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## House of Representatives

The House met at 12:30 p.m. and was called to order by the Speaker pro tempore (Mr. PETRI).

### DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,  
June 22, 1998.

I hereby designate the Honorable THOMAS E. PETRI to act as Speaker pro tempore on this day.

NEWT GINGRICH,  
*Speaker of the House of Representatives.*

### MESSAGE FROM THE SENATE

A message from the Senate by Mr. Lundregan, one of its clerks, announced that the Senate passed a bill and a concurrent resolution of the following titles, in which concurrence of the House is requested:

S. 1379. An act to amend section 552 of title 5, United States Code, and the National Security Act of 1947 to require disclosure under the Freedom of Information Act regarding certain persons, disclose Nazi war criminal records without impairing any investigation or prosecution conducted by the Department of Justice or certain intelligence matters, and for other purposes.

S. Con. Res. 104. Concurrent resolution commemorating the 50th anniversary of the integration of the Armed Forces.

### MORNING HOUR DEBATES

The SPEAKER pro tempore. Pursuant to the order of the House of January 21, 1997, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning hour debates. The Chair will alternate recognition between the parties, with each party limited to 30 minutes, and each Member, except the majority leader, the minority leader, or the minority whip, limited to 5 minutes.

The Chair recognizes the gentleman from West Virginia (Mr. WISE) for 5 minutes.

### HAZARDOUS MATERIALS TRANSPORTATION ON RAILROADS

Mr. WISE. Mr. Speaker, this weekend was quite an eventful one in West Virginia in the Cabell County area where we had another hazardous materials derailment. This is the second one in a little over a year in that area.

Happily there were no fatalities. A limited number of people were hospitalized briefly. A hundred families will have to be evacuated and most of them will be back today.

Beginning yesterday, I was in personal contact with the National Transportation Safety Board team in the area, as well as the FRA. I have just spoken personally this morning with the National Transportation Safety Board team. At this point, the cause of this accident is still unknown. Of the roughly 150 railcars, 34 of them derailed, a couple of chemical tanker cars punctured, and formaldehyde and chlorine were released.

Their focus is presently looking at one hopper car to see whether it could have had some problems, and the track is yet to be inspected in that area. The mechanical problems, to the extent there might have been some, are still to be examined.

The good news is that the emergency response teams that arrived did exactly the right things. They made the decisions that needed to be made and evacuated the families that needed to be evacuated. Of course, we will continue to dig out from this for a period of time. The immediate concern is what happens to the groundwater. Most of the homes in that area are on wells and that will have to be evaluated closely.

Mr. Speaker, it is important that this Congress deal with the problem of hazardous materials transportation on

railroads. Indeed, legislation that I have introduced and that we have been trying to move I believe will do that, particularly in setting up regional response teams.

Mr. Speaker, in light of the fact that this is the second hazardous materials accident in almost a year, I have today requested the Federal Railroad Administrator to perform a comprehensive review of hazardous materials transportation in this particular area of West Virginia.

Mr. Speaker, we are a hazardous materials transportation corridor. We have a large concentration of our own chemical industry and also we are transporting large amounts of hazardous materials from other States and other regions through this area. So, it is important that we undertake every possible action to make sure that these railway lines are as safe as possible.

There was one fatality last year in Scary, which was not anywhere near the same cause that caused this one. But the fact of the matter is that when transporting hazardous materials, we have to make sure that these rail lines are absolutely as safe as possible and that the emergency responders are as well trained as possible.

In my request today to the Federal Railroad Administrator, I have asked several things. I have asked that there be a comprehensive review, working with CSX and the others involved. A comprehensive review of the safety of hazardous materials transportation in this area of West Virginia.

Second, I have asked some specific questions. Is there adequate inspection of the cars, the tank cars, at the plant when they are being loaded and before they roll out, versus being transported into the yards and being inspected there?

Is there adequate inspection of the track? Because if hazardous materials are rolling over these tracks on a regular basis, we have to make sure that the safest standards are maintained.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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Are the personnel adequate and are they trained that need to do these inspections? Are we taking extra effort when we are dealing with hazardous materials?

Mr. Speaker, I have also asked the FRA and the National Transportation Safety Board to look at the adequacy of emergency response. The emergency responders did an excellent job this weekend. There is no doubt about it. But do they need more resources? Do they need more training? Do they need more equipment? Did Operation Respond function as we hoped that it would when we had it installed just last year?

It seems clear that whenever there is hazardous materials transportation along the rails that we must work together, the FRA, the National Transportation Safety Board, the railroad companies themselves, the emergency responders themselves, all work together to make sure that the emergency responders have the resources they need along that railroad right of way.

They are the ones that get called out at noon on Saturday when nobody else is around to handle 34 cars that have just derailed.

Mr. Speaker, we have made progress. Last year following the Scary tragedy, CSX working with FRA undertook a comprehensive wall-to-wall safety audit. I met in April, along with Jolene Molitoris the administrator of the FRA, with CSX personnel and we came away feeling good about some of the improvements that clearly have been made. But clearly we must all continue working even more, because hazardous materials transportation challenges us all to the highest possible safety standards.

