

TITLE V—DELEGATION OF AUTHORITY TO COMMITTEE CHAIRMAN AND RANKING MINORITY MEMBER

The Chairman and Ranking Minority Member, acting jointly, are authorized to approve on behalf of the committee any rule or regulation for which the committee's approval is required, provided advance notice of their intention to do so is given to members of the committee.

THE NATIONAL GUARD

Mr. CRAPO. Mr. President, I rise today to honor the National Guard, to mark its 368th birthday on December 13.

The National Guard was founded in 1636 and has answered the call to protect this great Nation in the face of every conflict. It was formed even before the birth of America and continues to serve as a safeguard against all enemies and oppressors.

The Guard is now a force of more than 450,000 men and women strong, proudly bearing the seal of American dreams. More than 95,000 of those are serving overseas in Iraq, Afghanistan and Bosnia, protecting America on foreign soil. As some of the Nation's finest, they do not only protect us abroad but do the same here at home, dependably defending us against foreign threats and terrorists.

However, protecting the American people is only part of the heroic contributions the Guard provides us. Those brave souls also serve as rescuers, reaching out to those who are victims of natural disaster, and supporting our people in neighborhoods and communities in times of desperation and need. From coast to coast and around the world, all humanity can count on these valiant Americans.

Each of us owes a great debt of gratitude to every member of the National Guard, from the past and the present, for their sacrifice and dedication to protecting America's cherished freedoms and democracy. It is wonderful that we can honor the National Guard on its birthday and remember its significance to the people.

LOCAL LAW ENFORCEMENT ENHANCEMENT ACT OF 2005

Mr. SMITH. Mr. President, I rise today to speak about the need for hate crimes legislation. Each Congress, Senator KENNEDY and I introduce hate crimes legislation that would add new categories to current hate crimes law, sending a signal that violence of any kind is unacceptable in our society. Likewise, each Congress I have come to the floor to highlight a separate hate crime that has occurred in our country.

Late last summer, a man was beaten, robbed, and sexually assaulted by a group of three men and one teenager. The alleged motivation behind the assault was the sexual orientation of the victim. The group of assailants met the victim at a gay bar, and he was allegedly targeted because he was gay.

I believe that the government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act is a symbol that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

AGRICULTURAL PRODUCTS EXPORT FACILITATION ACT OF 2005

Mr. LUGAR. Mr. President, I rise today in support of a bill that will facilitate the sale of U.S. agricultural products abroad. I am delighted to join colleagues from both sides of the aisle in cosponsoring this bill, which will help remove potential impediments to the shipment of U.S. agricultural goods to Cuba.

Cuba's geographic proximity to the U.S. makes it an important market for U.S. exporters. This bill will maintain significant economic benefits not only for the farmers in my home State of Indiana, but for farmers throughout the country. Agricultural trade with Cuba is currently allowed under the Trade Sanctions Reform and Export Enhancement Act of 2000, TSREEA. This legislation was enacted in the 106th Congress to provide additional markets for U.S. agricultural products and support the American farmer. I have long been an advocate of exercising care when imposing unilateral economic sanctions. Numerous studies have shown that unilateral sanctions rarely succeed and often harm the United States more than the target country. Sanctions can jeopardize billions of dollars in U.S. export earnings and hundreds of thousands of American jobs. They frequently weaken our international competitiveness by yielding to other countries those markets and opportunities that we abandon.

There have been indications that TSREEA will be interpreted in a way that may serve to impede agricultural exports to Cuba, which is contrary to the original intent of the bill. This would be a departure from current policy and undermine the benefits for U.S. farmers which the act has achieved. Groups such as the American Farm Bureau have indicated that the opening up of Cuba as a market has provided significant benefit to their members.

Without the important changes that this bill will make, the U.S. economy could be impacted, not only in agricultural exports, but also in related economic output. To prevent this occurrence and to help bolster the agricultural export industry in the U.S., I ask you to join me and the other cosponsors in support of this important legislation.

BRUNSWICK NAVAL AIR STATION'S STRATEGIC ADVANTAGE

Ms. COLLINS. Mr. President, Brunswick Naval Air Station, which is in my own home State of Maine, is a facility

of great importance to our Nation's military. While I could reflect today upon the bravery and tenacity of the P-3 Orion pilots at Brunswick who have supported the global war on terrorism, today I share with my colleagues the significant benefits and strategic advantages that Brunswick Naval Air Station offers our efforts in the areas of homeland defense and maritime interdiction operations. As we look toward the future, and develop new tools to address future threats, we must ensure that these tools are located in facilities where their advanced capabilities can be fully utilized. Therefore, I ask unanimous consent that a white paper, authored by Ralph Dean, one of Brunswick's great advocates, entitled Homeland Defense and Maritime Interdiction Operations, be printed in the CONGRESSIONAL RECORD. The white paper provides significant insight on the great advantages that Brunswick Naval Air Station offers.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

HOMELAND DEFENSE AND MARITIME INTERDICTION OPERATIONS

In the business of homeland defense (as in real estate), location is the key. Imagine a naval search for a single, relatively small merchant ship, which intelligence sources have revealed has a hold full of weaponized chemicals. Its destination is a major coastal city. After tense hours of searching, a maritime patrol aircraft locates two possible suspect vessels out of hundreds in one of the world's busiest maritime areas. The aircraft directs two fast naval frigates to the vicinity of the targets. The frigates and their on-board helicopters intercept and challenge the target vessels. One vessel submits to search and is determined to be harmless. The other however, resists interception and boarding. Finally, helicopter-borne special operations commandoes descend upon the vessel, board and secure the ship and its potentially deadly cargo.

