

This resolution will move us into a greater awareness, a broader general awareness of the need for improved attention to safety.

Our transportation bill that has been reported from subcommittee and ready to come to the House floor will double the investment, over 6 years, in highway safety to \$12-plus billion over 6 years. That is what we need to do. We have funding for awareness programs and we have funding for increased driver training and driver education responsibility and more truck safety. There are a whole range of initiatives that need to be undertaken and need to be funded. We need a 6-year transportation bill to do that. This administration needs to get on board with us, not spend the next year dithering about what kind of bill we need to have. We have got the bill. We have the ideas. We have the initiatives and the public support. We need to move ahead with this bill.

Thank heavens for this resolution that will increase public awareness in this very critical time of year. Many millions of our fellow citizens take to the highways. They need to take to the highways safely and come home safely.

Mr. LOBIONDO. Mr. Speaker, again I rise in strong support of the resolution and remind my colleagues that during this holiday season we have an opportunity to help remind drivers of the harmful consequences of distracted driving and that harmful consequence on loved ones and others. So I encourage all Members of Congress to join me in supporting this resolution.

I would like to insert into the CONGRESSIONAL RECORD correspondence received from the AAA organization.

TRIPLE A,

Washington, DC, November 2, 2009.

Hon. JIM GERLACH,
House of Representatives,
Washington, DC.

DEAR CONGRESSMAN GERLACH: AAA supports your resolution on distracted driving, H. Res. 841, to designate November 29, 2009, as "Drive Safer Sunday." Your effort is in line with our own work to raise public awareness of the dangers posed by distracted driving.

Recently, AAA and the AAA Foundation for Traffic Safety encouraged all drivers to participate in "Heads Up Driving Week" from October 5-11. We asked drivers to take a first step toward driving distraction-free by trying it for one week, and then continuing that good habit for life. Drivers were urged to sign a pledge committing to distraction-free driving, and were provided 10 tips on how to eliminate distractions from their daily travel. For your information, I am enclosing the 10 tips that support the campaign.

AAA has also launched a state legislative campaign to pass laws banning text messaging while driving in all 50 states by 2013. Enacting texting while driving bans is an important step in reducing the incidence of this dangerous practice among motorists nationwide. We'll also continue our work through public education, driver training, and other safety programs to discourage motorists from engaging in the broad range of distractions that tempt them while behind the wheel.

AAA and a number of other safety groups recently sent a letter urging Congress to

take a comprehensive approach to the issue of distracted driving. We urge Congress to support funding for research, data collection, public education, law enforcement and roadway countermeasures.

We support your goal of drawing public attention to the dangers of distracted driving and the importance of traffic safety. Thank you for your leadership on this important issue.

Sincerely,

JILL INGRASSIA,

Managing Director, Government Relations
and Traffic Safety Advocacy.

AAA 10 TIPS TO MINIMIZE DISTRACTED DRIVING

AAA and the AAA Foundation for Traffic Safety will be asking motorists to participate by making Heads Up Driving Week a distraction-free week of driving.

Using a cell phone, text messaging, or emailing are just some of many possible distractions that divert drivers' attention. Eating, talking with passengers, reading maps or the newspaper, writing, personal grooming, and looking at things outside the vehicle are among countless activities that could create a substantial crash risk.

Below are 10 quick and easy ways drivers can minimize distractions.

1. Plan Ahead. Read maps and check traffic conditions before you get on the road.

2. Stow Electronic Devices. Turn off your phone before you drive so you won't be tempted to use it while on the road. Pull over to a safe place to talk on the phone or to send and receive text messages or emails.

3. Prepare Kids and Pets for the Trip. Get the kids safely buckled in and situated with snacks and entertainment before you start driving. If they need additional attention during the trip, pull off the road safely to care for them. Similarly, prepare and secure pets appropriately in your vehicle before getting underway.

4. Satisfy that Craving Off the Road. Eat meals and snacks before getting behind the wheel, or stop to eat and take a break if driving long-distance.

5. Store Loose Gear and Possessions. Stash away loose objects that could roll around and take your attention away from driving.

6. Get Your Vehicle Road-Ready. Adjust seat positions, climate controls, sound systems and other devices before you leave or while your vehicle is stopped. Make sure your headlights are spotless so you can see everything on the road and every other driver can see you better.

7. Dress for Success Before You Get in the Car. Your car isn't a dressing room. Brush your hair, shave, put on make-up, and tie your necktie before you leave or once you reach your destination.

8. Get Your Brain in the Game. Focus on the task at hand—driving safely. Scan the road, use mirrors and practice commentary driving, identifying orally events and conditions you may have to react to. Really focusing on maintaining your thoughts about the road, when you're on the road, can help enhance your engagement, your overall awareness and behavior as a driver, and help you see the importance of "being in the game."

9. Evaluate Your Own Behavior From the Other Side of the Road. When you're on the road as a passenger or a pedestrian, take a look around and honestly evaluate whether you might have some of the same driving behaviors as those who you're a little worried about as a passenger or pedestrian.

10. Enlist Passengers. Ask a passenger to help you with activities that may be distracting.

These tips and further information about distracted driving are available at www.AAAFoundation.org/HeadsUp.

I yield back the balance of my time.

Mr. BISHOP of New York. Mr. Speaker, let me just close by thanking the gentleman from Pennsylvania (Mr. GERLACH) for his leadership on this issue. Let me also thank the chairman of the committee, Mr. OBERSTAR, for moving this resolution through the committee so rapidly and bringing it to the floor so quickly. Let me also echo the chairman's comments with respect to the urgency and the desirability of passing a robust reauthorization of the highway transportation bill as quickly as we possibly can.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. BISHOP) that the House suspend the rules and agree to the resolution, H. Res. 841.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BISHOP of New York. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

CRUISE VESSEL SECURITY AND SAFETY ACT OF 2009

Mr. CUMMINGS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3360) to amend title 46, United States Code, to establish requirements to ensure the security and safety of passengers and crew on cruise vessels, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3360

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Cruise Vessel Security and Safety Act of 2009".

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Findings.

Sec. 3. Cruise vessel security and safety requirements.

Sec. 4. Study and report on the security needs of passenger vessels.

SEC. 2. FINDINGS.

