

corporations like Transamerica and Gateway 2000 to lay a foundation in our community. His plans for tax abatement, infrastructure and economic development have enriched our city in myriad ways. As the shepherd of our city, he championed the Brush Creek Flood Control project, the Bruce R. Watkins Roadway, the Chouteau Bridge, and the Illus W. Davis Civic Mall. I am proud to be a federal partner in these efforts with Rev. Cleaver, as well as in the expansion of Bartle Hall, the economic renewal of the Hispanic West Side, and the revitalization of the historic 18th and Vine District.

Rev. Cleaver's vision for a strong community includes serving the city's youth and the disadvantaged through safe and enriching recreational activities such as the Mayor's Night Hoops, a nationally recognized program that offers our city's youth a safe haven from drugs and violence. Rev. Cleaver was also instrumental in implementing a welfare to work program that provided 400 jobs to former welfare recipients. He has received numerous distinctions acknowledging his legacy upon Kansas City. He earned the 1999 Conspicuous Service Medal from Missouri Governor Mel Carnahan, the 1993 James C. Kilpatrick Excellence for Government Award, the 1992 NAACP Harold L. Holliday, Sr. Civil Rights Award, and a host of other significant merits.

A trusted advisor, Rev. Cleaver was appointed to President-Elect Bill Clinton's 1992 Transition Team, attended the 1993 White House's Palestinian Liberation Organization/Israeli Peace Accord, was a member of the Democratic Platform Committee in 1996, was a member of the Democratic National Committee and spoke at the 1996 Democratic National Convention. President Clinton sought his counsel and friendship throughout his presidency.

Rev. Cleaver leadership includes: President and Chairman of the National Conference of Black Mayors, Chairman of the US Conference of Mayors Committee on Crime and Social Justice and Chairman for the Task Force on Finances for the District of Columbia. He was a Fellow of the Aspen Institute, a National Board Member of the Southern Christian Leadership Conference, and for seven consecutive years, he was named one of *Ebony* magazine's "100 Most Influential African Americans".

To share his expertise on policy and social issues, Rev. Cleaver has appeared on the news programs "This Week with David Brinkley," "The MacNeil/Lehrer Report," and "Face the Nation," and is quoted in newspapers and periodicals such as *USA Today*, *The New York Times*, *The Economist*, and *Newsweek*.

Members of the St. James Congregation revere Rev. Cleaver as a "Man of Vision," a reference to the biblical passage Proverbs 29:18, which states, "Where there is no vision the people perish. . . ." Kansas City flourishes due to this great leader's vision. He follows a moral and noble path in forging a better future for us all.

Mr. Speaker, please join me in honoring St. James' "Man of Vision," Rev. Emanuel Cleaver for his 30 years of service to his church community and country.

## CLOSE THE FLIGHT DECK OFFICER LOOPHOLE

### HON. RICHARD H. BAKER

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 8, 2003*

Mr. BAKER. Mr. Speaker, I rise today to introduce legislation that enhances our national security by closing a loophole in the Federal Flight Deck Officer Program.

Last year, both the House and Senate overwhelmingly passed provisions to the Homeland Security Act to allow both commercial and cargo pilots to voluntarily possess a firearm in the cockpit. Yet, during conference of that bill, cargo pilots were excluded.

Mr. Speaker, we should not have excluded these individuals. Clearly, we must allow these cargo pilots to defend the cockpit, themselves and the public. A cargo jet can just as easily be turned into a weapon of mass destruction as a passenger plane. Some might ask, "Why arm cargo pilots if they carry no passengers?"

I believe that is a vital question. Consider these points. Some cargo planes do carry a limited number of passengers, yet they do not receive equal security received by passenger airlines. Personnel that load cargo planes are not required to have the same criminal background check that the flight crew receives. The airport perimeter around cargo plane facilities is vulnerable. Finally, non-cargo company employees are rarely screened prior to gaining access to many operations.

