

vice president of Styling and grandson of company founder William A. Davidson;

Whereas since 1980, as a national corporate sponsor of the Muscular Dystrophy Association, Harley-Davidson has raised more than \$40,000,000 through company, dealer, customer, and supplier contributions, to fund research and health services;

Whereas in 1981, a group of 13 Harley-Davidson executives, led by chairman and CEO Vaughn Beals purchased Harley-Davidson from its then corporate parent AMF Incorporated;

Whereas by 1986, Harley-Davidson, against incredible odds, restored the company's reputation for quality and innovation and returned the company to vitality, thus ensuring a highly successful initial public stock offering;

Whereas throughout the 1980s and 1990s, Harley-Davidson became a national role model for positive labor-management relations, product innovation, manufacturing quality and efficiency and phenomenal growth;

Whereas President Ronald Reagan, President William J. Clinton, and President George W. Bush all have visited Harley-Davidson manufacturing facilities and extolled the example set by Harley Davidson through its practices;

Whereas the Harley Owners Group, with more than 800,000 members and 1,200 chapters worldwide, is celebrating its 20th anniversary year in 2003 as a driving force in the company's heralded "close to the customer" operating philosophy; and

Whereas Harley-Davidson Motor Company is today the world's leading seller of large displacement (651 cc plus) motorcycles, with annual revenues in excess of \$4,000,000,000, annual motorcycle shipments in excess of 290,000 units, strong international sales, and 17 consecutive years of annual revenue and earnings growth since becoming a publicly held company: Now, therefore, be it

*Resolved*, That the Senate—

(1) recognizes the achievements of Harley-Davidson Motor Company, widely regarded as a tremendous American business success story and one of the top performing companies in America, as its employees, retirees, suppliers, dealers, customers, motorcycle enthusiasts, and friends worldwide commemorate and celebrate its 100th anniversary milestone;

(2) recognizes the great impact that Harley-Davidson has had on the business, social, and cultural landscape and lives of Americans and citizens of all nations, as a quintessential icon of Americana; and

(3) congratulates the Harley-Davidson Motor Company for this achievement and trusts that Harley-Davidson will have an even greater impact in the 21st century and beyond as a leading force for innovative business practices and products that will continue to provide enjoyment, transportation, and delight for generations to come.

Mr. CAMPBELL. Mr. President, today I am submitting a resolution to pay tribute to the Harley-Davidson Motor Company in honor of this great American company's 100th anniversary. I am pleased to be joined by my colleagues, Senator KOHL, ALLARD and SANTORUM.

As a long-time Harley-Davidson rider, I have enjoyed many years of satisfaction with the company and its legendary machines.

I can tell you that there is no better way to enjoy Colorado's great scenic beauty than from the saddle of a Harley-Davidson, the freedom of the open road and the often imitated, but never

duplicated, throaty roar of an American-made machine is something that I have thoroughly enjoyed for countless thousands of miles.

Harley-Davidson not only makes great motorcycles, it also exemplifies the kind of company that I am proud to support. From its humble beginnings in a small 10 foot by 15 foot shed in a Milwaukee backyard in 1903, this company had its share of good times and bad. The Great Depression was a major blow to the American motorcycle industry, and when the dust finally cleared Harley-Davidson was one of only two U.S. motorcycle manufacturers left standing.

And it is a good thing that Harley-Davidson survived because when World War II erupted, our country needed to call on Harley-Davidson to build bikes for U.S. and Allied troops. Many of the military orders and other intelligence messages that were vital to achieving victory would not have been delivered to the front lines if it had not been for brave G.I. messengers riding Harley-Davidson motorcycles.

Following the Allied Victory in War World II, the Harley-Davidson Company refocused on developing new styles of motorcycles for the individual American consumer to enjoy. The company's second generation of management brought fresh ideas that helped usher-in the celebrated "motorcycle culture" of the 1950's and 60's.

When Harley-Davidson hit a rough patch of road in the 1980's it was a daring combination of re-found independence, innovation and serious re-engineering that brought this legendary company back from the brink. Harley-Davidson successfully carried out a classic textbook comeback that exemplifies many of our nation's best traits: independence, daring, grit, tenacity, smarts, and a penchant for continuous innovation and progress while remaining firmly rooted in our heritage.

On that note, I conclude my tribute to the people of Harley-Davidson with my congratulations on 100 amazing years. I, and many others, look forward to many more.

I urge my colleagues to join us in supporting passage of this important resolution.