This scenario actually occurred in the western Mediterranean Sea last month. The weapons of mass destruction seized were simulated; the entire sequence of events part of a successful exercise of Maritime Interdiction Operations conducted by forces of four NATO nations.

Maritime interdiction capability is a hot item right now for defense planners, a particularly important focus of a larger effort known as the Proliferation Security Initiative (PSI). PSI is being advanced by 15 core member nations, brought together at the request of President Bush last year to develop cooperative diplomatic, military, and intelligence means to stop ships which may be carrying weapons of mass destruction (WMD). Many of the maritime interdiction precepts under PSI are evolving from a multinational "game" conducted last September at the Naval War College in Newport, Rhode Island, and refining these concepts and procedures is clearly a high priority for the nations involved. Japan recently hosted the latest multinational PSI exercise, the twelfth in the short time since the Initiative began.

As the Mediterranean exercise and others showed, Maritime Patrol Aircraft (MPA) are a critical, almost always essential part of successful maritime interdiction. Whether conducting a broad-area search, refining a datum provided by other (including national) sensors, or vectoring surface, rotary-wing or

special-warfare assets to a target, MPA are a key link in the chain from initial intelligence to intercept. MPA are of particular value in crowded shipping lanes, in areas of poor weather or visibility. No other platform is as versatile in this mission area, one as old and enduring as naval aviation itself. But land-based aircraft need bases to fly from—bases which optimize their speed, range, and turnaround capability on missions protecting the nation's most vital areas. The seaborne WMD threat has become primary. Maritime interdiction platforms and infrastructure must be top concerns for naval strategists and planners.

Fortunately help is on the way, again from patrol aviation. The Multi-mission Maritime Aircraft (MMA) promises a substantial increase in capability for commanders responsible for maritime interdiction. Based on the Boeing 737-800, the MMA will bring increased speed, range, and reliability compared to the current workhorse MPA, the P-3C Orion. MMA sensors for interdiction missions will include a new electro-optical and infrared spectrum sensor, moving target indicators, an enhanced inverse synthetic aperture / synthetic aperture radar, and a new signals intelligence suite. Perhaps best of all, MMA will control and exploit the capabilities of the Broad-Area Maritime Surveillance (BAMS) Unmanned Aerial Vehicle.

The aircraft themselves will certainly be fantastic, but land-based planes are only as good as the base they operate from, and the future homes for MMA/BAMS have not yet been identified. Conventional wisdom has it that the transition from the P-3 force to one of fewer than half as many MMA will inevitably result in a reduction in the number of maritime patrol aircraft bases in the U.S. This assumption may be incorrect, since optimum basing for maritime interdiction assets is as important as the assets themselves. Bases must be located to provide rapid response to all coastal areas, particularly those containing major population centers and port facilities. They must be versatile, able to support not just MPA, but rotary wing units and special warfare forces with easy access, unencumbered space and facilities for joint, coordinated training, and self-protection and security from intrusion or attack. Maritime interdiction is a team game, and collocation of the assets for training and operations is essential.

The current MPA force laydown includes P-3 bases at Kaneohe Bay in Hawaii, Jacksonville, Florida, Brunswick, Maine, and Whidbey Island in Washington State. A robust P-3 capability is maintained for fleet support and other missions at the North Island Naval Air Station in San Diego. These last four bases, at the "corners" of the continental U.S. are perfectly situated for maritime interdiction of WMD threats. From these sites, MMA response time to any point on the coast will be less than two hours, and all major sea lanes of approach can be covered within the 1200–1500 nautical mile operational range of the aircraft.

All four sites have their advantages, and all are essential to that coverage. For example, the Naval Air Station in Brunswick, Maine has remarkable potential as a joint forces maritime interdiction center under the PSI initiative: The only remaining fully capable active-duty military airfield in the northeastern U.S. and near its coastal cities—a region of over 48 million people; immediately adjacent to all major sea lanes in the North Atlantic; more than 63,000 square miles of unencumbered airspace for training and exercise missions; versatile and extensive modern facilities (including a new hangar designed specifically for MMA and BAMS) and land with no encroachment issues; an established all-weather training area available

for Special Forces and other units; completely secured perimeter and outstanding force protection layout and capability; and easy access by all forms of transportation.

