

day. Men like Mattie Duksa—who do difficult jobs that need to be done—help to define and reinforce the values of our communities. The businesses they run and the lives they lead affect us all for the better.

Outside his business, Mattie had a well-developed sense of civic duty. He was a Newington volunteer firefighter for 16 years. He served as Director of the Newington Volunteer Ambulance Company. He was Chairman of West Meadow Cemetery Expansion and Building Committee. And he was a proud member of the Organization of Polish Businessmen.

The communities he served came to rely on Mattie's gentle understanding and his spirit. In 1997, the Newington Chamber of Commerce named Mattie "Business Person of the Year." In 2002, the funeral homes he founded were honored as "Family Business of the Year" by the University of Connecticut Family Business Program.

Mattie and his lifetime of service to his community will be missed, but remembered fondly by those who knew him and benefitted from his many contributions. I extend my sympathies to his wife Dottie, his son Matthew, his daughter Diana Duksa-Kurz, and his grandchildren James, Kristy, Johanna, and Jacqueline.●

HONORING MSGT KATHERINE BARTON

● Mr. BURNS. Madam President, today I rise to honor MSgt. Katherine Barton for her 20 years of service in the U.S. Air Force. She recently retired from the Wilford Hall Medical Center at Lackland Air Force Base, in San Antonio, TX.

Katherine Barton grew up on air force bases all over the country, moving every few years as her father, Lt. Col. William C. Flannigan, was promoted and reassigned. She enlisted in the Air Force in 1979 and began her distinguished Air Force career as a police officer. In subsequent years she became a supervisor in medical administration, where she continued to perform her duties in an outstanding manner, as well as earning her bachelor's degree in History from the University of Houston.

MSgt. Katherine Barton's service includes Active Duty assignments in New York and Texas, National Guard assignments in Vermont and Texas, and Air Force Reserve assignments in Louisiana and Texas.

MSgt. Katherine Barton and her husband, Keith, are the proud parents of three sons. Like most military families, Keith's support has been instrumental in Katherine's service to her country.

While in the Reserves, MSgt. Katherine Barton has been activated in time of war, not once, but twice; in January 1991 for the gulf war and again in October 2001 for the war on terror. When she was needed most, MSgt. Katherine Barton left her job as a teacher, the comforts of her home, and

the arms of a loving family to serve her country.

Madam President, I congratulate MSgt. Katherine Barton for her 20 years of service to our great Nation. Her contributions to the U.S. Air Force and to all Americans she protected will not be forgotten.●

DAIMLERCHRYSLER

● Mr. LUGAR. Mr. President, I wanted to share with my colleagues the text of a speech delivered by Jürgen E. Schrempp, chairman of the Board of Management DaimlerChrysler AG, on December 2, 2002, at an event sponsored by the Center for Strategic and International Studies. I had the honor and privilege of introducing Mr. Schrempp at this event, and I hope his insights about the automotive industry and about international trade will be helpful as we, as a nation, work to strengthen our economy.

The speech follows.

THE TRANSATLANTIC PARTNERSHIP

1. Introduction—Senator Lugar, Excellencies, Honored guests, Ladies and Gentlemen, Thank you for your warm welcome. Senator, may I offer my special thanks for your thoughtful and gracious introduction. Your remarks are deeply appreciated, coming as they do from a world leader in the field of foreign affairs. I would also like to thank the good people from the Center for Strategic and International Studies—and specifically Simon Serfaty—for their hard work in making this conference such a success. The value of the CSIS in facilitating dialogue about what route Europe and America should follow, to fulfill their joint destiny, is immeasurable. It's a great pleasure—and a privilege—for me to be with you today. It is also an opportunity to talk about an important, visceral part of my life. That is the relationship between Europe and the United States.

