

with the 9th Marines in Vietnam. Near the end of his tour of duty, his unit was near the Rock Pile in the Northern Eye Core of Vietnam when a mortar round landed between Mr. Conely and another soldier. The other man was thrown 23 feet and killed, while Mr. Conely ended up with shrapnel throughout his body.

A third generation soldier whose grandfather served in World War I and his father in World War II, Mr. Conely's wounds sadly forced him to leave the military. He had planned to make a career in the Marines, but after the blast injured him in Vietnam he returned to Bethesda Naval Hospital where he remained for 13 months prior to being discharged. Continuing the tradition of military service, Mr. Conely's three sons have all served in the Marine Corps, and one has had four tours of duty in Iraq.

Madam Speaker, it is soldiers like Thomas S. Conely, Sr., who joined the military to protect the freedoms that all Americans hold dear. While brave men like Mr. Conely were wounded fighting for freedom and liberty, his family, friends and loved ones know that this Congress will always remember his bravery and commitment in battle.

INTRODUCTION OF THE TAX RELIEF FOR TRANSPORTATION WORKERS ACT

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 7, 2008

Mr. PAUL. Madam Speaker, I rise to introduce the Tax Relief for Transportation Workers Act. This legislation helps those who work in the port industry cope with the costs of complying with Congress's mandate that all those working on a port obtain a Transportation Worker Identity Card (TWIC). The Tax Relief for Transportation Workers Act provides a tax credit to workers who pay the costs of obtaining TWICs. The credit is refundable against both income and payroll tax liabilities. This legislation also provides a tax deduction for businesses that pay for their employees to obtain a TWIC.

When Congress created the TWIC requirement, it placed the burden of paying the cost of obtaining the card on individual workers. Imposing the costs of obtaining TWICs on port workers has several negative economic impacts that Congress should help mitigate by making the cost associated with obtaining a TWIC tax deductible. According to the Department of Homeland Security, a port worker will have to pay between \$100 and \$132 dollars to obtain a card. The worker will also have to pay a \$60 fee for every card that is lost or damaged. Even those employers whose employees pay the substantial costs of obtaining TWICs for their workforce are adversely affected by the TWIC requirement, as the money employers pay for TWICs is money that cannot go into increasing their workers' salaries. The costs of the TWIC requirement may also cause some employers to refrain from hiring new employees.

Ironically, many of the employees whose employers are unable to pay the TWIC are part-time or temporary workers at the lower end of the income scale. Obviously, the TWIC

requirement hits these workers the hardest. According to Recana, an employer of port workers in my district, the fee will have a "significant impact" on port workers.

Unless Congress acts to relieve some of the economic burden the TWIC requirement places on those who work in the port industry, the damage done could reach beyond the port employers and employees to harm businesses that depend on a strong American port industry. This could be very harmful to both interstate and international trade.

Regardless of what one thinks of the merits of the TWIC card, it is simply not right for Congress to make the port industry bear all the costs of TWIC. I therefore urge my colleagues to stand up for those who perform vital tasks at America's ports by cosponsoring the Tax Relief for Transportation Workers Act.

SUPPORT FOR THE COPPER-BASE CASTING TECHNOLOGY PROGRAM

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 7, 2008

Mr. WILSON of South Carolina. Madam Speaker, I wish to express my strong support for the Copper-Base Casting Technology Program, C-BCT, a program of great importance to the people of South Carolina, as well as the men and women serving in the United States military at home and overseas. The C-BCT program is a cooperative relationship between the copper industry and the Department of Defense, working to apply high-performance copper alloys in military applications.

Since its inception in 2004, the C-BCT program has provided multiple, breakthrough technologies for defense and industrial systems that have benefits for all branches of the military. Advances include the design and creation of prototype high-efficiency induction motors using copper rotors. Copper rotors increase motor energy efficiency, lower manufacturing costs due to reductions in overall materials used, increase motor life, and reduce motor weight and size. C-BCT provides the military a technology that has produced crucial advances for the American war-fighter in land base, shipboard, and aerospace applications and has done so in a cost-effective manner.

I would like to recognize Daniel Gearing with the Defense Logistics Agency, DLA, for his support and oversight of the launching of C-BCT. In addition, Victor Champagne with the Army Research Lab, ARL, has begun advanced work to apply C-BCT in applications that advance the defense community requirements. The applications are driven by the need for higher efficiency, lighter weight, lower cost, environmentally friendly, and more reliable materials. Reduced weight, in particular, is a common goal for all weapon systems and logistics support items. With DLA and ARL's commitment to continue the success of C-BCT, advances to date may soon be brought to our service men and women serving overseas. Together with the Copper Development Association and the Advanced Technology Institute, these organizations are working to demonstrate and evaluate copper's ultimate potential for our military.

I recognize the crucial benefits that C-BCT offers both the domestic copper industry and

the U.S. armed services as well as the successes of the current program and the critical nature of copper in most military applications.

INTRODUCTION OF THE HOMELAND SECURITY NETWORK DEFENSE AND ACCOUNTABILITY ACT OF 2008

HON. JAMES R. LANGEVIN

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 7, 2008

Mr. LANGEVIN. Madam Speaker, today we are introducing the Homeland Security Network Defense and Accountability Act of 2008, a bill designed to improve the cybersecurity posture of the Department of Homeland Security.

The security of our federal and critical infrastructure networks is an issue of national security. The United States and its allies face a significant and growing threat to our information technology, IT, systems and assets, and to the integrity of our information. The acquisition of our government's information by outsiders undermines our strength as a nation and over time could cost the United States our advantage over our adversaries. This is a critical issue that we can no longer ignore.

One of the first things that Chairman THOMPSON tasked me with when I was named Chairman of the Subcommittee on Emerging Threats, Cybersecurity and Science and Technology was to lead a bipartisan inquiry into the cybersecurity posture of our federal networks and our critical infrastructure. Viewing the potential for cyber attacks on federal networks as an emerging threat that warrants attention, Chairman THOMPSON challenged me to address the four areas that the 9/11 Commission determined our systems failed: in imagination, policy, capabilities, and management. The same can be said of the federal government's approach to cybersecurity—and as a result, our critical information and technology systems are vulnerable to cyber terrorists.

So far in the 110th Congress, we have held seven hearings on cybersecurity, heard from hundreds of experts on how best to tackle this issue, reviewed information security best practices in the public and private sectors, investigated cyber incidents across the spectrum, from the State and Commerce Departments to our Nation's electric grid, and uncovered and assisted law enforcement in investigating breaches at the Department of Homeland Security. It has become clear that an organization is only as strong as the integrity and reliability of the information that it keeps. Therefore we must make cybersecurity a national priority.

This legislation represents a small but critical step toward improving the cybersecurity posture at the Department of Homeland Security by addressing two key issues: ensuring a robust defense-in-depth of our information systems, and holding individuals at all levels accountable for mitigating vulnerabilities. Early in our investigative process, I announced that the Committee's oversight goals were to increase public awareness of the problems associated with federal network security; fix those vulnerabilities that are, or could be, successfully exploited; and hold individuals, agencies, and private sector entities responsible for their