The Congress makes the following findings:

(1) There are approximately 200 overnight ocean-going cruise vessels worldwide. The average ocean-going cruise vessel carries 2,000 passengers with a crew of 950 people.

(2) In 2007 alone, approximately 12,000,000 passengers were projected to take a cruise worldwide.

(3) Passengers on cruise vessels have an inadequate appreciation of their potential vulnerability to crime while on ocean voyages, and those who may be victimized lack the information they need to understand their legal rights or to know whom to contact for help in the immediate aftermath of the crime.

(4) Sexual violence, the disappearance of passengers from vessels on the high seas, and other serious crimes have occurred during luxury cruises.

(5) Over the last 5 years, sexual assault and physical assaults on cruise vessels were the leading crimes investigated by the Federal Bureau of Investigation with regard to cruise vessel incidents.

(6) These crimes at sea can involve attacks both by passengers and crew members on other passengers and crew members.

(7) Except for United States flagged vessels, or foreign flagged vessels operating in an area subject to the direct jurisdiction of the United States, there are no Federal statutes or regulations that explicitly require cruise lines to report alleged crimes to United States Government officials.

(8) It is not known precisely how often crimes occur on cruise vessels or exactly how many people have disappeared during ocean voyages because cruise line companies do not make comprehensive, crime-related data readily available to the public.

(9) Obtaining reliable crime-related cruise data from governmental sources can be difficult, because multiple countries may be involved when a crime occurs on the high seas, including the flag country for the vessel, the country of citizenship of particular passengers, and any countries having special or maritime jurisdiction.

(10) It can be difficult for professional crime investigators to immediately secure an alleged crime scene on a cruise vessel, recover evidence of an onboard offense, and identify or interview potential witnesses to the alleged crime.

(11) Most cruise vessels that operate into and out of United States ports are registered under the laws of another country, and investigations and prosecutions of crimes against passengers and crew members may involve the laws and authorities of multiple nations.

(12) The Coast Guard has found it necessary to establish 500-yard security zones around cruise vessels to limit the risk of terrorist attack. Recently piracy has dramatically increased throughout the world.

(13) To enhance the safety of cruise passengers, the owners of cruise vessels could upgrade, modernize, and retrofit the safety and security infrastructure on such vessels by installing peep holes in passenger room doors, installing security video cameras in targeted areas, limiting access to passenger rooms to select staff during specific times, and installing acoustic hailing and warning devices capable of communicating over distances.

SEC. 3. CRUISE VESSEL SECURITY AND SAFETY REQUIREMENTS.

(a) IN GENERAL.—Chapter 35 of title 46, United States Code, is amended by adding at the end the following:

“§ 3507. Passenger vessel security and safety requirements

“(a) VESSEL DESIGN, EQUIPMENT, CONSTRUCTION, AND RETROFITTING REQUIREMENTS.—

“(1) IN GENERAL.—Each vessel to which this subsection applies shall comply with the following design and construction standards:

“(A) The vessel shall be equipped with ship rails that are located not less than 42 inches above the cabin deck.

“(B) Each passenger stateroom and crew cabin shall be equipped with entry doors that include peep holes or other means of visual identification.

“(C) For any vessel the keel of which is laid after the date of enactment of the Cruise Vessel Security and Safety Act of 2009, each passenger stateroom and crew cabin shall be equipped with—

“(i) security latches; and

“(ii) time-sensitive key technology.

“(D) The vessel shall integrate technology that can be used for capturing images of passengers or detecting passengers who have fallen overboard, to the extent that such technology is available.

“(E) The vessel shall be equipped with a sufficient number of operable acoustic hailing or other such warning devices to provide communication capability around the entire vessel when operating in high risk areas (as defined by the Coast Guard).

“(2) FIRE SAFETY CODES.—In administering the requirements of paragraph (1)(C), the Secretary shall take into consideration fire safety and other applicable emergency requirements established by the Coast Guard and under international law, as appropriate.

“(3) EFFECTIVE DATE.—

“(A) IN GENERAL.—Except as provided in subparagraph (B), the requirements of paragraph (1) shall take effect 18 months after the date of enactment of the Cruise Vessel Security and Safety Act of 2009.

“(B) LATCH AND KEY REQUIREMENTS.—The requirements of paragraph (1)(C) take effect on the date of enactment of the Cruise Vessel Security and Safety Act of 2009.

“(b) VIDEO RECORDING.—

“(1) REQUIREMENT TO MAINTAIN SURVEILLANCE.—The owner of a vessel to which this section applies shall maintain a video surveillance system to assist in documenting crimes on the vessel and in providing evidence for the prosecution of such crimes, as determined by the Secretary.

“(2) ACCESS TO VIDEO RECORDS.—The owner of a vessel to which this section applies shall provide to any law enforcement official performing official duties in the course and scope of an investigation, upon request, a copy of all records of video surveillance that the official believes may provide evidence of a crime reported to law enforcement officials.

“(c) SAFETY INFORMATION.—The owner of a vessel to which this section applies shall provide in each passenger stateroom, and post in a location readily accessible to all crew and in other places specified by the Secretary, information regarding the locations of the United States embassy and each consulate of the United States for each country the vessel will visit during the course of the voyage.

“(d) SEXUAL ASSAULT.—The owner of a vessel to which this section applies shall—

“(1) maintain on the vessel adequate, in-date supplies of anti-retroviral medications and other medications designed to prevent sexually transmitted diseases after a sexual assault;

“(2) maintain on the vessel equipment and materials for performing a medical examination in sexual assault cases to evaluate the patient for trauma, provide medical care, and preserve relevant medical evidence;

“(3) make available on the vessel at all times medical staff who have undergone a credentialing process to verify that he or she—

“(A) possesses a current physician's or registered nurse's license and—

“(i) has at least 3 years of post-graduate or post-registration clinical practice in general and emergency medicine; or

“(ii) holds board certification in emergency medicine, family practice medicine, or internal medicine;

“(B) is able to provide assistance in the event of an alleged sexual assault, has received training in conducting forensic sexual assault examination, and is able to promptly perform such an examination upon request and provide proper medical treatment of a victim, including administration of anti-retroviral medications and other medications that may prevent the transmission of

human immunodeficiency virus and other sexually transmitted diseases; and

“(C) meets guidelines established by the American College of Emergency Physicians relating to the treatment and care of victims of sexual assault;

“(4) prepare, provide to the patient, and maintain written documentation of the findings of such examination that is signed by the patient; and

“(5) provide the patient free and immediate access to—

“(A) contact information for local law enforcement, the Federal Bureau of Investigation, the Coast Guard, the nearest United States consulate or embassy, and the National Sexual Assault Hotline program or other third party victim advocacy hotline service; and

“(B) a private telephone line and Internet-accessible computer terminal by which the individual may confidentially access law enforcement officials, an attorney, and the information and support services available through the National Sexual Assault Hotline program or other third party victim advocacy hotline service.