The ports and shipping lanes to the northeastern region of the United States deserve the protection which can only be provided by maritime interdiction forces operating from a base within that region. Obviously transatlantic shipping is critical to our nation's economy, but as west coast ports operate at capacity, more and more operators are re-directing their shipments from Asia directly to the northeast. These shippers prefer to have their cargo spend the additional 7 to 10 days at sea rather than accept delays at west coast ports and during rail transport across the continent. Container traffic to New York alone has risen 65% in the last five years, the fastest rate of growth in over 50 years. All of the enormous volume of shipping to the region must be monitored, and if necessary interdicted whenever it may pose a threat.

The Defense Department's Base Closure and Realignment Commission (BRAC) will in 2005 identify military infrastructure for permanent elimination. The BRAC process must carefully factor in future requirements for maritime interdiction as they are just now being developed under the PSI. Caution is indicated—the nation cannot afford to close irreplaceable military facilities just as new concepts and capabilities are being developed to address a burgeoning threat. Maritime interdiction of weapons of mass destruction headed for our shores is zero-defect work, and the selection of bases for that effort must be equally judicious and effective. Location is an enduring essential—we must keep open our bases "at the corners."

#### ADDITIONAL STATEMENTS

##### VIRGINIA DAVIS COCHRAN

• Mr. LEAHY. It is with great sadness that I inform the Senate that Virginia "Ginny" Cochran of Richmond, VT, died this past Saturday. She was 76.

Ginny Cochran was a native Vermonter originally from Hartland Four Corners. Like her husband Mickey who died in 1998, she attended the University of Vermont. Over the years, the Cochran name became synonymous with Vermont skiing. Ginny and Mickey established their own ski area where thousands of children learned to ski. They instilled a competitive spirit in each of their four children who went on to become internationally known ski racers. One daughter, Marilyn, won a World Cup race in 1969, and another, Barbara Ann, won an Olympic gold medal in 1972. Several of Ginny's grandchildren are already outstanding ski racers.

Ginny Cochran was one of those lifelong Vermonters who personified the essence of what it means to be a Vermonter. She loved the four seasons, she was loved by her community, and she taught countless people how to enjoy freezing weather and beautiful scenery while gliding down snow covered mountains with style.

I ask that a February 6, 2005, article in the Burlington Free Press about the extraordinary life of Ginny Cochran be printed in the RECORD.

The article follows.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Burlington Free Press, Feb. 6, 2005]

SKIING MATRIARCH GINNY COCHRAN DIES  
MOTHER OF OLYMPIANS TAUGHT THOUSANDS TO  
LOVE THE SPORT, AND SPORTSMANSHIP  
(By Susan Green)

Virginia Davis Cochran, whose name has been entwined with Vermont's skiing heritage for more than four decades, died Saturday morning at age 76.

Cochran, known as Ginny, started the Cochran Ski Area in Richmond with her husband, Mickey, in 1961 and over the years taught more than 10,000 children to ski. She also helped her own four children and 10 grandchildren become top skiers—with some joining the U.S. Ski Team and one winning an Olympic gold medal.

Cochran died at Vermont Respite House in Williston of complications from non-Hodgkin's lymphoma, Mickey Cochran died in 1998.

The Cochran Ski Area began as a family affair when the couple moved to a former dairy farm along the Winooski River. They soon constructed a rope tow for their children: son Bob and daughters, Marilyn, Barbara Ann and Lindy.

Barbara Ann went on to earn the 1972 Olympic gold medal in slalom at Sapporo, Japan. In 1969, Marilyn was the first American to win a World Cup in the giant slalom.

"From the start, neighbors wanted to ski their hill," said David Healy, a friend of the Cochrans, "so Ginny opened her back door and welcomed them in. Her kitchen became the lodge."

The ski area was a modest business offering affordable access to the sport. "They ran a small mom-and-pop operation," Healy said, "and it's the nation's first nonprofit ski area."

In the winter nowadays, 800 schoolchildren come to ski at Cochran's each week, he said.

Cochran also ran the town's after-school ski program for 35 years as a volunteer, Healy said.

Ginny Cochran, who hailed from Hartland Four Corners, met Mickey on a ski trip to Stowe while both were UVM students in the late 1940s. They married in 1949 and moved to Windsor, where Mickey taught high school science.

"They skied with their kids at Mount Ascutney," Healy said, "but they came back to Burlington in 1958. He worked as an engineer at General Electric."

With the purchase of about 190 acres in Richmond, however, the Cochran clan didn't have to stray far from home to indulge their love of the slopes.

"The kids were already racing at Smugglers' Notch," Healy said. "Mickey recognized they needed to practice during the week. His goal was to give them a place to train after school."

Peggy Farr, who met the Cochrans when they arrived in Richmond, remembers the early years at the ski area.

"When the kitchen was still the lodge, one day Ginny had made brownies for her family. My son Chuck spent a lot of time at their house. He and his pals ate them all," she recalled with a laugh.

By way of a belated apology, the now-grown Chuck Farr and his wife made brownies for Ginny Cochran on her 75th birthday in March 2003.

"She had a great influence on so many children," Peggy Farr said. "Two of my three kids and all my grandchildren learned to ski there."

Ditto for Marvin Carpenter, who grew up nearby on what would later be called Cochran Road.