

all the NATO air forces in the campaign, has argued that he does not need the 300 extra aircraft requested by Gen. Wesley Clark, the NATO commander. "The air view is, just open up the target list," says one NATO official.

Clark and others insist they have done that, by bombing one of Milosevic's mansions, an increasing number of government buildings in Belgrade, and TV towers used to broadcast Yugoslav propaganda. NATO aircraft recently have been flying a total of nearly 700 sorties per day, about 400 more than in the opening days of the war. Attacks against Serbian forces in Kosovo have more than tripled. Concussions now shake Belgrade nightly. And 26 fuel-tanker planes are on their way, along with 10 additional B-52 bombers configured to drop conventional "dumb" bombs.

Yet this intensification of the bombing comes after most of Kosovo's ethnic Albanians have been driven from their homes, and there is skepticism even at the Pentagon that airstrikes alone will ever force Serbian troops out of Kosovo and let the Albanians return to their homes. NATO's strategy essentially has been to starve Serbian forces of fuel and supplies by attacking bridges, roads, and other supply lines, petroleum reserves, and storage sites. There is little doubt those attacks have hurt. All of the major roads from Serbia proper into Kosovo have been bombed, and at least 30 highway and railroad bridges throughout the country have been knocked down. NATO has destroyed all of Yugoslavia's oil-refining capability, and the alliance is preparing this week to begin enforcing a naval embargo against tankers bringing oil into ports in Montenegro, the smaller of Yugoslavia's two republics.

Gasped up. But without NATO ground troops to challenge them, it may be many months before Serbian forces in Kosovo actually cease to function. O'Hanlon argues that given months of warning that NATO air attacks could come, Serbian troops probably have hidden reserves of fuel inside Kosovo. And they are helping themselves to fuel stocks left behind by fleeing Albanians. NATO reports indicate that fuel shortages are causing mobility problems in some units—but that won't force those units out of Kosovo. And "long before any Serbian forces starve in Kosovo," says O'Hanlon, "huge numbers of ethnic Albanians will have starved first." Beyond that, Milosevic has been adding to his forces in Kosovo despite troubles with transportation. Clark himself acknowledged last week that Yugoslavia has been "bringing in reinforcements continually."

The ultimate battle, then, is not of guns but of wills. The natural advantage would seem to lie with NATO, which must only tolerate political discomfort, while Serbs have to watch their economy being pulverized one bomb at a time. Yet NATO's very caution, meant to keep the politicians on board, already bears the marks of a military failure. And as Congress showed last week, that's hard for any politician to support.

PERSONAL EXPLANATION

HON. VAN HILLEARY

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 15, 1999

Mr. HILLEARY. Mr. Speaker, due to my attendance at a military funeral, I was unable to record my vote for several measures considered in the U.S. House of Representatives on Thursday, June 10. Had I been present, I would have cast my votes as follows:

Rollcall No. 185: Aye.
Rollcall No. 186: Aye.
Rollcall No. 187: Aye.
Rollcall No. 188: Aye.
Rollcall No. 189: No.
Rollcall No. 190: Aye.
Rollcall No. 191: Aye.
Rollcall No. 192: No.
Rollcall No. 193: No.
Rollcall No. 194: Yea.
Rollcall No. 195: Aye.
Rollcall No. 196: Aye.
Rollcall No. 197: Aye.
Rollcall No. 198: Aye.
Rollcall No. 199: Aye.
Rollcall No. 200: No.
Rollcall No. 201: No.
Rollcall No. 202: Nay.
Rollcall No. 203: Yea.

Further, due to the cancellation of my flight, I was unavoidably detained away from the Capitol yesterday, June 14. Had I been present, I would have voted "yea" on rollcall No. 204.

TAIWANESE AMERICAN HERITAGE WEEK

HON. DAVID WU

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 15, 1999

Mr. WU. Mr. Speaker, I rise today to pay tribute to Taiwanese-Americans across the country. After 50 years of a strong and mutually beneficial U.S.-Taiwan relationship, the Taiwanese-American community continues to be the bedrock of that relationship.

