

Creighton Brothers is still proudly family-owned. Today, over 180 family members are connected to the business; such a level of generational commitment is rare, and it speaks volumes about the values on which this company was built.

Over the years, Creighton Brothers has faced its fair share of challenges. Still, through it all, they've stuck to their principles: producing safe, high-quality food, caring for their employees, and supporting the local community.

Just last month, the town of Mentone honored Creighton Brothers as the Grand Marshal of the Egg Festival Parade, celebrating "100 Years of Egg-cellence." It's clear how deeply rooted this business is in our community, and we take immense pride in their success.

As we reflect on what it takes to keep a business running strong for 100 years, we see that it requires hard work, innovation, and an unshakable commitment to people. I want to congratulate everyone at Creighton Brothers on achieving this remarkable milestone.

Here's to the next 100 years of continued success.

#### INTRODUCTION OF THE MERCHANT MARINE ALLIES PARTNERSHIP ACT

#### HON. ED CASE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Mr. CASE. Mr. Speaker, I rise today to join my colleague Congressman JIM MOYLAN of Guam, in highlighting the urgent need to modernize U.S. maritime policy through our Merchant Marine Allies Partnership Act, which we have introduced to realign federal incentives in our domestic shipping industry away from adversaries, such as the People's Republic of China (PRC), and toward our trusted allies with proven mainline capacity, such as Japan and South Korea.

Our measure directly responds to the real-world consequences of gaping loopholes in the Merchant Marine Act of 1920, better known as the Jones Act, which restricts domestic shipping including routes between the U.S. West Coast and Hawaii to vessels that are U.S.-built, U.S.-flagged, U.S.-owned and U.S.-crewed. The rationale for this ancient and outdated restriction has always been argued as national security, to maintain a strong U.S. shipbuilding industry and merchant fleet capable of supporting the military in times of conflict.

But today that argument, if it has any merit at all, is being dangerously undermined, and not by our adversaries, but by the very companies benefiting from the monopolistic protections of the Jones Act.

Specifically, Jones Act loopholes allow for supposedly minor parts fabrication and supposedly minor repairs to be conducted in foreign shipyards using foreign workers with no condition or restriction as to country. But these are not minor parts but whole sections, and not minor repairs but full retrofits. And the preferred source of this fabrication and these repairs in the People's Republic of China (PRC).

Jones Act vessels such as the Daniel K. Inouye, Kaimana Hila and Manukai have undergone major structural conversions, includ-

ing liquefied natural gas (LNG) engine retrofits, at PRC-based shipyards like COSCO's Nantong facility, which has known ties to the Chinese government and military-industrial complex. These modifications are frequently reclassified as mere "major modifications" to avoid triggering the 50 percent U.S. import duty intended to disincentivize foreign work. But AIS data, company filings, U.S. Coast Guard correspondence and even photographs confirm that these are anything but routine.

This poses a significant and immediate national security concern. First, by enabling vessels critical to U.S. domestic supply chains to undergo major upgrades in foreign-controlled shipyards of adversaries, we introduce unnecessary strategic risk. These ships support domestic commerce, but they also arguably constitute the backbone of sealift capacity that would be required during any military mobilization. Second, the continued outsourcing of vessel modification and construction undermines the U.S. shipbuilding and repair base, leaving us with fewer than 100 Jones Act-compliant vessels in active service nationwide, many of which are aging or specialized. And third, it sends U.S. dollars, jobs and technological investments directly into the hands of a strategic competitor identified by our National Defense Strategy as the most significant long-term challenge to U.S. interests.

Nowhere are the consequences of this policy failure more acute or more strategically dangerous than in my home state of Hawaii. Located in the middle of the Indo-Pacific, Hawaii is not just a remote island economy dependent on maritime commerce. It is the linchpin of U.S. power projection and force posture across the Indo-Pacific. Any disruption to Hawaii's shipping system is not only an economic risk to our residents but a direct vulnerability in America's strategic readiness.

Moreover, while Jones Act supporters continue to claim the law protects U.S. jobs, the evidence says otherwise. According to the Grassroot Institute of Hawaii, maritime employment in the U.S. shipbuilding and repair sector has declined by 15 percent over the past 23 years. This steady erosion is not due to foreign competition alone, but to deliberate business decisions by Jones Act carriers who choose to take advantage of legal loopholes that let them outsource high-value work overseas while still reaping the benefits of domestic protectionism.

Despite these clear defects in the law, Hawaii and other islands and noncontiguous parts of our country remain a fully captive market, with no viable alternatives to a Jones Act duopoly that prioritizes profit over preparedness. We see no meaningful return on this federal maritime policy. The economic burden of this broken system, including inflated shipping costs driven by duopoly protections and foreign outsourcing, is borne daily by Hawaii's families and businesses. We have previously introduced three separate measures to address these specific consequences.

The overall answer for our country to this national security risk is not to force any and all fabrication, repair and operation exclusively into our country since that just compounds a problem we can't effectively fix. It is instead to cease rewarding our adversaries and start incentivizing our international friends and allies to assist us with our domestic merchant marine and related defense sealift needs.

Our Merchant Marine Allies Partnership Act addresses these problems through a targeted,

security-conscious realignment of incentives. Specifically, the bill exempts the current 50 percent import duty on major vessel modifications only if the work is performed in shipyards located in allied or partner countries, such as Japan and South Korea—nations with world-class maritime industries and deep national security alignment with the United States. It allows ships constructed in those allied countries to qualify for the U.S. domestic (coastwise) trade under a limited Jones Act exemption, thereby expanding access to modern, secure and cost-effective vessels without subsidizing adversarial economies. Finally, the legislation establishes a regulated pathway for foreign-built, foreign-crewed vessels operated by companies from allied nations to participate in the U.S. coastwise trade under clearly defined national security safeguards.

