

I am introducing a bill entitled "The Advanced Technology Motor Vehicle Fuel Economy Act of 2000."

Back in 1975, after the disruptions of the Arab Oil Embargo of 1973, Congress worked to improve energy conservation efforts. One of the key elements was the Corporate Average Fuel Economy (CAFE) program, whereby automakers would meet increasing levels of fuel economy for their fleets of vehicles. This program was well intentioned. It was expected to help the U.S. reduce its import of petroleum—especially from the least stable producers around the world. National security would be improved. The balance of payments would be improved. Americans would save money at the pump. And automakers would be encouraged to bring new technologies to market faster.

However, expectations did not translate into reality. We have never seen \$3 a gallon for gasoline, and price spikes have only occurred on a couple of temporary occasions. Oil supplies have not significantly tightened nor have imports declined. Furthermore, gasoline consumption has not changed significantly.

Despite suggestions to the contrary, the fleet average fuel economy for passenger cars has increased by over 100% and for light duty trucks by over 50% since 1974. Manufacturers have made cars lighter, smaller and more aerodynamic. They have improved the efficiency of engines, transmissions, and accessories. Some may assert that this shows the success of the CAFE program. However, these changes actually occurred largely as a result of the higher prices that did exist through the late 1970s and the intense competitiveness among manufacturers worldwide after world oil prices began to decline.

While I support the goals of improved fuel efficiency, I believe any increases in CAFE would be very disruptive of the current light truck market and are not necessary. Vehicle choice is too important to consumers, and unilateral disruptions would significantly hurt our vital American Auto Industry. Instead, I believe the proposals in "The Advanced Technology Motor Vehicle Fuel Economy Act of 2000" are a better way to achieve the results we want.

First, it focuses on the advanced technologies that the automakers are already aggressively pursuing by providing incentives to consumers who purchase vehicles that use hybrid powertrains, electric drive or fuel cells. These incentives will help to promote the work that is underway in the industry/government partnerships like the Partnership for a New Generation of Vehicles (PNGV). PNGV is a collaborative program to develop breakthrough technologies to improve fuel economy.

PNGV has been a huge success already. Just last month, DaimlerChrysler, Ford and GM each displayed concept cars that show how the technologies being developed (hybrid powertrains, lightweight materials, lower rolling resistance tires, great aerodynamics, and others) can be packaged to provide a five passenger, family sedan that can get 80 miles per gallon without sacrificing performance and most of the other important characteristics of today's comparable vehicles.

Second, the bill sets up a thorough study of current and future energy conservation measures related to motor vehicles and transportation. This study would provide for the National Academy of Sciences to review the current U.S. energy situation and make rec-

ommendations for future action. In addition, this title of the bill would require a study of lean burn technologies to make sure the U.S. is not embarking on a path that would preclude the use of promising fuel saving technologies.

The bill also extends CAFE credits available to manufacturers for producing flexible fuel vehicles: vehicles that can use either gasoline or an alternative fuel, such as ethanol or natural gas. The existence of these credits over the past several years has helped address an ongoing problem: fuel providers do not want to commit to alternative fuel stations without knowing that vehicles would be available to use them. Automakers did not want to produce vehicles that use only alternative fuels without knowing that the fuels would be available. The production of flexible fuel vehicles bridges this gap.

Mr. Speaker, this bill will help us deal with the CAFE dilemma that we face. The freeze of the current standards should continue. But in the meantime, we can study where we are, where we have been, and think carefully about where we need to go. And we can provide consumers with the incentives to purchase the vehicles that are starting to show up in the marketplace with some of the advanced technologies resulting from partnerships and competition among the manufacturers. I urge my colleagues to support this bill.

CELEBRATING MONSIGNOR JAMES
F. COX'S 75TH BIRTHDAY

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 13, 2000

Mr. GILMAN. Mr. Speaker, the Right Reverend Monsignor James F. Cox will celebrate his 75th birthday on May 15, 2000. Monsignor Cox has been dedicated to service for most of his life, especially within the Catholic Church and the Archdiocese of New York. He was ordained to the priesthood in 1951, and since that time, Monsignor Cox has made a valiant effort to serve the people of New York, most of whom reside in my Congressional district.

The title of Monsignor is one of prominence within the Catholic Church, bestowed upon those of great virtue and generosity. Monsignor Cox has been an exemplary model for all to follow. Throughout his years in our Hudson Valley, Monsignor Cox has served on several advisory and community boards that have been of great importance to the citizens of my district. He was a former member of the Rockland County Mental Health Board, former Chairman of the Rockland County Human Rights Commission, a former member of the Rockland County Board of Governors, a former President of the Board of Directors of the Rockland Haitian Association, Chaplain of the Columbiettes Triune Council of the Knights of Columbus, and State Chaplain of the Catholic Daughters of the Americas.

Moreover, Monsignor Cox was the Pastor of St. Mary's Parish in Washingtonville, NY and was the Roman Catholic Vicar for both Rockland and Orange Counties. Today, Monsignor Cox continues his work as a Pastoral Associate at St. Joseph's Parish in Westchester County.

For his valiant efforts in the community, Monsignor Cox has also received honorary

doctorate degrees from N.Y. State's Dominican College and St. Thomas Aquinas College. I invite all of my colleagues to join me in paying tribute to Monsignor Cox and remembering him on May 15th, the day of his 75th birthday and in wishing him Happy Birthday for many more years to come.

THE ARMENIAN GENOCIDE

SPEECH OF

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 12, 2000

Ms. WOOLSEY. Mr. Speaker, today as I have each year since I came to Congress, I acknowledge the atrocities suffered by the Armenian people at the hands of the Ottoman Turks. This year marks the 85th anniversary of this atrocity.

It is important that we take this time to remember one of the greatest tragedies that humankind has ever witnessed. Mr. Speaker, little did anyone know that April 24, 1915, would forever signify the beginning of a Turkish campaign to eliminate the Armenian people from the face of the Earth.

Over the following 8 years, 1.5 million Armenians perished, more than 200 Armenian religious, political, and intellectual leaders were massacred, and more than 500,000 were exiled from their homes. Armenian civilization, one of the oldest civilizations, virtually ceased to exist.

Sadly, this chapter of global history is not as well known or remembered an event of the 20th century as it deserves to be. Little attention was paid to this tragic episode by the victorious allied powers at the end of World War I, or by historians since. And unfortunately, as time wears on, so much of it has faded into memory, and people begin to forget what occurred during that horrific time.

However, even worse, as time passes on, and people are distanced from the atrocities, naysayers and revisionists have the opportunity to change this generation's understanding of Armenian genocide.

Even more outrageous though, due to the failure of some nations to acknowledge this horrible tragedy, 85 years later the Turkish crimes have gone unpunished.

An international court has yet to condemn the holocaust of an entire nation, and this impunity has permitted the Turks to repeat similar crimes against the Greek inhabitants of Asia minor; the Syrian Orthodox people and recently, people living in Cyprus.

Fortunately, despite this unspeakable tragedy committed 85 years ago, Armenians today remain a compassionate, proud, and dignified people. Despite the unmerciful efforts of the Turks, Armenian civilization lives on and thrives today.

Thankfully, this spirit lives on in the independent Republic of Armenia. And, it lives on in communities throughout America, especially in my home State of California. In fact, every proud Armenian that walks the world over is the product of generations of perseverance, courage, and hope.

I am proud that today my colleagues and I engage in this special order to honor the innocent Armenians who tragically lost their lives. Today we call attention to and acknowledge