

EXTENSIONS OF REMARKS

FOSTER CARE

HON. DIANE E. WATSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Ms. WATSON. Mr. Speaker, I rise today to speak on behalf of our Nation's foster care youth during National Foster Care month.

As of January 2003, there were 33,000 children in Los Angeles County foster care, which is the highest number of dependents in any county. I represent many of these youngsters who, on average, live in five different places. I co-sponsored H.R. 1534, which strives to place children in safe, loving, and permanent homes.

But what happens when these youths turn 18 and "age out?" Only 27 percent of foster care high school graduates attend college, half the national average. Foster care youths lack the funding and supportive climate college students need to succeed. I support legislation that helps foster care students with their college admissions and financing.

This week the Committee on Government Reform will meet to determine how our current foster care structure can be strengthened.

This Congress must act to ensure the future of our foster care youth is as bright as any other child's. Thank you.

HONORING THE LIFE OF ESAU PATTERSON

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Mr. WILSON of South Carolina. Mr. Speaker, I rise today to honor the life of Army Staff Sergeant Esau Patterson, Jr. of Ridgeland, SC, who paid the ultimate sacrifice on April 29th in Iraq while on duty defending American families in the War on Terror. is a true hero and will be remembered as a patriot.

I ask all of my colleagues to join me in expressing our deepest sympathy to his family and friends.

I ask that his obituary and an article from The Beaufort Gazette be inserted into the CONGRESSIONAL RECORD.

OBITUARY—ESAU PATTERSON JR., MAY 9, 2004

Staff Sgt. Esau Patterson Jr., 25, of Ridgeland, died Thursday, April 29, 2004, in Iraq.

The family will receive friends from 7 to 8 p.m. Sunday at Bostick Funeral Home.

Services will be at 1 p.m. Monday at Mount Carmel Baptist Center in Ridgeland, with burial in Patterson Cemetery in Ridgeland.

Mr. Patterson was born May 11, 1978, a son of Carrie Mae Osgood Patterson and Esau G. Patterson Sr.

He was a member of Mount Gilead AME Church in Columbus, Ga., where he was a Sunday school teacher. He was in the Army, SSG Battery C, 4th Battalion, 27 Field Artillery regiment 2nd Brigade, 1st Armored Division, Combined Joint Task Force 7.

Survivors include his parents of Ridgeland; his wife, Kisha R. Patterson of Columbus, Ga.; two grandparents, Elizabeth Osgood and Henry Osgood of Ridgeland; a daughter, Kesauna M. Patterson of Columbus, Ga.; a son, Kaven M. Scott of Columbus, Ga.; six sisters, Toneka P. Nelson, Tarsha P. Myers and Jamesha P. Anderson of Ridgeland, Charvia Watkis of Beaufort, Shamone Huggins of Whitehall and Marisa Patterson of Korea. Bostick Funeral in Ridgeland is in charge.

[From the Beaufort Gazette, May 11, 2004]

FALLEN SOLDIER LAID TO REST

FAMILY, FRIENDS REMEMBER LOCAL MAN WHO DIED SERVING HIS COUNTRY IN IRAQ

(By Michael Kerr)

RIDGELAND.—Esau Patterson Jr. would have turned 26 today.

But instead of a birthday celebration, his family, friends and loved ones gathered Monday at Mount Carmel Baptist Center in Ridgeland, the Army staff sergeant's hometown, to honor and remember a man of God who fell as a hero on the Iraqi battlefield.

Patterson was killed along with seven other members of the Army's 1st Armored Division on April 29 near Mahmudiyah, south of Baghdad. He had been clearing explosives from a key Iraqi highway when a station wagon approached and detonated a car bomb, killing the eight soldiers and wounding four others.

"E.J.," as his friends and family knew him, was the only son in a family of six daughters. He left behind his wife, Kisha, 2-year-old daughter Kesauna and 4-year-old stepson Kaven Scott.

His father, Esau Patterson Sr., spoke about a son who had always made him proud before the more than 100 people who gathered in the church.

"My expectations of a man are very high," said Patterson, who retired from the Army in 1992 and settled in Ridgeland.

Over the years, Patterson said, he watched his little boy exceed those expectations and become a man.

"That made me proud, and not because he was in the military," he said. "He was a gentleman at all times. He always put other people in front of him. He always carried a smile on his face and tried to do the best."

Family members and friends recited poems, sang hymns and told stories of a wonderful son, brother, father and husband. Patterson was a kind man, friends said, a man who loved his family and his country, a man who gave everything to protect them both.

"I am so proud to say, to have said, I have a family member, a first cousin, fighting for this country," said Roger Patterson, who traveled from New York to attend his cousin's funeral. "I was so proud of that. It was the ultimate sacrifice he gave, and for that I'm proud."

Patterson was more than just a soldier, his family has said. He attended church no matter where he was stationed, taught Sunday school and was always quick to help a neighbor with chores around the house.

Another of Patterson's cousins, Clementa Pinckney, the Democratic state senator from Ridgeland, grew up just a few minutes from the fallen soldier.

