

are visually impaired. They face many obstacles in their daily lives and travels.

Visually impaired people, including the blind, are particularly at risk when they come in close proximity with motor vehicles when they walk along or cross a street. They are often unaware of vehicular traffic nearby that could pose a serious threat to their safety.

Although many of the blind are familiar with ways to reduce the risk and behave accordingly, their safety is still very much dependent upon the driver's ability to recognize their presence and to exercise greater caution in operating their vehicle.

H. Con. Res. 56 is an attempt to raise the driver's awareness to the blind and visually impaired pedestrians. They need to know that the use of a white cane or a guide dog signals a visually impaired individual.

To ensure that all licensed drivers have such knowledge, H. Con. Res. 56 expresses the sense of Congress that each State should require license applicants to demonstrate an ability to associate the use of the white cane or guide dog with visually impaired individuals and to exercise greater caution when driving in their proximity before being granted a driver's license. This is a simple requirement, which will greatly enhance the safety of the visually impaired.

Mr. Speaker, I urge my colleagues to support this resolution.

Mr. Speaker, I yield such time as he may consume to the gentleman from Illinois (Mr. EVANS).

Mr. EVANS. Speaker, I rise in full support of H. Con. Res. 56.

There are 1.5 million visually impaired Americans struggling to gain and maintain their independence. Many gain independence through the use of aids to mobility, such as white canes and guide dogs.

Unfortunately, not all licensed drivers recognize the significance of pedestrians using these canes or these dogs. They do not make the connection that the user of these mobility aids may be blind. They do not exercise increased caution while driving in proximity to pedestrians using these mobility aids.

Some blind individuals have had their white canes broken by motorists not exercising caution as they drive in close proximity. Others have suffered serious personal injury caused by careless drivers.

This resolution will make pedestrian travel a little safer for the visually impaired individuals using mobility aids. It is a near-zero-cost motion to encourage States to update their requirements for award of driver's licenses to reflect the need to recognize mobility aids for the blind and the need to increase greatly increase caution while driving near individuals using these aids.

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The resolution has been fully supported by major associations for the

blind, principally the American Council for the Blind, the American Foundation of the Blind, and the Blinded Veterans Association. It also has the support of the American Association of Motor Vehicle Administrators.

I urge my colleagues to support this commonsense resolution and make America's crossroads safer for the blind.

Ms. MILLENDER-MCDONALD. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I will yield myself the remainder of our time.

Mr. Speaker, I want to thank the gentleman from Illinois (Mr. EVANS) for drafting this concurrent resolution. It is a good idea. I think it is sound policy and urge our colleagues to support it.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. GRAVES). The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 56.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

LUIS A. FERRÉ UNITED STATES COURTHOUSE AND POST OFFICE BUILDING

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 2017) to designate the United States courthouse and post office building located at 93 Atocha Street in Ponce, Puerto Rico, as the "Luis A. Ferré United States Courthouse and Post Office Building".

The Clerk read as follows:

S. 2017

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

SECTION 1. LUIS A. FERRÉ UNITED STATES COURTHOUSE AND POST OFFICE BUILDING.

(a) DESIGNATION.—The United States courthouse and post office building located at 93 Atocha Street in Ponce, Puerto Rico, shall be known and designated as the "Luis A. Ferré United States Courthouse and Post Office Building".

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper or other record of the United States to the courthouse and post office building referred to in subsection (a) shall be deemed to be a reference to the Luis A. Ferré United States Courthouse and Post Office Building.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATOURETTE) and the gentleman from California (Ms. MILLENDER-MCDONALD) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio (Mr. LATOURETTE).

Mr. LATOURETTE. Mr. Speaker, I yield myself such time as I might consume.

Mr. Speaker, S. 2017, which is identical to a bill that was introduced by our colleague, the gentleman from Puerto Rico (Mr. ACEVEDO-VILÁ), designates the building located at 93 Atocha Street in Ponce, Puerto Rico, as the Luis A. Ferré United States Courthouse and Post Office Building.

Luis Ferré was born in 1904 in the town of Ponce, Puerto Rico, just after the transition from Spanish to American control. In 1917 at the age of 13, Luis Ferré and the people of Puerto Rico received citizenship from the United States. Leveraging this advantage, Luis Ferré attended the Massachusetts Institute of Technology and graduated with a bachelor's degree in engineering in 1924.