So today I have written a letter to the administrator of the FRA. I have been in personal contact with the NTSB teams on the ground in West Virginia. We are going to request that there be a comprehensive review of safety measures in place along this hazardous materials corridor, and we want to make sure that this cleanup is undertaken in as quick a manner and safe a manner as possible.

#### CARDIAC ARREST SURVIVAL ACT

The SPEAKER pro tempore. Under the Speaker's announced policy of January 21, 1997, the gentleman from Florida (Mr. STEARNS) is recognized during morning hour debates for 5 minutes.

Mr. STEARNS. Mr. Speaker, last week, Senator SLADE GORTON joined with me in sponsoring the Cardiac Arrest Survival Act. This legislation was developed with the assistance of the American Heart Association and the American Red Cross. I will be introducing this bill this week and I urge my colleagues to join me as original co-sponsors.

What is the purpose of this bill? I think that could best be told by retelling a personal experience that I heard

last week during our press conference on this legislation.

A Mr. Bob Adams provides us with one of the most compelling reasons to pass the Cardiac Arrest Survival Act. Mr. Speaker, he is still alive today because of an automatic external defibrillator, an AED. Let me explain.

On July 3, 1997, Bob Adams, who was 42 years old at the time, was walking through Grand Central Station in New York City when his heart stopped and he collapsed. He is a lawyer in a firm with 450 people, a husband, a father of three children.

He was in perfect health and in fact he had always experienced good health. In fact, Bob would tell that he was the least likely person in his firm of 450 employees to have an experience such as this. He was captain of his college basketball team, played professional basketball in Europe, and today is a nationally known college basketball referee.

Despite being in perfect health with no history of heart disease, this young man went into cardiac arrest the day before a holiday weekend in a place where half a million people pass through every day.

Mr. Speaker, timing was everything for Bob Adams. On July 2, the day before he collapsed, the automatic external defibrillator that the Metro North Commuter Railroad had ordered for use in Grand Central Station had just arrived. Luckily, the staff had also been well trained, not knowing they would have to test their skills so soon.

Bob's heart was stopped for approximately 5 minutes before the AED was unpacked from its shipping box and everyone hoped that it came with charged batteries. Thanks to the trained staff at the station, and an emergency medical technician who happened to be present, Bob's life was saved.

Doctors have never determined why Bob suffered a cardiac arrest. It simply stopped. Bob and his wife and three children are grateful that there was an AED in Grand Central Station on that particular day.

While Mr. Adams' story is more dramatic than most, my colleagues might be surprised to learn that more than 350,000 Americans suffer a sudden cardiac arrest every year. Fewer than 10 percent will be discharged from a hospital alive. The key to survival is timely initiation of a series of events, easily communicated as the "chain of survival."

The chain includes early activation of the emergency medical service, CPR, rapid defibrillation, and early advanced cardiac life support. Weakness in any link lessens the chance of survival and condemns the efforts of an emergency medical system to poor results. After as little as 10 minutes, very few resuscitation attempts are successful.

Mr. Speaker, the Cardiac Arrest Survival Act would require the development of: One, a model State training program for first responders and bystanders in lifesaving interventions.

Two, model State legislation to ensure access to emergency medical services, including consideration of the very necessary training for use of life-saving equipment.

Three, directs the coordination of a national database in conjunction with existing databases relating to the incidents of cardiac arrest and whether interventions, including bystanders or first responders, improved the rate of survival.

Mr. Speaker, we need to pass this type of bill. It is not expensive. It encourages joint partnership between the commercial and the private industry. This bill will ensure that all Americans will have the same protection available to them should they ever be caught in such a life-threatening position as Bob Adams.

#### PLIGHT OF ALEXANDER NIKITIN HAS BROAD INTERNATIONAL IMPLICATIONS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 21, 1997, the gentleman from Colorado (Mr. SKAGGS) is recognized during morning hour debates for 5 minutes.

Mr. SKAGGS. Mr. Speaker, I rise today to bring to my colleagues' attention the case of Alexander Nikitin, a case that has broad implications for the future of democracy, free speech, and the rule of law in Russia.

Nikitin is a retired Russian Navy captain who coauthored this report, "The Russian Northern Fleet: Sources of Radioactive Contamination," published by the environmental group Bellona. The report outlines a potential Chernobyl in slow motion from the release of radioactivity in the Russian northern fleet's nuclear submarines and storage facilities for nuclear waste.

The report describes an environmental disaster waiting to happen with retired and rusting nuclear-powered submarines still containing highly radioactive fuel docked at the Kola Peninsula in the Arctic Circle. Unprotected nuclear waste reportedly is also stored at bases and shipyards near Murmansk.

Mr. Speaker, if such a report were released about the U.S. fleet, it would be a national scandal. Clearly, this report, if published during the Communist rule of the Soviet Union, would have been repressed and its author charged with treason.

Unfortunately, that is exactly what has happened in Russia today. The report is banned and Nikitin has been charged with treason and releasing State secrets. This despite the fact that all the information in the report was taken from open, documented sources.

The saga of Nikitin's legal trouble is a sorry one. He was arrested and jailed for almost a year. Then he was released as the various investigations proceeded, but not allowed to travel outside of St. Petersburg. He was charged incredibly on six separation occasions