

HONORING ROBERT "BOB"  
BARNUM OF EUREKA, CALIFORNIA

**HON. MIKE THOMPSON**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. THOMPSON of California. Madam Speaker, I rise today in recognition of Robert "Bob" Barnum, who is being honored as the 2009 Lumberman of the Year by the Ingomar Club of Eureka. For over six decades, Mr. Barnum has presided over the family timber holdings and been a leader in the timber industry of northern California.

A Humboldt County native and fourth generation Eureka, Bob was born to Charles R. Barnum Sr. and Helen Wells Barnum in 1927. Bob began working in the forests in the summer of 1944, where he learned to cruise timber, survey boundaries and mark cutting lines. He enrolled at the University of California, Berkeley in 1945 and graduated in 1949. He attended the U.S. Merchant Marine Academy at Kings Point, New York. He married Patricia Boyle of New Jersey in 1949. Bob and Pat have five children, Patricia, Charles, Bill, Cathleen and Jane, as well as eight grandchildren and four great-grandchildren.

Bob assumed management of the family timber business in 1953. He added to the family's timber properties and formed Barnum Timber Company in 1985. He was a founding director of Forest Landowners of California, an officer and director of many industry associations, including the Redwood Region Conservation Council and the California Forestry Association. He was appointed to the California State Board of Forestry in 1972, helping to oversee the implantation of California's landmark forest practices legislation.

A lifelong Republican, Bob has proudly represented the region at the Republican National Convention in 1976, 1980 and 1984. His commitment to the preservation of our political liberty is worthy of appreciation and recognition.

Madam Speaker, it is appropriate at this time that we recognize the contributions of Robert "Bob" Barnum to the community and to the industry which he loves, and for being honored as the 2009 Lumberman of the Year.

HONORING TRAVIS BUTTON

**HON. SAM GRAVES**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. GRAVES. Madam Speaker, I proudly pause to recognize Travis Button, a very special young man who has earned a spot on the National USA Karate Team. I join with Travis' family and friends in expressing best wishes on his significant achievement. I commend Travis on attaining such a high honor and wish him the best of luck as he competes in the World Karate Championships in Dublin, Ireland, this October.

Gaining recognition for this remarkable achievement reflects both Travis' hard work and dedication. As a member of the stand-alone Missouri team, as well as the team with the largest number of students to be selected from a single school, Travis should be proud of his accomplishments. He is a member of a

celebrated team and has represented the state of Missouri well. With such drive and determination I am certain Travis will be a strong contribution to the national team.

Madam Speaker, I respectfully request you join with me in commending Travis Button for his success with Sensei Mark Long's Shotokan Karate team and for his effort put forth in achieving this prestigious goal.

TRIBUTE TO STEPHEN H. MAHLE

**HON. ERIK PAULSEN**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. PAULSEN. Madam Speaker, today I rise to commemorate and pay tribute to a great American, Stephen H. Mahle, a man who achieved great personal and professional success through courage, dedication and an unwavering commitment to improving the human condition.

Steve Mahle received his bachelor of arts degree in physics from Beloit College in 1967 and his master's degree in physics from Pennsylvania State University in 1969. He served in the U.S. Army, where he held the rank of Captain while serving as a research scientist at NASA's Manned Spacecraft Center in Houston.

In 1972, Steve Mahle began what would become a highly successful 37-year career with Medtronic, Inc. where he held numerous leadership positions, including serving as president of Cardiac Rhythm Disease Management, CRDM.

Steve played a key leadership role in many important milestones in cardiac rhythm disease innovation. He was the product development manager on the first Medtronic pacemaker programmer, and was instrumental in developing the world's first rate responsive single chamber pacemaker, which revolutionized and advanced cardiac pacing technology.

He expanded Medtronic's international presence and was an integral part of growing the implantable cardioverter defibrillator business in the late 1990s. He is credited with creating cardiac resynchronization therapies that address heart failure, as well as establishing CareLink, a patient management system, that now serves more than a quarter of a million patients in the United States. Under his leadership the CRDM business grew from \$500 million to just under \$5 billion.

Madam Speaker let us join his friends, family, and colleagues in congratulating Stephen H. Mahle on his many accomplishments, and wish him well as he begins his retirement from a lifetime of leadership and innovation, and starts the next chapter in his life where he will undoubtedly continue his own personal mission to "make a difference in the lives of people throughout the world."

