

TRIBUTE TO KEITH H. DETERS

HON. JIM JORDAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Mr. JORDAN. Mr. Speaker, I am honored to commend to the House the outstanding service of Keith H. Deters, who is retiring from the Joint Systems Manufacturing Center in Lima, Ohio, after a distinguished 32-year career.

Keith began his time at JSMC as a quality engineer in 1982. For the last 12 years, he has served as plant manager—the longest tenured manager in the modern history of that facility, which is the only remaining heavy combat vehicle production plant on the continent. A hands-on manager, he noted that there has rarely been a day that he did not walk the production floor to interact with the plant's highly skilled workforce, to which he has always paid great tribute for the facility's success.

In the face of challenges to JSMC's future, Keith has been a tireless advocate of the plant and the vital role it plays in our nation's defense industrial base. Under his leadership, JSMC has diversified beyond its traditional Abrams tank refurbishment work for the Army, providing high-quality combat vehicles and other products to other branches of the military and to our international allies.

Keith has been instrumental in the success of Task Force LIMA (Linked in Mutual Alliance), established more than a decade ago to support and promote JSMC and Ohio's other defense facilities. He is well respected throughout our congressional delegation as a man of vision and an industry expert.

Mr. Speaker, the Lima community will gather at Lima's City Club on December 17 to celebrate Keith's many contributions and distinguished record of service. On behalf of the people of Ohio's Fourth Congressional District, I am proud to join in the accolades to him and offer my warmest congratulations on his retirement. He and his wife, Donna, have my best wishes as they enter a new chapter in their lives.

PASSAGE OF THE COAST GUARD AND MARITIME TRANSPORTATION ACT OF 2014: A CRITICAL STEP IN THE REVITALIZATION OF U.S. SHIPBUILDING AND MERCHANT MARINE

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Mr. GARAMENDI. Mr. Speaker, on December 10th, I was proud to bear witness to the passage, under Unanimous Consent, of the House and Senate compromise language for the Coast Guard and Maritime Transportation Reauthorization Act of 2014. S. 2444, the culmination of months of hard work and diligent analysis by Coast Guard Subcommittee Chairman DUNCAN HUNTER, House Transportation and Infrastructure Committee Chairman BILL SHUSTER, Ranking Member NICK RAHALL, Senator ROCKEFELLER, Senator THUNE, myself, and our staff, is a beacon of the thoughtful compromise and responsible lawmaking we hope to see more of in the coming years.

Notably, S. 2444 contains a provision to ensure that our commitment to U.S. maritime is maintained as America considers the possible exportation of liquefied natural gas (LNG). Existing law, written before the natural gas boom when America was forecasted to be an LNG importer, authorizes the Secretary of Transportation to develop and implement a program to promote the transportation of imported LNG on U.S.-flag vessels. Under the Deepwater Ports Act, the Secretary is also required to give top priority to the processing of licenses for LNG import facilities that will utilize U.S.-flag vessels. S. 2444 includes language from H.R. 5270, the Growing American Shipping Act, to modernize these laws. LNG exports will now be included in the program to promote the use of U.S.-flag vessels in the carriage of LNG, and the Secretary will be required to give priority processing to export applications for deepwater port terminals that would utilize U.S.-flag vessels.

The U.S. shipbuilding industry and U.S. natural gas market are strategic national assets essential to U.S. national security interests. Shipbuilding is critical to the growth and flow of our economy, and to our ability to control the safety and security of the global supply chain. It is also essential to the United States Navy, which relies on a select few remaining shipyards for the construction of new ships and the repair and refitting of existing ships. Despite this importance, our foreign trade fleet has declined from 1,200 ships in the 1950s to less than 100 today, and despite having pioneered gas tanker technology, America no longer manufactures LNG tanker ships. To transport LNG by sea, the world must rely on China, Japan, and South Korea to build the requisite tankers.

Further decline of the U.S. shipbuilding industrial base will continue to erode competitive bidding among shipyards, both for commercial builds and for Navy shipbuilding needs, thus compromising efforts to reduce the deficit and balance the national budget. It will also result in the further loss of marine engineering expertise, preventing the adoption and utilization of the same cutting edge ship construction technologies used by our foreign competitors. Furthermore, tens of thousands of American jobs, both inside shipyards and throughout the U.S. supply chain, depend on the strength of the maritime industry.

The decline of the shipbuilding industry threatens another strategic national asset in reducing key personnel. The U.S. Merchant Marine is a highly trained, militarily-useful labor force, and American merchant sailors are the foundation of our marine transportation system. Further attrition of the Merchant Marine threatens American security because our nation relies on this secure source of labor for the movement of supplies and military cargo and personnel. The explosive nature of LNG strengthens the need to ensure that the transport of LNG, especially through U.S. ports, is done by U.S. seafarers, and not foreign crews that come with an increased potential for sabotage.

