

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.

This means the national debt has increased by \$2,399,654,237,424.56 so far this Congress.

This debt and its interest payments we are passing to our children and all future Americans.

REMEMBER THE 60TH ANNIVERSARY OF THE KOREAN WAR

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, June 25, 2010

Mr. GENE GREEN of Texas. Madam Speaker, I would like to submit the followi article, "Remember the 60th anniversary of the Korean War" by Hardie Matthews, as printed in the Pasadena Citizen, June 23, 2010.

Why can't we just have a peaceful world with no war? What causes us to send the best men and women in the world off to war. I didn't want to leave my home and go fight some war in some far off place. I just wanted to stay home and enjoy my life. I admire the young men and women today who are so dedicated to defending this great country of ours.

June is a bad month for me. It was June 1945 when I was taken from my idyllic home in Lubbock, Texas, and thrust into the real world of basic training. And then five years later, away I went from Texas Tech to the Korean War.

Never will forget my college roommates and I fixing our lunch of the usual steak and hearing an interruption of the noontime radio newscast. The announcer, in his grave voice, said at eight that night, the President of the United States wanted to talk to us about the situation that had developed in Korea. We were all busy and didn't have time to think about some idiotic place called Korea.

So that night, while we were studying, Squeaky Voice Truman came on the radio. What a horrible voice he had! What made it even worse was he had a hard time reading his script. His predecessor, Franklin Delano Roosevelt, had such a melodic voice and knew exactly how to use it. Then old Squeaky Voice came on, and I lost interest in becoming President of the United States. With FDR, I wanted to be President; before I heard him in 1933, first grade, I wanted to be a truck driver, but Roosevelt just sort of hypnotized me. I wanted to be just like him.

Soooo, while we were studying, June 25, 1950, Squeaky Voice came on the radio and told us that Communist North Korea had invaded South Korea, and that the United Nations had been asked to submit troops to prevent the takeover of that peninsula by Communist North Korea.

The next day, the glaring headline in the Lubbock Avalance Journal newspaper said that Truman had declared war on North Korea. That morning I went to the Tech library. I wanted to find Korea on the World Atlas. I did, and came home to tell my roommates.

Within days, I was on my way. I couldn't believe that rotten place called Korea. We were on a Japanese Junker ship. It kept stalling and stalling. Something was wrong with the durn motor. It would sputter along, and then stop. Then we would hear a large

splash as the anchor was mechanically splashed into the water. There we would sit for hours. That went on for days and days.

As best we could determine, it took us 10 days to go the 50 miles by water from Yokohoma, Japan, to Inchon, Korea. Can you imagine! Fifty miles in 10 days! What made it worse was the food. We ate spoiled Spam! When you're starving to death, you'll eat anything. Consequently, when we hit the beachhead at Inchon, I had soiled pants from dysentery, a letter in my pocket from Mom saying that she couldn't take Dad's philandering any more and was divorcing him. What I didn't have was ammunition, food or officers. All officers stayed on board our ship. That night, we speculated that all those officers would be back in Japan receiving citation after citation for their bravery in combat. Makes me sick, now, every time I see an officer with a chest full of medals. All those medals were "earned" many miles behind the lines. So next time you see that, remember what I've told you here.

Just before we climbed over the side of that ship, we threw our duffel bags down into a landing barge. Not one bag missed that little boat. We had a rope ladder to climb down. In so doing, when we reached the bottom of the rope ladder, we had to wait until the boat rose up high enough with the tide so that we could jump from the rope to the barge. Our buddies on board would catch us and swing us onto the barge.

Cold! Goodness! And there stood "Boatman," as we called the man running the landing barge. His face was all red and puffy from frostbite. His eyes had visible white matter in them, and all he had on for protection from the coldness was a field jacket. I had on about seven layers of clothes. He was a Army Reservist just like us and this was his fourth week on that landing barge.

We all looked at him with such envy, and, in turn, he looked at us with even more envy. He had two bandoliers of ammunition; that is, two big straps from his shoulders to his waste; we had no ammo. We had heavy winter clothing; he had a light weight field jacket.

All those memories came back to me as I sat in Tom Mixon's Memory War Museum. Tom and two of his friends were telling me about the Chosin Reservoir battle they were in. There were about 10,000 Marines, approximately 2,000 Army and United Nations troops defending that reservoir. 120,000 Chinese forces were determined to annihilate those Marines and other troops, but did not. To me, it was unreal that I would be sitting there in that museum talking to two of the heroes of that horrible battle that raged for two months in sub-zero weather. The odds were completely against them, and yet, here sat two of my heroes: James H. Lewis and Lonnie Avery. How do you thank men like them and Tom Mixon, who suffered frostbite so severe that his limbs were to be amputated? There is no way to thank them, is there? Let me tell you something: Though I try to keep religion out of this column, I just have to say this: I thank God for brave men like those three. You and I wouldn't be here if the Communists of Asia hadn't been stopped by those heroes.

So on June 25 of this year, the sixtieth anniversary of the beginning of the Korean War, you and I should wish HIS richest blessing for those three good men, our own great heroes, for what they did for you and me. Just let me say, God bless the three of you. I don't know anyone more deserving than

you. What an honor it is for me to sit here at this computer writing about you three modest, hard working men! It is a real honor. Thank you for the good life that is mine. I wouldn't be here pounding away on this poor old keyboard, if it weren't for you three. Thank you from the depth of my heart. Thank you.

COMPREHENSIVE IRAN SANCTIONS, ACCOUNTABILITY, AND DIVESTMENT ACT OF 2010

SPEECH OF

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 24, 2010

Ms. ESHOO. Mr. Speaker, I rise in support of H.R. 2194, the Iran Sanctions, Accountability, and Divestment Act. This bill will impose an array of tough new economic penalties aimed at persuading Iran to change its conduct. This act would levy sanctions against business entities involved in refined petroleum sales to Iran and Iran's domestic refining efforts.

It would also impose sanctions against international banking institutions involved with Iran's Islamic Revolutionary Guard Corps (IRGC), which has a destabilizing effect throughout the region. Most importantly, it would punish against entities involved in Iran's illicit nuclear program or its support for terrorism.

This conference agreement is an improvement over the version I supported last December by supplementing energy sanctions with an additional, powerful set of banking prohibitions.

This legislation complements sanctions imposed by the UN Security Council earlier this month. The UN Resolution demanded that Iran suspend all uranium enrichment activity, and requires Iran to fully cooperate with the International Atomic Energy Agency (IAEA) and provide inspectors access without delay to all sites, people and documents that they request. It also strengthens an arms embargo and imposes new sanctions on banks and Revolutionary Guard activities. Just this week, Iran has indicated its refusal to abide by the UN sanctions by refusing to give access to IAEA inspectors.

I am deeply concerned about the Iranian regime's lack of transparency about its nuclear program and intentions. While sources disagree about the length of time it might take Iran to develop a nuclear weapon, the destabilizing effects that action would cause are unacceptable.

As we consider ways to hold the Iranian regime accountable, we must be wary that poorly-crafted sanctions can harm the often-powerless Iranian people. We must punish their leaders, not the people in Iran, many of whom want democracy. I believe that this legislation strikes the appropriate balance. I urge my colleagues to support the legislation.