There are more than one-half million Taiwanese-Americans across the United States. From science and education, to politics, Taiwanese-Americans have made profound contributions to the strength and diversity of this great nation.

This year also marks the 20th Anniversary of the Taiwan Relations Act, which links the United States and Taiwan in friendship and cooperation. Since 1987, the Taiwanese people have possessed the right to select their own leaders, practice their religions, and speak freely. Taiwan is vibrant and democratic. The people of Taiwan and the United States share a bond in their adherence to the principles of freedom, democracy, and human rights. That bond is made stronger each day by the Taiwanese-American community here in the United States.

Today, as the first U.S. Congressman born in Taiwan, I am proud to pay tribute to the contribution and commitment Taiwanese-Americans have made to the United States.

RESTORE THE TRUST WITH AMERICA'S AVIATION PASSENGERS

HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 15, 1999

Mr. BEREUTER. Mr. Speaker, this Member would like to commend to his colleagues the following editorial from the June 8, 1999, Norfolk (Nebraska) Daily News. The editorial expresses support for the AIR 21 legislation and

emphasizes the need to preserve the Aviation Trust Fund for its intended purposes.

[From the Norfolk (Nebraska) Daily News, June 8, 1999]

AIR TRUST FUNDS NEED PROTECTION—AVIATION INVESTMENT ACT WOULD PRESERVE SANCTITY OF TAXES PAID BY PASSENGERS

Battles have been waged at the state and federal levels over whether gasoline tax receipts going into highway trust funds should be preserved exclusively for road construction and maintenance work. Some politicians would prefer that the funds be available, when necessary, to pay for other needed projects.

The sanctity of the highway trust funds has always been promoted in this space. Now, the same must be true for the federal aviation trust fund.

Although they may not realize it, every time a person buys a plane ticket, he also pays a tax. The money received goes into the federal aviation trust fund, which is a pot of money earmarked to fix airports, runways and other essential parts of aviation infrastructure.

This year, according to the U.S. Chamber of Commerce, the trust fund is expected to collect about \$11 billion. Left untouched, it would increase to about \$63 billion in a few years.

But there are those who don't want to leave it untouched. That's why the Aviation Investment and Reform Act for the 21st Century has been introduced and likely will be voted on in Congress sometime in the next few weeks. If passed and signed into law, it would preserve the trust fund for aviation infrastructure purposes only. No diverting of funds would be allowed.

The U.S. Chamber is right when it says that passage of the act is not only the fair thing to do, but also the right thing to do.

It's fair because it would be a breach of faith to use those airline tax funds for other purposes. It's right because aviation infrastructure in the United States is deteriorating because of high usage. Neglecting to meet the current and future needs of the aviation system will only result in increased airline delays and compromised safety.

Domestic air travel has grown by 27 percent to 655 million passengers annually in the past five years. Within the next 10 years, the number of passengers served is expected to surpass 1 billion annually. The nation's runways will require rehabilitation to keep up with that demand. There also is a need to improve air traffic control systems.

Congress should do the right and fair thing and pass the Aviation Investment and Reform Act for the 21st Century. Leave those aviation trust funds alone.

TRIBUTE TO ERNESTO MUÑOZ

HON. JOSÉ E. SERRANO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 15, 1999

Mr. SERRANO. Mr. Speaker, I rise to pay tribute to Ernesto Muñoz, an outstanding individual who has dedicated his life to public service and education. His memory was honored on June 11 during the dedication of the Ernesto Muñoz Auditorium at PS 48.

Born on November 25, 1943, in Bayamon, Puerto Rico, to Rosario Muñoz and Susana Garcia, Ernesto was one of five girls and two boys. He moved to the Bronx in 1953.

Ernesto attended New York City Public Schools, graduating from P.S. 123 as Valedictorian and Samuel Gompers High School for