The export of LNG is projected to slowly ramp up over the next two or three years and will then quickly accelerate over the next decade or more. This will allow both time and a stable, long-term market demand, which—if given the correct incentives—could spur the U.S. shipbuilding industry to re-tool its infrastructure and processes to ramp up the pro-

duction of domestic tankers, paving the way for production of vessels for export of this strategic national asset. It is in the U.S. national interest to utilize the emerging LNG coastwise and export trades to provide reliable, long-term markets for U.S. commercial shipbuilding and for U.S.-flag operators, to expand and increase the U.S. shipbuilding industrial base, and to use LNG export trade to strengthen U.S. strategic interests and alliances with LNG trading partners.

Therefore, it is the purpose of this law to enhance the national security and port safety of the United States by encouraging to the maximum extent practicable the transport of LNG on U.S.-built and -flag vessels. This law aims to maintain the technological ability of the United States shipbuilding industry to build and repair vessels for the Navy and the Coast Guard by maintaining the critical industrial infrastructure and skilled human workforce necessary to build such vessels. Further, this law promotes American job creation by encouraging domestic shipbuilding and the use of U.S. mariners in the transport of American LNG.

This provision of the Coast Guard and Maritime Transportation Act of 2014 is supported by the Maritime Trades Department (AFL-CIO); the Seafarers International Union (AFL-CIO); the Transportation Institute; the Shipbuilders Council; the Navy League of the United States; the American Maritime Officers; the Marine Engineers' Beneficial Association (MEBA); the International Association of Masters, Mates and Pilots (MM&P); the Maritime Institute for Research and Industrial Development (MIRAID); the Marine Firemen's Union, Metal Trades Department (AFL-CIO); the Sailors' Union of the Pacific; the American Maritime Officers Service; and the American Maritime Congress. I thank these organizations for their commitment to national security, a strong maritime industry, and the creation of good American jobs so vital to the economic prosperity and future of this nation.

HONORING DAN MCCORQUODALE

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Ms. LOFGREN. Mr. Speaker, I rise with my colleagues, Congress members ANNA ESHOO, MIKE HONDA, and MIKE THOMPSON to recognize the four decades of tenacious, dedicated service of Mr. Dan McCorquodale to the County of Santa Clara, the City of San Jose, and the State of California.

For over 40 years, Dan has been a fixture in public service in California after becoming interested in remedying the pervasive, lingering injustices of racial, gender, and disability discrimination. Having served as a Sergeant in the U.S. Marine Corps for four years, attended college, and worked as a teacher, Dan joined the City Council of Chula Vista, California in 1962 as the youngest person in history to ever be elected to the Council. Only four years later, Dan became the City's first Mayor, elected by a broad margin.

Consistent with his lifelong passion for teaching and the cause of individuals struggling with mental health issues, Dan returned to education from 1969 to 1972, teaching

learning-disabled fourth, fifth, and sixth-graders. During this time, Dan initiated the first Educationally Handicapped program for the Evergreen School District. After discovering the need to increase access to mental health centers in Santa Clara County, among other issues, Dan decided to run for the Board of Supervisors there.

In 1972, Dan was elected to the Board, serving as a Chairperson for two of his three terms. As a Supervisor, Dan took local leadership on justice and gender and racial equality, health care access, environment, and transportation issues.

Dan never backed down from his lifelong fight against discrimination and injustice. He worked to bring in women, minorities, and individuals living with developmental disabilities to the workforce. For example, Dan appointed the first woman commissioner to the Fire Commission. He also garnered Board consensus regarding supporting workshops, job training, and a program to ease job access for the developmentally disabled.

During his tenure on the Board, Dan expanded his efforts beyond local leadership, representing Santa Clara County on regional and state-wide governing Boards and Commissions, including becoming a member and Chairperson of the Bay Area Quality Management District, and a member of the Bay Conservation and Development Commission, the Association of Bay Area Governments, the Metropolitan Transportation Commission, and the Advisory Council of the State Office of Planning and Research.

In 1982, Dan was elected State Senator where he served for three terms. As a Senator, Dan authored legislation in a variety of areas including: comprehensive water plans for the State, water reclamation, conservation, consumer protection, people with disabilities, LGBT issues, and humane treatment of animals.

After leaving office, Dan worked as a Commissioner on the California Medical Assistance Commission with the Office of the Governor, working to enhance access to medical care for those in need.

Throughout his career Dan has been known for his stellar work ethic, incredible resilience, professionalism, and commitment to hard work in the best interest of the people. I wish Dan the happiest of birthdays, congratulate him on his impressive career, and commend him for his invaluable service to our community and the State of California. We have been lucky to have him.

HONORING CONGRESSIONAL
BLACK CAUCUS CHAIRWOMAN
MARCIA FUDGE

HON. TERRI A. SEWELL

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Ms. SEWELL of Alabama. Mr. Speaker, today I rise with my colleagues to pay tribute to the indelible mark my colleague and friend Representative MARCIA FUDGE has had on the Congressional BLACK CAUCUS during her time as our chairwoman in the 113th Congress.

