

Austria
Baca
Bachmann
Bachus
Baird
Baldwin
Barrett (SC)
Barrow
Bartlett
Barton (TX)
Bean
Becerra
Berkley
Berman
Berry
Biggett
Bilbray
Bilirakis
Bishop (GA)
Bishop (NY)
Bishop (UT)
Blackburn
Blumenauer
Blunt
Bocieri
Boehner
Bonner
Bono Mack
Boozman
Boren
Boucher
Boustany
Boyd
Brady (PA)
Brady (TX)
Braley (IA)
Bright
Broun (GA)
Brown (SC)
Brown, Corrine
Buchanan
Burgess
Burton (IN)
Butterfield
Buyer
Calvert
Camp
Campbell
Cantor
Capito
Capuano
Cardoza
Carnahan
Carnson (IN)
Carter
Cassidy
Castle
Castor (FL)
Chaffetz
Chandler
Childers
Chu
Clarke
Clay
Cleave
Clyburn
Coble
Coffman (CO)
Cohen
Cole
Conaway
Connolly (VA)
Cooper
Costa
Costello
Courtney
Crenshaw
Crowley
Cuellar
Culberson
Cummings
Dahlkemper
Davis (AL)
Davis (CA)
Davis (IL)
Davis (KY)
Davis (TN)
Deal (GA)
DeFazio
DeGette
Delahunt
DeLauro
Dent
Diaz-Balart, L.
Diaz-Balart, M.
Dicks
Dingell
Doggett
Donnelly (IN)

Doyle
Dreier
Driehaus
Duncan
Edwards (MD)
Edwards (TX)
Ehlers
Ellison
Ellsworth
Emerson
Engel
Eshoo
Etheridge
Fallin
Farr
Fattah
Filner
Flake
Fleming
Forbes
Fortenberry
Foster
Foxy
Frank (MA)
Franks (AZ)
Frelinghuysen
Fudge
Gallegly
Garrett (NJ)
Gerlach
Giffords
Gingrey (GA)
Gohmert
Gonzalez
Goodlatte
Gordon (TN)
Granger
Graves
Grayson
Green, Al
Green, Gene
Grijalva
Guthrie
Gutierrez
Hall (NY)
Halvorson
Hare
Harman
Harper
Hastings (FL)
Hastings (WA)
Heinrich
Heller
Hensarling
Herger
Herseth Sandlin
Higgins
Hill
Himes
Hinchey
Hinojosa
Hoekstra
Holden
Holt
Hoyer
Hunter
Inglis
Inslee
Israel
Issa
Jackson (IL)
Jackson-Lee
(TX)
Jenkins
Johnson (GA)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones
Jordan (OH)
Kagen
Kanjorski
Kaptur
Kennedy
Kildee
Kilpatrick (MI)
Kilroy
Kind
King (IA)
King (NY)
Kingston
Kirk
Kirkpatrick (AZ)
Kissell
Klein (FL)
Kline (MN)
Kosmas
Kratovil

Kucinich
Lamborn
Lance
Langevin
Larsen (WA)
Larson (CT)
Latham
LaTourette
Latta
Lee (CA)
Lee (NY)
Levin
Lewis (CA)
Lewis (GA)
Linder
Lipinski
LoBiondo
Loebbeck
Lofgren, Zoe
Lowey
Lucas
Luetkemeyer
Lujan
Lummis
Lungrén, Daniel
E.
Lynch
Mack
Maffei
Maloney
Manzullo
Marchant
Markey (CO)
Markey (MA)
Marshall
Massa
Matheson
Matsui
McCarthy (CA)
McCarthy (NY)
McCaul
McClintock
McCollum
McCotter
McDermott
McGovern
McHenry
McIntyre
McKeon
McMahon
McMorris
Rodgers
McNerney
Meek (FL)
Meeks (NY)
Melancon
Mica
Michaud
Miller (FL)
Miller (MI)
Miller (NC)
Miller, Gary
Miller, George
Minnick
Mitchell
Moore (KS)
Moore (WI)
Moran (KS)
Moran (VA)
Murphy (CT)
Murphy (NY)
Murphy, Patrick
Murphy, Tim
Murtha
Myrick
Nadler (NY)
Napolitano
Neal (MA)
Neugebauer
Nunes
Nye
Oberstar
Obey
Olson
Olver
Ortiz
Pallone
Pascarell
Pastor (AZ)
Paul
Paulsen
Payne
Pence
Perlmutter
Perrillo
Peters
Peterson
Petri
Pingree (ME)