Upon graduation, Luis Ferré returned to his native Puerto Rico to work in his family business, the Puerto Rican Cement and Iron Works. He eventually took over and built the business into a hugely successful enterprise.

Having made his mark in business, the ever-ambitious Ferré attempted to conquer politics. His first experience was as a mayoral candidate for his home city of Ponce in 1940. However, he quickly set his sights higher. In 1952, the year before Puerto Rico achieved commonwealth status, he won a seat in the Puerto Rican House of Representatives.

Using this new political independence, and driven by his love for Puerto Rico and his experiences in the United States, he began to mobilize his resources in the cause of statehood. In 1967 he founded the New Progressive Party. The next year he ran and won the gubernatorial election, a position he held for one term, from 1969 to 1973. In that position he was a champion for the statehood movement and is still remembered for his efforts.

In addition to his business in political activities, Luis Ferré was an avid supporter of the arts. In 1965, he founded the Museo de Arte de Ponce. The museum houses an impressive collection of art from the medieval times to the present. It has become a major cultural attraction in his home city.

Luis Ferré was a dedicated scholar, entrepreneur, statesman, and humanitarian. He passed away in October 2003 and is buried in his hometown of Ponce. This is a fitting tribute to a dedicated Puerto Rican, and I urge my colleagues to join me in supporting passage of this bill.

Mr. Speaker, I reserve the balance of my time.

Ms. MILLENDER-MCDONALD. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, S. 2017 is a bill to designate the building located at 93 Atocha Street in Ponce, Puerto Rico, as the Luis A. Ferré U.S. Courthouse and Post Office.

Luis A. Ferré was born in 1904 in Ponce, Puerto Rico. He received his

bachelor's degree and master's degree from the Massachusetts Institute of Technology. He was also an accomplished pianist who studied at the New England Conservatory of Music in Boston and recorded albums with the noted Puerto Rican pianist Jesus Maria Sanroma.

In 1925 he began his business career at the Puerto Rico Iron Works. In 1940 he moved to the Puerto Rican Cement Company, and by 1960 he was the vice chairman of the company.

In 1937 he founded the Ponce Public Library, and in 1940 he ran for mayor of Ponce. In 1950 he founded the Luis A. Ferré Foundation, which resulted in the creation of the Ponce Museum of Art, considered to be one of the most important museums in the world. The museum was designed by Edward Durrell Stone, who also designed the John F. Kennedy Center here in Washington, D.C.

In 1968 Luis A. Ferré was elected Governor under the New Progressive Party banner and served until 1972. While Governor, he provided many benefits to workers, including shorter work weeks and maternity leave. He provided ownership of land, strengthened the industrial development program, and made possible the applicability of the food stamp program for Puerto Ricans.

In 1977 until 1980, he served as president of the senate. He also served as State chairman and national committeeman of the Republican Party in Puerto Rico. In 1991 he was awarded the Presidential Medal of Liberty.

Ferré was known as an intellectual, a lover of the arts, a brilliant politician, and generous benefactor. This designation is a most fitting tribute to his illustrious career.

I support S. 2017 and urge its passage.

Mr. ACEVEDO-VILA. Mr. Speaker, I rise today in strong support of S. 2017, the Luis A. Ferré United States Courthouse and Post Office Act. I introduced a counterpart bill, H.R. 3742, which was unanimously approved by the House Transportation and Infrastructure Committee. I wholeheartedly thank Senator SANTORUM for introducing S. 2017, and Chairman YOUNG and Congressman OBERSTAR for their leadership in shepherding this bill through their committee.

I ask for my colleagues' support of this bill, which honors the life and legacy of Luis A. Ferré, by designating the U.S. Courthouse and Post Office building located at 93 Atocha Street in his hometown of Ponce, Puerto Rico, as the "Luis A. Ferré United States Courthouse and Post Office Building".

Luis Ferré passed away on October 21, 2003, at the age of 99, after an exemplary life of statesmanship, political leadership, entrepreneurship, advocacy for social justice, and patronage for the arts.