“(e) CONFIDENTIALITY OF SEXUAL ASSAULT EXAMINATION AND SUPPORT INFORMATION.—The master or other individual in charge of a vessel to which this section applies shall—

“(1) treat all information concerning an examination under subsection (d) confidential, so that no medical information may be released to the cruise line or other owner of the vessel or any legal representative thereof without the prior knowledge and approval in writing of the patient, or, if the patient is unable to provide written authorization, the patient's next-of-kin, except that nothing in this paragraph prohibits the release of—

“(A) information, other than medical findings, necessary for the owner or master of the vessel to comply with the provisions of subsection (g) or other applicable incident reporting laws;

“(B) information to secure the safety of passengers or crew on board the vessel; or

“(C) any information to law enforcement officials performing official duties in the course and scope of an investigation; and

“(2) treat any information derived from, or obtained in connection with, post-assault counseling or other supportive services confidential, so no such information may be released to the cruise line or any legal representative thereof without the prior knowledge and approval in writing of the patient, or, if the patient is unable to provide written authorization, the patient's next-of-kin.

“(f) CREW ACCESS TO PASSENGER STATEROOMS.—The owner of a vessel to which this section applies shall—

“(1) establish and implement procedures and restrictions concerning—

“(A) which crew members have access to passenger staterooms; and

“(B) the periods during which they have that access; and

“(2) ensure that the procedures and restrictions are fully and properly implemented and periodically reviewed.

“(g) LOG BOOK AND REPORTING REQUIREMENTS.—

“(1) IN GENERAL.—The owner of a vessel to which this section applies shall—

“(A) record in a log book, either electronically or otherwise, in a centralized location readily accessible to law enforcement personnel, a report on—

“(i) all complaints of crimes described in paragraph (3)(A)(i),

“(ii) all complaints of theft of property valued in excess of \$1,000, and

“(iii) all complaints of other crimes, committed on any voyage that embarks or disembarks passengers in the United States; and

“(B) make such log book available upon request to any agent of the Federal Bureau of Investigation, any member of the Coast Guard, and any law enforcement officer performing official duties in the course and scope of an investigation.

“(2) DETAILS REQUIRED.—The information recorded under paragraph (1) shall include, at a minimum—

“(A) the vessel operator;

“(B) the name of the cruise line;

“(C) the flag under which the vessel was operating at the time the reported incident occurred;

“(D) the age and gender of the victim and the accused assailant;

“(E) the nature of the alleged crime or complaint, as applicable, including whether the alleged perpetrator was a passenger or a crew member;

“(F) the vessel’s position at the time of the incident, if known, or the position of the vessel at the time of the initial report;

“(G) the time, date, and method of the initial report and the law enforcement authority to which the initial report was made;

“(H) the time and date the incident occurred, if known;

“(I) the total number of passengers and the total number of crew members on the voyage; and

“(J) the case number or other identifier provided by the law enforcement authority to which the initial report was made.

“(3) REQUIREMENT TO REPORT CRIMES AND OTHER INFORMATION.—

“(A) IN GENERAL.—The owner of a vessel to which this section applies (or the owner’s designee)—

“(i) shall contact the nearest Federal Bureau of Investigation Field Office or Legal Attache by telephone as soon as possible after the occurrence on board the vessel of an incident involving homicide, suspicious death, a missing United States national, kidnapping, assault with serious bodily injury, any offense to which section 2241, 2242, 2243, or 2244 (a) or (c) of title 18 applies, firing or tampering with the vessel, or theft of money or property in excess of \$10,000 to report the incident;

“(ii) shall furnish a written report of the incident to the Secretary via an Internet based portal;

“(iii) may report any serious incident that does not meet the reporting requirements of clause (i) and that does not require immediate attention by the Federal Bureau of Investigation via the Internet based portal maintained by the Secretary of Transportation; and

“(iv) may report any other criminal incident involving passengers or crew members, or both, to the proper State or local government law enforcement authority.

“(B) INCIDENTS TO WHICH SUBPARAGRAPH (A) APPLIES.—Subparagraph (A) applies to an incident involving criminal activity if—

“(i) the vessel, regardless of registry, is owned, in whole or in part, by a United States person, regardless of the nationality of the victim or perpetrator, and the incident occurs when the vessel is within the admiralty and maritime jurisdiction of the United States and outside the jurisdiction of any State;

“(ii) the incident concerns an offense by or against a United States national committed outside the jurisdiction of any nation;

“(iii) the incident occurs in the Territorial Sea of the United States, regardless of the nationality of the vessel, the victim, or the perpetrator; or

“(iv) the incident concerns a victim or perpetrator who is a United States national on a vessel during a voyage that departed from or will arrive at a United States port.

“(4) AVAILABILITY OF INCIDENT DATA VIA INTERNET.—

“(A) WEBSITE.—The Secretary of Transportation shall maintain a statistical compilation of all incidents described in paragraph (3)(A)(i) on an Internet site that provides a numerical accounting of the missing persons and alleged crimes recorded in each report filed under paragraph (3)(A)(i) that are no longer under investigation by the Federal Bureau of Investigation. The data shall be updated no less frequently than quarterly, aggregated by—

“(i) cruise line, with each cruise line identified by name; and

“(ii) whether each crime was committed by a passenger or a crew member.

“(B) ACCESS TO WEBSITE.—Each cruise line taking on or discharging passengers in the United States shall include a link on its Internet website to the website maintained by the Secretary under subparagraph (A).

“(h) ENFORCEMENT.—

“(1) PENALTIES.—

“(A) CIVIL PENALTY.—Any person that violates this section or a regulation under this section shall be liable for a civil penalty of not more than \$25,000 for each day during which the violation continues, except that the maximum penalty for a continuing violation is \$50,000.

