

Sebes, a beloved figure in Cleveland area politics and a loving husband, father, and grandfather. This past June we gathered to celebrate Chuck's retirement after 20 years of service as the Parma Democratic City Ward Leader.

Madam Speaker, I rise today in honor and recognition of Charles Sebes, upon the occasion of his retirement after 20 years of service as the Parma Democratic City Ward Leader. His unwavering dedication to the Party, to his community, and to the rights of working men and women is framed by honor and integrity.

Chuck has spent hundreds of hours volunteering on numerous political campaigns and causes throughout his life. During the past 30 years, Chuck has taken an active role in organizing the Northern Ohio Labor Day Parade. As Secretary of Parma Southwest Cope, Chuck has chaired the reverse raffle committee for the past 25 years. He has also been the Chairman of Parma's Democratic Steak Roast for 20 years. Chuck's devotion and enthusiasm consistently inspire those around him and has made all of these events successful.

During his 22 years of employment with the National Tool Company, Chuck served as President of the United Steel Workers of America, Local 4827. Governor Richard Celeste appointed Chuck to the Ohio Regional Board of Review for Worker's Compensation. In 1991, Martin Vittardi, Clerk of Parma Municipal Court, appointed Chuck to be the Chief Deputy Clerk of Court. His friendship is coveted not only by myself and Marty, but by numerous individuals whose lives have been touched by his energetic spirit, kindness and loyalty.

As Chief Deputy and Supervisor, his colleagues and staff know him to be a man who is passionate about all aspects of his life. They respect Chuck for his fairness and for being a man of his word. He believes that patience is a virtue and was reassuring that a task would get done, never hesitating to become part of the solution. They appreciate Chuck for always looking out for their best interest, fighting for what they deserve and for being valued by him. His reputation for being a prankster and for his colorful way of telling a joke is legendary. Chuck is a wise and generous man and he is a true friend to the people in his life.

Evelyn, his wife of 52 years, and their wonderful family have sustained Chuck with a lifetime of support. Joe, Jim, Janet and Joyce, have blessed them with seven grandchildren. Chuck and Evelyn's children and grandchildren continue to be their pride and joy.

#### CARIBBEAN LEADERS READY TO NEGOTIATE AT CARICOM

#### HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 9, 2008*

Mr. RANGEL. Madam Speaker, I rise today to enter into the RECORD a July 1, 2008 New York Carib News article entitled: "Saint Vincent and the Grenadines PM wants LIAT, Caribbean Airlines Collaboration." The article attests to the combined Caribbean effort to forge business ties with partners in the U.S. financial community.

There is a new way of thinking about air service to the Caribbean. "We have to think

large and we have to think in a strategic sense with these matters," said Prime Minister Ralph Gonsalves. He has suggested that the Antigua based airline LIAT become a subsidiary of Caribbean Airlines and essentially create a "nexus." In the future he believes that Air Jamaica and Bahamas Air will join the collaboration to create a regional airline service.

These plans were largely facilitated at the New York CARICOM Conference. The conference provided a medium through which Caribbean leaders could propose their vision for the economic reshaping of the Caribbean.

#### PERSONAL EXPLANATION

#### HON. LINDA T. SÁNCHEZ

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 9, 2008*

Ms. LINDA T. SÁNCHEZ of California. Madam Speaker, unfortunately, I was delayed by traffic on Tuesday, July 8, 2008, and I missed two votes on the House floor.

However, had I been present I would have voted "yea" on H.R. 3981—To authorize the Preserve America Program and Save America's Treasures Program, and for other purposes; and "yea" on H.R. 1423—To authorize the Secretary of the Interior to lease a portion of a visitor center to be constructed outside the boundary of the Indiana Dunes National Lakeshore in Porter County, Indiana, and for other purposes.

#### ADA AMENDMENTS ACT OF 2008

SPEECH OF

#### HON. PHIL HARE

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 25, 2008*

Mr. HARE. Madam Speaker, I rise today in strong support of H.R. 3195, the ADA Amendments Act of 2008. I am very pleased that the House is considering this important legislation, and I urge our friends in the Senate to swiftly take action on it as well.

As it stands now, the Americans with Disabilities Act (ADA) leaves too many Americans at an unfair disadvantage. Many workers who suffer from debilitating diseases such as epilepsy or cancer are being discriminated against in the workplace but are denied redress by the courts. No one should be denied employment or be fired from his or her job because of a disability, but the Supreme Court has on multiple occasions interpreted the law in a way that opens the door to this possibility. In fact, plaintiffs lost 97 percent of ADA employment discrimination claims in 2004 alone, often due to the interpretation of the definition of "disability."

The starkest demonstration of this problem is found in *Toyota Motor Manufacturing v. Williams*, which the Supreme Court considered in 2002. The majority decision in this case held that the ADA's language regarding the extent of disability must be strictly interpreted so that legal protections from discrimination would apply only to those whose disabilities are long-term or permanent, and substantially limit their ability to perform routine tasks.

