

strongly support sweeping campaign finance reform, and will urge my colleagues to act now to make these commonsense changes that reflect on the integrity of Congress.

INTERSTATE TRANSPORTATION OF
MUNICIPAL SOLID WASTE ACT
OF 1995

SPEECH OF

HON. JIM McDERMOTT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 30, 1996

Mr. McDERMOTT. Mr. Speaker, I rise in reluctant support of this bill. While I would have preferred a stronger affirmation of local government's right and responsibility to direct the collection and disposal of its solid waste, this bill makes much needed clarification of the conditions under which flow control authority can be exercised, both now and in the future. Also, this measure is an admirable attempt to strike a balance between promoting competition between solid waste management facilities, and protecting communities, facility owners, and operators who have built facilities on the assumption that they would have a revenue base to finance those facilities.

However, it is not without reservations that I offer my support. Although the bill does grandfather flow control authority for county governments in Washington State that have invested millions of dollars into developing and integrating their disposal systems, the bill does not grandfather flow control authority exercised by the city of Seattle on behalf of my constituents.

It was the city of Seattle's ability to exercise flow control authority over commercial garbage, and its ability to direct contract-collected residential garbage to a designated facility, that made it possible for the city to procure a low-cost long-haul disposal contract in 1989. Simply put, the city's ability to guarantee a large volume of waste to the winning bidder made it possible for the bidders to offer the city the huge financial benefits of economies of scale in providing disposal services.

The ability of the city of Seattle and other jurisdictions who exercise flow control and use competitive contracting to get the best deal for their citizens should be protected under any flow control bill. Unfortunately, this bill does not.

While I am supporting this bill at this time, I am reserving judgment on the final bill that emerges from House and Senate negotiations. I hope to work with the committee to craft a final bill that better protects the citizens of Seattle and the nationally recognized solid waste management system the city has created.

OIL SPILL PROTECTION

HON. JACK REED

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. REED. Mr. Speaker, I am pleased to join my colleague, Representative PATRICK KENNEDY, in an effort to protect Rhode Island's precious coastline from the environmental devastation of oil spills.

Tragically, on January 19, the tug boat *Scandia* caught fire in severe weather off the coast of my congressional district.

The tug's crew could not control the fire and abandoned both the tug and the barge's cargo of 4 million gallons of oil to the high winds and seas.

While the tug crew was swiftly pulled from the sea by brave members of the Coast Guard, the same cannot be said for the unmanned barge which spilled 1 million gallons of oil off the Rhode Island coast.

The environmental and economic destruction of the spill is, at the present time, incalculable. Indeed, no one can estimate the damage to the fishery's long-term health, the wildlife, or my State's tourism industry.

But what has become clear in articles from the Providence Journal and my own experience as a member of the now defunct Merchant Marine and Fisheries Committee, is that Congress must address the growing reliance of this Nation on towing vessels to transport hazardous materials like oil.

It may surprise some of my colleagues that a tug boat which pulls 4 million gallons of oil and has a crew of 6 is not required to be inspected by the Coast Guard.

That's correct, the tug boat that pulled thousands of barrels of oil off the coast of my district and the estimated 2 to 4 barges that ply the waters of Narragansett Bay each day do not even get inspected once a year like an automobile.

Moreover, even though the *Scandia's* pilot had a master's license, no license is actually required to pilot these vessels.

And, perhaps even more disturbing is the fact that tug boats are not required to have some of the most basic navigational and safety equipment on board.

This body has tried to address this situation in previous years, only to have efforts to improve tug safety sink in the other body.

However, I would urge my colleagues, especially those from our Nation's coastal States, to consider joining me and Congressman KENNEDY in supporting legislation that tries to prevent avoidable accidents in the future.

The Towing Vessel Safety Act of 1996 takes a better safe than sorry approach to protecting our Nation's environment and the hard-working families who make their living on the water.

This legislation will require tugs that pull hazardous materials to be inspected once a year, just like the cars of my constituents.

It will also establish licensing standards for the pilot and crew of tug boats towing hazardous materials, just like truckers who have a license to carry these items.

The bill would also ask the Coast Guard and Secretary of Transportation to ensure that tug boats carry basic navigational items like a radar system, a compass, and up-to-date charts as well as adequate fire fighting equipment, just as oil tankers must do.

The legislation protects crew members who report safety violations from wrongful discharge, like other employees who handle volatile cargo.

These common sense, preventative measures are a responsible first-step in addressing the increase in oil barge traffic off our Nation's pristine beaches. Indeed, the National Transportation Safety Board has made similar recommendations in the past.

At the same time, we need to take other steps to ensure that the barges pulled by

these tugs are safe, and in the weeks to come we will be examining legislation to accomplish this aim.

The Coast Guard recognizes that there is a need to improve tug and barge safety, and it has proposed some new safety measures. And, the towing industry plans to have a self-inspection regime ready in 2 years.

However, I believe we need to take direct, reasonable steps to prevent environmental and economic catastrophes like the spill off Rhode Island.

Prevention is not without cost, but as the saying goes, an ounce of prevention is worth a pound of cure.

At the present time, questions remain as to the cause of the accident and whether the accident could have been prevented, but concerns remain that this disaster was preventable. It is in this spirit that we are introducing the Towing Vessel Safety Act.

Mr. Speaker, my State has seen the results of an oil spill once, and I hope this legislation can reduce the chances of it happening again.

NORMA MATHES KNIGHT, KINGS
PARK CHAMBER OF COMMERCE
1995 WOMAN OF THE YEAR

HON. GARY L. ACKERMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 31, 1996

Mr. ACKERMAN. Mr. Speaker, I rise today to offer my sincere congratulations to Norma Mathes Knight on being named the Kings Park, NY, Chamber of Commerce 1995 Woman of the Year.

In 1963, Norma Mathes Knight, her husband Harold (Harry) Mathes and their daughters Patricia, Marilyn, and son Bill moved to Fort Salonga in Suffolk County, NY.

Patricia was then a freshman at Immaculate College in Pennsylvania, Marilyn a freshman at Kings Park High School, and Bill a student at Ralph J. Osgood Elementary School.

In 1970, Norma and Harry opened Mathes & Son, Inc. at 95 Pulaski Road in Kings Park. In 1980, they bought the building at 101 Pulaski Road where their business Mathes & Son Auto Parts Supply became a familiar sight and an integral part of the hamlet of Kings Park. This year will mark the 25th anniversary in business of Mathes & Son.

Norma was one of the founding members of the Kings Park Chamber of Commerce. In 1971, she became one of its original directors. She is presently the vice president of the chamber. Her participation in all aspects of the functioning of the chamber has not only been an integral part of Norma's life, but has served as an outstanding contribution and benefit to the entire community.

Norma has dedicated herself to improving the quality of life for others. She has demonstrated this over and over through her involvement and deep commitment to community service. She is also a member of the Fort Salonga Civic Association, St. Charles Hospital Auxiliary, and the Smithtown Professional Women's Network.

Mr. Speaker, I ask my colleagues to join me in saluting Norma Mathes Knight for her outstanding commitment and selfless dedication to her community, and to extend our best wishes and congratulations on her being named 1995 Woman of the Year.