of various goods and commodities resulting in a national economic downturn.

The ''Motor Carrier Fuel Cost Equity Act of 2001'' gives a safety net of relief to owner-operators, shippers and consumers by ensuring that a fuel surcharge will be assessed at times of diesel fuel price spikes. Under terms of a surcharge, a shipper pays to the trucking companies the difference between what is deemed to be a baseline cost of diesel fuel and the sudden, dramatic increases in the cost of that fuel. The legislation provides that the fuel surcharge must be itemized on the freight bill or invoice to trucking customers. The fuel surcharge arrangement will be enforced solely by the parties themselves through private action. The federal government will have no regulatory or enforcement authority.

The bill will not abrogate existing fuel surcharge arrangements. Customers who already pay a fuel surcharge will not be affected by this legislation. Nothing in the bill will prevent parties in the future from establishing a fuel surcharge agreement that is different from this pending legislation. All past, current and future privately negotiated fuel surcharge agreements are fully respected.

In calculating a diesel fuel surcharge, pricing will be based on the National Average Diesel Fuel Index which is published by the Energy Information Administration of the United States Department of Energy. Whenever fuel costs return to normal levels, the surcharge will no longer be applied.

America watched the economies of Britain and France thrown into chaos on the issue of diesel fuel prices. A lack of relief from diesel fuel prices is a formula for disaster in the making, considering the large number of bankruptcies we have recently witnessed in the United States.

The essential feature of the Motor Carrier Fuel Cost Equity Act of 2001 is that it provides a private right of action as a means to ensure that the entity which actually pays for the fuel receives the surcharge. No Federal Government enforcement. No cost to the taxpayers. Just simply equity and fairness.

High diesel fuel prices have also had a devastating effect on our nation's port drivers. Their poor working conditions have come to the attention of the International Brotherhood of Teamsters, which is involved in an ongoing effort to organize port truck drivers and to bring national attention to their plight.

It is time that we go to bat for the little guy, the small businessperson, and for the integrity of our economy by enacting the Motor Carrier Fuel Cost Equity Act of 2001.

## THE HONORABLE MAERSK MOLLER, A MARITIME VISIONARY

### HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 13, 2001*

Mr. OBERSTAR. Mr. Speaker, I rise to pay tribute to a most extraordinary maritime leader, Mr. Maersk Mc-Kinney Moller, a true visionary of the international shipping community and owner of the A.P. Moller Group. Mr. Moller's company, Maersk-Sealand, is a global transportation provider whose fleet of ships make it the world's largest shipping company. I am also very pleased to note that Maersk Moller's ships fly the American flag and generate much needed jobs for U.S. maritime labor. In fact, Maersk-Sealand directly generates employment for approximately 9000 people in its United States shipping business and it also serves more than 30,000 U.S. based companies engaged in international trade.

Maersk is truly a remarkable company, Mr. Speaker, and Maersk Mc-Kinney Moller is an