“(B) CRIMINAL PENALTY.—Any person that knowingly fails to record in a log book or to make a log book available in accordance with subsection (g)(1), or to report in accordance with subsection (g)(3), shall be fined not more than \$250,000 or imprisoned not more than 1 year, or both.

“(2) DENIAL OF ENTRY.—The Secretary may deny entry into the United States to a vessel to which this section applies if the owner of the vessel—

“(A) commits an act or omission for which a penalty may be imposed under this subsection; or

“(B) fails to pay a penalty imposed on the owner under this subsection.

“(i) PROCEDURES.—Within 6 months after the date of enactment of the Cruise Vessel Security and Safety Act of 2009, the Secretary shall issue guidelines, training curricula, and inspection and certification procedures necessary to carry out the requirements of this section.

“(j) REGULATIONS.—The Secretary of Transportation and the Commandant shall each issue such regulations as are necessary to implement this section.

“(k) APPLICATION.—

“(1) IN GENERAL.—This section and section 3508 apply to a passenger vessel (as defined in section 2101(22)) that—

“(A) is authorized to carry at least 250 passengers;

“(B) has onboard sleeping facilities for each passenger;

“(C) is on a voyage that embarks or disembarks passengers in the United States; and

“(D) is not engaged on a coastwise voyage.

“(2) FEDERAL AND STATE VESSELS.—This section and section 3508 do not apply to a vessel that is owned and operated by the United States Government or a vessel that is owned and operated by a State.

“(1) OWNER DEFINED.—In this section and section 3508, the term ‘owner’ means the owner, charterer, managing operator, master, or other individual in charge of a vessel.

“§ 3508. Crime scene preservation training for passenger vessel crew members

“(a) IN GENERAL.—Within 1 year after the date of enactment of the Cruise Vessel Security and Safety Act of 2009, the Secretary, in consultation with the Director of the Federal Bureau of Investigation and the Maritime Administrator, shall develop training

standards and curricula to allow for the certification of passenger vessel security personnel, crew members, and law enforcement officials on the appropriate methods for prevention, detection, evidence preservation, and reporting of criminal activities in the international maritime environment. The Administrator of the Maritime Administration may certify organizations in the United States and abroad that offer the curriculum for training and certification under subsection (c).

“(b) MINIMUM STANDARDS.—The standards established by the Secretary under subsection (a) shall include—

“(1) the training and certification of vessel security personnel, crew members, and law enforcement officials in accordance with accepted law enforcement and security guidelines, policies, and procedures, including recommendations for incorporating a background check process for personnel trained and certified in foreign countries;

“(2) the training of students and instructors in all aspects of prevention, detection, evidence preservation, and reporting of criminal activities in the international maritime environment; and

“(3) the provision or recognition of off-site training and certification courses in the United States and foreign countries to develop and provide the required training and certification described in subsection (a) and to enhance security awareness and security practices related to the preservation of evidence in response to crimes on board passenger vessels.

“(c) CERTIFICATION REQUIREMENT.—Beginning 2 years after the standards are established under subsection (b), no vessel to which this section applies may enter a United States port on a voyage (or voyage segment) on which a United States citizen is a passenger unless there is at least 1 crew member onboard who is certified as having successfully completed training in the prevention, detection, evidence preservation, and reporting of criminal activities in the international maritime environment on passenger vessels under subsection (a).

“(d) INTERIM TRAINING REQUIREMENT.—No vessel to which this section applies may enter a United States port on a voyage (or voyage segment) on which a United States citizen is a passenger unless there is at least 1 crew member onboard who has been properly trained in the prevention, detection, evidence preservation and the reporting requirements of criminal activities in the international maritime environment. The owner of such a vessel shall maintain certification or other documentation, as prescribed by the Secretary, verifying the training of such individual and provide such documentation upon request for inspection in connection with enforcement of the provisions of this section. This subsection shall take effect 1 year after the date of enactment of the Cruise Vessel Safety and Security Act of 2009 and shall remain in effect until superseded by the requirements of subsection (c).

“(e) CIVIL PENALTY.—Any person that violates this section or a regulation under this section shall be liable for a civil penalty of not more than \$50,000.

“(f) DENIAL OF ENTRY.—The Secretary may deny entry into the United States to a vessel to which this section applies if the owner of the vessel—

“(1) commits an act or omission for which a penalty may be imposed under subsection (e); or

“(2) fails to pay a penalty imposed on the owner under subsection (e).”.

(b) CLERICAL AMENDMENT.—The table of contents for such chapter is amended by adding at the end the following:

“3507. Passenger vessel security and safety requirements.

“3508. Crime scene preservation training for passenger vessel crew members.”.

SEC. 4. STUDY AND REPORT ON THE SECURITY NEEDS OF PASSENGER VESSELS.

(a) IN GENERAL.—Within 3 months after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall conduct a study of the security needs of passenger vessels depending on number of passengers on the vessels, and report to the Congress findings of the study and recommendations for improving security on those vessels.

(b) REPORT CONTENTS.—In recommending appropriate security on those vessels, the report shall take into account typical crew member shifts, working conditions of crew members, and length of voyages.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. CUMMINGS) and the gentleman from New Jersey (Mr. LOBIONDO) each will control 20 minutes.

The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. CUMMINGS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 3360.

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

There was no objection.

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

Mr. Speaker, I rise today in strong support of the Cruise Vessel Security and Safety Act of 2009, H.R. 3360, as amended.

This legislation, authored by Congresswoman DORIS MATSUI, would require that cruise vessels calling on the United States take reasonable steps to improve the physical safety and security of their vessels. The legislation also would require cruise vessels to report to U.S. authorities allegations of specific crimes on cruise ships.

Almost all of the nearly 200 cruise vessels embarking and disembarking passengers in the United States are registered in foreign countries. As a result, U.S. laws apply directly to these vessels and to those sailing on these vessels only when they are sailing in U.S. waters.

While available statistics suggest that crime is infrequent on cruise vessels, many Americans do not realize, when they step on a cruise ship, they are stepping on what becomes a floating piece of some other country's jurisdiction as soon as it is more than 12 miles from United States shores.

Unfortunately, for those who are the victims of crime on cruise vessels, the implications of this reality become clear only after they learn that the laws applying to the cruise vessels may not and often do not extend to them the kinds of protections United States laws would extend.