Pitts
Platts
Poe (TX)
Polis (CO)
Pomeroy
Posey
Price (GA)
Price (NC)
Putnam
Quigley
Radanovich
Rahall
Rangel
Rehberg
Reichert
Reyes
Richardson
Rodriguez
Roe (TN)
Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Rooney
Ros-Lehtinen
Roskam
Ross
Rothman (NJ)
Roybal-Allard
Royce
Ruppersberger
Rush
Ryan (OH)
Ryan (WI)
Salazar
Sanchez, Linda
T.
Sanchez, Loretta
Sarbanes

Scalise
Schakowsky
Schauer
Schiff
Schmidt
Schock
Schrader
Schwartz
Scott (GA)
Scott (VA)
Sensenbrenner
Serrano
Sessions
Sestak
Shadegg
Shea-Porter
Sherman
Shimkus
Shuler
Simpson
Sires
Skelton
Slaughter
Smith (NE)
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Souder
Space
Speier
Spratt
Stark
Stearns
Stupak
Sullivan
Sutton
Tanner
Taylor

Teague
Terry
Thompson (CA)
Thompson (MS)
Thompson (PA)
Thornberry
Tiahrt
Tiberi
Tierney
Titus
Tonko
Towns
Tsongas
Turner
Upton
Van Hollen
Velázquez
Visclosky
Walden
Walz
Wamp
Waters
Watson
Watt
Waxman
Weiner
Welch
Westmoreland
Whitfield
Wilson (OH)
Wilson (SC)
Wittman
Wolf
Woolsey
Wu
Yarmuth
Young (AK)
Young (FL)

NOT VOTING—14

Boswell
Brown-Waite,
Ginny
Cao
Capps
Carney

Conyers
Hall (TX)
Hirono
Hodes
Honda
Mollohan

Shuster
Wasserman
Schultz
Wexler

□ 1602

So (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER
PRO TEMPORE

The SPEAKER pro tempore (Mr. PEETERS). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

RECOGNIZING 10TH ANNIVERSARY
OF THE ATLANTIC INTRA-
COASTAL WATERWAY ASSOCIA-
TION

Ms. NORTON. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 465) recognizing the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary, and for other purposes, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 465

Whereas the Atlantic Intracoastal Waterway (AIWW) was authorized by the Rivers and Harbors Act of 1937 to provide a safe inside navigation channel for commercial shipping, support for and encouragement of interstate commerce, and safe harbor and protection for shipping from inclement weather and wartime enemy attack;

Whereas the AIWW, completed in 1940, runs along the southeast coast of the United States from Norfolk, Virginia, to Key West, Florida, and measures 1,088 miles long;

Whereas segments of the intracoastal waterway on the Atlantic Coast received their initial congressional authorization through Rivers and Harbors Acts beginning in 1880;

Whereas the AIWW is a vital transportation system providing safe, reliable, and efficient navigation for commercial, recreational, and military vessels;

Whereas the Corps of Engineers is currently engaged in flood control, hydropower production, environmental restoration, maintenance dredging, lock maintenance, recreation, and navigation projects along the AIWW;

Whereas, according to the Corps of Engineers, in 2007 the AIWW supported the transportation of 2,543,000 tons of freight traffic, including commodities such as wheat, corn, soybeans, electrical machinery, iron, coal, gasoline, fabricated metal products, and electrical machinery;

Whereas, according to the Corps of Engineers, in 2007 the AIWW supported a total of 34,184 trips made by recreational, commercial, and military vessels;

Whereas the AIWW is an integral transportation network supporting the Armed Forces through the shipment of military equipment, fuel, and generators between Norfolk, Virginia, and Kings Bay, Georgia;

Whereas the Dismal Swamp Canal, on the AIWW, is the oldest operating artificial waterway in the United States and has been placed on the National Register of Historical Places, was registered as an engineering landmark in 1988, and was included in the National Park Service's Underground Railroad Network to Freedom Program in 2004;

Whereas the AIWW has enhanced the lives of the residents of Virginia, North Carolina, South Carolina, Georgia, and Florida, as well as the greater southeastern United States, for more than 6 decades;

Whereas the wildlife, flora, and fauna along the AIWW provide ample recreational opportunities for birdwatchers, photographers, and boaters;

Whereas the Atlantic Intracoastal Waterway Association was organized in 1999 to address the navigation challenges of the AIWW and to encourage the continuation and further development of waterborne commerce and recreation on the AIWW;