SENATE RESOLUTION 168—DESIGNATING MAY 2004 AS "NATIONAL MOTORCYCLE SAFETY AND AWARENESS MONTH"

Mr. CAMPBELL (for himself and Mr. ALLARD) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 168

Whereas the United States of America is the world leader in motorcycle safety, promoting education, training, and motorcycle awareness;

Whereas motorcycles occupy a very important position in the history of this Nation and of the world;

Whereas over two-thirds of car-motorcycle crashes and nearly one-half of all motorcycle

crashes are caused by car drivers, not by motorcyclists;

Whereas of the 1,400 fatal car-motorcycle crashes in 2001, 36 percent involved another vehicle violating the motorcyclist's right-of-way by turning left while the motorcycle was going straight, passing, or overtaking the vehicle;

Whereas although the motorcycling community has made efforts to mitigate these right-of-way crashes through enhancing motorcycle awareness via billboards, posters, media, and other campaigns, the message to "watch for motorcycles" continues to go unheeded by the general motoring public;

Whereas the motorcycling community has invested considerable time and effort to improve its safety record through safety initiatives such as increased rider training and licensing campaigns, but many times demand for rider training exceeds enrollment capacity and the programs often lack support from the larger traffic safety community;

Whereas the larger traffic safety community, highway designers, law enforcement, the medical community, designers of other vehicles, government, researchers working in related areas, insurers, and all road users can accomplish much more toward improving motorcycle safety;

Whereas the motorcycle is an efficient vehicle which conserves fuel, has little impact on our overworked roads and highway system, is an important mode of transportation involving such activities as commuting, touring, and recreation, and promotes friendship by attracting riders from all over the world through various clubs and organizations;

Whereas the month of May marks the traditional start of the motorcycle riding season; and

Whereas, due to the increased number of motorcycles on the road, it is appropriate to set aside the month of May 2004 to promote motorcycle awareness and safety and to encourage all citizens to safely share the roads and highways of this great Nation by paying extra attention to those citizens who ride motorcycles: Now, therefore, be it

*Resolved*, That the Senate—

(1) designates May 2004 as "National Motorcycle Safety and Awareness Month"; and  
(2) requests that the President issue a proclamation calling upon the people of the United States to observe the month with appropriate ceremonies and activities.

Mr. CAMPBELL. Mr. President, today I submit a resolution to designate May 2004 as National Motorcycle Safety and Awareness Month. As many of you know, the month of May marks the traditional start of the motorcycle riding season.

Motorcycles have become a big part of the American landscape and occupy a very important position in the history of this Nation. The use of motorcycles has served this country well through numerous military campaigns as well as playing a pivotal role in law enforcement. For many Americans, motorcycles have become their sole source of transportation and for others, a form of weekend recreation. According to the National Highway Traffic Safety Administration, there are well over four million motorcycles registered in this country. It is no secret that the United States is viewed as the world's leader in motorcycle safety and motorcycle awareness.

As a motorcycle enthusiast for more than 50 years, I am concerned that

more needs to be done to educate the general motoring public about motorcycle safety and awareness. According to the American Motorcycle Association, over two-thirds of car-motorcycle crashes, and nearly half of all motorcycle crashes are caused by auto drivers, not by motorcyclists. Think of it: Most drivers, when leaving an intersection, look right and left for cars and trucks, not always for motorcycles. Of the 1,400 fatal car-motorcycle crashes in 2001, 36 percent involved another vehicle violating the motorcyclist's right-of-way by turning left while the motorcycle was going straight, passing, or overtaking the vehicle. These statistics can and must be addressed.

The motorcycling community has made efforts to mitigate these right-of-way crashes through enhancing motorcycle awareness via bill boards, posters, media and other campaigns, the message to "watch for motorcycles" continues to go unheeded by the general motoring public—not intentionally I am sure.

In addition, the motorcycling community has invested considerable time and effort to improve its safety record through safety initiatives such as increased rider training and licensing campaigns, but the programs are over-utilized and underfunded and often lack support from the larger traffic safety community.

Clearly enough is not being done by motorists to take extra care in looking for motorcyclists and conversely, motorcyclists need to take an active roll in protecting themselves as well.

As we continue to move through the riding season, I will continue to work with my colleagues here in the Senate and motorcycle rights groups such as the National Coalition of Motorcyclists, the American Motorcycle Riders Foundation to find solutions to educate the general motoring public about motorcycle safety and awareness. This resolution is a strong, positive step in the right direction to help achieve this goal.

For all the motorcyclists who have been injured through no fault of their own, and for the many thousands of others who will be injured this year and for every year to come for quite some time, I encourage my colleagues to join this effort to help raise the awareness Nationwide of all motorized vehicle operators of motorcycles and those who operate them. To do nothing invites more needless and preventable injury and death to far too many innocent Americans.

I urge my colleagues to join us in supporting passage of this important resolution.