This was not the intent of the ADA. Congress passed the Americans with Disabilities Act in 1990 to clearly and comprehensively eliminate discrimination against all individuals with disabilities. Since that time, the ADA has transformed our Nation, helping millions of Americans with disabilities succeed in the workplace, and making transportation, housing, buildings, and services more accessible to individuals with disabilities.

The bill we are considering today restores the original intent of Congress by rejecting the Supreme Court decisions that have reduced protections for people with disabilities. Additionally, the legislation clarifies the definition of "disability" to include what it means to be "substantially limited in a major life activity." The legislation also prohibits the consideration of mitigating measures such as medication, prosthetics, and assistive technology in determining whether an individual has a disability, and provides coverage to people who experience discrimination based on a perception of impairment regardless of whether the individual does in fact have a disability.

The most important factor for a court to weigh in on a discrimination case should be the allegation itself—not the extent or nature of a worker's disability. This is not what every day Americans stand for, and this is not what Congress meant when the law was originally enacted.

By more clearly defining the term "disabled," we will be able to free up the courts in the future to focus on alleged acts of discrimination and better protect the American workers for whom this law was enacted.

I urge my colleagues to join the broad coalition of civil rights groups, disability advocates, and employer trade organizations who support this bill and vote with me to stop discrimination against individuals with disabilities by restoring the original intent of the Americans with Disabilities Act.

#### INTRODUCTION OF CLEAN CRUISE SHIP ACT OF 2008

#### HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 9, 2008*

Mr. FARR. Madam Speaker, many Americans enjoy taking cruises, in large part because they get to see some of the Nation's most beautiful marine ecosystems. Cruise ships have the potential to bring these beautiful locations to many people, but these people also have an expectation that the ship that transports them will not damage the environments that they are visiting. Because I want to see these beautiful marine ecosystems protected for future generations to enjoy, I am introducing the Clean Cruise Ship Act of 2008.

The Cruise Ship Industry has experienced much success over the past 18 years and has been growing at a rate of 5 percent per year. U.S. ports handled 8.6 million cruise embarkations which accounted for 75 percent of global passengers. Unfortunately, as it grows, its potential to negatively affect the marine environment grows as well.

Cruise ships are floating cities, with large cruise ships routinely carrying more than 3,000 passengers and crew. Right now a new 225,000 gross-ton cruise ship is being built

which will carry 5,400 passengers. This super-sized cruise ship is twice the size of a Nimitz class aircraft carrier.

During a typical 1-week voyage, a large cruise ship (with 3,000 passengers and crew) is estimated to generate 210,000 gallons of sewage; 1 million gallons of graywater (wastewater from sinks, showers, and laundries); more than 130 gallons of hazardous wastes; and 8 tons of solid waste. A large cruise ship will also generate more than 25,000 gallons of oily bilge water (oil and chemicals from engine maintenance that collect in the bottom of ships and are toxic to marine life).

We all know what happens when untreated sewage is dumped through accident or failure: It damages the environment. Beaches are closed. Swimmers and surfers get sick from a number of diseases. Americans have come to expect that the sewage they create is regulated and that cities will not dump untreated sewage into the water. When sewage spills occur, Americans expect that they will be quickly informed and protected.

Isn't it reasonable to think that these ships should be subject to the same wastewater regulations as those governing municipalities of comparable size? I think so. Is it our responsibility to enact the policies which will ensure that these floating cities do not cause damage to our marine environment? With 75 percent of the passengers going through U.S. ports, it is our duty.

While many cruise ship companies have environmental policies and agreements in place, many are voluntary with no monitoring or enforcement provisions. Unfortunately, I am all too familiar with the down-side to voluntary agreements. In my district a cruise ship—breaking its voluntary agreement—illegally discharged 36,000 gallons of sewage into the Monterey Bay National Marine Sanctuary in 2002.

Simply put, voluntary agreements between cruise lines and States are not enough to ensure protection of our oceans. The public deserves more than industry's claims of environmental performance. We need a Federal law and we need it now. It's time we strengthen the environmental regulations and in so doing, bring these floating cities in line with current pollution treatment standards. The Clean Cruise Ship Act of 2008 is the answer.

The legislation that I am introducing today has bipartisan support and is endorsed by many local and national groups, plugs existing loopholes in Federal laws, bans the dumping of wastewater within 12 miles of shore, bans the dumping of hazardous waste, sewage sludge and incinerator ash in U.S. waters, requires ships to treat their wastewater wherever they operate, and authorizes broadened inspection and enforcement authority.

Several States including California, Alaska, and Maine, have enacted legislation to better regulate various cruise ship wastes—similar to the legislation I am introducing today. In fact, I am proud to report that California is leading the country in protecting its coastal waters from cruise ship pollution.