Whereas the Association has voiced the interests of commercial and recreational users of the AIWW, earning the title of "Voice of the Waterway";

Whereas the Association has been an advocate for maintenance of the AIWW to promote safe, cost-effective navigation; and

Whereas the Association promotes the AIWW as a vital marine highway along the Atlantic coast, providing safe navigation for commercial and recreational vessels: Now, therefore, be it

Resolved, That the House of Representatives—
(1) recognizes the importance of the Atlantic Intracoastal Waterway to recreational, commercial, and military vessels and to the history and quality of life of the citizens of the United States; and

(2) acknowledges the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from

the District of Columbia (Ms. NORTON) and the gentleman from Arkansas (Mr. BOOZMAN) each will control 20 minutes.

The Chair recognizes the gentleman from the District of Columbia.

GENERAL LEAVE

Ms. NORTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous remarks on H. Res. 465.

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

There was no objection.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H. Res. 465 offered by Mr. BROWN of South Carolina. This resolution recognizes the importance of the Atlantic Intracoastal Waterway and acknowledges the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary.

The waterway was authorized by the Rivers and Harbors Act of 1937 for the purpose of supporting and encouraging interstate commerce. Today, the waterway allows for the safe and efficient transportation of goods along the Atlantic coast from Norfolk, Virginia, to Key West, Florida.

The waterway is comprised of numerous channels and rivers that were once separate and distinct. For example, the Dismal Swamp Canal was once a 22-mile-long waterway that supported commercial vessels traveling between Virginia and North Carolina. In 1929, however, it was purchased by the Federal Government for half a million dollars and incorporated into a larger transportation network. Today, the Dismal Swamp Canal is an integral part of the waterway and is recognized as the oldest operating artificial waterway in the United States. Additionally, it is also on the National Park Service's Underground Railroad Network to Freedom program.

The waterway holds great significance to those who live in the southeastern United States. It enables waterborne transportation to move smoothly and efficiently and provides numerous recreational opportunities for anglers and boating and enthusiasts.

It is appropriate to recognize the importance of the waterway to the quality of life of our citizens and to the thousands of commercial, recreational, and military vessels that utilize the system each year.

This resolution also acknowledges the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary. This association has worked over the last decade as an advocate for keeping the waterway open and safe for navigation. It is appropriate to recognize its numerous contributions.

Mr. Speaker, I support this resolution and urge my colleagues to support it as well.

I reserve the balance of my time.

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

According to the Chesapeake Convention and Tourism Bureau, Edgar Allan Poe reportedly wrote parts of his famous poem "The Raven" while traveling the Dismal Swamp Canal, which was later to become part of the Atlantic Intracoastal Waterway.

The Atlantic Intracoastal Waterway, AIWW, was authorized by the Rivers and Harbors Act of 1937 to provide a safe inside navigation channel for commercial shipping. Completed in 1940, the AIWW runs along the southeast coast of the United States from Norfolk, Virginia, to Miami, Florida, measuring 1,088 miles long.

The Atlantic Intracoastal Waterway is also used extensively by recreational boaters. Studies have shown that recreational boaters bring millions of dollars to State budgets. The waterway is also used by vessels not equipped for ocean travel or for when weather conditions make the ocean too rough to travel.

The Atlantic Intracoastal Waterway has a good deal of commercial activity. Products shipped include fuel oil, gasoline, asphalt, fertilizers, chemicals, wood chips, wood, limestone, sand, gravel, iron, steel, slag, lime, fabricated metal products, soybeans, vegetables, produce, and electrical machinery, all of which are shipped along the Atlantic Intracoastal Waterway.

The Atlantic Intracoastal Waterway Association was organized in 1999 to address the navigation challenges of the waterway and to encourage the continuation and further development of waterborne commerce and recreation on the AIWW of Virginia, North Carolina, South Carolina, Georgia, and Florida. The association has been an outspoken advocate for regular dredging and adequate maintenance to promote safe, cost-effective navigation along the AIWW and is known as the "Voice of the Waterway."

Today, we recognize the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary.

And with that, I reserve the balance of my time.

Ms. NORTON. I have no further speakers, and I reserve the balance of my time.

Mr. BOOZMAN. With that, Mr. Speaker, I yield as much time as he might desire to the gentleman from South Carolina (Mr. BROWN).

Mr. BROWN of South Carolina. Mr. Speaker, I thank my good friend from Mr. Arkansas (Mr. BOOZMAN) for yielding and the gentlelady from the District of Columbia (Ms. NORTON) for her support of this resolution.

