

Emergency Services on U.S. Naval Base Guam. Jeffrey has been named the 2010 Navy Fire and Emergency Services EMS Provider of the Year by the International Association of Fire Chiefs. Jeffrey was given this recognition at the Fire-Rescue International Convention: Department of Defense Fire & Emergency Services Conference in Chicago, Illinois. Mr. Cruz competed against thousands of EMS providers from the hundreds of Navy Fire and Emergency Services stations around the world for this recognition.

Jeffrey is a resident of Santa Rita, Guam and is the son of Jesus and Teresita Cruz. He is married to Francine Cruz and has four daughters, Bailey, Caitlyn, Eden, and Felicia. Following his family's tradition of service as firefighters, Jeffrey joined the Navy Fire and Emergency Services in 2004. Jeffrey was instrumental in establishing a Mutual Aid Agreement between the Navy Fire and Emergency Services and the Guam Fire Department, which ensures emergency service resources are available at all times. In addition, he has been active in coordinating the training and certification of 45 new emergency service responders, increasing service capabilities on Guam by 70 percent. Mr. Cruz maintains a level of excellence and professionalism while in the field, employing his training and skill to save lives and ensure the safety of our community.

I commend Jeffrey for his outstanding service as an EMS provider and an exemplary member of our community, and I congratulate him for being recognized as the 2010 Navy Fire and Emergency Services EMS Provider of the Year. I join our community in acknowledging his leadership, dedication, and public service contributions to the safety of our island.

CELEBRATING DR. GEORGE D. CRENSHAW ON HIS 6TH ANNIVERSARY AS PASTOR OF THE SHAW TEMPLE A.M.E. ZION CHURCH

HON. DAVID SCOTT

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 22, 2010

Mr. SCOTT of Georgia. Madam Speaker, it is my honor to congratulate Dr. George D. Crenshaw on the occasion of his 6th year anniversary as Pastor of the Shaw Temple A.M.E. Zion Church.

For over two decades, Dr. George D. Crenshaw has served as a pastor in the African Methodist Episcopal Zion Church and was appointed pastor of Shaw Temple in October of 2004. Under his compelling leadership, the church and its congregation has become larger, more spiritual, and more financially secure. In his first four years, the church received over 800 new members, making Shaw Temple the fastest growing A.M.E. Zion church in the South. Pastor Crenshaw founded the Shaw Temple Biblical & Leadership Institute, of which he is a former president. He also developed the Five-Fold Ministry, which responds to the spiritual, social and physical needs of the congregation from conversion throughout their spiritual journey. As a venerated leader in the church, Pastor Crenshaw has formed forty other ministries at Shaw Temple.

Additionally, Pastor Crenshaw continues to serve the global ecumenical community as an Executive Board Member of the World Methodist Council. In 2008 the Pastor and Mrs. Crenshaw led an Overseas Medical Mission and Evangelism team to Monrovia, Liberia to set up a medical clinic at Brown Memorial A.M.E. Zion Church. Upon learning that some people walked as long as three days to receive medical attention, the team felt the urgency to return in 2009. They also set up a clinic at Cartwright A.M.E. Zion in Brewerville, Liberia and Good Shepherd Episcopal Church in Paynesville, Liberia. Overall, the team has provided free medical services and supplies to over 980 patients. Pastor Crenshaw and the Medical Mission and Evangelism Team will travel back to Monrovia in February of 2011 to continue their efforts. Pastor Crenshaw and the Shaw Temple A.M.E. Zion church were honored to host the 48th Quadrennial Session of the General Conference of the African Methodist Episcopal Zion Church.

Madam Speaker, fellow Members of Congress, please join me in honoring Dr. Crenshaw for his many achievements as Pastor of the Shaw Temple A.M.E. Zion Church.

IN HONOR OF EUNICE KENNEDY SHRIVER

HON. JOE SESTAK

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 22, 2010

Mr. SESTAK. Madam Speaker, today, a ceremony will take place in the Commonwealth of Pennsylvania to honor one of our Nation's truly remarkable women, Eunice Kennedy Shriver, founder of Special Olympics and an American of unmatched energy, compassion, and vision.

Through her work to create Special Olympics, Eunice Kennedy Shriver offered untold numbers of Americans with intellectual disabilities the opportunity to participate in sports and social activities that helped transform their lives and ours. As anyone who has ever coached, "buddied," or watched Special Olympians in competition can attest, all involved come away from that experience with a new found respect and admiration for the spirit of those athletes, their families, and Eunice Kennedy Shriver.

In the East Wing Rotunda of Pennsylvania's Capitol Building in Harrisburg, a portrait of Eunice Kennedy Shriver will be unveiled in a permanent place of honor to acknowledge her wonderful work and, to mark the 40th Anniversary of Special Olympics Pennsylvania (SOPA). Fittingly, the portrait will include the likeness of a Special Olympian, Loretta Claiborne.