Additionally, the unique circumstances of life at sea, particularly if a vessel is far from the kinds of law

enforcement resources that are available on land, often make the prosecution of those accused of committing a crime on a cruise ship very difficult. As a result, though crime is infrequent on cruise vessels, so are prosecutions of those accused of crimes.

As chairman of the Subcommittee on Coast Guard and Maritime Transportation, I held two hearings to examine the issue of crime on cruise ships. I believe H.R. 3360 responds directly to the problems we examined in our hearings by requiring reasonable alteration in vessel design, equipment, and construction standards to increase the physical safety and security of passengers. For example, H.R. 3360 requires that cruise vessels install peepholes or similar features in cabin doors so passengers can identify who is at their door without having to open it. H.R. 3360 also requires that cruise vessels have railings that are at least 42 inches high to help prevent passengers from falling overboard.

To ensure that those who are victims of sexual assaults have immediate access to state-of-the-art medical care, H.R. 3360 requires that cruise ships have onboard trained personnel who can provide treatment to assault victims, collect evidence to support prosecutions, and administer antiretroviral medications as soon as possible. The legislation also requires that a store of such medications be maintained on cruise vessels.

H.R. 3360 also specifies certain crimes that must be reported to U.S. authorities, and it requires the Secretary of Transportation to maintain an Internet site that provides a numerical accounting of the crimes reported to U.S. authorities. Such statistics will be aggregated by individual cruise lines, and cruise lines will be required to maintain a link to the site on their own Web pages.

Again, Mr. Speaker, I applaud the work of the gentlewoman from California (Ms. MATSUI) who has worked tirelessly on this issue and given it just a tremendous, tremendous effort. I applaud her and thank her on behalf of the Congress and a grateful Nation.

I urge all of the Members of the House to join me in passing H.R. 3360, as amended.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON HOMELAND SECURITY,

Washington, DC, November 12, 2009.

Hon. JAMES L. OBERSTAR,
Chairman, Committee on Transportation and
Infrastructure, Washington, DC.

DEAR CHAIRMAN OBERSTAR, I write to you regarding H.R. 3360, the “Cruise Vessel Security and Safety Act of 2009.”

H.R. 3360 contains provisions that fall within the jurisdiction of the Committee on Homeland Security. I recognize and appreciate your desire to bring this legislation before the House in an expeditious manner and, accordingly, I will not seek a sequential referral of the bill. However, agreeing to waive consideration of this bill should not be construed as the Committee on Homeland Security waiving, altering, or otherwise affecting its jurisdiction over subject matters contained in the bill which fall within its Rule X jurisdiction.

Further, I request your support for the appointment of an appropriate number of Members of the Committee on Homeland Security to be named as conferees during any House-Senate conference convened on H.R. 3360 or similar legislation. I also ask that a copy of this letter and your response be included in the legislative report on H.R. 3360 and in the Congressional Record during floor consideration of this bill.

I look forward to working with you as we prepare to pass this important legislation.

Sincerely,

BENNIE G. THOMPSON,
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Washington, DC, November 12, 2009.

Hon. BENNIE G. THOMPSON,
Chairman, Committee on Homeland Security,
Washington, DC.

DEAR CHAIRMAN THOMPSON, I write to you regarding H.R. 3360, the “Cruise Vessel Security and Safety Act of 2009”.

I agree that provisions in H.R. 3360 are of jurisdictional interest to the Committee on Homeland Security. I acknowledge that by forgoing a sequential referral, your Committee is not relinquishing its jurisdiction and I will fully support your request to be represented in a House-Senate conference on those provisions over which the Committee on Homeland Security has jurisdiction in H.R. 3618.

This exchange of letters will be inserted in the Committee Report on H.R. 3360 and in the Congressional Record as part of the consideration of this legislation in the House.

I look forward to working with you as we prepare to pass this important legislation.

Sincerely,

JAMES L. OBERSTAR, M.C.,
Chairman.

I reserve the balance of my time.

Mr. LOBIONDO. Mr. Speaker, I rise in support of H.R. 3360, the Cruise Vessel Security and Safety Act of 2009, and yield myself such time as I may consume.

I would like to state that I believe this language is a significant improvement over legislation that was considered by the House in the 110th Congress and mirrors language currently awaiting final action in the Senate.

□ 1315

The provisions of this legislation were also included as part of H.R. 3619, the Coast Guard Authorization Act of 2010, which the House overwhelmingly approved last month.

For several years the Committee on Coast Guard and Maritime Transportation has closely examined the factors impacting the safety and security of American citizens aboard cruise ships that operate in and out of U.S. ports. H.R. 3360 makes commonsense improvements which will enhance safeguards for passengers during a cruise. While no level of procedural or structural modifications can prevent all incidents from occurring, I believe this bill will significantly enhance the capabilities of both passengers and cruise lines in the future.

The bill will also codify an agreement between the FBI and cruise lines which will require cruise operators to

immediately notify Federal law enforcement agencies of major incidents that occur aboard a vessel.

I support the bill.

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

Mr. CUMMINGS. Mr. Speaker, I yield 4 minutes to the gentlewoman from California (Ms. MATSUI), who is the sponsor of the bill and who has been so helpful to our committee and our subcommittee on this issue.

Ms. MATSUI. I thank the gentleman from Maryland, who has been such a leader in all of this.

Mr. Speaker, I rise today in support of H.R. 3360, the Cruise Vessel Safety and Security Act, legislation that I introduced earlier this year. I want to thank both Chairman OBERSTAR and Chairman CUMMINGS for the good work their committees have done on this bill and for their tremendous support to enact this critical legislation.

There is an urgent need for the reform I have outlined in the Cruise Vessel Safety and Security Act. For far too long, American families have unknowingly been at risk when embarking on cruise vacations. Unfortunately, the status quo has allowed cruise ships to operate under foreign flags of convenience, and they are not required under U.S. law to report crimes occurring outside of our territorial waters. But leaving our territorial waters does not mean that cruise ships should be allowed to operate without basic laws that protect American citizens.

My legislation requires that all crimes that occur aboard cruise ships be reported to the Coast Guard and to the FBI. Without proper screening processes and accountability, these reprehensible and violent acts will be allowed to continue. Unclear lines of jurisdiction are no longer an excuse for risking the safety of millions of Americans who board cruise ships each year.