Mr. Ferré was born on February 17, 1904, in Ponce, Puerto Rico, the son of Antonio Ferré Bacallao and Mary Aguayo Casals. He graduated in 1924 with a degree in Engineering from the Massachusetts Institute of Technology, where he was later appointed to the Board of Trustees. He entered his professional life in 1925, working for Puerto Rico Iron

Works and, subsequently, for Puerto Rican Cement, both family companies that were part of the Ferré Enterprises.

Mr. Ferré ran for public office for the first time in 1940, as a mayoral candidate for the city of Ponce. He was a member of the Constitutional Convention of the Commonwealth of Puerto Rico. He was elected to the Puerto Rico House of Representatives and ran for Governor of Puerto Rico as the Republican Statehood candidate in 1956, 1960, and 1964. In 1967, he founded the New Progressive Party, and was elected Governor in 1968, a position he held from 1969 to 1972. As Governor, some of his key initiatives were the creation of a Christmas bonus for private and public employees, the construction of Las Americas Highway, the right to vote for all citizens from age 18, and the Food Stamp Program.

He was also President of the Puerto Rico Senate from 1977 to 1980, and continued serving as Senator from 1981 to 1984. Mr. Ferré acted as President of the National Republican Party in Puerto Rico for over 4 decades.

Besides his interest in the industrial development of the Island and his involvement in the public life of Puerto Rico, he was known for his support and dedication to the arts, which led him to open the Ponce Museum of Art, considered as one of the most important museums in Latin America. A Puerto Rico bill presented in 1980 allowed the creation of the Performing Arts Center in San Juan, which now bears his name.

Among his many recognitions and decorations, he received the Presidential Medal of Freedom, the highest distinction awarded to a civilian by the Government of the United States. He has also been honored by numerous institutions in Puerto Rico, New York, Wisconsin, Florida, and several other States, as well as by the Dominican Republic. During his long life, he received around 15 "honoris causa" doctorates from the University of Puerto Rico, the Inter American University of Puerto Rico, among others, as well as from the Boston Conservatory of Music, Amherst College, Harvard University, and Florida International University.

He served as a member of the board of directors of several institutions, including the Hospital de Damas de Ponce, the Pontifical Catholic University of Puerto Rico, and the Luis A. Ferré Foundation.

In October 2002, the Smithsonian Institution's Woodrow Wilson International Center in Washington, DC, presented Mr. Ferré with its Award for Public Service.

Mr. Speaker, this designation will serve as a memorial to the exemplary legacy of Luis Ferré. I urge my colleagues to support the Luis A. Ferré United States Courthouse and Post Office Act, and in so doing to honor the life and legacy of Luis A. Ferré.

Ms. MILLENDER-MCDONALD. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I urge passage of this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend

the rules and pass the Senate bill, S. 2017.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the Senate bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. LATOURETTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous materials on S. 2017 and H. Con. Res. 56, the measures just considered by the House.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

CAPE TOWN TREATY IMPLEMENTATION ACT OF 2004

Mr. MICA. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4226) to amend title 49, United States Code, to make certain conforming changes to provisions governing the registration of aircraft and the recordation of instruments in order to implement the Convention on International Interests in Mobile Equipment and the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, known as the "Cape Town Treaty," as amended.

The Clerk read as follows:

H.R. 4226

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 "Cape Town Treaty Implementation Act of 2004".

SEC. 2. FINDINGS AND PURPOSE.

(a) FINDINGS.—Congress finds the following:

(1) The Cape Town Treaty (as defined in section 44113 of title 49, United States Code) extends modern commercial laws for the sale, finance, and lease of aircraft and aircraft engines to the international arena in a manner consistent with United States law and practice.

(2) The Cape Town Treaty provides for internationally established and recognized financing and leasing rights that will provide greater security and commercial predictability in connection with the financing and leasing of highly mobile assets, such as aircraft and aircraft engines.

(3) The legal and financing framework of the Cape Town Treaty will provide substantial economic benefits to the aviation and aerospace sectors, including the promotion of exports, and will facilitate the acquisition of newer, safer aircraft around the world.

(4) Only technical changes to United States law and regulations are required since the asset-based financing and leasing concepts embodied in the Cape Town Treaty are already reflected in the United States in the Uniform Commercial Code.

(5) The new electronic registry system established under the Cape Town Treaty will work in tandem with current aircraft document recordation systems of the Federal Aviation Administration, which have served United States industry well.