

INTRODUCTION OF H.R. 4914, THE
CENTER FOR COMMERCIAL DE-
PLOYMENT OF TRANSPORTATION
TECHNOLOGY DEVELOPMENT AU-
THORIZATION ACT OF 2002

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. HORN. Mr. Speaker, I rise today to introduce the Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002. The Center for the Commercial Deployment of Transportation Technologies (CCDoTT) is a chartered university center at California State University Long Beach (CSULB) functioning as a partnership of academic institutions, government, and commercial corporations.

The CCDoTT project is operated by the CSULB Foundation in conjunction with the Department of Defense, the United States Transportation Command (USTRANSCOM), and the Department of Transportation, through the Maritime Administration (MARAD).

CCDoTT was organized to pursue a broad range of defense and commercial technologies, to analyze transportation problems and environmental impacts, and to develop technological, procedural, computer, or equipment solutions. CCDoTT and its associates are well versed in transportation technologies, computer simulation and modeling, defense, electronic commerce, economic and cost modeling, state-of-the-art training and educational solutions, and advanced manufacturing technologies.

Recent developments with respect to national security issues and more specifically maritime related security issues, have introduced a new dimension to a number of CCDoTT program undertakings. These initiatives seek to advance the technology, procedures and equipment associated with improved surveillance and security of cargo movement to and from domestic and foreign marine ports and terminals.

Working with its partners, CCDoTT will continue to help our Armed Forces meet their rapid deployment needs for the new millennium while concurrently advancing the competitive capability of U.S. based shipping interests and maritime security related efforts currently under consideration.

Mr. Speaker, it is my hope that my colleagues will join me in supporting H.R. 4914, The Center for Commercial Deployment of Transportation Technologies Authorization Act of 2002.

H.R. 4914 is printed below:

H.R. 4914

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002".

SEC. 2. JOINT DEPARTMENT OF TRANSPORTATION/DEPARTMENT OF DEFENSE PROGRAM TO DEVELOP TRANSPORTATION TECHNOLOGIES FOR COMMERCIAL AND MILITARY APPLICATIONS.

Section 8 of the Merchant Marine Act, 1920 (46 U.S.C. App. 867) is amended—

(1) by designating the text as subsection (a); and

(2) by adding at the end the following new subsection:

(b)(1) Notwithstanding any other provision of law, from amounts made available to carry out this subsection, the Secretary of Defense, in cooperation with the Secretary of Transportation, shall carry out a program under this subsection to develop and deploy dual use transportation technologies for commercial and military applications, including but not limited to the following:

(A) Agile port.

(B) High-speed sealift.

(C) Advanced cargo and passenger vessel hull design, propulsion systems, and construction employing national defense features.

(D) Rapid deployment.

(E) Command and control, and decision support.

(F) Maritime, port, and cargo security.

(2) The Secretary of Defense shall carry out such program in cooperation with the Secretary of Transportation under section 2358(b)(4) of title 10, United States Code.

(3) The program required by paragraph (1) shall be carried out pursuant to a cooperative agreement to be entered into by the Secretary of Defense, the Secretary of Transportation, and the Center for Commercial Deployment of Transportation Technology of California State University, Long Beach.

(4) Of amounts appropriated or otherwise made available for the use of the Department of Defense for research, development, test, and evaluation, Defense-wide, the following amounts shall be available for a task and delivery order contract under section 2304(c) of title 10, United States Code, to carry out this subsection, to remain available until expended:

(A) \$10,000,000 for fiscal year 2003.

(B) \$15,000,000 for each of fiscal years 2004 and 2005.

(C) \$20,000,000 for each of fiscal years 2006 and 2007.

Below is a letter of June 11, 2002, from five Presidents of the marine unions who want to see the dedicated ship-building in high-speed passenger and cargo vessels.

JUNE 11, 2002.

Hon. STEVE HORN,
House of Representatives,
Washington, DC.