I first became aware of the need for increased protections for Americans when one of my constituents, Laurie Dishman, wrote to me for help in April of 2006. Laurie was a victim of a sexual assault while on a cruise vacation. She was given no assistance by the cruise line in properly securing evidence of the assault, no assistance in identifying her attacker, no assistance in prosecuting the crime once back on shore.

Devastated, Laurie reached out to me, and I immediately called for hearings on this issue and began to work on this legislation. Our hearings made apparent the gross inadequacies of current cruise safety provisions; and with ongoing news coverage of recent rapes on cruise ships, it is clear that this legislation is urgent and necessary.

My legislation establishes stringent new standards to ensure the safety and security of passengers on cruise vessels. Its reforms include reporting that vessel personnel be able to preserve evidence of crimes committed on the vessels and provide appropriate medical treatment to the victims of sexual

assaults. Security, safety, and accountability must all be strengthened to hold criminals accountable and end the cycle of serious crimes on cruise ships.

This has been a long, difficult road for all cruise victims and their families, and this legislation is truly a result of their courage, their dedication, and their conviction to prevent further crimes from happening. These reforms are long overdue, common sense, and are supported by the Cruise Line Industry Association and was included in the Coast Guard Authorization Act that passed this year.

I urge my colleagues to vote in support of this important legislation and join me in paving a path for a safer future for all cruise passengers.

Mr. LOBIONDO. Mr. Speaker, I am very happy to yield 5 minutes to my colleague from Arizona (Mr. SHADEGG).

Mr. SHADEGG. I thank the gentleman for yielding.

Mr. Speaker, I rise in very strong support of this critically needed legislation, the Cruise Vessel Security and Safety Act; and I want to compliment the author of the legislation, Ms. MATSUI, for her efforts. Like her, I have a tragic story that has been brought to my attention which will be addressed by this legislation, and I want to make it clear how important I believe this legislation is to millions of potential victims who go unknowingly onto cruise ships.

Merrian Carver, the daughter of one my constituents, Ken Carver, was a vibrant young woman who had her entire life ahead of her. Tragically, at the age of 40, she disappeared from a cruise ship in August of 2004 and was never found. That would be bad enough in itself, but it is the outrageous conduct afterward which this legislation addresses. There have already been comments about the lack of supervision or safety or the lack of protection of the law, but in this instance there was callous disregard.

The steward of the ship knew she was onboard and that she had used her room the first night, and he conscientiously reported that she did not use her room again any of the subsequent nights. She had gone missing on the second day of the cruise, and nothing was done. No law enforcement officials were contacted. No family members were contacted. Nothing was done. In essence, the steward was told, Be quiet and mind your own business.

At the end of the trip, Merrian's personal effects were simply boxed up. The FBI was not notified. The family was not notified.

Ultimately, Merrian's family, in a desperate effort, was forced to hire a law firm and a private investigator. Again, however, they met with resistance and unnecessary delays in response by the cruise ship. It took days to confirm that Merrian had, in fact, boarded the ship, and video confirmed that she had boarded the ship. And it took even more time to get permission to interview the steward.

She had not been in her room for 5 days, and her absence had simply gone unreported and unacted upon. Her family hired a private investigator, and he was resisted in his efforts to talk to people on the ship. Ultimately, the law firm that they retained obtained a court order to interview the steward and other personnel responsible.

This simply should not happen on ships that call on American ports. It should never happen, and Americans need to be aware. Again, I compliment Ms. MATSUI.

This legislation takes important and reasonable steps to protect Americans and all citizens when they board these ships. Cruise ships have a duty of responsibility to the people who board them. This will make those cruise ships more accountable and safer. It will, as has been mentioned, require some video surveillance to monitor crime onboard. It will require crime scene investigation training and certification for some cruise vessel crew members. It will require other provisions to ensure that if one of our loved ones goes missing on a cruise ship, they are notified.

Importantly, it will require the preservation of evidence. Like Ms. MATSUI's constituent who was the victim of a rape, this legislation will require that rape kits be kept onboard in case such a tragic event happens again.

This is critically needed legislation. It has followed somewhat of a tortured path. It came across this floor once before, and its ultimate enactment into law was jeopardized by being coupled with other legislation.

I compliment the chairman of the subcommittee and the chairman of the full committee and the ranking member. I think it is essential that this legislation be enacted, and I compliment you for separating it for a stand-alone vote.

Mr. CUMMINGS. Mr. Speaker, I yield 2½ minutes to the gentlewoman from California (Ms. RICHARDSON). She is a strong member of our subcommittee and certainly one who has championed this cause too.

Ms. RICHARDSON. Mr. Speaker, I rise in strong support of H.R. 3360, the Cruise Vessel Security and Safety Act of 2009, which will address cruise safety in many of our communities. I would like to thank Chairmen OBERSTAR and CUMMINGS and my colleague Ms. MATSUI from California for bringing forward this issue that we've all talked about and are now glad to see finally come to the floor again.

Cruise ships are enjoyed by approximately 10 million Americans every year, and many of them come to my district in the Ports of Long Beach and Los Angeles. This bill will take many steps towards preventing crimes on cruise ships and ensuring that those crimes that are committed, the people who do those deeds, will find justice.

By enacting measures such as installing peepholes on doors, basic things like increasing video surveillance, and

keeping better records of incidents that do occur will make our seas safer and really cause the cruise to be a vacation as advertised.

I applaud the bill's emphasis on safety and health. It will ensure that a sufficient number of physicians are aboard every ship and that ships have appropriate up-to-date supplies of anti-retroviral medications. Just a few weeks ago, I met with some of the members of the cruise ship industry and talked to them about what they're doing to prepare for the H1N1 virus.

Now is the time. We have long put people in jeopardy of not really having the appropriate safety regulations and measures, and I applaud this Congress and our chairmen for bringing it forward today.

Mr. LOBIONDO. Mr. Speaker, I am now pleased to yield 5 minutes to my colleague from Texas (Mr. POE).

Mr. POE of Texas. Mr. Speaker, I appreciate the gentleman from New Jersey yielding time and his work on this legislation and, of course, the chairman from Maryland and his work as well, but also the gentlewoman from California (Ms. MATSUI), who has been a relentless advocate of protecting citizens that are on cruise lines.