2. A personal view of the United States—I have a very personal view of this connection. My first real contact with America came during the early eighties. I had been appointed chief executive of Euclid, a Daimler-Benz subsidiary operating out of Cleveland, Ohio. The company produced really heavy-duty trucks. And it was my first really heavy-duty job with Daimler-Benz. In this two-year period: I discovered the bottomless hospitality of the American people. I discovered the extent to which my body could produce adrenaline. I came to grips with the reality of America's leadership in world affairs. And I became very aware of our crucial transatlantic links! Links in which DaimlerChrysler now has an extremely healthy self-interest! DaimlerChrysler is, after all, the most significant German-American company.

3. America's role in Europe—From my perspective, the positive impact of American actions on Europe is central in much of what we, as Europeans, have become. One of the highest points I can recall was the role played by the 41st President of the United States, and his team, in unifying Germany. And, of course, ending the Cold War. Never forget: It was the Americans who stood in the vanguard against European communism. From thousands of kilometers away across the Atlantic! I was certainly not surprised. America's warmth and friendship has been a given for a long time. America helped to establish the Berlin relief-corridor after the

war. It put in place the Marshall Plan to rehabilitate Europe. And its contribution to the wider freedoms now enjoyed by Europeans has been enormous.

4. The high stakes of alienating the EU from the US—Ladies and Gentlemen, Stakes are high in the complex areas of business and political diplomacy. Especially for the United States and Europe. More than anything, our priority must be to establish truths about one another and build on these. One such truth is that we are totally wedded to the cause of democracy. We are also inextricably bound together by the cause of those freedoms that define our civilization. These are the values that mark us as prime custodians of the free world. These are the values for which we are prepared to fight!

5. Commercial interdependence is the key—But it is not only these strong emotional ties that underpin the transatlantic bridge. Our commercial interdependence is a vital part of that bridge's structure. The United States and the European Union enjoy the world's most significant commercial relationship. They are, quite simply, each other's largest trade and investment partners. Together the United States and the EU account for 40 percent of world GDP as well as 80 percent of global foreign direct investment. It requires very little analysis to establish that this joint relationship is essential. Yet we now need to face a sudden and strange reality. The exceptional goodwill characterizing our historic links is being tested. Quite seriously, I might add.

6. The DaimlerChrysler example of excellent US/European relations—In this regard I have a real sense of *deja vu*. Mainly because of my experience at DaimlerChrysler! This merger offers the best example of outstanding transatlantic relations I can think of. Why do I say this? Well, shortly after the deal, global automotive markets began to deteriorate. The highly acclaimed "Merger of the Century" was suddenly under fire. But we stayed calm. We were patient. We held our course. Above all, we believed in ourselves. We had an unshakable sense that we should not meet operational challenges by changing our well-defined strategy. And, by the way, why should we have done so? Mercedes-Benz, the most valuable automotive brand in the world, remains the ultimate benchmark in the luxury segment. Our Commercial Vehicle Division was—and is—by some margin, the world's market leader in trucks, vans and buses. Therefore, we were able to focus on our main operational challenge. That was to implement our turnaround plan at Chrysler. Since then our phenomenal team in Auburn Hills has made outstanding progress. As a result, Chrysler Group earnings for the full-year 2002 will reflect a real turnaround. And on this score, I believe the empowering union of German and American interests was a critical factor. It prevented a deeper financial crisis—similar to those experienced at Chrysler in 1979 and 1991—from occurring. And Chrysler now enjoys the same access to credit markets as the rest of our group. Bearing in mind what happened before, I'm sure many Americans have recently breathed a huge sigh of relief!

7. The practical results of amalgamating Daimler-Benz and Chrysler—You may ask how we turned the corner. Firstly, we combined the very best of our American and German heritages. Then we unlocked the vast potential of our joint experience by working with extraordinary commitment—and loyalty—to one another! I can say with considerable pride that since the merger we have built an enterprise in which America and Germany can have great confidence. We have harmonized processes. We have exchanged components, engines and transmissions and other commodities. For example, we decided