

Department marine divisions as well as CBP, ICE, Federal Bureau of Investigation, Bureau of Alcohol, Tobacco, Firearms, and Explosives and other Federal partners. Efforts are underway with The Coast Guard's processes with neighboring sectors to align and streamline their operations across all jurisdictional boundaries. They need funding to continue to serve our country.

The Coast Guard relies on their port partners to act as both their eyes and ears on the water. With an average of 350 daily tow movements in the Houston Ship Channel and more than 100 waterfront facilities with a vigilant security presence, marine industry stakeholders are well positioned to recognize when things are out of the ordinary and serve as a valuable resource by diligently reporting breaches of security and suspicious activity. We also receive reports on fraudulent use of the Transportation Worker Identification Card, and work closely with our local enforcement and legal agencies such as the Harris County District Attorney to ensure these cases are prosecuted.

In recognition of the significance of Houston's shipping activity, the State of Texas formally established the Houston Ship Channel Security District (HSCSD) in 2010.

The HSCSD represents a unique public-private partnership formed to improve security and safety for facilities, employees and communities surrounding the Houston Ship Channel. The Coast Guard played an instrumental role in the formation of the HSCSD, and continues to work closely with the HSCSD to ensure alignment of priorities and unity of effort. As Sector Commander, I am a member of the HSCSD Advisory Council and Sector Port Security specialists attend HSCSD board meetings. The district provides oversight of comprehensive and cost-effective security solutions, leveraging more than \$30 million in Federal Port Security grants along with \$4 million in annual member assessments to install technology and security infrastructure and provide funds for specific security projects, maintenance and operational services.

The Port of Houston accommodates a large number of tankers carrying crude oil, refined products and chemical cargoes. With approximately 9,600 deep draft ship arrivals each year, the Coast Guard maintains a very extensive Port State Control program in the Houston-Galveston area. The Port State Control program ensures the safe carriage of hazardous materials in bulk. Because over 90 percent of cargo bound for the United States is carried by foreign-flagged ships, this national program prevents operation of substandard foreign ships in U.S. waters.

The Sector also makes excellent use of its robust Vessel Traffic Service (VTS). The VTS's primary role is facilitating safe vessel transits in the waterways and ports along the Houston Ship Channel. The VTS cameras, Automatic Identification System (AIS) feeds, remote radar observation capability, and radio communications, also provide an additional layer of security. In addition to the VTS resources in the Houston Ship Channel, Sector Houston-Galveston has access to feeds from three AIS receivers mounted on offshore oil platforms, which provide heightened awareness of activities in the maritime domain.

With a homeland security mission of this magnitude, it is essential that the Coast Guard be fully funded. This bill will authorize \$8.49

billion dollars in 2012, \$8.6 billion dollars in 2013, and \$8.7 billion in 2014. It is certainly the duty of this Congress and the Administration to ensure the brave men and women who serve in the Coast Guard have the resources necessary to perform the wide range of duties assigned to them.

This measure contains a private-sector mandate as defined in Unfunded Mandate Reform Act (UMRA). The bill would require operators to locate a standby vessel within 3 nautical miles of offshore oil and gas facilities when certain activities are being performed and within 12 nautical miles of facilities at all other times. The cost of that mandate would depend on several factors. The bill would allow operators to share one standby vessel among multiple facilities and to use standby vessels for other purposes.

For operators that can use those measures, the cost of the mandate would tend to be lower. At the same time, the bill would authorize the Coast Guard to require standby vessels to be located closer than 3 or 12 nautical miles to offshore facilities if necessary to address delays caused by weather or other conditions. Reducing the minimum distance from facilities would increase the number of vessels necessary for compliance and increase the cost of the mandate for some operators. The Congressional Budget Office estimates that the aggregate cost of the mandate would probably exceed the annual threshold established in UMRA for private-sector mandates (\$142 million in 2011, adjusted annually for inflation).

However, I do have certain reservations about some of the provisions in this legislation. At the request of President Obama's Administration, Congress has appropriated funding to reactivate the USGC *Polar Star*, a heavy icebreaking vessel. The ship is to be reactivated by December 2012 for 7 to 10 years of service. The *Polar Star* is deployed to assist researchers throughout the Polar Regions, and is essential to United States icebreaking capabilities. Ice breaking vessels create pathways through which supply ships can travel, facilitating important research. In its current form, the bill decommissions the *Polar Star* within 3 years, creating a gap in the nation's icebreaking abilities.

As a senior Member on the Homeland Security Committee, I have a deep commitment to creating a stronger and more secure America. I have worked with my colleagues, on both sides of the aisle, to pass legislation that ensures that our nation is receiving the security that our citizens deserve. As the potential threats and vulnerabilities along our coast line may always exist. We rely upon Coast Guard and their active involvement with hundreds of partners who are directly involved with or impacted by the maritime industry in the Houston-Galveston area of responsibility, this Sector is committed to deterring incidents before they happen and is well-prepared to respond to them should they occur. The Coast Guard is vital to the protection of our national security.