SENATE RESOLUTION 169—EX-PRESSING THE SENSE OF THE SENATE THAT THE UNITED STATES POSTAL SERVICE SHOULD ISSUE A POSTAGE STAMP COMMEMORATING ANNE FRANK

Mrs. CLINTON submitted the following resolution; which was referred to the Committee on Governmental Affairs.

S. RES. 169

Whereas Anne Frank and her family fled Nazi persecution of Jews in Germany and sought safety by moving to Amsterdam, the Netherlands;

Whereas subsequent Nazi occupation of the Netherlands forced the Frank family to go into hiding in an annex located above the office of Anne's father;

Whereas Anne Frank and her family spent 25 months in hiding, during which time Anne Frank kept a diary of her life and experiences;

Whereas Anne Frank and her family were eventually betrayed to the Nazis;

Whereas Anne Frank died in March 1945 in the Bergen-Belsen Nazi concentration camp;

Whereas Anne Frank was 1 of approximately 1,500,000 Jewish children who died at the hands of the Nazis during World War II;

Whereas Anne Frank's diary, published by her father after the end of the war, has become 1 of the most widely read memoirs of the Holocaust;

Whereas "The Diary of Anne Frank" has been translated into more than 67 languages and has sold more than 31,000,000 copies worldwide;

Whereas "The Diary of Anne Frank" is the first educational encounter with the Holocaust for many American students;

Whereas the story of Anne Frank has been repeatedly portrayed in motion pictures and theatrical productions;

Whereas millions of Americans have come to identify with Anne Frank and she has become an inspiration to children of all faiths;

Whereas Anne Frank is thought of as a representative of children throughout the world who find themselves in situations of war, subjugation, and oppression;

Whereas Anne Frank represents the victims of the Holocaust and serves as an enduring symbol of bravery, hope, and tolerance in the face of harsh and brutal conditions;

Whereas "The Diary of Anne Frank" has proven beneficial in assisting young people in dealing with issues of discrimination, bigotry, and hate crimes; and

Whereas Anne Frank would have been 75 years old in 2004: Now, therefore, be it

*Resolved*, That it is the sense of the Senate that—

(1) the United States Postal Service should issue a postage stamp commemorating Anne Frank; and

(2) the Citizens' Stamp Advisory Committee should recommend to the Postmaster General that such a stamp be issued.

Mrs. CLINTON. Mr. President, Today is Anne Frank's birthday. If she had survived the horror of the Bergen-Belsen concentration camp, then she would have been 74 years old. But she did not survive and because of her moving and thoughtful diary, the world got to know her and understand what it was like living in that apartment during the Nazis' reign of terror. Anne Frank's diary has educated generations around the world about tolerance and dignity. It has left a mark in a way

that few books can, and the world is a better place because of Anne Frank's story.

That is why I am proud to submit a resolution expressing the sense of the Senate that the United States Postal Service should issue a postage stamp commemorating Anne Frank and the Citizens' Stamp Advisory Committee should recommend to the Postmaster General that such a stamp be issued.

Anne Frank was born on June 12, 1929, in Frankfurt, Germany to a German-Jewish family. She and her family fled the Nazi persecution of Jews in Germany and sought safety by moving to Amsterdam, the Netherlands. Following the Nazi occupation of the Netherlands, Anne Frank and her family were forced into hiding in an annex located above her father's office. The family spent 25 months in hiding which Anne Frank described in her diary.

The family was betrayed and turned over to the Nazis. Anne Frank was imprisoned in the Bergen-Belsen Nazi concentration camp, where she died in March 1945. She was one of approximately 1,500,000 Jewish children who died at the hands of the Nazis during World War II. In the midst of this unthinkable horror, her diary survived, and was published by her father after the end of the war. It has become one of the most widely read memoirs of the Holocaust experience. It has been translated into more than 67 languages and has touched people around the world.

The Diary of Anne Frank holds a special place of honor in the United States. It is the first educational encounter with the Holocaust for many American students. It has been repeatedly dramatized in motion pictures and in the theater. Millions of Americans have come to identify with Anne Frank. She has become an inspiration to children of all faiths and assists young people deal with important issues such as discrimination, bigotry and hate crimes.

Anne Frank serves as an enduring symbol of bravery, hope, and tolerance in the face of harsh and brutal conditions. A commemorative postage stamp would be a meaningful way for Americans to honor Anne Frank's inextinguishable courage and dignity. I urge my colleagues to co-sponsor this resolution and assist our efforts to convince the Citizens' Stamp Advisory Committee to recommend the issuance of a postage stamp commemorating Anne Frank.

SENATE RESOLUTION 170—DESIGNATING THE YEARS 2004 AND 2005 AS "YEARS OF FOREIGN LANGUAGE STUDY"

Mr. DODD (for himself and Mr. COCHRAN) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. Res. 170

Whereas according to the European Commission Directorate General for Education