

As a staunch defender of America and her values, Dr. Parr has translated his service from the battlefield to the operating room and now into our community. Today, he serves on the Board of Directors for the West Point Society of Greater Houston, helping deserving youth to apply and obtain acceptance into any of our nation's military academies.

With his twenty years of military service and medical expertise, Dr. Parr helps future military cadets work their way through the medical requirements of eligibility.

Despite his busy schedule, Dr. Parr always has time to help those with ties to the military service. Once a Marine, always a Marine.

Dr. Parr's life journey is one of honor, duty, God, country and helping his fellow man. From the United States Military Academy at West Point to the jungles of Vietnam, to the operating rooms of Washington and now in the surgical rooms in Houston, Texas, Dr. Parr has made, and is still making, a difference to our nation. And that's just the way it is.

H.R. 597—TO REAUTHORIZE THE
EXPORT-IMPORT BANK

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 27, 2015

Mrs. LOWEY. Mr. Speaker, it's been almost four months since Congress failed to renew the Export-Import Bank's charter—marking the first lapse in the Bank's 81 years of operation. This disservice to American businesses must end.

The Export-Import Bank helps U.S.-made products remain competitive and reach overseas markets, while supporting thousands of middle-class jobs. In my own district during the last eight years, the Ex-Im Bank has supported \$2.2 billion worth of exports and over 14,000 jobs at 22 exporters—including nine small businesses.

The Bank has been reauthorized 16 times by Republican and Democratic Presidents. There is no reason to keep politicizing the Bank's Reauthorization.

I urge immediate passage.

IN SUPPORT OF H.R. 597, THE EX-
PORT-IMPORT BANK REFORM
AND REAUTHORIZATION ACT OF
2015

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 27, 2015

Mr. ENGEL. Mr. Speaker, I rise in support of H.R. 597, as amended. It is mystifying to me why there is such vociferous opposition to the Export-Import Bank among a majority of our Republican colleagues. For decades, a solid majority of Republicans have joined with Democrats to support the Bank and its vital role in creating and sustaining jobs for American workers.

But not now. Why? The Export-Import Bank should appeal to all Republicans, as it does to us Democrats.

The Bank supports the American private sector, both exporters and lenders. It steps in

only when needed to level the playing field in international competition. Virtually all of its financing is issued as guarantees and insurance of loans by commercial lenders. It finances only American-made goods and American-provided services. Some 90 percent of its financing is for exports by American small businesses, last year some 3,300 firms. The result last year was 164,000 jobs for American workers, 6,500 in New York. What could be more business-friendly?

The Bank should appeal to fiscal conservatives as well. It is operated on a business-like basis. It charges fees, premiums and interest, at full market rates. Those receipts fully cover all the Bank's expenses. It even generates a surplus that goes to the U.S. Treasury to reduce the federal deficit. Last year, that deficit reduction was \$675 million. What could be more fiscally prudent?

The Bank is a careful lender. Its loss rate is below 2 percent, far lower than any commercial bank. The Bank maintains cash reserves against the risk of loss, currently amounting to \$5 billion. All of those reserves are generated from its user fees, not the taxpayer. Why doesn't that record appeal to Republicans, as it does to Democrats?

The Bank is a fiscally-prudent solution to a real-world problem: foreign competition that has its own financial support. Some 60 foreign governments operate export finance programs. Some, like China's, Japan's, Germany's and even Canada's, are much larger than Ex-Im. Financing is a crucial element of trade competition: a company that can bring customer financing to the table often wins the transaction. When foreign governments back their exporters, American exporters and their workers lose. Ex-Im Bank is our answer.

So I simply cannot understand why a majority of Republicans in this House forced the Bank to close its financing window in July. It can't be due to subsidy, because there isn't any. It can't be due to government competition with the private sector, because the Bank doesn't do that. It can't be for any budgetary reason, because the Bank is self-financing.

For those of us who support Ex-Im Bank and the American firms and workers that the Bank sustains, the only conclusion we can draw is that the excessive campaign against Ex-Im Bank is another example of hard-bitten, intransigent ideology eclipsing the need to embrace a business-friendly, budget-conscious, prudent program for America.

BREAST CANCER AWARENESS
MONTH

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 27, 2015

Mr. WILSON of South Carolina. Mr. Speaker, October marks Breast Cancer Awareness Month—a month to especially recognize and celebrate breast cancer patients, survivors, and advocates. While breast cancer affects individuals and families throughout the year, I especially appreciate the awareness and advocacy efforts that occur this week, especially the Walk for Life and Women's Night Out.

The Walk for Life/Race for Life at Palmetto Health, though rescheduled due to the tragic flooding, is celebrating twenty-five years of

raising funds and awareness for survivors and treatments in the Midlands. In the past twenty-five years, the Walk for Life, led by Chair Janet Snider, has gone from 200 participants in the first year to over 11,000 participants last year, raising over \$800,000.

Women's Night Out at Lexington Medical Center, led by President Mike Biediger, is an inspiring evening at Burkett, Burkett, and Burkett CPAs, where the hospital honors breast cancer patients, survivors, and their families. I know firsthand of the success at Lexington Medical Center, where my son Addison in high school was successfully treated for thyroid cancer determined by Dr. H.W. Bledsoe, Jr., and now himself is an orthopedic surgeon.

In conclusion, God Bless Our Troops and may the President by his actions never forget September 11th in the Global War on Terrorism.

THE "URGENCY OF NOW"

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 27, 2015

Mr. CONYERS. Mr. Speaker, I rise today in support of action—the preference for progress of a status quo that is robbing millions of Americans of opportunity. Every person in this chamber was elected to improve this country and make the lives of our constituents a little bit easier.

Nowhere is it easier to improve the quality of life for Americans than in investing for the long-term in our transportation infrastructure. The American economy depends upon the rapid delivery of goods and services.

But as the White House pointed out in 2014's "Economic Analysis of Transportation Infrastructure Investment," we are failing to support this vital network of roads, bridges, railways and other means of transportation.

Last year, the World Economic Forum ranked the United States' roads 18th in the world; 65% of our major roads are in less than "good" condition; one in four requires significant repair. These inadequacies directly impact us all. Each year, we spend 5.5 billion unnecessary hours stuck in traffic—that's a \$120 billion in extra fuel and unproductive time.

Those figures cost business and industry an extra \$27 billion in freight costs and delays. Money that could have gone to employees, or shareholders, or to investments in the future.

But it isn't just corporations paying the price. It is the quarter of the 33,000 traffic fatalities where road conditions were a factor. It is the 45 percent of Americans who cannot access adequate transit.

Today, the House voted to fund yet another short-term bill—as it should—to keep our surface transportation system moving. At the same time, this House voted to delay implementation of a 6-year-old law that requires "positive train control"—a technology that saves lives and which I want to see rolled out as soon as possible—because they thought it important to provide the rail industry with certainty.

But the simple fact is those two principles are at odds—because we aren't providing any certainty to American industry and American

passengers and American drivers with a three-week transportation funding bill. A trip of a thousand miles may begin with a single step—but you have to begin with a destination and path in mind.

It is time this body recognizes the urgency of our problem. Transportation investments aren't based on a three-week schedule—and federal support shouldn't be either.

Let's finally get something done on transportation, and pass a bill that will fund infrastructure priorities further out than people are booking flights for Thanksgiving.