

We saw very few cars, few trucks or buses, and no sense of normal business or economic activity at all. Streets were almost empty, and no economic activity was apparent—I saw no people engaged even in waiting in lines at stores. The people we did see appeared in reasonably good physical health, although listless and low on energy. This applied to the many (but not well-armed) military people I saw on the street as well as to the civilians. And the physical plant of the city is clearly deteriorating. Electricity was spotty in our hotel, in surrounding buildings and on the streets. A number of trucks and buses appeared to be rusting and out of use, and a trolley car was essentially abandoned near the hotel with its back wheels off.

In preparing for this stop, I anticipated a highly repressive state. I expected poverty and perhaps visible signs of hunger, although I had been told this was less likely in the capital than in rural regions. And I expected constant surveillance. What I did not expect was the almost empty, eerie quality of Pyongyang. Clearly, the country is in dire straits. While I cannot speculate on North Korea's long-term prospects with any authority, it is hard to imagine that they can sustain their current domestic and military policies indefinitely. ●

OPENING OF THE NEW NATIONAL AIRPORT

● Mr. WARNER. Mr. President, over the past 2 weeks, and culminating with ceremonies this past Sunday, the Metropolitan Washington Airports Authority opened the new terminal at National Airport.

This \$450 million state of the art facility is just one element of a \$2 billion capital development plan at both Washington National and Dulles International Airports, made possible by the creation of the Metropolitan Washington Airports Authority only 10 short years ago.

To understand the significance of this achievement, one only needs to recall what it was like to use either Washington National or Dulles International during the late 1970's and early 1980's.

Both airports were owned by the Federal Aviation Administration, and Congress was absolutely unwilling to appropriate more than the bare essential amount necessary to operate either facility.

National Airport was in a grave state of disrepair, and Dulles was called the great white elephant.

Looking upon these airports as integral parts of the areas economy was unfathomable, and the notion of customer service was even more unimaginable.

Then, thinking in the region began to change.

Encouraged by the desire of the Reagan administration to re-examine the proper role of Federal Government, area business leaders and members of the Virginia congressional delegation started asking the question: Why not divest the Federal government of these two airports, and let them be run like a business?

Fortunately, there was a Secretary of Transportation whose response to the question was: Why not indeed!

Not about to be discouraged by enormity or ambitious nature of the task, that Secretary of Transportation, Elizabeth Hanford Dole, enlisted the assistance of a very able and influential statesman, former Virginia Governor Linwood Holton, who worked tirelessly to help mold both a plan, and the consensus to transfer ownership of the two airports to a non-Federal authority.

This authority was authorized under an interstate compact to operate the airports and to raise the money necessary to renew National Airport, and to make Dulles the economic dynamo its creators once envisioned.

Following a very tortuous and uncertain course through the legislative process, a bill was finally placed on President Reagan's desk for signature, and in 1987, the Metropolitan Washington Airports Authority took control of the two airports.

Under the stewardship of James A. Wilding, and the leadership of a ten person board comprised of appointees from Virginia and Maryland and the District of Columbia, the Airports Authority designed a capital development plan which relied on the sales of bonds financed by future revenues.

This capital development plan became the catalyst enabling the Metropolitan region to achieve its dream.

Today, Dulles International Airport is a major force in the growing hightech and biotech economy of the region, and with the opening of the new National terminal last Sunday, the region now has a world-class dining, shopping, and transportation facility to welcome the more than 15 million passengers who come to the Nation's capital from cities within a 1,250 mile perimeter of the airport.

In fact, it is this perimeter, combined with a limitation on the number of flights that can arrive and depart from National Airport each hour, and a curfew on stage two aircraft after 10 P.M., that maintains the political and economic balance enabling National Airport to serve short-haul passengers, while Dulles International serves long-haul passengers from across the United States and around the world.

Without these tools, the community would be in a literal uproar over the noise and volume of air traffic at Washington National Airport, and Dulles would still be the white elephant it was in the 1970's and early 1980's.

Needless to say, the region's economy would be nothing like it is today had the vision of Secretary Dole, area business leaders and Virginia's Congressional delegation not been realized.

So, Mr. President, it is with gratitude that I salute all the thousands of people who helped make this dream come true.

Especially I thank the present and former members of the Metropolitan Washington Airports Authority board of directors including Linwood Holton, Ron Linton, and Robert Tardio; the staff and management of the Airports Authority including James A. Wilding,

general manager, August Melton, manager of Washington National Airport, and Keith Merlin, manager of Dulles International Airport; and architect Cesar Pelli and all the construction personnel who turned Mr. Pelli's designs into a living, working masterpiece.

Congratulations to all. Job well done. ●

TRIBUTE TO THE SAVANNAH INTERNATIONAL TRAINING CENTER AND THE OLYMPIC SOLIDARITY PROGRAM

● Mr. CLELAND. Mr. President, I rise today to praise the accomplishments of the Olympic Solidarity Program and its partnership with the Savannah International Training Center, the only recognized athletic training venue in the United States whose athletes are funded by the International Olympic Committee. This scholarship program has brought athletes from Africa and South America to Georgia, continuing the spirit of the 1996 International Olympic games by giving opportunities to athletes from developing countries.

The Savannah International Training Center is the largest Solidarity Training Center in the world. The Solidarity Program provides athletes with funds for room and board, education, visas, transportation and training costs. In June 1996, 25 Olympic Solidarity Athletes arrived in Georgia from countries such as Zimbabwe, Rwanda, and Colombia to participate in the outstanding track and field program. The facility hopes to be able to expand its programs to include weightlifting, swimming, and soccer. Essentially, the Solidarity Program provides athletes with a unique experience like no other in the United States or in the world.

This program not only enhances the quality of life for the athletes; the Olympic Solidarity Program has provided the community of Savannah and the State of Georgia with an international experience comparable to the 1996 Olympic games. Exposure to the variety of cultures existing among the participating countries allows the citizens of Savannah to develop stronger ties with these nations and improve foreign relationships.

The Savannah International Training Center continues to thrive and grow, exemplifying Georgia's commitment to the success of international athletics and the spirit of the Olympics. It is with great pride that I congratulate the Savannah International Training Center, the city of Savannah, the International Olympic Committee and the athletes involved for contributing to the unparalleled success of this distinguished program in the United States and for continuing the Olympic legacy in the State of Georgia. ●

RECOGNITION OF BETTY GREGOIRE

● Mr. BOND. Mr. President, Today I stand before you to recognize a truly