Both sides of the aisle have a strong respect for the Coast Guard as well as for the men and women who work on manned stations off of our shores. I understand that Representative MICA has agreed to honor the purpose of an amendment offered by Representative OLSON that would have require the Com-mandant of the Coast Guard in consultation

with appropriate representatives of industry to conduct a feasibility study to determine the capability, cost, and benefits of requiring the owner or operator of a manned facility, installation, unit, or vessel to locate a standby vessel nearby. I would have supported this amendment because although a properly designed and equipped standby vessel in the immediate vicinity of manned outer continental shelf facilities may, in some cases, improve safety on the outer continental shelf.

In the event of a major casualty to an offshore installation, the immediate presence of a properly designed and equipped standby vessel, manned by a specially trained crew, might in some cases increase the chances of survival of the installation's crew members. We must not, however, forget the fact that historically the main cause of rig and platform abandonment has been due to severe weather. Unless these standby vessels are designed to withstand those severe conditions, requiring them to remain on scene could place the vessels and their crews in jeopardy. In addition, it is severely risky to board a standby vessel in severe weather conditions. For these reasons I would support a feasibility study to determine the effectiveness of using standby vessels for manned stations.

In addition, I support the amendment offered by Representative THOMPSON that would add a new section to the end of Title II in the bill to open admissions to the U.S. Coast Guard Academy to eligible candidates nominated by Congress.

Specifically, the amendment would require the U.S. Coast Guard to ensure that, beginning in academic year 2014, half of the incoming class is composed of eligible candidates nominated by the Vice President or, if there is no Vice President, by the President pro tempore of the Senate; Senators; Representatives; and Delegates to the House of Representatives. This will help to ensure that the Coast Guard has an even more diverse pool of candidate from across the United States.

The Coast Guard is proud of that legacy and their role in our national strategy is vital to keep our homeland secure. The safety and security of our nations and its citizens must be our highest priority, despite difficult economic circumstances. We need to make sure the Coast Guard is fully funded, and have the resources they need.

THANKING KEITH OLSEN ON HIS RETIREMENT AS PRESIDENT OF THE NEBRASKA FARM BUREAU

HON. LEE TERRY

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. TERRY. Mr. Speaker, I rise today to honor and thank Keith Olsen for the contributions he has made to both Nebraskan and American agriculture during his tenure with the Nebraska Farm Bureau.

Keith, born in Imperial, Nebraska, started his ag work back in high school—getting active with the Future Farmers of America. Now, decades later, he is well-known by his fellow ag producers for serving the Nebraskan ag community with a spirit and verve second to none, and his career shows this.

Since 1992, Keith has served on the Nebraska Farm Bureau Board of Directors. In

1997, he was elected as the first Vice President of the Nebraska Farm Bureau Board. Five years later, in 2002, he became the Board's President. In 2004, Keith was elected to the American Farm Bureau Federation Board of Directors.

Keith understands that Nebraska—in very many ways—is agriculture, and for decades now, he has worked tirelessly to advance Nebraska ag producers, protect them from burdensome regulations and to open new markets for their products. Keith's resolve and commitment to Nebraska and its ag industry are second to none.

Next month, Keith will retire from the Nebraska Farm Bureau. I wish him and Doris all the luck in the world with the next chapter of their lives. While his presence will be missed in the Nebraska ag community, it comforts me knowing that their love for agriculture and the Nebraska way of life will never fade.

HONORING PETE CIARROCCHI

HON. ROBERT A. BRADY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. BRADY of Pennsylvania. Mr. Speaker, I rise today to honor Pete Ciarrocchi, the founder of a Philadelphia institution—Chickie's and Pete's.

In 1977, Peter and Henrietta Ciarrocchi bought the Robbins Avenue taproom in the Mayfair neighborhood of Philadelphia. Young Pete followed his parents' example and served the regulars with a smile. He was and still is a friend to all. Growing up Pete ran with both jocks and rockers. He could change minds, influence peers, and even reinvent taste. In 1987, Pete made sure his parents' legacy lived on. Pete became the face of Chickie's & Pete's with the help of his brother, Tom. His charisma, dynamic personality, and great food were enough to bring in the crowds on Sunday to celebrate, jeer, and be Philadelphia. Pete understood the pulse of the city: food, sports, and people.

In 1998, the Vet, the once home of the "Iggles" and the "Phightin' Phils" became Pete's new home and kingdom. Led by his proprietary Crabfries, the Mayfair family business became a fan favorite concession. Pete's infectious energy and impressive cuisine became his recipe for success. From Andy Reid's late night meetings, "taxi crabbing" Eagles players from airport to complex, to mixing it up with Oprah and Jon Bon Jovi, Pete Ciarrocchi's success has exploded. The Chickie's & Pete's hometown flavor has expanded to 8 locations across Philadelphia and New Jersey and was voted ESPN's #1 Sports Bar on the East Coast.