In memory of Eunice Kennedy Shriver, the fourth Saturday of every September will forever be known as Eunice Kennedy Shriver Day. On that day we should all dedicate ourselves to love, justice, faith, hope, and courage—as she did—to the benefit of more than four million Special Olympic athletes, Best Buddies and millions more of their family members.

Madam Speaker, I ask that all Americans pause to reflect on the civic and spiritual greatness of Eunice Kennedy Shriver and acknowledge the outstanding work Special

Olympics of Pennsylvania, under the leadership of Mr. Matthew Aaron. He, his staff, and thousands of wonderful volunteers carry on Pennsylvania's proud tradition of caring for some of our most special citizens in a manner that reflects the very best of Eunice Kennedy Shriver.

IN HONOR AND RECOGNITION OF SOL SIEGAL, RECIPIENT OF THE "TREE OF LIFE" AWARD

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 22, 2010

Mr. KUCINICH. Madam Speaker, I rise today in honor of Sol Siegal on the occasion of his being named the recipient of the Tree of Life Award by the Jewish National Fund, Northern Ohio Chapter and in recognition of his leadership, achievement and dedication to making a difference in our community.

Mr. Siegal's commitment to faith, family, community and country continues to guide his life and his work. He served in the United States Air Force from 1943 to 1950. After the war, he worked in sales in the steel industry and then became a steel broker in 1952. In November of 1954, Mr. Siegal founded Olympic Steel in Cleveland, Ohio. Mr. Siegal made it a priority to emphasize the welfare of his employees and the environment. The elements of respect, teamwork, safety, employee development and integrity were incorporated in Mr. Siegal's original mission statement and their implementation remains a top concern today. Through Olympic Steel, Mr. Siegal has led numerous philanthropic efforts that have impacted the lives of countless individuals and families in Cleveland and across the country. Olympic Steel awards ten annual renewable college scholarships to children of employees.

Mr. Siegal's generosity and commitment to the community originates with family. He is a devoted father to Lynn, Michael and daughter-in-law Anita, and he is an adoring grandfather and great-grandfather. Mr. Siegal's dedication to his Jewish heritage is visible within the Cleveland's Jewish community. He's been a longtime board member with the Jewish National Fund and a past board member with the Jewish Community Federation. He is a 62-year member of the Deak Lodge and a 40-year member of the University Heights Free Masons. His charitable vision is shared by the people of Olympic Steel, where employees donate their money, time, clothes and food items to local agencies and causes, including the Make a Wish Foundation, Cell Phones for Soldiers, Coats for Kids, Harvest for Hunger and Women in Need.

Madam Speaker, please join me in honor of Sol Siegal as he is honored with the Tree of Life Award by the Jewish National Fund. Mr. Siegal's leadership, vision and dedication to strengthening the lives of others through the integrity of Olympic Steel continue to enhance the economic, cultural and social foundations of our entire community.

A PROCLAMATION HONORING
LUCEIL GIVIN ON HER 105TH
BIRTHDAY

HON. ZACHARY T. SPACE

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 22, 2010

Mr. SPACE. Madam Speaker, I submit the following.

Whereas, Luceil Givin was born in Scio, Ohio, on September 22, 1905,

Whereas, Luceil worked with her father on the family farm in Scio, raising chickens, hogs, and calves,

Whereas, Luceil also worked at the Scio Pottery for 42 years,

Whereas, Luceil now lives at the Harrison County Home in Cadiz,

Resolved That along with her friends, family, and the residents of the 18th Congressional District, I congratulate Luceil Givin on achieving her 105th birthday, and for her contributions to her community and country.

THE SHIPPING ACT OF 2010

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 22, 2010

Mr. OBERSTAR. Madam Speaker, today I have introduced the "Shipping Act of 2010". This bill has its roots in the Shipping Act of 1916, which provided the foundation for the regulation of international shipping in the United States.

In the 94 years since that law was enacted, shipping has changed greatly. Most significant was the development of the intermodal shipping container in the late 1950's, which allows for cargo to be loaded into standardized containers for shipping rather than on pallets put on a ship using cargo nets. Use of these containers has transformed the manufacturing and distribution of goods throughout the world by increasing the productivity of our global intermodal transportation system by having a container that can be loaded on a truck chassis, easily transferred on to a ship, and then transferred again on a rail car. This bill will modernize the regulation of that transportation system by increasing competition and improving services for the movement of those goods.

First, it eliminates antitrust immunity for ocean carrier agreements, which currently allows ocean common carriers to get together to discuss, fix or regulate transportation rates. Although parties to the carrier agreements are not required to adhere to the rates set by the conference when they are contracting, oftentimes they use the collectively set rate as the basis for negotiations. The carrier's tendency to use the agreed upon rates as a floor for negotiations has made it difficult for shippers to negotiate more favorable terms for transportation.

Antitrust immunity for these agreements was initially granted to enable carriers to stabilize their economic position through controlling rates and capacity. In fact, Congress has long been concerned about the anticompetitive impact of these conference agreements and, in the Shipping Act of 1916, put a regulatory structure in place to monitor their activities.

