

Warmest personal regards.

Sincerely,

JAMES L. OBERSTAR, M.C.,
Ranking Democratic Member.

Mr. LIPINSKI. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. SHUSTER. Mr. Speaker, I yield myself such time as I may consume, and I certainly want to join in wishing Dara well. She not only has performed in a superb way, but I also understand that she was one of the best players on our committee's softball team, so we are certainly going to miss that as well.

Mr. Speaker, with that, I urge our colleagues to support this bipartisan legislation.

Mr. RAHALL. Mr. Speaker, the Senate amendments to H.R. 3159, legislation which would reauthorize the National Transportation Safety Board, contain provisions that are similar to a bill, H.R. 4040, passed by this body last week aimed at promoting greater compliance with our highway truck weight laws.

As we prepare to send this legislation to the President, I want to take this opportunity to note that the amendments to the Intermodal Safe Container Act of 1992 is the product of a consensus reached between the shipping, motor carrier and railroad industries. In this regard, I want to commend these entities for their good faith negotiations and willingness to compromise on what is today a product that is truly in the public interest.

Mr. Speaker, in 1992 we passed legislation to encourage compliance with U.S. highway weight limits by requiring that an entity which ships containerized cargo verify the weight of the containers. These containers often are transported in an intermodal fashion, from ship to truck, or ship to railroad to truck, with final delivery made by trucks subject to our highway weight laws. The truckers must depend on the accuracy of the weight certification in determining their compliance with highway weight limits. Yet, if those certifications are inaccurate, and the trucker is found to be overweight, it is the trucker who must pay the fine even though he or she had no involvement in the packing of the container.

Since 1992, DOT has attempted to issue regulations implementing the 1992 act. While a final rule has been devised, DOT has delayed its implementation due to shortcomings it cannot administratively address due to the language of the 1992 law.

The pending bill seeks to address these deficiencies by first, while continuing to require the shipper to certify the weight of the containers, the certification could be incorporated into shipping papers and may be in electronic form. If the certification is not made, or is incorrect, the shipper is liable for any violations which may occur of our highway weight laws.

And second, the weight threshold for container certification under this bill is set at 29,001 pounds. This limit, it is my understanding from both DOT and industry, is a more appropriate threshold than what is in current law. These are the major aspects of the legislation. I believe they will enhance compliance with our highway weight laws, and urge the adoption of this measure.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise today in strong support of H.R. 3159, the National Transportation Safety Board [NTSB]

Authorization Act, and in support of the Senate amendments.

This bill provides a total of \$133.5 million over 3 years for the activities of the NTSB. This funding level will allow the NTSB to hire an additional 20 employees to investigate transportation accidents.

Given the recent crashes of a ValueJet flight in Florida and a TWA flight off the coast of Long Island, reauthorization of the National Transportation Safety Board and specifically, the hiring of 20 additional inspectors, are both timely and necessary.

This measure also prohibits the NTSB from releasing certain information on transportation accidents that occur overseas; exempts the NTSB from Freedom of Information Act requests for certain voluntarily provided safety information; allows the NTSB to charge fees for employees of other agencies to attend NTSB accident investigation classes; and clarifies implementation of the Intermodal Safe Container Transportation Act.

I urge my colleagues to adopt the Senate amendments and pass the NTSB authorization and make our highway and skyways safer and more secure.

Mr. SHUSTER. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. GUTKNECHT). The question is on the motion offered by the gentleman from Pennsylvania [Mr. SHUSTER] that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 3159.

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

A motion to reconsider was laid on the table.

CORRECTING ENROLLMENT OF H.R. 3159, NATIONAL TRANSPORTATION SAFETY BOARD AMENDMENTS OF 1996

Mr. SHUSTER. Mr. Speaker, I offer a concurrent resolution (H. Con. Res. 221) correcting the enrollment of H.R. 3159, and I ask unanimous consent for its immediate consideration.

The Clerk read the title of the concurrent resolution.

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

There was no objection.

The Clerk read the concurrent resolution, as follows:

H. CON RES. 221

Resolved by the House of Representatives (the Senate concurring), That, in the enrollment of the bill H.R. 3159, the Clerk of the House of Representatives shall make the following corrections:

(1) In section 5902(b) proposed to be inserted in title 49, United States Code, by section 204(b), strike "electric" and insert "electronic".

(2) In section 204(e)(1), by inserting after "respectively" the following: ", and by moving the text of paragraph (2), as so redesignated down 1 line and to the left, flush full measure and indenting such paragraph".

(3) In section 205(1), by inserting "in subsection (a)" before "a comma".

(4) In paragraph (4) of section 5905(a) proposed to be inserted in title 49, United States Code, by section 206, after "(c).", move the remainder of the text of the paragraph down 1 line and to the left flush full measure.

(5) In section 206(2), by striking "(b)(1)" and inserting "(b)(1)".

The concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

W. EDWARDS DEMING FEDERAL BUILDING

Mr. GILCHREST. Mr. Speaker, I ask unanimous consent for the immediate consideration of the bill (H.R. 3535) to redesignate a Federal building in Suitland, MD, as the "W. Edwards Deming Federal Building."

The Clerk read the title of the bill.

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

Mr. TRAFICANT. Mr. Speaker, reserving the right to object, I will not object, and I would ask the gentleman from Maryland for an explanation of the bill.

Mr. GILCHREST. Mr. Speaker, will the gentleman yield?

Mr. TRAFICANT. I yield to the gentleman from Maryland.

Mr. GILCHREST. Mr. Speaker, I rise in support of H.R. 3535, a bill designating the Federal building in Suitland, MD, as the W. Edwards Deming Federal Building.

Dr. William Edwards Deming was a renowned expert on business management. He began his public service career with the Department of Agriculture as a physicist, in 1927. He then moved to the Bureau of Census to become the mathematical advisor to the chief of the population division, where he developed and designed statistical sampling techniques for use in the national census. His interest in quality and management led him to introduce sampling as a quality measurement technique for punch card verification and other processing in the 1940 census.

It is a fitting tribute to name this Census Bureau facility in his honor.

This bill has bipartisan support and I would like to thank my colleagues on both sides of the aisle for their assistance in bringing this measure forward.

I urge my colleagues to support this bill.

Mr. TRAFICANT. Mr. Speaker, under my reservation of objection, I yield to the ranking member of our committee, the gentleman from Minnesota [Mr. OBERSTAR].

(Mr. OBERSTAR asked and was given permission to revise and extend his remarks.)

Mr. OBERSTAR. Mr. Speaker, I support H.R. 3535, a bill to designate the Federal building in the Suitland Federal Center, 4700 Silver Hill Rd., Suitland, MD as the W. Edwards Deming Federal Building.

Mr. Deming, who died in 1993, was honored throughout the world as the quality management guru. Dr. Deming began his career as a