

EXTENSIONS OF REMARKS

DEMOCRACY IS STRENGTHENED BY CASTING LIGHT ON SPENDING IN ELECTIONS ACT

SPEECH OF

HON. MICHAEL N. CASTLE

OF DELAWARE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 24, 2010

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 5175) to amend the Federal Election Campaign Act of 1971 to prohibit foreign influence in Federal elections, to prohibit government contractors from making expenditures with respect to such elections, and to establish additional disclosure requirements with respect to spending in such elections, and for other purposes:

Mr. CASTLE. Mr. Chair, I rise today to support the DISCLOSE Act, legislation to boost transparency and accountability in U.S. elections.

The January, 5–4 Supreme Court decision in the Citizen's United v. FEC case allows for unprecedented corporate and union influence in our elections, overturning many years of banning these groups from spending their general treasury funds on political expenditures in Federal elections.

With the 2010 election season months away, it is imperative that we not let individual voices be drowned out by billions of dollars in special interest funds. For this reason, I am pleased to have worked with Representative CHRIS VAN HOLLEN (D-MD) on the bill before us today, the DISCLOSE Act.

Critics have argued that this legislation stifles free speech in election advertising, when in reality, under this bill, campaign advertisements will continue as before, only now, we will know who is spending money to air the ad. Opponents have also claimed that the bill gives special treatment to unions over corporations, yet the bill requires the same disclosure for both unions and corporations alike. I believe in protecting the right of every American to know who is behind the advertisements they see every campaign season, and under the disclosure requirements in this bill, they will know this information.

The DISCLOSE Act will require corporations and unions to disclose to the FEC and to the American people who is funding their campaign advertisements; and it also requires a CEO, Union Leader, or leader of any other covered organization, to "stand by their ad" and say they approve a campaign message, just like candidates are currently required.

I have worked to ensure all groups that seek to influence the outcome of elections—both unions and corporations—are equally subject to the same disclosure and disclaimer provisions set forth in this bill. As a longtime supporter of strengthening the nation's campaign finance laws, I remain deeply concerned with efforts to carve out exemptions from this requirement for certain groups, and continue to oppose creating loopholes that will weaken

them. For this reason, I opposed the Manager's Amendment.

The DISCLOSE Act will help bring greater transparency to political advertising, and I encourage my colleagues to support passage of this important measure.

INTRODUCTION OF STOP OIL SPILLS ACT

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Friday, June 25, 2010

Mr. MARKEY of Massachusetts. Madam Speaker, since the explosion of the Deepwater Horizon and the death of 11 workers on April 20, 2010, the American people have watched helplessly as millions of barrels of oil have spilled into the Gulf of Mexico. It has become obvious that the technologies to drill ever deeper for oil and gas have developed rapidly, but the technologies needed to prevent or stop catastrophic spills have not. That is why I am introducing the Stop Oil Spills Act, or the SOS Act. If we are going to drill ultra-deep, we must be able to make that drilling ultra-safe and to stop any spill ultra-fast.

The SOS Act repeals Sections 999A through 999H of the Energy Policy Act of 2005 and establishes in its place the "Innovative Offshore Drilling Safety Technology Program." The bill takes \$50 million per year in oil and gas royalty payments, which currently are directed to a 2005 Energy Policy Act program that subsidizes industry development of deepwater drilling technology, and redirects those funds to a Department of Energy grant program to develop next-generation technologies to prevent or stop offshore drilling spills. This new program will help ensure that we avoid future offshore well blowouts like the one that led to the current disaster in the Gulf of Mexico, and that in the event of a blowout, that we have the right tools on hand to stop the spill quickly and effectively.

The latest estimates are that between 35,000 and 60,000 barrels of oil are spewing into our territorial waters every day. While BP gave assurance that it could respond to a spill of more than four times this amount, the reality is quite different. In attempt after failed attempt to stop the flow of oil into the Gulf, from "top kill" to "top hat" to "junk shot", BP has demonstrated that it is not prepared to deal with the consequences of a deepwater well blowout with such great pressures and depths. With other companies' spill response plans virtually mirroring those of BP's, it appears that the industry as a whole is equally unprepared.

Over the last three years, the five largest independent oil producers amassed nearly \$289 billion dollars in profits, invested a total of \$39 billion to explore for new oil and gas deposits, and invested more than \$10 billion in research and development. And yet over that time, ExxonMobil, ConocoPhillips, and BP invested an average of just \$20 million per year

in research and development on safety, accident prevention, and spill response technologies and capabilities. BP CEO Tony Hayward's admission that his company lacks the tools to respond to the current spill is the direct result of a pattern of investment that prioritizes ultra-deep drilling over ultra-safe drilling.

