

(1) MONUMENT.—The Secretary shall administer the land transferred under subsection (b)(1) in accordance with laws (including regulations) applicable to the monument.

(2) MISSILE RANGE.—Subject to paragraph (3), the Secretary of the Army shall administer the land transferred to the Secretary of the Army under subsection (b)(2) as part of the missile range.

(3) FENCE.—

(A) IN GENERAL.—The Secretary of the Army shall continue to allow the Secretary to maintain the fence shown on the map described in subsection (b)(1)(B) until such time as the Secretary determines that the fence is unnecessary for the management of the monument.

(B) REMOVAL.—If the Secretary determines that the fence is unnecessary for the management of the monument under subparagraph (A), the Secretary shall promptly remove the fence at the expense of the Department of the Interior.

(4) MILITARY MUNITIONS AND MUNITIONS DEBRIS.—

(A) RESPONSE ACTION.—With respect to any Federal liability, the Secretary of the Army shall remain responsible for any response action addressing military munitions or munitions debris on the land transferred under subsection (b)(1) to the same extent as on the day before the date of enactment of this Act.

(B) ACCESS.—At the request of the Secretary and subject to available appropriations, the Secretary of the Army shall have access to the land transferred under subsection (b)(1) for the purposes of conducting investigations of military munitions or munitions debris on the transferred land.

(C) APPLICABLE LAW.—Any activities undertaken under this subsection shall be carried out in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9601 et seq.).

The Acting CHAIR. Pursuant to House Resolution 905, the gentleman from Texas (Mr. THORNBERRY) and the gentleman from Washington (Mr. SMITH) each will control 10 minutes.

The Chair recognizes the gentleman from Texas.

Mr. THORNBERRY. Mr. Chairman, I have no speakers for this en bloc package. I urge its adoption, and I yield back the balance of my time.

Mr. SMITH of Washington. Mr. Chairman, I, too, urge adoption, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendments en bloc offered by the gentleman from Texas (Mr. THORNBERRY).

The en bloc amendments were agreed to.

Mr. THORNBERRY. Mr. Chair, I move that the Committee do now rise. The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. KUSTOFF of Tennessee) having assumed the chair, Mr. JOHNSON of Louisiana, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 5515) to authorize appropriations for fiscal year 2019 for military activities of the Department of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes, had come to no resolution thereon.

#### NATIONAL MARITIME DAY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2017, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, I thank you for the opportunity to take a few minutes here on the floor to discuss, really, something that follows along from the last couple of hours where we have been discussing national defense issues.

The \$708 billion that is going to be spent in the National Defense Authorization Act by the Department of Defense is extremely important, and there are many parts of that National Defense Authorization Act that are worthy of discussion.

One thing that was not discussed here on the floor but was taken up in committee over the last several hearings was the ability of the military to actually be able to deliver materiel, supplies, in the case of a major conflict. Do we have the ability to deliver the follow-on equipment necessary should a major conflict break out somewhere in the world?

The answer is, no, we don't. And the reason is that the American maritime industry has dwindled over the last several decades.

In the 1980s, we had about 240 American-built and American flagships with mariners, captains, engineers and seamen and -women on those ships capable of providing the necessary support for the military sealift command. Today, we have about 80 American-flagged ships with American seamen on those ships.

□ 2000

The mariners are in short supply. TRANSCOM, responsible for moving the personnel as well as the equipment that the military needs somewhere in the world, estimates—as well as the MARAD indicate that we are some 1,800 mariners short of the minimum necessary to man and personnel the ships to move the equipment somewhere in the world.

This is a major national defense issue not really taken up and discussed in the NDAA.

So what are we going to do about it? Can our shipyards actually produce the necessary ships for the American military? The answer is: not now, but they need to.

In the National Defense Authorization Act, there is a section that calls for the construction of the ships—actually, construction by foreign shipyards.

It seems strange that we would find what was once one of the great maritime nations, the United States, in such a quandary that we do not have the personnel or the ships to be able to move our national defense.

There is something we can do about this, and it is not directly in the area of the Department of Defense, although it is tangential and, therefore, important to our national defense.

It seems that over the last decade we have become an energy-producing Nation. With the fracking and other techniques, we are now actually an exporter of oil and natural gas. This is part of the energy revolution that is taking place in the United States.

That oil and natural gas is a strategic national asset, as is the United States Department of Defense—the Navy, the Army, the Air Force, the Marines, and the Coast Guard.

If we are to maintain our ability to defend this Nation and to conduct military operations anywhere in the world, we have to have a strong maritime industry.

If we consider for a moment the combination of that strategic necessity of the maritime industry, the strategic benefit that comes from the production of natural gas and oil, and the economic value of exporting natural gas and oil, we can come to what we call a solution.

The solution is to take a very small percentage of the production or the export of natural gas, LNG, and oil and require that it be exported, transported, on American-built ships, American flagged, with American mariners.

We call this the Energizing American Shipbuilding Act. It was introduced yesterday, and we announced it in a press conference earlier today.

Joining me at that press conference was Senator ROGER WICKER, who will be carrying the bill on the Senate side; the chairman of the Subcommittee on Coast Guard and Maritime Transportation of the House Committee on Transportation and Infrastructure, DUNCAN HUNTER; a member of the Committee on Armed Services, DONALD NORCROSS; and a member of the Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation, ALAN LOWENTHAL; together with members of the industry: the Shipbuilders Council, VT Halter Marine out of Mississippi, the representatives of the maritime unions that work on the ships and unions that work in the shipyards.

