

refusal to call for their reinstatement. The ousting of the judges has become a cause célèbre for Pakistan's civil society. It prompted the creation of a "Lawyers' Movement"—a moderate, democratic uprising that Americans should embrace. During my time in Pakistan, I visited with the chief justice and shortly thereafter called for the judges to be reinstated because it is a clear violation of the basic tenets of the rule of law. I was asked whether I had made such a call in support of a particular political party and whether I also sought the removal of President Musharraf. I responded that those are issues for the Pakistanis to determine, and I continue to believe that is the case. Indeed, while the political landscape in Pakistan remains turbulent and fragile, I have no intention of meddling in domestic affairs. Nonetheless, it is unacceptable for the United States to sit back in the face of such fundamentally undemocratic actions. We cannot be selective in the democratic principles we support—that is not consistent with our values, and it is shortsighted in terms of our national security.

Mr. President, the emergence of a new civilian leadership in Pakistan provides an opening for us to develop a new approach—a new relationship—that includes a sustainable, comprehensive counterterrorism partnership. We must seize this opportunity because, despite a great deal of anti-American sentiment, in many areas the Pakistanis are ready and willing to work with us. This is not to say that this process will be free from challenges—there are already serious hurdles that must be dealt with, including negotiations in the FATA and NWFP, both of which are cause for concern. In the end, we must recognize that the new leadership reflects a broad cross-section of Pakistan, and by fully engaging them, we can take an important step toward defending our national security interests in the central front in the fight against al-Qaida.

#### FREIGHT RAIL INDUSTRY

Mr. VOINOVICH. Mr. President, I rise today to address the impact the freight rail industry has on reducing our greenhouse gas emissions. According to a recent Department of Transportation study, freight traffic is expected to increase 67 percent by 2020—against a backdrop of concerns about global climate change, the stringency of clean air standards, increased traffic congestion, high energy prices, and the need for greater energy independence. Freight rail is the most energy efficient and environmentally friendly mode of land transportation. Today, freight rail can move a ton of freight 436 miles on a single gallon of diesel. U.S. freight railroads have significantly reduced their carbon intensity and fuel efficiency. In 1980, 1 gallon of diesel fuel moved 1 ton of freight by rail an average of 235 miles. In 2007, the

same amount of fuel moved 1 ton of freight by rail an average of 436 miles roughly equivalent to the distance from Boston to Baltimore and an 80-percent increase over 1980. Depending upon the type of cargo being transported and the number of cars, a single freight train is capable of being as productive as 500 trucks.

I am pleased that CSX is working with Ohio, Virginia, North Carolina, West Virginia, and Pennsylvania on the National Gateway. The National Gateway is a plan to create a more efficient rail route linking Mid-Atlantic ports with midwestern markets, improving the flow of rail traffic between these regions by increasing the use of double-stack trains. This public-private partnership will upgrade tracks, equipment and facilities, and provide clearance allowing double-stack intermodal trains.

The National Gateway proposes preparing three major rail corridors for double-stack clearance: I-95 corridor between North Carolina and Baltimore, MD, via Washington, DC; I-70/I-76 corridor between Washington, DC, and northwest Ohio via Pittsburgh, PA; and Carolina corridor between Wilmington, NC and Charlotte, NC. The result will be thousands of new jobs, improved railway reliability, and the diversion of heavy trucks from crowded highways leading to reduced emissions and highway maintenance costs and improved road safety.

Since the I-70/I-76 corridor between Washington, DC, and northwest Ohio is a highly traveled route, it is well-located to become an efficient link between the east coast and midwestern markets. Expansion of rail infrastructure in Columbus, OH, and North Baltimore, OH, will help alleviate some of the freight congestion in the Chicago, Cincinnati and Cleveland areas. The National Gateway project would build a new rail terminal in North Baltimore, OH, and expand intermodal capacity in Columbus, creating thousands of new jobs. I look forward to working with the Virginia, North Carolina, West Virginia, and Pennsylvania delegations to make this partnership a reality.

#### ADDITIONAL STATEMENTS

##### TRIBUTE TO KELLY CONE AND LISA SCHWARTZ

• Mr. ISAKSON. Mr. President, last month, I was contacted by SFC John Cone and CPT David Schwartz, both forward deployed in Iraq at Tactical Psychological Operations headquarters. For each of these soldiers, this is their second deployment in support of the global war on terror. While both of these soldiers are dedicated and decorated servicemembers as well as public servants serving as civilian law enforcement officers at home, I want to honor in the RECORD of the Senate today their devoted and compassionate spouses back home.

Prior to their deployment in January 2008 with the 310th Tactical Psychological Operations Company, Detachment 1620 at Fort Gillem, their spouses, Kelly Cone and Lisa Schwartz, established a family readiness group to help support the deployed soldiers and their families back home. While Mrs. Cone and Mrs. Schwartz are both caring and devoted mothers at home with many other responsibilities, they took it upon themselves to create a Web page for their Family Readiness Group and began conducting regular information meetings and monthly "coffee chat" sessions with the families and spouses of the deployed soldiers.

These sessions not only kept the families inspired but also kept them informed regarding the details surrounding the deployment of their loved ones. Attendance has been high and the families receptive, each of the members providing input and assistance as needed. I was simply amazed to learn of all of their efforts and accomplishments in keeping the information channels and support networks fully functioning. For example, the Family Readiness Group recently mobilized to assist one of its members, a young woman who had gone into labor, and helped coordinate the redeployment of her husband from Iraq.

These two determined spouses did not stop with their Family Readiness Group efforts alone and have set about to aid in the establishment of a Family Readiness Group for the remainder of the 310th Company, set to deploy in the summer of 2009. They will host a Family Day in August to bring the new and old members together.

Mrs. Cone and Mrs. Schwartz serve as shining examples of today's Army spouses. Today's military spouses understand and seek to support their loved ones who have been called up and deployed into harm's way. It is my hope that the efforts of Kelly Cone and Lisa Schwartz will serve as a model for other families with deployed loved ones. It gives me a great deal of pleasure and it is a privilege to recognize on the Senate floor these dedicated and loving spouses for their outstanding efforts, patriotism, and selfless achievements.●

##### CONGRATULATING ALAN F. HARRE ON HIS RETIREMENT

• Mr. LUGAR. Mr. President, today I wish to extend my heartfelt congratulations to Alan Harre on the occasion of his retirement from the presidency of Valparaiso University in Valparaiso, IN.

I have known Alan for many years and have greatly valued his insightful guidance. He is a man of singular character and faith whose leadership has been an important cornerstone for Valparaiso University and the community in which it resides since his arrival there in 1988.

As the University's 17th president, Dr. Harre has overseen an exciting two