"He was always a good man, always with a smile . . . just happy-go-lucky," Pinckney said, standing in the family's cemetery. "His

father was a good soldier, and he wanted to be a good soldier like him."

The state Senate adopted a resolution last week sponsored by Pinckney honoring Patterson and his sacrifice.

During the service, Brig. Gen. José Riojas, assistant commander of the Army's 3rd Infantry Division based at Fort Stewart, Ga., presented Patterson's wife with the Bronze Star and Purple Heart that he earned while waging war in the desert.

Soldiers decked out in dress uniforms served as pallbearers, and later fired a three-round rifle volley to honor Patterson as the sound of taps played by a lone bugler echoed throughout the otherwise quiet cemetery.

"You couldn't ask for a better person to protect our country," Pinckney said.

HONORING HONDA MANUFACTURING OF ALABAMA

HON. MIKE ROGERS

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Mr. ROGERS of Alabama. Mr. Speaker, on May 7, 2004, Honda Manufacturing of Alabama held a ceremony to recognize the beginning of production on its second line of vehicle assembly. This event highlights Honda's growing commitment to Alabama through investment, job creation and economic development. It emphasizes the jobs created by the expansion as well as the jobs created by the suppliers who have moved to the South, many of them in Alabama.

Honda opened its first assembly line in Lincoln in November 2001. One year later, Honda began construction of the second assembly line. A \$425 million capital investment, coupled with the initial expenditure, brought Honda's investment in Alabama to more than \$1 billion. The result is 4,300 high quality, good paying jobs and a doubling of the plant's initial production capacity to 300,000 vehicles and engines by the end of 2004. Honda's Pilot SUV will join the Odyssey as the two products manufactured at Honda Manufacturing of Alabama.

The new assembly line was built adjacent to the existing facility and will mirror the current facility's operations with synchronous body and engine assembly under one roof. Operations for stamping, plastic injection molding, die-casting and machining of engines and engine assembly have been increased at the existing facility to supply both assembly lines.

The jobs created at HMA are competitive in the industry, providing quality compensation and benefits. Honda had three objectives when it came to Alabama. First, it wanted to build a plant using the company's flexible manufacturing system. Secondly, it wanted to hire and train associates with no automotive experience. Finally, Honda wanted to employ associates using advanced technology and materials. The startup of the second assembly line at the Lincoln facility is testament to the success of these objectives in Alabama.

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

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

Congratulations to Honda and its associates for their many achievements, and thank you, Mr. Speaker, for the House's attention today on this important matter.

INTRODUCTION OF THE LIQUEFIED NATURAL GAS IMPORT TERMINAL DEVELOPMENT ACT OF 2004

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Mr. GREEN of Texas. Mr. Speaker, to counter the negative effects of soaring natural gas prices on the economy and consumers, Representative GENE GREEN (D-Houston) and Representative LEE TERRY (R-NE) introduced legislation to simplify the siting of onshore Liquefied Natural Gas (LNG) terminals.

"In June 2003, Alan Greenspan testified before the Committee that LNG was critical for the future stability of our economy. It would be a great help to provide LNG with the same regulatory certainty we provide natural gas pipelines."

According to the National Petroleum Council, the United States is on course to pay an additional \$1 trillion in natural gas costs over the next 20 years due to shortages. Along with increased domestic production and an Alaskan natural gas pipeline, LNG projects promise to help stabilize prices, but the permitting process for LNG facilities is uncertain and disputed, without clear lines between State and Federal authority.

"We need LNG, and we must make LNG terminals safe and secure. Current safety and security procedures and other proposals will be fully considered during this debate."

"Unless we get LNG right, our Nation's \$454 billion chemical industry and 1 million jobs could go the way of the steel industry. Electric power and heating bills are also crunching consumers. The Nation needs to address LNG in a meaningful way, and this legislation moves us on the right track."

A summary of The Liquefied Natural Gas Import Terminal Development Act of 2004 is attached.

TALKING POINTS

Q: Why give FERC all the authority?

A: Like natural gas pipelines, LNG sites are national significant energy projects involving international and interstate commerce. FERC has stringent siting restrictions in place for LNG currently.

FERC believes they have this authority, but because interest in LNG projects have exploded, it may be necessary to spell FERC's authority out.

Q: What about state agencies that want to stop them?

A: We think they are making political plays. There are little if any air emissions or water discharges. The facilities have tough safety standards under FERC and tough security standards under the Coast Guard (Maritime Transportation Security Act).

We are saying that the states cannot question a "public interest" determination by FERC, because that is an interstate commerce determination.

Q: What about local zoning regulations?

A: FERC has tough siting standards that almost certainly preclude a site violating zoning standards. (There must be a buffer zone that is great enough so that flammable

vapors will not reach beyond facility property lines. FERC also enforces DOT and National Fire Administration regulations that limit siting to appropriate areas.)