Mr. Speaker, I am proud to recognize Pete Ciarrocchi today for the lasting impact he has made on Philadelphia, and I ask that you and my other distinguished colleagues join me in honoring him.

AMERICA RECYCLES DAY

HON. GEOFF DAVIS

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. DAVIS of Kentucky. Mr. Speaker, I rise today to recognize America Recycles Day, an annual national awareness event, the mission of which is to promote the social, environmental, and economic benefits of recycling and buying recycled products.

Today, I would like to highlight the automotive recycling industry, which plays a large role in preserving our natural resources and reducing demand for scarce landfill space.

During the recycling process, over 80 percent of the entire vehicle by weight is reused, remanufactured or recycled. The recycling of these vehicles saves an estimated 85 million barrels of oil that would have been used in the manufacturing of new or replacement parts.

Automotive recycling businesses employ over 108,000 people around the country. The majority of these businesses are small, family owned and operated.

The Automotive Recyclers Association (ARA) is an international trade association which has represented an industry dedicated to the efficient removal and reuse of automotive parts, and the safe disposal of inoperable motor vehicles. Our Nation owes much to the 4,500 automotive recycling facilities represented by the ARA, that help to recycle over 11 million retired vehicles every year. ARA has instituted its own program that certifies that automotive recycling facilities meet specified business, environmental, safety, licensing and regulatory standards.

Mr. Speaker, please join me, on America Recycles Day, in commending the automotive recyclers for all they do to protect and promote our environment.

IN HONOR OF SISTER JUDITH ANN KARAM, CSA

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 15, 2011

Mr. KUCINICH. Mr. Speaker, I rise today in honor Sister (Sr.) Judith Ann Karam, who is being honored at Care Alliance Health Center's Thanksgiving Dinner on November 12, 2011.

A Cleveland native, Sr. Judith Ann joined the Sisters of Charity of St. Augustine in 1964. She attended Duquesne University where she received a bachelor of science degree in Pharmacy. She later earned a master's of science in Hospital and Health Services Administration from The Ohio State University.

Sr. Judith Ann began her career in the healthcare industry in 1962 as a pharmacy technician. She also worked as a pharmacist and health care administrator. In 1998, Sr. Judith Ann served as Major Superior of the Sisters of Charity of St. Augustine. Today, she serves as the Chief Executive Officer and President of the Sisters of Charity Health System. Throughout her career, Sr. Judith Ann has developed a new joint venture hospital, formed health care partnerships, restructured partnerships, developed conversion founda-

tions, as well as a nursing home serving 22 Catholic religious congregations.

In addition to her career, Sr. Judith Ann is an involved member of the health care community. Having served on hospital boards since 1973, Sr. Judith Ann serves on the national board of the Ministering Together and the Governance Committee of the Catholic Health Association and is a fellow of Healthcare Executives in the American College.

In the community, Sr. Judith Ann is a board member of the Greater Columbia Chamber of Commerce, Midlands Business Council in Columbia, South Carolina and University Hospitals Health System in Cleveland, Ohio. She has also served as a Director of Walsh University in Canton, Ohio, Trustee for Columbia HCA Healthcare Corporation, the American Red Cross, Cleveland Chapter and the Detroit Shoreway Community Development Organization. She is also a member of the Alumni Association of The Ohio State University Health Services Management and Policy Program.

Because of her dedication to the field of health care and her community, Sr. Judith Ann has been recognized countless times throughout the past several decades. She was inducted into the Rho Chi Honor Society in 1971, received the Distinguished Alumnus Award from The Ohio State University Health Services Management and Policy program in 1998, the 2001 Women of Note Award from Crain's Cleveland Business, and in 2006, the Distinguished Service Medal from Walsh University. Additionally, in 2007, she received the Pro Ecclesia Et Pontifice from Pope Benedict the XVI.

Mr. Speaker and colleagues, please join me in honoring Sister Judith Ann Karam as she is recognized by Care Alliance Health Center.

COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2011

SPEECH OF

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Friday, November 4, 2011

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2838) to authorize appropriations for the Coast Guard for fiscal years 2012 through 2015, and for other purposes:

Mr. MICA. Mr. Chair, attached are exchange of letters between the Committee on Transportation and Infrastructure and the Committees on Judiciary and Homeland Security regarding provisions included in H.R. 2838 for inclusion in the CONGRESSIONAL RECORD.

U.S. HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE,

Washington, DC, September 27, 2011.

Hon. PETER T. KING,
Chairman, Committee on Homeland Security,
Ford House Office Building, Washington,
DC.

DEAR MR. CHAIRMAN: Thank you for your letter regarding H.R. 2838, the "Coast Guard and Maritime Transportation Act of 2011." I acknowledge that by forgoing a sequential referral on this legislation, your Committee is not diminishing or altering its jurisdiction.

I also concur with you that forgoing action on this bill does not in any way prejudice the