H.R. 4016, THE HAZARDOUS MATERIAL TRANSPORTATION SAFETY ACT OF 2009

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. OBERSTAR. Madam Speaker, today I introduce legislation to reauthorize the Depart-

ment of Transportation's (DOT's) hazardous materials safety program. The authorization for the program expired on September 30, 2008. According to the Pipeline and Hazardous Materials Safety Administration (PHMSA), the agency within DOT that is tasked with the safe movement of nearly 1.2 million daily shipments of hazardous materials in the United States, over the past decade, there have been 170,527 incidents involving the transportation of hazardous materials, resulting in 137 fatalities and 2,857 injuries. However, according to an internal analysis conducted by PHMSA, dated May 11, 2007, 60 to 90 percent of all incidents involving the transportation of hazardous materials that occurred from 2004 through 2006 were not reported by regulated entities to PHMSA. PHMSA, however, has done nothing to address the under-reporting of incidents.

When Congress created PHMSA in 2004, the law included, at my request, a mandate that the agency shall consider the assignment and maintenance of safety as the highest priority. Unfortunately, PHMSA has lost sight of its safety mission.

Over the past several months, the Committee on Transportation and Infrastructure has conducted an in-depth investigation of PHMSA's hazardous materials safety program. Our preliminary findings, which were released on September 10, 2009, coupled with the preliminary findings of the DOT Office of Inspector General, which also conducted an audit of PHMSA's hazardous materials safety program, revealed some alarming problems.

We uncovered significant problems with PHMSA's special permits and approvals programs, which exempt regulated entities from hazardous materials regulations. PHMSA routinely grants these exemptions without making the findings required by its own regulations.

We also found that PHMSA has virtually no process for data collection, analysis, and reporting. Most of PHMSA's database is incomplete or contains errors. If PHMSA cannot read its own data, how can it determine what its priorities should be? In addition, PHMSA has failed time and time again to address significant safety concerns that have been raised by its own enforcement personnel, the DOT Office of Inspector General, and the National Transportation Safety Board (NTSB). The NTSB has issued safety recommendation after safety recommendation to ensure the safety of transporting lithium cells and batteries on board aircraft. The NTSB has also issued safety recommendations on eliminating the transportation of hazardous materials in external product piping of loading lines underneath cargo tank motor vehicles, known as wet lines. Yet, PHMSA has failed to address these important safety recommendations.

The safe transportation of lithium cells and batteries is an important issue and a rapidly increasing safety risk, as more and more technology relies on the use of various types of lithium cells and batteries. The batteries are widely used in personal electronic devices, such as cell phones and laptops. In 2008, more than 3.3 billion lithium cells and batteries were transported worldwide, representing an 83 percent increase since 2005. Since 1996, the Federal Aviation Administration (FAA) and the NTSB have identified more than 100 incidents involving lithium and other batteries on board aircraft where batteries have overheated, caught fire, or exploded. Since 1999,

the NTSB has had concerns with the unacceptable risks posed by lithium batteries. This legislation requires the Administrator of PHMSA, in coordination with the FAA, to issue a regulation for the safe transportation of lithium cells and batteries. This regulation will include, among other things, requirements for: proper identification of lithium cells and batteries on board aircraft, packaging performance requirements, and other safety measures.

The legislation also mandates implementation of an NTSB recommendation first issued over 10 years ago regarding wet lines. Currently, 30 to 50 gallons of flammable materials, such as fuel, can be transported in unprotected loading lines beneath cargo tank trucks. Over the past 10 years, there have been 184 incidents in which these wet lines were damaged or ruptured. H.R. 4016 prohibits the transportation of certain flammable liquids in the external product piping of cargo tank motor vehicles on newly manufactured vehicles within two years of the date of enactment, and for all existing vehicles beginning in 2021.

H.R. 4016 also includes several requirements to strengthen emergency response capabilities. The ability of first responders to adequately identify and respond to a hazardous material substance release is critical. The bill enhances training for emergency responders and requires that responders are provided a higher level of training, known as Operations Level training. The bill also requires the Secretary of Transportation to develop minimum standards for those who provide hazardous materials emergency response information services. This provision will guarantee that these services are staffed on a 24-hour basis to ensure that, day and night, our emergency response capability is not jeopardized.

The legislation makes significant safety enhancements to the "special permits and approvals" process. H.R. 4016 requires that, prior to granting any special permit or approval, the Secretary shall make a determination that a person is fit, willing, and able to conduct the authorized activity. In part, this provision requires PHMSA to perform a fitness review of any person who requests an exemption from regulation to ensure that the applicant's safety record, accident and incident history are reviewed before any special permit is authorized. Currently, PHMSA reviews thousands of applications for special permits and approvals each year, with no review of an applicant's safety record. The bill will ensure that any person requesting an exemption from the regulations have a safe record, a compliant record, and a good reason for needing an exemption from the regulations.

PHMSA is tasked with an enormous safety mission, yet it currently has only 35 investigators (plus seven supervisors) for the entire nation. H.R. 4016, authorizes 30 new inspectors for the program—almost doubling the number of inspectors. This bill also strengthens the inspection program by requiring the Secretary to carry out a new hazardous material enforcement program to develop uniform standards for inspectors and investigators; to train hazardous materials inspectors and investigators on how to collect, analyze, and publish findings from accidents and incidents; and to train hazardous materials inspectors on how to identify noncompliance with hazmat regula-

tions and take the appropriate kind of enforcement action.

