

economy, thereby requiring prompt Federal action and initiatives; and

Whereas, Recent reports confirm that 14 steel companies have filed for bankruptcy protection, and the impact of this problem goes well beyond one industry; and

Whereas, Statistics over the last three years have proven that the dumping of foreign steel into the American marketplace has had a devastating economic effect on American jobs; and

Whereas, There is a serious need for improvements in the enforcement of United States trade laws to provide an effective response to this situation; therefore be it

Resolved, That the Senate of the Commonwealth of Pennsylvania call on the President of the United States and the Federal Government to take all necessary action to:

(1) pursue enhanced enforcement of United States trade laws with respect to the surge of steel imports into the United States, using all remedies available under those laws, including duties relating to stainless steel plate in coils;

(2) continue to impose antidumping duties on imports of specialty steel from these foreign nations;

(3) work to establish a more equitable distribution of the burden of accepting imports of specialty steel from foreign nations;

(4) establish the appropriate forum or mechanism for executive branch interagency cooperation to closely monitor imports of steel, including specialty and stainless steel plate in coils; and

(5) report to the Congress of the United States as soon as possible a comprehensive, workable plan for addressing the surge in all steel imports, including the negative effects on employment, prices and investments in the American specialty and regular steel industry; and be it further

Resolved, That copies of this resolution be transmitted to the President of the United States, the Vice President of the United States, the United States Trade Representative and to each member of Congress from Pennsylvania.

POM-17. A joint resolution adopted by the Legislature of the Commonwealth of Virginia relative to Interstate Route 81 corridor; to the Committee on Appropriations.

SENATE JOINT RESOLUTION NO. 423

Whereas, the Virginia portion of Interstate Route 81 is among the most heavily traveled highway corridors in the United States; and

Whereas, Interstate Route 81 was originally designed to accommodate ten percent truck traffic, but, over time, the percentage of truck traffic has continued to grow, until the highway's traffic today is composed of approximately forty percent trucks; and

Whereas, this large number of heavy vehicles not only contributes to traffic congestion and exacerbates the severity of highway crashes, but also increases the frequency and the cost of highway maintenance and reconstruction on Interstate Route 81 and other highways in the corridor; and

Whereas, transferring freight from highway trucks to rail saves fuel, reduces congestion, minimizes air and water pollution, reduces highway maintenance and construction costs, and promotes safety; and

Whereas, Interstate Route 81 is paralleled for its entire length through Virginia by a railroad, much of which was initially engineered and constructed more than 100 years ago, and which does not currently provide a competitive alternative to the use of Interstate Route 81 by heavy trucks; and

Whereas, the Virginia Department of Rail and Public Transportation has studied whether improvements to the parallel rail infrastructure are likely to result in the di-

version of some of the interstate heavy truck traffic from Interstate Route 81 to the railroad, and whether investing public funds in improving the railroad infrastructure would result in measurable benefit to the public; and

Whereas, the Virginia Department of Rail and Public Transportation study concluded that specified improvements to the rail infrastructure in the Interstate Route 81 corridor could divert to the railroad as much as 10 to 25 percent of the interstate truck traffic now moving and projected to move on Interstate 81, with a potential public benefit of as much as \$300 million to \$2 billion; and

Whereas, diversion to rail of such a substantial number of heavy trucks would reduce congestion, reduce maintenance and construction costs, reduce fuel consumption, reduce air and water pollution, reduce accidents, and is clearly in the public interest; and

Whereas, public funding of improvements to the railroad infrastructure, together with completion of the scheduled improvements to Interstate Route 81, would provide an example to the nation of the significant public benefits resulting from the use of public funds in providing a viable rail alternative for the transportation of interstate freight; now, therefore, be it

Resolved by the Senate, the House of Delegates concurring, That the United States Congress be urged to appropriate funds for improvement of rail infrastructure in the Interstate Route 81 corridor. Such improvement shall ensure that the railroad that parallels Interstate Route 81 in Virginia provides a viable alternative to the use of Interstate Route 81 for the movement of interstate freight traffic; and, be it

Resolved further, That the General Assembly of Virginia support the conclusions of the study conducted by the Virginia Department of Rail and Public Transportation and commend it to the United States Congress for consideration; and, be it

Resolved finally, That the Clerk of the Senate transmit copies of this resolution to the Speaker of the United States House of Representatives, the President of the United States Senate, the Secretary of the United States Department of Transportation, and the members of the Virginia Congressional Delegation in order that they may be apprised of the Sense of the General Assembly in this matter.