DEAR CONGRESSMAN HORN: On behalf of the undersigned maritime or organizations, we are writing to express our support for your legislation, H.R. 4914, the "Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002." We are especially pleased your legislation would specifically authorize the development and deployment of dual use transportation technologies for commercial and military applications in the area of high-speed passenger vessels.

As you may be aware, our organizations have been working with Voyager Holdings, a U.S.-owned venture that has contracted to build two very high-speed trimaran passenger vessels at Baltimore Marine Industries. These vessels will incorporate a new, highly stable hull design developed by Kvaerner Masa Marine with technology support from Science Applications International Corporation (SAIC), David Taylor Research Center, and Band Lavis & Associates. In addition, these vessels will be capable of conversion for national emergency support due to their innovative militarily useful features designs. Significantly, these design enhancements are based on the cooperative development between the California State University at Long Beach and the Center for the Commercial Development of Transportation Technologies (CCDoTT).

The CCDoTT program enables the Department of Defense, through the United States Transportation Command, and the Department of Transportation, through the Maritime Administration, to leverage advanced transportation technologies to address de-

fense and commercial transportation requirements. Voyager's proposed trimaran high speed, cruise vessels, in addition to representing the next step in the evolution of cruise vessel design, offer distinct advantages for both commercial and defense sealift missions. In fact, a representative of the Department of the Navy has told Voyager Holdings that they are "particularly pleased that [this] design includes a number of features that will greatly enhance the defense related value of your vessel . . . These high-speed long range vessels . . . will significantly enhance our nation's United States-flag commercial sealift capability."

We believe CCDoTT's mission to pursue dual use defense and commercial technologies will, as in the case of the high-speed trimaran cruise vessels, help the United States gain worldwide leadership in the advanced high-speed ocean transportation market. Your legislation, by providing CCDoTT with a multi-year authorization, will enable CCDoTT to continue to pursue its mandates over the long term with the knowledge that its work can proceed in an uninterrupted fashion.

We again express our support for your legislation and look forward to working with you and your colleagues for its enactment this year.

Sincerely,

Captain Timothy Brown, Masters, Mates & Pilots; Ron Davis, Marine Engineers' Beneficial Association; Henry Disley, Marine Fireman's Union; Gunnar Lundeborg, Sailors' Union of the Pacific; Michael Sacco, Seafarers International Union.

THE BRACERO JUSTICE ACT OF
2002

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. GUTIERREZ. Mr. Speaker, I rise today to announce the introduction of my bill, the Bracero Justice Act of 2002. I am joined by Representatives FARR, FILNER, PASTOR, NAPOLITANO, SOLIS, BACA, ROYBAL-ALLARD, SERRANO, MCGOVERN, RODRIGUEZ, FRANK, MENENDEZ, MILLENDER-MCDONALD, SCHAKOWSKY, GONZALEZ, ORTIZ, VELÁZQUEZ, ACEVEDO-VILA, REYES, LIPINSKI, BECERRA, MCKINNEY, DAVIS (IL), and BERMAN.

I am very pleased to introduce legislation that offers relief to people who have long sought help. My bill would allow people to seek recourse in a venue that so often has protected the most vulnerable in our society: the federal judicial system. In short, my bill would give a deserving group of people their day in court and to have their case heard on the merits.

Bracero workers have been waiting for their day in court for nearly six decades. Sixty years ago, in 1942, the U.S. Government entered into a program that was designed to help America get through the economic challenges that accompanied World War II. Under the program, nearly 5 million workers came to the United States from Mexico, to carry out the back-breaking labor that kept our Nation going. They filled in where labor was in short supply—especially in agriculture. Their work

allowed America to carry out its war effort and to feed the country and its troops.

After the war, during the late 1940s and into the 1960s, braceros helped keep America growing and expanding. Some worked on farms, others in railroad construction or other jobs. Unfortunately, despite working a full day in the fields, despite being fully exposed to the elements and a full range of other challenges, braceros did not receive compensation in full. As many as 400,000 workers saw their paychecks reduced by as much as \$70 million.