Now I would like to mention another way in which ships may damage our coasts: aquatic invasive species that slip into our lakes and coastal waters in discharged ballast water. Alien species that have escaped into U.S. waters are causing massive harm. We have to do everything in our power to prevent new invasive species from getting loose. With this

in mind, many of us have been closely watching court cases surrounding the Environmental Protection Agency's responsibility for regulating ballast water under the Clean Water Act. That litigation may have implications for cruise ship wastewater pollution.

I do not intend for this bill or these comments to interfere with or undermine the provisions of the Clean Water Act that deal with discharges of pollution into the Nation's waters. I have always supported and continue to support the Clean Water Act. It will continue to be an important tool that, in conjunction with the Clean Cruise Ship Act, can significantly reduce wastewater pollution from cruise ships.

Passing the Clean Cruise Ship Act of 2008 is one of the ways to provide all States with the kinds of ocean and coastal protections that the people of California, Alaska, and Maine benefit from. Enacting this bill will protect the tourism industry by making sure that the beaches and oceans, two of the attractions that make California the most visited State in our country, will be protected from cruise ship pollution. Simply put, this legislation ensures two things: (1) a sustainable future for our oceans, and (2) a sustainable future for the cruise and tourism industry.

This legislation promotes the public interest for all Americans. The public expects and deserves clean water—both in our inland waterways and in our oceans. The Clean Cruise Ship Act of 2008, through its discharge regulations, will give the public what it deserves.

In closing, Madam Speaker, I urge all of my colleagues to support this critically important legislation.

#### TRIBUTE TO JERRY DWYER

#### HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 9, 2008*

Mr. LATHAM. Madam Speaker, I rise today to recognize and congratulate Jerry Dwyer of Clear Lake, Iowa, for earning the Federal Aviation Administration Wright Brothers Master Pilot award and the Charles Taylor Master Mechanic award.

Jerry began flying at age 13 and earned his student pilot rating at age 16, the same year he became an apprentice aircraft and engine mechanic. He has also obtained commercial pilot and aircraft transport pilot certificates. At the age of 77, Jerry remains a licensed pilot and mechanic and is the president of Dwyer Aircraft Sales Inc.

It is very uncommon for a pilot to receive both awards in a lifetime, especially at the same time. Jerry received the FAA awards at the FAA ceremonies in Ames, Iowa earlier this year. The Wright Brothers Award recognizes pilots who have practiced and promoted safe flight for 50 consecutive years. The Taylor award recognizes the lifetime accomplishments of senior mechanics.

I know that my colleagues in the United States Congress join me in commending Jerry Dwyer for his leadership and dedication to aviation safety. I consider it an honor to represent Jerry in Congress, and I wish him the best in his future endeavors.

#### IN HONOR OF THE ITALIAN CULTURAL GARDEN

#### HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 9, 2008*

Mr. KUCINICH. Madam Speaker, and colleagues, I rise today in honor and recognition of the Italian Cultural Garden, within which the beautiful and ancient notes of Italian Opera, will be heard in the garden for the first time since 1943.

The Italian Cultural Garden was formally opened on October 12, 1930, in honor of the 2,000th anniversary of the birth of the Italian poet, Virgil. Cleveland, business owner and Italian American Philip Garbo led the effort to create the garden. His expertise in the areas of Renaissance art, along with his commitment to keeping his Italian heritage vibrant in Cleveland, is reflected throughout the garden.

Visitors to the Italian Cultural Garden are awestruck by the magnificent sandstone towers that mark the entrance. Once inside, exquisite stone walkways and staircases wind through landscapes that meander throughout the two-level garden. On the lower level, a stone wall fountain adds elegance to a reflective courtyard of circular stone. The fountain is flanked on either side by the countenances that highlight Italian brilliance: Giotto, Michelangelo, Petrarca, Verdi, da Vinci and Marconi.

Madam Speaker and colleagues, please join me in celebration and recognition of the Cleveland Italian Cultural Garden. On Friday, June 27, 2008, the ancient melodies of Italian opera will once again rise above the falling water, light, flora and stone in the Italian Cultural Garden. The ancient art of opera celebrates the history of Italian culture—a culture that covets and encourages artistic discovery; a culture that understands the significance of historical preservation; and a culture that continues to offer significant contributions to Cleveland, to our country and to the world.

#### EXPRESSING SUPPORT OF THE THURGOOD MARSHALL RESOLUTION

#### HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 9, 2008*

Mr. RANGEL. Madam Speaker, I rise today to express my support of the Thurgood Marshall Resolution that recognizes the 100th birthday of Thurgood Marshall, introduced by Congressman DONALD M. PAYNE.

Thurgood Marshall was one of the America's most important leaders of the civil rights revolution and architects of affirmative action. Being born as a grandson of a slave in Baltimore, MD, Marshall grew to become the Nation's first African-American Supreme Court justice and a recognized fighter for equal rights and integration. Marshall, who was rejected by the University of Maryland Law School because of his race when he applied, eventually earned his law degree from Howard University. And again, when he was refused the opportunity to practice law, he became the lead attorney for the Legal Defense Fund of the National Association for the Advancement