The SOS Act will not increase costs to taxpayers. The bill is paid for by redirecting royalty payments that are now being used to subsidize industry development of deepwater drilling technologies, something that industry has the resources and incentives to perform on its own. The SOS Act will ensure that the technologies we will need to respond to the next oil spill are being developed and tested with the Federal government's support and guidance.

The bill requires the Secretary of Energy, in consultation with the Secretary of Interior, to establish a program within six months to provide awards to support the development, demonstration, and commercialization of innovative technologies to prevent, stop, or capture large-scale accidental discharges of oil or other hydrocarbons from offshore oil and gas drilling operations, including deep-water and ultra-deepwater operations.

The awards will focus on new technologies or innovative improvements to existing technologies. These include blowout preventers, secondary control systems, remotely operated vehicles or technologies to stop or capture hydrocarbons from offshore wells. The bill directs the Secretary to select projects on a competitive basis, based primarily on the potential for commercialization of the relevant technology and the potential to enhance industry's capacity to prevent, stop or contain a large-scale spill from offshore drilling operations.

The program will be carried out in accordance with an annual plan prepared by the Secretary that takes into consideration recommendations from a Technical Advisory Committee established by the bill, as well as recommendations from the independent commission established by the President to investigate the Deepwater Horizon spill and the existing Interagency Coordinating Committee on Oil Pollution Research. The annual plan shall be transmitted annually to Congress and made available on the Internet.

Finally, the bill establishes a Stop Oil Spills (SOS) Fund in the U.S. Treasury and moves funds from the existing industry research and development subsidy program from the Energy Policy Act of 2005 into this new Fund. For each of fiscal years 2011 through 2017, from any Federal royalties, rents, and bonuses derived from Federal onshore and offshore oil and gas leases issued under the Outer Continental Shelf Lands Act, \$50,000,000 shall be deposited into the Fund. Monies in the Oil SOS Fund shall be available to the Secretary for obligation without fiscal year limitation and up to five percent of the monies may cover the costs of administering the program.

We will continue to be susceptible to the risk of deepwater blowouts and hydrocarbon

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

spills as long as we are dependant on petroleum to meet our energy needs. While we work to reduce and eliminate this dangerous dependence, we must do everything in our power to decrease the likelihood of a catastrophic spill and increase our capacity to stop it and respond to it. The SOS Act will put us on the path of improving the safety of our drilling operations and ensuring that the appropriate tools are in the toolbox to respond if another spill emergency ever occurs.

COMPREHENSIVE IRAN SANCTIONS, ACCOUNTABILITY, AND DIVESTMENT ACT OF 2010

SPEECH OF

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 24, 2010

Mrs. McMORRIS RODGERS. Mr. Speaker, I rise today in strong support for H.R. 2194, the Comprehensive Iran Sanctions Accountability and Divestment Act and the stand it takes against the world's leading sponsor of terrorism.

Empowered by the past unwillingness of the international community to enforce existing sanctions, Iran continues to destabilize the region and the rest of the world in its pursuit of nuclear weapons.

Intelligence reveals that Iran has the capability to build two nuclear weapons.

As a result, our friends, our allies, and the rest of the world are threatened.

The conference report that we are considering today will cripple Iran's pursuit—targeting the external support that has enabled it to grow—cutting off relationships in the global banking system that provide financial support and those entities that fill Iran's energy needs, including refined oil.

There is no doubt that Iran has worked each and every day to jeopardize the international community's efforts to secure peace and security. However, today, we send the message that we will not tolerate these efforts anymore.

I urge my colleagues to support this conference report.

H.R. 5604, THE "SURFACE TRANSPORTATION SAVINGS ACT OF 2010"

HON. THOMAS S. P. PERRIELLO

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, June 25, 2010

Mr. PERRIELLO. Madam Speaker, today I am joined by my colleague, the gentleman from Michigan, Mr. SCHAUER, to introduce the "Surface Transportation Savings Act of 2010." This bill will reduce the Nation's deficit by \$106.8 million by rescinding contract authority made available to the National Highway Traffic Safety Administration (NHTSA) and the Federal Transit Administration (FTA) that the agencies cannot use in fiscal year (FY) 2010.

At this time of rising budget deficits and reduced revenues caused by the worst economic recession since the Great Depression, it is imperative that we take every step we can to efficiently and effectively manage taxpayer

dollars. By eliminating funds that these agencies cannot use, this legislation will take steps—small as they may appear—toward reducing the Federal budget deficit, which reached \$1.4 trillion in FY 2009.