We are prepared to move this bill. Let me tell you what it will do if we are successful in passing the Energizing American Shipbuilding Act.

What we will do and what America will do is build ships once again. It is anticipated that, if we start with 1 percent of the LNG that is exported, over the next 15 to 20 years we will build some 23 LNG ships. If we ramp that up to a full 15 percent, we will be building those LNG carriers.

Similarly, if we begin at a very small percentage of the oil that is exported, we will build another 30 LNG tankers.

In the course of some 15 to 20 years, we will be able to build some 50 ships in American shipyards, providing thousands of jobs not only in the shipyards but in the supply of engines, pumps, pipes, electronic equipment, and fittings of all kinds.

And, of course, the steel industry that would be providing the steel for

these ships would also be playing a major part.

Now, do keep in mind that this is a very, very small part of the total number of LNG vessels that are going to be needed. It is anticipated that just to supply the necessary transport for American LNG some 225 LNG vessels would be built. We would be looking at a very small percentage of those that would be built here in the United States. Nonetheless, that would represent a major part and a major opportunity for the American shipbuilding industry.

Similarly, for the export of oil, that would similarly build ships here throughout the shipyards of the United States. Exactly how many? Well, we will have to figure that out as it goes on. If we really ramp up the amount of oil and natural gas that we export, perhaps we will build more than 50.

But it also means that the mariners will be able to work on these ships. As they work on these particular ships, the LNG and the oil tankers will be developing the skills necessary to transfer over to provide the personnel necessary for the military on the cargo ships, the roll-on and roll-offs, as well as the oil tankers that the military will need as it transports the personnel and the equipment around the world.

So this is what we are trying to do. We are trying to energize the American shipbuilding industry by requiring that a small percentage of the LNG that will be exported from the United States and the oil that will be exported will be on American-built ships with American mariners. That is our goal.

I believe that we will be able to accomplish this in the days ahead, as we move this thing through the process and get it under way. We have very strong, bipartisan support, both Democrats and Republicans supporting the bill.

We also have very strong bicameral support, with the bill being introduced

in the Senate by Senator ROGER WICKER and here in the House by myself and by Chairman DUNCAN HUNTER.

So I bring this to the attention of the Congress and the American public, that it is our goal to make it in America, that there is a better deal for America if we pass a law that requires that this strategic national asset, oil and natural gas, be on an equally strategic important asset, American ships, and that those ships be manned by American sailors and officers. That is our goal.

Mr. Speaker, I yield back the balance of my time.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 8 o'clock and 9 minutes p.m.), the House stood in recess.

□ 2326

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. SESSIONS) at 11 o'clock and 26 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR FURTHER CONSIDERATION OF H.R. 5515, NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2019, AND PROVIDING FOR PROCEEDINGS DURING THE PERIOD FROM MAY 25, 2018, THROUGH JUNE 4, 2018

Mr. WOODALL, from the Committee on Rules, submitted a privileged report (Rept. No. 115-702) on the resolution (H. Res. 908) providing for further consideration of the bill (H.R. 5515) to authorize appropriations for fiscal year 2019 for military activities of the Department

of Defense and for military construction, to prescribe military personnel strengths for such fiscal year, and for other purposes, and providing for proceedings during the period from May 25, 2018, through June 4, 2018, which was referred to the House Calendar and ordered to be printed.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. STIVERS (at the request of Mr. MCCARTHY) for today and the balance of the week on account of his service with the Ohio Army National Guard.

BILLS PRESENTED TO THE PRESIDENT

Karen L. Haas, Clerk of the House, reported that on May 21, 2018, she presented to the President of the United States, for his approval, the following bills:

H.R. 3562. To amend title 38, United States Code, to authorize the Secretary of Veterans Affairs to furnish assistance for adaptations of residences of veterans in rehabilitation programs under chapter 31 of such title, and for other purposes.

H.R. 4009. To authorize the Board of Regents of the Smithsonian Institution to plan, design, and construct a central parking facility on National Zoological Park property in the District of Columbia.

ADJOURNMENT

Mr. WOODALL. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 28 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, May 23, 2018, at 10 a.m. for morning-hour debate.

EXPENDITURE REPORTS CONCERNING OFFICIAL FOREIGN TRAVEL

Reports concerning the foreign currencies and U.S. dollars utilized for Official Foreign Travel during the first and second quarters of 2018, pursuant to Public Law 95-384, are as follows:

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, THOMAS ANDREWS, EXPENDED BETWEEN APR. 3 AND APR. 8, 2018

Name of Member or employee	Date		Country	Per diem <sup>1</sup>		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency <sup>2</sup>	Foreign currency	U.S. dollar equivalent or U.S. currency <sup>2</sup>	Foreign currency	U.S. dollar equivalent or U.S. currency <sup>2</sup>	Foreign currency	U.S. dollar equivalent or U.S. currency <sup>2</sup>
Thomas Andrews .....	4/3	4/6	Australia .....		1,538.00		( <sup>3</sup> )				1,538.00
	4/7	4/8	New Zealand .....		431.00		( <sup>3</sup> )				431.00
Committee total .....					1,969.00						1,969.00

<sup>1</sup> Per diem constitutes lodging and meals.

<sup>2</sup> If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

<sup>3</sup> Military air transportation.