I recently was a cosponsor of similar legislation, H.R. 1485, the Cruise Vessel Security Act of 2009, that was passed by this House. And this bill, H.R. 3360, the Cruise Vessel Security and Safety Act of 2009, makes cruise lines more accountable when passengers become victims of crime at sea.

Every year cruise line companies carry over 10 million American citizens to and from America's ports, and these cruise lines promise Americans safety, security, fun, relaxation aboard their ships. But sometimes that is not the whole story.

In 2007 the Los Angeles Times published an article disclosing sexual assault data that was provided by Royal Caribbean International as part of a civil lawsuit. The article's disturbing and startling report showed that over a 32-month period, Royal Caribbean reported over 250 incidents of sexual assault, battery, and harassment. Cruise companies have been forced to pay millions of dollars in order to settle civil lawsuits filed in American courts for failing to protect American passengers. Congressional testimony by victims of sexual assault on cruise ships exposes so much more than the cruise lines have really told us.

Most disturbing from this testimony were from female victims that were sexually assaulted by crew members on the high seas. Almost 40 percent of the crimes were committed by cruise company employees. And as the gentlewoman from California has pointed out, her constituent Laurie Dishman in 2006 was sexually assaulted by a man on the cruise ship who was a security officer.

This individual, Laurie Dishman, reported the incident, and the cruise line did absolutely nothing. When the

cruise was over with, she met with the FBI and explained her case, and after several days she later received a phone call saying that the Department of Justice would not prosecute her case and that the FBI had closed the investigation and gave her no explanation.

So then she wrote a letter to Royal Caribbean Cruise Lines, and they wrote her back, Mr. Speaker, thanking her for her business and even had the audacity to send her a coupon for future trips on their cruise line.

I commend Ms. Dishman for bringing this whole issue before Congress and especially Ms. MATSUI, her Representative from California, for exposing these atrocities to the American public and to this Congress. If these U.S.-based cruise ship companies who own and operate foreign flag passenger vessels want to access the millions of Americans who travel their cruise ships every year, they should be required to implement proper safety and security improvements for all travelers.

The U.S. Government also needs to ensure that American citizens and American families are safe when they travel on cruise ships departing from our ports. And when crimes are reported on the high seas, the perpetrators should be accountable.

As chairman of the Victims' Rights Caucus, I strongly support this legislation.

□ 1330

Mr. CUMMINGS. Mr. Speaker, I yield 5 minutes to the distinguished chairman of our committee, the gentleman from Minnesota (Mr. OBERSTAR). I want to thank him as he rises for all of his hard work.

Mr. OBERSTAR. Mr. Speaker, I thank the chairman, Mr. CUMMINGS, for the prodigious work done, the hearing preparation, not just the hearing, but preparation for the hearing, gathering the information and steeping himself in the subject of the hearing and gathering all the data, and then working to shape the ultimate legislation. He has done a superb job, as has Mr. LOBIONDO, our ranking member, and former chairman of the subcommittee.

I especially want to thank Ms. MATSUI for her work at the behest of her constituent, having heard this terrible experience her constituent went through on that cruise experience. She then had the courage to testify at our committee hearing. That's really extraordinary. So determined was she to see justice done, to change the culture aboard cruise ships, the indifference we saw in this particular case, the indifference spread throughout this industry, to the plight of the rare but nonetheless experiences that cruise passengers go through. Some 10.5 million took a cruise vacation in 2007. That's a very sizable number of our constituency nationwide.

There is only one U.S.-flagged cruise line, cruise vessel, I should say. There are over 200 cruise vessels that are registered under foreign flags. When crime

occurs aboard those vessels, as was said earlier by both Mr. CUMMINGS and Mr. LOBIONDO, it's on the high seas, beyond the jurisdiction of the United States. But when that vessel comes into port, it is under our law.

This is a law enforcement bill. And the gentleman from Arizona (Mr. SHAD-EGG) very well and thoughtfully and with great feeling described the experience of his constituent, the family of constituents of a woman who was actually lost. This legislation, as he pointed out, and as Mr. CUMMINGS pointed out, provides a pathway to correcting those problems out into the future. But we have to get a bill passed. That is why we separated this bill from other legislation.

There is already a hold on this bill in the other body. A Member of the other body is holding this bill up and insisting that a fee be imposed on cruise line passengers to pay for any Federal Government involvement. This is law enforcement. We don't ask our fellow citizens to pay a fee for their homes to be protected against burglary. We don't ask victims of rape to pay a fee to be protected against future rape. That is just—well, it's beyond description. I shouldn't say anything further.

But we have to get a bill passed. And the Member of the other body who is insisting on those conditions needs to have a visit with reality. And the reality are those victims of violence aboard cruise ships. And this legislation will bridge the gaps between the rights of victims and the actual experiences they encounter, provide protection, provide access to assistance to victims of crime and give them the protection of U.S. law, extend that to those 10.5 million of our fellow citizens who take a cruise vacation so it will be a pleasant experience and not a nightmare.

Mr. Speaker and colleagues, I just want to observe and thank the ranking member of the subcommittee, Mr. LOBIONDO, that this particular bill, is the 200th bill of our committee in the 110th and now the 111th Congress, the 200th bill that we have moved through committee, and I expect soon through the House and one veto override, in the 2½ years under my chairmanship.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. CUMMINGS. I yield the gentleman 1½ additional minutes.

Mr. OBERSTAR. I want to thank my colleagues on the Democratic side and particularly my colleagues on the Republican side for the splendid participation we have had and the partnership we have enjoyed in moving together a legislative agenda for America, for the good of this country, a partnership that we extended during the years of the Republican majority from 1995 onward. It is a record of accomplishment that I think sets the standard for this body. And I appreciate the partnership that we have had, in particular Mr. MICA, who is the leader on the Republican side, and all of our colleagues on

the committee, the 200th bill or resolution. It is a good day, a good day for America, a good day for our committee.

Mr. LOBIONDO. Mr. Speaker, I am pleased to yield 5 minutes to my colleague from Indiana (Mr. SOUDER).

Mr. SOUDER. I thank the distinguished subcommittee Chair.