Mr. Speaker, while only 10 years old, the Atlantic Intracoastal Waterway Association, AIWWA, has become a strong voice representing the interests of commercial and recreational users of the Atlantic Intracoastal Waterway by promoting the waterway as a vital marine highway along the Atlantic

coast, providing safe navigation for commercial and recreational vessels.

The association was organized in 1999 to address the navigational challenges of the Atlantic Intracoastal Waterway and to encourage the continuation and further development of commerce and recreation on the AIWW. At present, the association has more than 200 members consisting of tug and barge companies, shippers, port facilities, marinas, dredging companies, and others with an interest in the waterway.

The AIWW was completed in 1940 and runs along the southeast coast of the United States from Norfolk, Virginia, to Key West, Florida, and measures 1,088 miles long. It has historically served as an important shelter for mariners from the stormy seas of the Atlantic. Since it runs parallel to Interstate 95, the waterway has the potential to become a major marine highway, serving as a safe, fuel-efficient, and economical alternative to congested highways and rail lines.

Every ton of traffic that runs through a marine highway like AIWW is a ton of traffic that isn't on our congested highway system. I have heard from multiple shippers visiting my office that would love to have a non-highway shipping option. AIWW connects all of the east coast ports. The potential for coastal traffic between these ports is significant and has the ability to have a major impact on smaller ports like Georgetown in my district. In fact, if the AIWW could be developed as a marine highway, the South Carolina State Ports Authority has estimated business growth at the Port of Georgetown could be more than 2.5 million tons of cargo a year. However, the waterway faces significant funding challenges.

In South Carolina alone, the Army Corps estimates that the need of the waterway will total some \$14.5 million in fiscal year 2010, yet the administration has requested less than \$800,000 for maintenance. Indeed, to bring the entire waterway up to standards and to keep it there will require over \$100 million in investment; yet administration after administration continues to shortchange the AIWW in their budget, barely requesting enough money to control the mosquitos.

This is no way to treat such a valuable potential resource, and I want to tip my hat to the AIWWA for their efforts to showcase the potential for the waterway not just to the communities it touches, but to the entire Nation. I'm proud to support the waterway and will continue to fight to ensure that it is not only maintained but improved to improve freight movement and open new economic doors for communities along its banks.

Mr. BOOZMAN. Mr. Speaker, having no more speakers on the subject, we do support the adoption of H. Res. 465 recognizing the Atlantic Intracoastal Waterway Association, the good work that they have done over the last 10 years, and with that, I yield back the balance of my time.

Ms. NORTON. Mr. Speaker, along with the gentleman from Arkansas and the gentleman from South Carolina who is the author of this resolution, we are pleased to support this resolution.

Mr. OBERSTAR. Mr. Speaker, I rise today in support of H. Res. 465, recognizing the 10th anniversary of the Atlantic Intracoastal Waterway Association.

The Atlantic Intracoastal Waterway (Waterway) runs from Norfolk, Virginia, to Key West, Florida, and has been in existence for more than seventy years. The once distinct channels and rivers that now make up the Waterway were brought together to create a continuous waterborne transportation network along the southeastern coast of the Atlantic.

The Waterway has enriched the lives of those in the southeast and served the greater United States by allowing for the safe and efficient transportation of commercial goods along the coast.

This resolution recognizes the importance of the Atlantic Intracoastal Waterway to the quality of life of the citizens in the United States, and to the thousands of recreational, commercial, and military vessels that use the system annually.

The resolution also acknowledges the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary. This association has worked tirelessly over the last decade to keep the Waterway open and safe for navigation.

I urge my colleagues to join me in supporting H. Res. 465.

Mr. KLEIN of Florida. Mr. Speaker, I rise today in support of House Resolution 465 and to thank the gentleman from South Carolina, Mr. BROWN, for introducing this important bill. I have had the good fortune of working with the distinguished gentleman on other legislation, and I can say that on this and other issues, he serves his constituents well.

Mr. Speaker, H. Res. 465 acknowledges the Atlantic Intracoastal Waterway Association on the occasion of its 10th anniversary, and it recognizes the importance of the Atlantic Intracoastal Waterway to recreational, commercial, and military vessels and to the history and quality of life of the citizens of the United States.

Having a congressional district with over 75 miles along the Intracoastal Waterway, I know firsthand its importance to South Florida. It serves as a crucial thoroughfare for the two ports in my district, the Port of Palm Beach and Port Everglades. In fact, the Army Corps of Engineers reported that over 2.5 million tons of freight traffic was shipped along the Intracoastal Waterway in 2007 alone, including commodities such as wheat, corn, and soybeans.