Eliminating excess funding that agencies cannot use is a common sense and practical step toward improving the nation's fiscal foundation while efforts to repair our ailing economy continue to take place across the nation.

NHTSA's safety belt performance grants program received \$124.5 million in FY 2010 to carry out this important incentive grant program. NHTSA has informed us that only three states are expected to qualify to receive an incentive grant under this program this year. Therefore, NHTSA requires no more than \$28.5 million in FY 2010 to carry out the authorized activities of this program. Since NHTSA does not have the ability to redistribute the unallocated funds in FY 2010, H.R. 5604 would rescind \$81.0 million of contract authority from this program.

The Surface Transportation Savings Act also rescinds \$8.5 million of contract authority from NHTSA's administrative expenses, National Driver Register and research and development programs. This excess contract authority was made available under the extension of current surface transportation programs passed as part of the Hiring Incentives to Restore Employment Act (HIRE Act). Because the amounts provided for these programs is greater than the funding levels provided by the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010, NHTSA cannot use these funds in FY 2010.

Specifically, H.R. 5604 would rescind \$6.4 million of contract authority authorized for NHTSA's administrative expenses; \$1.8 million of contract authority authorized for NHTSA's highway safety research and development program; and \$78,000 of amounts authorized for NHTSA to carry out the National Driver Register.

Finally, H.R. 5604 rescinds \$17.4 million of contract authority from FTA's formula and bus grant programs. The HIRE Act provides \$8.361 billion in FY 2010 to carry out FTA's formula and bus grant programs. This funding level is \$17.4 million greater than the funding level provided by the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010, and thus FTA cannot use these funds.

Madam Speaker, reducing the nation's growing budget deficit is crucial to our long-term financial health and economic prosperity. In these difficult economic times, we must look particularly hard for each and every opportunity to address the deficits and debt we are leaving for future generations. The legislation Mr. SCHAUER and I are introducing today is a common sense step in that direction.

HONORING RON GETTELFINGER FOR HIS LEADERSHIP OF THE UAW

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 23, 2010

Mr. GENE GREEN of Texas. Mr. Speaker, I rise in recognition of the tremendous leader-

ship of the outgoing President of the International Union, United Automobile, Aerospace and Agricultural Implement Workers of America, Ron Gettelfinger.

Ron is a recognized leader and advocate for the rights and dignity of working Americans everywhere.

Ron began his association with the UAW in 1964, where he was a chassis line repairman at Ford's Louisville Assembly plant. It was on the assembly line that Ron won the support of his colleagues, who elected him to be their representative—first as a committeeperson, then as a bargaining chairperson and president, and later as a delegate to the National Ford Council and Sub-Council #2.

In 1992, Ron served as Director of UAW Region 3, which covers the States of Indiana and Kentucky. Six years later, Ron was elected a UAW Vice President. As Vice President, Ron was director of the UAW Aerospace Department and the UAW Ford Department, where he led negotiations in 1999 that focused on "Bargaining for Families."

Since 2002, Ron has serviced as president. As the head of the union, Ron has had to navigate the UAW through difficult times in the automotive industry. He was instrumental in working with the then newly-elected Obama Administration, Chrysler and General Motors in keeping two of the Big Three afloat while also negotiating for the rights and concerns of autoworkers.

During his 8-year tenure as President of the UAW, Ron was a pragmatic visionary, who in 2006 called for a "Marshall Plan" to renew America's industrial base through incentives to promote manufacturing of energy-saving advanced technological vehicles and their key components in the United States. Ron has also led the UAW's fight for improving workers' rights and environmental provisions in bi- and multilateral trade agreements. In our nation's recent debate on health care reform, Ron was an outspoken advocate for accessible and affordable health care coverage for all Americans.

Today, Ron is seen as a statesman in organized labor. He provided tremendous leadership during a time of crisis. Due to much of his hard work and dedication, there is renewed hope that our country may be at the dawn of a renaissance in the automobile industry. From January to May of 2010, automobile sales at General Motors were up 14 percent. Over the same period of time, sales were increased 8 percent for Chrysler.

As Ron returns home to his wife, Judy, his two children and four grandchildren, I just want to thank him for his vision and support for working families and working Americans.

I want to commend Chairman Emeritus DINGELL for bringing up this special order.

OUR UNCONSCIONABLE NATIONAL DEBT

HON. MIKE COFFMAN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, June 25, 2010

Mr. COFFMAN of Colorado. Madam Speaker, today our national debt is \$13,038,079,983,718.36.

On January 6th, 2009, the start of the 111th Congress, the national debt was \$10,638,425,746,293.80.