Mr. Speaker, suppose from any of these scenarios a terrorist made his way onto a cargo aircraft. Then, shortly thereafter takeoff, a terrorist made his way to the cockpit. Without a doubt, the cargo pilot would literally be defenseless to a terrorist. Unlike commercial passenger flights, cargo flights do not have federal air marshals or flight attendants. Unlike our commercial aircraft, cargo planes do not have reinforced cockpit doors. That terrorist would then have the opportunity to turn that aircraft into a weapon of mass destruction.

Mr. Speaker, we cannot allow that to happen and it is our duty to protect the American people. There are no logical reasons to exclude cargo pilots from being allowed to defend the cockpit, themselves and the public. This loophole needs to be closed as it should never have been opened.

## BIOTECH AND FORTRESS EUROPE

### HON. DOUG BEREUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, October 8, 2003*

Mr. BEREUTER. Mr. Speaker, this Member commends to his colleagues the following column written by Sonja Hillgren, editor of the *Farm Journal*, which appeared in the Summer 2003 issue of the publication.

This column highlights the improper hurdles that the European Union (EU) has put in place to block the importation of American agricultural products. The current EU restrictions on the importation of food with genetically modified organisms (GMOs) have cost agricultural producers billions of dollars in recent years. As the column indicates, some of the products the EU uses and exports have long been GMO-based.

The intransigence by the EU is having a very detrimental effect on American farmers. Also troubling are the indications that the EU is planning to move forward with labeling and traceability requirements that will continue to act as a mechanism to block U.S. agricultural products. This clearly runs counter to the WTO principle that rules should be based on scientific evidence.

The EU's GMO standards are transparently devoid of any relationship to sound science and are either based strictly on emotion or are designed quite simply as trade barriers—or both. The U.S. must take strong action to bring reason back to this issue.

## BIOTECH AND FORTRESS EUROPE

[From *Farm Journal*, Summer 2003]

(By Sonja Hillgren, *Farm Journal* Editor)

Those wily Europeans have devised a scheme that could freeze out imports of U.S. crops and food products. Their vehicle is labeling and traceability for genetically modified (GM) food and feed. Approved last month by the European Parliament, the plan is on a path for implementation next year.

"It is clearly about restricting trade," says Criss Davis, a Shullsburg, Wis., farmer who chairs the international marketing committee of the United Soybean Board.

I don't want to contemplate the consequences for the U.S. farm economy if we fail to respond aggressively at the same time as we continue a respectful dialogue with consumers, processors and retail grocers in the European Union (EU). That is how U.S. soybean growers have kept open the market for the past seven years.

Under the new EU rules, any food or feed with more than 0.9% of an EU-approved GM product must be labeled as biotech. Food with more than 0.5% of a GM product not approved by the EU would be barred from the European market.

Tough to implement. Especially onerous is the requirement for labels and traceability for processed products like soybean oil, even though tests cannot detect whether or not processed products have been genetically altered. An invitation for fraud, it is a big change from current rules that require labels only if a modified gene can be detected. "They are going to have a terrible time implementing it," warns Davis.

Soybean meal, corn gluten feed and other livestock feed also will have to be labeled for the first time.

The rules do not require labels on meat, milk and eggs from animals fed GM feed or on yogurt, beer or other products produced from GM yeast or enzymes—all of which are abundantly produced in Europe.

Europeans say these new rules are a necessary prelude to lifting a nearly five-year ad hoc moratorium on their approvals of a pipeline of biotech crops. The Bush administration recently challenged that ban before the World Trade Organization (WTO). And the EU began suing its member nations to lift individual country bans on biotech.

Europeans also say they are doing the U.S. a favor because traceability will be necessary for the next generation of biotech products.

Those are valid points. But Americans counter that there is no scientific reason for tracking current biotech crops that are no different from non-GM products. As soon as the new rules are in place, the administration should file another WTO case.

Let's examine the deeper problem by focusing on more than \$1 billion in yearly soybean exports to Europe, the single largest customer of U.S. soybeans. The vast majority of our soybeans are biotech, and European consumers and retail stores have indicated that