I rise today in support of this bill and not just because of the tragic cases that we have been discussing, but specifically, in support of a more obscure section in the bill that requires passenger vessels to be equipped with acoustic hailing devices. The Long Range Acoustical Devices, LRADS, are the next generation of nonlethal countermeasure devices. These acute, long-range acoustic hailing devices are important for both civilian and military vessels.

Following the suicide attack on the USS *Cole* while it was at port in Yemen in 2000, the United States Navy established a requirement for an acoustic hailing device. The intent of this AHD was to provide the Navy with a means to establish the intent of an approaching vessel at a distance such that defensive measures could be taken should the vessel not heed a warning.

These hailing devices are not only used as an identifier of intent but also can be used to repel possible attackers or to disperse unlawful mobs. An LRAD was used for this purpose for the first time in the United States in Pittsburgh during the time of the G-20 summit on September 24-25 of 2009.

Last week I had the opportunity to witness an LRAD in action. Ultra Electronics, a high-tech manufacturer near Columbia City, Indiana, demonstrated their acoustic device, the Hyperspike, both as a hailer and as a deterrent. The thumping pulsating sounds were impressive, and I now understand why the crowds were dispersed so quickly in Pittsburgh. I was also impressed with the range of the Hyperspike. It is capable of emitting crystal clear audible messages at distances of over 3 miles across the water.

This act is intended to improve the overall safety of cruise ship passengers. It not only improves capabilities to thwart external threats such as pirate attacks, but also to increase internal passenger safety through increased security measures.

It has been well publicized that pirate attacks on cargo vessels are continuing. As these vessels improve their security against such attacks, it is very likely that the pirates will look for other vulnerable targets, such as cruise ships. This legislation will provide these vessels with the capability to establish vessel intent earlier and escalate security measures to protect the ship, crew and passengers.

Mr. CUMMINGS. May I inquire as to how much time we have remaining?

The SPEAKER pro tempore. The gentleman from Maryland has 4½ minutes.

Mr. CUMMINGS. We have no additional speakers. I yield to the gentleman.

Mr. LOBIONDO. Mr. Speaker, I am pleased to support the legislation, congratulate the sponsor, thank Mr. OBERSTAR and Mr. CUMMINGS, and yield back the balance of my time.

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

I want to make it very clear, Mr. Speaker, that this was an effort of the victim groups and the cruise ship industry. As Chairman OBERSTAR said, there was a lot of work that went into this legislation with folks actually sitting down and coming up with reasonable and balanced solutions to these problems.

I want to thank all of the folks that did that. And I also take a moment to thank Mr. LOBIONDO and certainly Mr. MICA and definitely our chairman, Mr. OBERSTAR. This is one of those bipartisan efforts that has yielded a win-win-win, a win certainly for this Congress, a win for those people who find themselves taking a vacation on cruise ships, and certainly a win for law enforcement as they try to make sure that they address any kind of issues that may come up, and the industry. It's a win-win-win-win.

So I think that what we have done is approach this in a very balanced way, a very measured way, but a way which addresses all of the issues that we attempted to address. And certainly we thank Ms. Dishman and the other victims who have had difficult circumstances happen to them for bringing their testimony. As Chairman OBERSTAR said, this kind of testimony is very difficult for someone to present themselves, not only to the Congress but on C-SPAN and for the world to hear what they went through. But yet and still, the fact is that they sacrificed so that we can have this kind of legislation.

With that, I would urge our colleagues to vote for this legislation.

Mr. MITCHELL. Mr. Speaker, as a member of the House Committee on Transportation and Infrastructure, I rise today on behalf of H.R. 3360, the Cruise Vessel Security and Safety Act of 2009.

This is important legislation that will significantly improve the safety and security of cruise passengers.

A Senate version of this bill has earned committee approval earlier this year, and in October, the House overwhelmingly approved this measure by a bipartisan vote of 385-11, as part of the Coast Guard Reauthorization Act of 2010.

The bill will bring many of the same, commonsense security measures to cruise ships that a lot of us take for granted in major hotels—things like latches and peep holes for guest rooms and video surveillance to document criminal activity.

In addition, the bill will ensure that cruise ships are equipped to provide emergency assistance to victims of sexual assaults.

Finally, and perhaps most significantly, the bill will require that serious criminal incidents on board are reported to the proper authorities.

I want to thank Representative DORIS MATHS for her leadership on this legislation.

I also want to thank Kendall Carver, an Arizona whose tireless efforts on this issue have been truly incredible.

As many of you know, in 2004, Ken's daughter, Merrian, mysteriously and tragically disappeared aboard a cruise to Alaska. And, as the Arizona Republic recently reported, "Instead of reporting her absence, the ship's staffers packed up her belongings and cleaned up her cabin. They did nothing for five weeks and only filed a missing-persons report with the FBI after being questioned by a private detective."

This is not just wrong—it's beyond wrong. Cruise passengers deserve better. Their families deserve better.

That's why I want to encourage my colleagues to support this legislation.

Mr. CUMMINGS. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and pass the bill, H.R. 3360, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. CUMMINGS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

HONORING COAST GUARD AND MARINE CORPS AIRCRAFT PILOTS LOST IN CALIFORNIA

Mr. CUMMINGS. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 891) expressing the gratitude of the House of Representatives for the service to our Nation of the Coast Guard and Marine Corps aircraft pilots and crewmembers lost off the coast of California on October 29, 2009, and for other purposes, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 891

Whereas on the evening of October 29, 2009, a Coast Guard C-130 aircraft with two pilots and five crewmembers on board was involved in a search and rescue mission off the coast of California;

Whereas at the same time, a Marine Corps AH-1W Super Cobra carrying two pilots was involved in a military escort mission nearby;

Whereas the two aircraft are suspected to have collided while traveling east of San Clemente Island, California;

Whereas the following crew members of the Coast Guard C-130 are missing and presumed to have lost their lives in the line of duty: Lt. Cmdr. Che J. Barnes of Capay, California; Lt. Adam W. Bryant, of Crewe, Virginia; Chief Petty Officer John F. Seidman of Stockton, California; Petty Officer 2nd Class Carl P. Grigonis of Mayfield Heights, Ohio; Petty Officer 2nd Class Monica L. Beacham of Decaturville, Tennessee; Petty Officer 2nd Class Jason S. Moletzky of Norristown,