But the Intracoastal Waterway provides Americans with more than just economic activity. Just go out on the water any day of the week in my congressional district and you'll see recreational boaters traveling on the Intracoastal Waterway. Boating is an iconic symbol for South Florida, and the Intracoastal Waterway serves as an important part of that. Simply put: South Florida would not be the boat capital of the world without it.

I also want to take a moment and commend the work of the Florida Inland Navigation District, or FIND. They maintain our state's portion of the Intracoastal Waterway, from Jacksonville to Miami. Created in 1927 by the Flor-

ida State Legislature, FIND is a special taxing district charged with helping to maintain the Intracoastal Waterway with the Army Corps of Engineers. They are an important entity and perform an often unheralded job, so I wanted to take this moment to commend the men and women employed by FIND for helping to maintain one of Florida's most important natural resources.

In closing, I want to again thank the gentleman from South Carolina for introducing House Resolution 465, urge my colleagues to support its passage.

Ms. NORTON. At this time, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and agree to the resolution, H. Res. 465, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

A motion to reconsider was laid on the table.

□ 1615

DALE WILSON—NATIONAL DISABLED AMERICAN VETERAN OF THE YEAR

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Mr. Speaker, today I rise to praise Dale Wilson, a remarkable veteran from Troutman, North Carolina, who was named the 2009 National Disabled American Veteran of the Year by the Disabled American Veterans.

Dale Wilson lost both of his legs and his right arm while serving in the Marine Corps in Vietnam; but for a Silver Star recipient who paid such a heavy price for his country, Wilson demonstrates remarkable humility, good will, and an astonishingly positive attitude. He is well known for his strident belief that his life is rich and full despite what many could call a severe disability. His days are full of service to his community and his fellow veterans. He counts his family, his community, and his service to his country as dear blessings. And you won't catch him complaining about the hand that was dealt him.

Dale Wilson is the sort of marine that gives the Marine Corps such a proud reputation, and his recognition by the DAV is well deserved. I know that his example serves to inspire those who know and love him to remember their many blessings and to love the country that Wilson sacrificed so much for.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2009, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

U.N.'S REPORT ON ISRAEL

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Florida (Ms. ROS-LEHTINEN) is recognized for 5 minutes.

Ms. ROS-LEHTINEN. Mr. Speaker, this week at the United Nations another assault is being launched on the democratic Jewish State of Israel, an assault that the United States must unequivocally oppose and defeat.

Predictably, this assault has its roots in the U.N.'s so-called "Human Rights Council," an institution that has been hijacked by dictatorships and gross human rights violators.

This past winter, in Operation Cast Lead, Israel defended its citizens—and its existence—against the actions of Hamas and other violent extremist groups in Gaza. The Human Rights Council responded by passing a resolution authorizing a so-called "fact finding mission" to investigate Operation Cast Lead. This mission's mandate had nothing to do with fact finding and everything to do with persecuting Israel for defending herself.

The mandate prejudged Israel's guilt, authorizing the mission to investigate only assumed human rights violations by Israel. The mandate did not include or even mention the thousands of rocket attacks and mortar attacks spanning 8 years by Hamas and other violent extremist groups in Gaza against civilian targets in southern Israel.

Then, last month this so-called "fact finding mission" released its report. It's a 575-page collection of distortions and double standards. The report made baseless accusations that Israel's military had deliberately attacked civilians. The report disregarded extensive evidence that violent extremist groups in Gaza used civilians as human shields, operating from schools, from mosques, from hospitals. It ignored the Israeli military's extraordinary efforts to target its operations in order to minimize civilian casualties. It gave a free pass to the Iranian and the Syrian regimes, which provide material and financial assistance to Hamas and other murderous groups in Gaza.

Finally, this report recommended further persecution of Israel through follow-up action by the U.N. Security Council, the General Assembly, the Human Rights Council, and the International Criminal Court, among others. In fact, today, the Security Council met at the request of the Libyan regime and considered this very biased report.

Later this week, with the blessing of the U.N. Secretary General, the Human Rights Council is expected to hold a special session on this report. What will they do? They will pass yet another resolution condemning Israel, and only Israel.

And what has the U.S. done in response to this anti-freedom onslaught? While acknowledging that the report and its mandate were biased, administration officials still claim that the report raised serious issues and should be