During the first 7 years of the program, it was an overt, explicit policy that each worker would sacrifice 10 percent of his or her salary, with the promise that it would be available to them upon their return to Mexico. It was a policy which very well may have continued long after that period, and affected far more workers. And, yet, the money disappeared. It went unaccounted for. At least \$70 million of it—which, with interest, may be worth as much as \$500 million to a billion dollars today—was gone.

Today, Members of both parties speculate about the possibility that American workers will not get the full Social Security payout to which they are entitled upon their retirement. Here is a real-life example of exactly that scenario. In this case, it was tens (perhaps hundreds) of millions of dollars that rightfully belonged to people who had little resources then—who had little resources in the years since. And, in many cases, few resources today. Without this legislation, these people will lack the most basic resource of all: the ability to have their complaint heard.

Do we know where the money went? No. However, we do know this: Under the Bracero program, the U.S. Government acted as the employer. Workers were contracted out to various businesses—farms, for example. The U.S. Government withheld 10 percent of their wages. The funds were then to be transferred to Wells-Fargo Bank and this bank was to transfer it to the Banco de Mexico which

would then (supposedly) transfer it to regional banks.

Somewhere along the way—sometime during a process which we know began on U.S. soil and may, for all we know, ended on U.S. soil, too—the money was lost. Or taken away. All we know is, the money is still owed. To discover where the money went, to get some accounting of what went wrong, is one of the primary goals of a lawsuit filed last year in federal court. But, even that basic step is blocked until certain legal matters are resolved. These matters are addressed in this bill, the Bracero Justice Act of 2002.

For example, my bill addresses the issue of the statute of limitations. We must eliminate any time limits on legal action. Just as we have seen with Holocaust survivors who were robbed of their assets or the Japanese citizens interned in our country for years—waiving the statute of limitations is a necessary step in seeking justice that is decades overdue. My bill also addresses jurisdictional questions, allowing suits to be filed in any district court, so the full universe of workers can gain relief.

The Bracero Justice Act also seeks a waiver of sovereign immunity, so that action can be taken against a government—whether the United States or Mexican Government—if it is found that their actions contributed to this fiasco. Eligibility of class members matters, so that the full category of workers who may have been harmed, which may have included braceros working into the late 1960s, may have legal standing. In short, what we are asking is that such cases be heard and decided on their merits so that justice cannot be dismissed on a technicality, so that we can discover—first and foremost—the truth.

I am confident that my colleagues will agree that the American legislative and judicial system can be put to work to help people who were put to work to build and grow and feed our country. Please join me in cosponsoring my bill, the Bracero Justice Act of 2002.

RECOGNITION OF JUNE L.
MCNEELY

HON. HENRY E. BROWN JR.

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. BROWN of South Carolina. Mr. Speaker, I would like to submit the following poem, "First Place in the Heart", by a fellow South Carolinian, June L. McNeely.

This poem expresses my feelings toward patriotism, family, and faith. by: June L. McNeely

"FIRST PLACE IN THE HEART"

(By June L. McNeely)

Let's put GOD back in America, let HIM
have first place in our heart.
Let's put GOD back in America and right
now is the time to start.
Let us all stand together as a family hand in
hand and pray for GOD's mercy and for
the healing of our land.
HE has given us a country that is special to
us all.
Let's not bow to the enemy, but keep stand-
ing very tall.
Let's put GOD back in America. This beau-
tiful country we call home.
Put HIM in our homes and schools and all of
our gathering places.
Then everyone in this world will see GOD's
love in all our faces.
Put all of your trust in your HEAVENLY
FATHER. He will all of your burdens
bear.
HE will never leave you nor forsake you.
HE has promised to always be there.
HE will help you through each moment so all
of your fears will cease.
Let's put GOD back in America and with HIS
help live with others in peace.