The safe transport of hazardous materials is critical and affects the entire nation. H.R. 4016, the "Hazardous Material Transportation Safety Act of 2009," will increase the hazardous materials safety program, strengthen emergency response capabilities, and increase enforcement of hazardous materials laws and regulations.

I urge my colleagues to join me in supporting H.R. 4016, the "Hazardous Material Transportation Safety Act of 2009."

#### OPPOSING ANY ENDORSEMENT OR FURTHER CONSIDERATION OF REPORT OF THE UNITED NATIONS FACT FINDING MISSION ON THE GAZA CONFLICT

SPEECH OF

**HON. RON KLEIN**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, November 3, 2009*

Mr. KLEIN of Florida. Mr. Speaker, I rise to support H. Res. 867, a resolution that calls on the Secretary of State and the President to unequivocally oppose further consideration of the Goldstone Report in international arenas. This resolution sends a clear message to the international community: the Goldstone report does nothing to advance peace and security in the Middle East. Rather, it serves to reinforce the deep mistrust that pervades the region and excuses the actions of terrorist groups and their state sponsors.

The Goldstone report ignores the facts. The terrorist threat surrounding Israel's defensive operations in Gaza required a decisive response, and any sovereign nation would have—and should have—done what Israel did. In fact, Richard Goldstone himself said, "If this was a court of law, there would have been nothing proven."

The Goldstone report disregards what it means to fight against terrorists who use human shields and have no regard for human life. The findings and conclusion of the report have ominous consequences for the United States and other countries who seek to prevent terrorist threats from taking root around the world. We cannot allow the Goldstone report to set a precedent—the stakes are too high.

This report was not guided by a commitment to human rights, but rather motivated by a bias against Israel. Now is the time for the United Nations to immediately turn its attention to the very real human rights violators around the world. Human rights victims are pleading for the world's attention. I would urge U.N. member states to devote time and thought to the realities of human rights around the world—not Israel. Israel, with strong democratic and judicial institutions, can make any necessary determinations about how to move forward from here.

I would like to thank Chairman BERMAN and Ranking Member ROS-LEHTINEN for their leadership in authoring this resolution and bringing it to the floor. This is a true example of the importance of bipartisanship because the U.S.-Israel relationship is stronger when we work across party lines.

I would urge my colleagues to support the resolution.

HONORING TYLER TITUS

**HON. SAM GRAVES**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. GRAVES. Madam Speaker, I proudly pause to recognize Tyler Titus, a very special young man who has earned a spot on the National USA Karate Team. I join with Tyler's family and friends in expressing best wishes on his significant achievement. I commend Tyler on attaining such a high honor and wish him the best of luck as he competes in the World Karate Championships in Dublin, Ireland, this October.

Gaining recognition for this remarkable achievement reflects both Tyler's hard work and dedication. As a member of the stand-alone Missouri team, as well as the team with the largest number of students to be selected from a single school, Tyler should be proud of his accomplishments. He is a member of a celebrated team and has represented the state of Missouri well. With such drive and determination I am certain Tyler will be a strong contribution to the national team.

Madam Speaker, I respectfully request you join with me in commending Tyler Titus for his success with Sensei Mark Long's Shotokan Karate team and for his effort put forth in achieving this prestigious goal.

#### RECOGNIZING THE RETIREMENT OF AIR FORCE JUNIOR ROTC INSTRUCTOR LES CHAMBERS

**HON. JEFF MILLER**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 4, 2009*

Mr. MILLER of Florida. Madam Speaker, I rise today to recognize Mr. Leslie R. Chambers, a Northwest Florida leader who is retiring after a lifetime of public service to his country and his community. Les spent his career serving others, and I am proud to honor his dedication and service.

Born on October 31, 1942, Les Chambers joined the Air Force in 1961 after graduating from high school. Following completion of training, he was first assigned to Laon Air Base, France. His Air Force career took him across the globe. Along the way he earned two associates degrees in applied science, then completed his bachelor's degree in management at the University of New Hampshire. He is also a graduate of the Aerospace Defense Command Noncommissioned Officer Academy, where he received the Commandant's Award, and a graduate of the USAF Senior NCO Academy.

Les retired in 1994 with over 33 years of faithful service to his country, 17 of which were spent overseas. His military decorations include the Meritorious Service Medal with three oak-leaf clusters and the Air Force Commendation Medal with two oak-leaf clusters. He was selected to serve his last three years as part of the "High Year of Tenure" program, a distinction reserved for less than one percent of the force.

After retiring from the Air Force, he settled in Valparaiso, Florida and began working for the Florida Department of Health and Rehabilitative Services (HRS) as a Senior Counselor