Currently, the conferences must submit their agreements to the Federal Maritime Commission (FMC), who reviews them for compliance with the statutory requirements including whether or not the agreement is likely, by a reduction in competition, to produce an unreasonable reduction in transportation services or an unreasonable increase in transportation costs.

However, even under the current regulatory scheme, immunity for such agreements has long outlived its usefulness, and stifles competition. In 2007, the Antitrust Modernization Commission (Commission) report stated that "free-market competition is the foundation of our economy, and the antitrust laws stand as a bulwark to protect free-market competition." The Commission found that there is questionable justification for continuing conference exemptions from the antitrust laws in the Shipping Act and that there is nothing unique about ocean carriers that warrant an exemption from the antitrust laws. A survey cited by the Commission found that "the steepest declines in observed freight rates have coincided with a generalized decrease in conference power in the face of competition from strong independent operators and the implementation of competition-enhancing legislation in the United States trades."

On March 17, 2010, the Committee on Transportation and Infrastructure held a hearing on the challenges faced by U.S. importers and exporters in moving cargo by the international container lines. The Committee received testimony from importers, exporters, agricultural shippers, manufacturers, retail stores, and raw products exporters. In that hearing, shippers complained that ocean carriers do not have enough capacity in the market to meet the demands of U.S. shippers and that rate increases imposed through new service contracts have skyrocketed. Many believe that these rate increases reflect the desire of carriers to recoup their losses of the past year. Moreover, these shippers expressed concern that there is no willingness on the part of conference agreement participants to negotiate independent rates. This has significantly increased the costs of U.S. exports and made it difficult for U.S. importers to price their products.

Eliminating the antitrust immunity for these conference agreements will increase competition by requiring ocean carriers to compete in the marketplace with the best price and service to get shippers' business. That will benefit the industry as a whole. Moreover, the bill will require carriers to continue to file service contracts with the FMC and to have tariffs be available for FMC review. This information will allow the FMC to determine whether or not carriers are colluding after their antitrust immunity has been eliminated.

However, this bill does preserve some antitrust immunity for ocean carriers so that they can enter into vessel sharing agreements. A vessel sharing agreement is an agreement among carriers to share space on each others' vessels. This will allow carriers to offer shippers service five days a week on their ship or one of their partners' ships. However, under this bill, this authority is limited so that it ensures that there is still adequate competition in a particular trade. The European Union limits a vessel sharing agreement to 30 percent of the capacity in a trade. That is a reasonable place to begin.

In addition, this bill deals with the carriers' practice of imposing surcharges, seemingly at will. Currently, shippers enter into negotiations with carriers for transportation service contracts at fixed prices. Once the transportation price is negotiated, the shipper then develops a pricing scheme for its customers. However, we have heard complaints that ocean carriers often decide at the last minute to levy surcharges, which are not necessarily based on their own increased costs (for example, the cost of buying fuel). This impacts the shippers business because the U.S. exporter or importer has already signed a contract with their customer for a fixed price. If the carrier increases the cost of a shipper's goods by imposing a surcharge and the shipper has already advertised the price for selling those goods, where is the increased cost going to come from? The shipper's profits? To ensure that a shipper can adequately price his product, this bill requires that any surcharge imposed by a carrier needs to accurately reflect increases in the carrier's cost.

Elimination of antitrust immunity for ocean carrier agreements may not be enough to spur the carriers to improve their customer service. One major area that needs to be addressed is dispute resolution. The Shipping Acts of 1916 and 1984 were not designed to facilitate dispute resolutions between shippers and carriers. In fact, the only remedy authorized under the Shipping Act to resolve a dispute in a service contract is to go to court. The delay oftentimes associated with pursuing a case in court results in a major disadvantage to shippers. This is because a large volume of the cargo that shippers carry is perishable and those goods may be destroyed by the time a District Court ever hears the case. Under this bill, the FMC will be empowered to help resolve service contract disputes quickly through mediation and arbitration, so that the freight can keep moving.

We have also heard from export shippers that carriers refuse to ship containers that are not owned by that ocean carrier. This results in many shippers being left without an alternative to ship their goods unless they agree to pay a steep price to the ocean carrier. I do not understand how a carrier can refuse to supply a shipper with a container at a reasonable price, and then refuse to move a shipper's goods if they are in a container provided by someone else. There needs to be transportation network neutrality so that shippers can have their cargo moved by an ocean carrier supplied container or one provided by a third party that meets internationally accepted container safety standards. This bill provides that neutrality by prohibiting carriers from discriminating against a shipper that provides their own container or other equipment.

It also addresses the practice of bumping or rolling containers, in which a carrier decides that there is not enough room on a ship for a container which they have already been contracted to transport. The bill prohibits ocean carriers from engaging in deceptive practices, including the unreasonable failure to provide transportation services as agreed to in a negotiated service contract. The FMC is then tasked with developing remedies and penalties for carriers that engage in such deceptive practices.

President Obama has announced that he wants to double U.S. exports in the next 5 years. I am committed to helping him accomplish that goal by reforming our shipping laws