If we need language to reassure on local zoning, we are open to that. We are not trying to change LNG siting standards—we just stop states from arbitrarily blocking projects.

Q: What about security?

A: All facilities will be covered by the Maritime Transportation Security Act. In addition, there are extraordinary procedures beyond that law for security, including ship inspections, escorts and site security coordination with local law enforcement.

One proposal is using American crews on LNG tankers. We are open to adding security measures to the bill if the debate we have indicates more measures are needed.

SUMMARY OF THE TERRY-GREEN LNG LEGISLATION

WHY WE NEED TO EXPAND LNG CAPACITY

Because of its efficiency and environmental benefits, natural gas use has increased dramatically over recent years. Demand has caught up with supply, and natural gas prices are up more than 80 percent over the past four years. At the same time, U.S. natural gas production is falling at about two percent a year.

Over the next two decades, U.S. natural gas consumption is expected to rise 40 percent (and 70 percent throughout North America). It is expected that U.S. production will meet only 75 percent of the nation's demand by 2025. This is especially sobering considering that the United States consumes about 25 percent of the world's natural gas production—but holds only three percent of the world's natural gas reserves.

We must look for new options now, if we are to avoid the adverse economic implications. (According to the National Petroleum Council, the United States is on course to pay an additional \$1 trillion in natural gas costs over the next 20 years due to shortages.) The Rocky Mountains, the Gulf of Mexico and Alaska will continue to be a vital part of our supply. However, expanding our liquefied natural gas (LNG) capacity is also critical, so we may bring natural gas from more ample supplies from around the world—creating a "safety value" to provide some leverage in determining natural gas availability and prices.

LNG—natural gas chilled to -260 degrees Fahrenheit—allows the safe transportation of gas from large-producing fields in places such as western Africa, the Caribbean, Malaysia, Australia, Qatar, South America, Russia, and Eastern Europe. LNG has been safely transported by ship for nearly half a century, with countries such as Japan receiving LNG shipments every 20 hours.

Currently, around 30 LNG terminals are in various stages of planning in the United States. With natural gas prices up from \$1.50/ thousand cubic feet pre-1995 to more than \$6 today, boosting LNG's role in our energy portfolio is a sensible step.

WHAT THE TERRY-GREEN LNG LEGISLATION WOULD DO

This legislation would compliment the pending energy bill (H.R. 6) by working to add LNG to our energy portfolio. It would also provide parity between the application/review process for on-shore and offshore terminals. Specifically, this bill would:

Eliminate jurisdictional conflicts and legal ambiguities on siting and construction of LNG terminals. Jurisdictional conflicts between federal and state agencies threaten to delay or kill new LNG projects. Since the importation of LNG is a matter of foreign commerce, the Terry-Green bill would clar-

ify that approval and siting authority for LNG facilities is most appropriately determined at the federal level, as established under the Natural Gas Act. It also clarifies that a public interest finding by the Federal Energy Regulatory Commission (FERC) regarding the siting, construction, expansion and operation of LNG terminals under the Natural Gas Act is pre-emptive, and is not subject to second-guessing under state or local law.

Create a lead agency for LNG project review and permitting. Currently, several federal departments, and some state agencies, have a role in the approval process for construction or expansion of an onshore LNG terminal. This bill clarifies that the FERC is the lead agency, to streamline environmental review and permitting. Other federal agencies—and state agencies with authority delegated by federal law—keep their independent regulatory responsibilities. However, such agencies must act in a manner consistent with the public interest determination made by the FERC under the Natural Gas Act.

Set a deadline for FERC review of LNG terminal applications. Currently, there is no time requirement for FERC review of a LNG terminal application. To ensure a prompt evaluation, this bill requires the FERC to issue its decision one year after the application has been completed. The bill also gives the FERC authority to establish deadlines for other agencies making permitting decisions, taking into account timelines established by other Federal statutes.

Remove regulatory uncertainties for those building/expanding onshore LNG terminals. This bill codifies the FERC's important "Hackberry" decision on open access requirements, giving developers the certainty they need regarding economic regulation. This policy is necessary to encourage the development of new LNG capacity, especially considering a typical onshore LNG project can cost more than \$500 million.

PERSONAL EXPLANATION

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Mr. PORTMAN. Mr. Speaker, I was unavoidably detained during the recorded votes on Rollcall Vote No. 196, the Goode Amendment, and Rollcall Vote No. 197, the Davis (CA) Amendment. Had I been present, I would have voted "aye" on the Goode Amendment and "no" on the Davis Amendment.

TO CONGRATULATE MEMBERS OF THE WESTPORT VOLUNTEER EMERGENCY MEDICAL SERVICE (WVEMS) FOR THEIR OUTSTANDING WORK

HON. CHRISTOPHER SHAYS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 20, 2004

Mr. SHAYS. Mr. Speaker, it gives me great pleasure to congratulate the Westport Volunteer Emergency Medical Service (WVEMS) on their Quarter Century Anniversary for their outstanding work.

The men and women who dedicate their time and energy to the WVEMS are shining