POM-18. A joint resolution adopted by the Legislature of the State of Washington relative to the 1946 Rescission Act; to the Committee on Veterans' Affairs.

HOUSE JOINT MEMORIAL 4002

Whereas, The Philippine Islands was a territory of the United States until July 4, 1946, and the United States had control over Philippine nationals and its internal affairs. The Philippines Commonwealth had no function in matters of foreign affairs and could not declare war nor surrender its forces; and

Whereas, On July 26, 1941, U.S. President Roosevelt issued a Military Order and invoked his powers under Section 2(a)(12) of the Philippine Independence Act (P.L. No. 77-127 Section 10(a)) to "call and order into the service of the Armed Forces of the United States . . . all of the organized military forces of the government of the Commonwealth of the Philippines"; and

Whereas, World War II is remembered as The Good War that President Roosevelt claimed to have defended the great human freedoms against the encroachment and attack of the dark forces of despotism; and

Whereas, Filipino soldiers fought during World War II under the American flag and under the direction and control of United

States military leaders pursuant to President Roosevelt's July 1941 Military Order; and

Whereas, Shortly after the war in 1946, the U.S. Congress passed the Rescission Act which specifically mandates that services rendered by Filipino World War II veterans ". . . shall not be deemed to have been active military, naval, or air service for the purposes of any law of the United States conferring rights, privileges or benefits . . ."; and

Whereas, The legislative rider appended to the 1946 Rescission Act denies U.S. military status and benefits to those veterans who fought under the command of officers of the U.S. Armed Forces in the Philippines; and

Whereas, The significant and adverse impact of the 1946 Rescission Act is its unjust discrimination against Filipino soldiers of World War II by denying them eligibility for equal benefits administered by the department of veterans affairs; and

Whereas, Filipinos are the only national group singled out for denial of full U.S. veterans status while the soldiers of more than sixty-six other U.S. allied countries, who were similarly inducted into the service of the armed forces of the United States during World War II, were granted full U.S. veterans status; and

Whereas, The United States government has yet to fully restore the rights, privileges, and benefits guaranteed, then taken away from Filipino soldiers of WWII; and

Whereas, The gallantry, loyalty, and sacrifices of Filipino veterans of WWII, who fought for freedom and democracy in the Armed Forces of the United States, deserve recognition and their honor and dignity restored; and

Whereas, There is no pending legislation in the U.S. Congress that will restore full United States veterans status to Filipino WWII veterans; Now, therefore

Your Memorialists respectfully pray that the President and Congress of the United States during the First Session of the 106th Congress take action necessary to amend the 1946 Rescission Act and honor our country's moral obligation to restore these Filipino veterans full United States veterans status with the military benefits that they deserve; be it

Resolved, That copies of this Memorial be immediately transmitted to the Honorable George W. Bush, President of the United States, the President of the United States Senate, the Speaker of the House of Representatives, and each member of Congress from the State of Washington.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. GRASSLEY:

S. 756. A bill to amend the Internal Revenue Code of 1986 to extend and modify the credit for electricity produced from biomass, and for other purposes; to the Committee on Finance.

By Mr. SPECTER:

S. 757. A bill to designate the Federal building and United States courthouse located at 504 West Hamilton Street in Allentown, Pennsylvania, as the "Edward N. Cahn Federal Building and United States Courthouse"; to the Committee on Environment and Public Works.

ADDITIONAL COSPONSORS

S. 99

At the request of Mr. KOHL, the name of the Senator from Arkansas (Mrs.