She has been an outstanding chairwoman to the Congressional Black Caucus and I have been honored to serve under her fine leader-

ship. As the true embodiment of the "conscience of the Congress," Chairwoman FUDGE has been a tireless champion for blue-collar workers, food stamp recipients, students, and communities of color. She has also been a staunch advocate for voter protection, job creation, and fair housing. As a dedicated public servant, she has continuously represented the needs of both her constituents and underrepresented Americans across this country.

Under Chairwoman FUDGE's leadership, 14 members of the Congressional Black Caucus traveled to my district in September 2013 to honor the lives of the four little girls killed in the 1963 bombing of the Sixteenth Street Baptist Church. She has also traveled to my hometown of Selma on multiple occasions to commemorate the Selma-to-Montgomery March and Bloody Sunday.

On a personal note, Chairwoman FUDGE has and continues to serve as a great friend and mentor to me. I am inspired by her work ethic, problem solving spirit, and remarkable insight and knowledge. With these qualities and more, she has proven to be invaluable to not only the Congressional Black Caucus, but to the Congress as a whole.

Mr. Speaker, Chairwoman FUDGE has led the Congressional Black Caucus with great character and an unwavering commitment to ensuring that all Americans are given equal opportunities to reach their full potential. Thank you, Chairwoman FUDGE for your service and astute leadership.

FALLEN MICHIGAN SHERIFF'S
DEPUTY

HON. MIKE ROGERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Mr. ROGERS of Michigan. Mr. Speaker, I rise today to pay tribute to Deputy Grant William Whitaker who was killed in the line of duty on Sunday, December 7, 2014 in Stockbridge Township, Michigan. Deputy Whitaker was 25 years old and had been with the Ingham County Sheriff's Office for one and a half years. Deputy Whitaker had previously served as a police officer with Stockbridge Police Department and Waterloo Township Police. Grant grew up with the drive to serve his community and found his calling in law enforcement. A native of Stockbridge, Grant went to Stockbridge High School where he played baseball. He was an avid outdoorsman who hunted deer, waterfowl and turkey. He enjoyed playing pool and golf and spending time with his nephews. It is tragic when any loved one passes, and to lose someone so young and so dedicated to his community is a terrible loss indeed. My thoughts and prayers are with Grant's parents and family during this difficult time.

PERSONAL EXPLANATION

HON. BILL HUIZENGA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Mr. HUIZENGA of Michigan. Mr. Speaker, I rise today regarding a missed vote on Decem-

ber 10, 2014. Had I been present for roll call vote number 560, H.R. 1204, on the motion to suspend the rules and concur in the Senate amendment for the Aviation Security Stakeholder Participation Act of 2014, I would have voted "yay."

CONGO-BRAZZAVILLE

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Mr. ENGEL. Mr. Speaker, 2015 will be an important year for the future of African democracy. Many countries on the continent will either hold or prepare for Presidential elections. If recent history is any guide, some long-serving African leaders will be tempted to alter constitutions or take other quasi-legal steps to extend their rule. I strongly encourage these leaders, including President Sassou-Nguesso of Congo-Brazzaville, to resist this temptation and to respect the will of their people.

Congo-Brazzaville has enormous natural resource wealth, including oil, minerals and timber. In 2014, the nation's GDP will be an estimated \$12.9 billion. It has also received nearly \$2 billion in debt relief since 2010. However, it is ranked 142 out of 186 on the U.N. Human Development Index—in other words, human development is low. Political opposition is repressed, so discussion about governance and how to improve and deliver broader economic growth is limited.

In 2016, when it is time for the people of Congo-Brazzaville to go to the polls and elect a President, they deserve the chance to choose a new leader who will endeavor to deliver equitable growth to their country. According to the constitution, that should be their right—President Nguesso's two 7-year terms will have expired. However, there are indications that he is considering amending that constitution so he is eligible to run again, further extending his 30-year long rule.

The events in Burkina Faso earlier this fall should give pause to any leader considering constitutional changes that would allow them to extend their rule. President Nguesso should allow the voters of Congo-Brazzaville to select a new leader and engage in real democracy—a process that involves a peaceful change in government.

Let 2015 be a year filled with peace and prosperity for the Congolese people. Let a legitimate, democratic transfer of power be the legacy of President Sassou-Nguesso. Let his actions serve as a model and inspiration for other leaders in the region. And let democracy and the rule of law prosper in sub-Saharan Africa.

HONOR AND PRIVILEGE OF SERVING
IN CONGRESS FOR THE
PAST 18 YEARS

HON. DONNA M. CHRISTENSEN

OF THE VIRGIN ISLANDS

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 11, 2014

Mrs. CHRISTENSEN. Mr. Speaker, Like several members before me, as I prepare to depart, I rise to address this body in which I