This legislation does not repeal or abandon the Jones Act. It restores the law to its intended purpose—to serve as a foundation for national resilience, industrial strength and strategic security, rather than being hijacked by the hypocritical umbrella of national defense at the expense of increased costs of consumer goods across the country. It recognizes that modern maritime commerce is global, but that global alignment must be rooted in trust, shared values and common defense. By partnering with our allies and closing loopholes that empower our adversaries, this bill protects the U.S. supply chain, reduces security vulnerabilities and ensures that the Jones Act serves our people, our economy, and our military, not just corporate bottom lines.

Mr. Speaker, we cannot afford to continue defending a system that fails to defend us. The Merchant Marine Allies Partnership Act is a bipartisan, commonsense step toward maritime policy that reflects 21st-century challenges and opportunities. I urge my colleagues to support this legislation and update our maritime policy to modern world reality.

#### HONORING THE LEGACY OF BETTY J. HOWARD, MSN, RN

#### HON. RASHIDA TLAI

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Ms. TLAI. Mr. Speaker, today, the 12th Congressional District recognizes the incredible contributions of Betty J. Howard, a native Detroit and leader in the field of public health.

Beginning her career at Crittenton Hospital as a staff nurse, Betty's dedication led her to hold several administrative positions. In 1987, she was promoted to Maternal Child Health Consultant for the City of Detroit Health Department where she co-authored several government-funded grants and devoted her time to advancing maternal and adolescent health services.

Betty's impactful career has led her to receive numerous outstanding service awards and certificates of recognition for her work. In addition to her service in the health industry, Betty is deeply connected to the Detroit community through her membership in organizations including Alpha Kappa Alpha Sorority, Inc., Chi Eta Phi Sorority, Inc., and lifelong membership of the NAACP.

HONORING DARRELL McNARY  
COLLINS

**HON. GREGORY F. MURPHY**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Mr. MURPHY. Mr. Speaker, it is with great admiration and deep respect that I honor Mr. Darrell McNary Collins. Mr. Collins was a national treasure and has cemented himself as an Outer Banks icon though his work as a Historian at the Wright Brothers National Memorial where he shared the magnificent story of the "Miracle at Kitty Hawk".

A faithful student to the history of the Wright Brothers, his over 40 years of learning and research led to him becoming one of the top 3 Wright Brothers historians in the world. He shared the stories of the rich history of the Outer Banks, including that of his family legacy as part of the Freedmen's Colony and the African American history on Roanoke Island.

But Mr. Collins was much more than a historian. He cared deeply about his hometown of Manteo and its residents. He was appointed to his late mother's Town of Manteo Commissioner seat upon her death in 2006, serving for the next 18 years. The town honored his dedication by officially declaring December 17th as the "Honorable Darrell Collins Day" to coincide with the Anniversary of Flight.

Mr. Collins also served on the Town's Planning Board and was a past President of Dare Home Health and Hospice End of Life Coalition, as well as the founder and President of the Pea Island Preservation Society, Inc.

In 2003, Mr. Collins was personally presented with "The Order of the Long Leaf Pine" from then Governor Mike Easley, earning the state's highest honor for those who have made significant contributions to the state and their communities.

For his whole life Mr. Darrell McNary Collins has dedicated himself to the Outer Banks's history, its people, and its future. His contributions are immeasurable, and his legacy will have a lasting impact on the people of Dare County. May we remember all of the contributions Mr. Collins has made to the Outer Banks, Dare County, and the great state of North Carolina.

**INTRODUCTION OF THE TRANSPORTATION EMERGENCY RELIEF EXTENSION ACT**

**HON. JOHN GARAMENDI**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Mr. GARAMENDI. Mr. Speaker, today I am honored to introduce the "Transportation Emergency Relief Extension Act" to safeguard federal funding for disaster-recovery projects. I thank U.S. Senator ALEX PADILLA (D-CA) and U.S. Senator JOHN CORNYN (R-TX) for sponsoring the companion legislation and my colleague, Congressman DOUG LAMALFA (R-CA) for cosponsoring the bill. I also want to thank the California Department of Transportation and the Texas Department of Transportation for their support of this critical legislation.

Americans across the country are facing increasingly frequent and severe floods and

wildfires due to the climate crisis. When disasters strike, our communities deserve nothing less than the full support of their federal government. The "Transportation Emergency Relief Extension Act" will ensure state and local governments have adequate time to fully utilize federal funds awarded to repair roads and infrastructure damaged by disasters.

Current U.S. Department of Transportation regulations allow the federal government to claw back "emergency relief" funding for highway projects if those projects do not reach construction within 2 fiscal years. The "Transportation Emergency Relief Extension Act" would repeal this regulatory deadline and provide up to 6 years for projects awarded these funds to advance to construction. The new 6-year deadline would start following the date on which a disaster was declared by the respective state's governor or the president.

Mr. Speaker, I hope that any surface transportation reauthorization bill this Congress will include the "Transportation Emergency Relief Extension Act." As a member of the Committee on Transportation and Infrastructure, I am working with my fellow colleagues deliver this critical priority for our communities.

**HONORING FIRE CAPTAIN DONALD VILLARD**

**HON. RASHIDA TLAIB**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Ms. TLAIB. Mr. Speaker, I rise to celebrate the incredible dedication and service of Fire Captain Donald Villard of Dearborn's Fire Department and well wishes on his upcoming retirement.

Captain Villard started his service with the Dearborn Fire Department on June 8, 1999. Since then, Captain Villard has served as Firefighter 1 and Firefighter 2, from there serving as Fire Engineer and six years later promoted to Fire Lieutenant for three years. Since 2019, Donald Villard has served as Fire Captain for the City of Dearborn. In his tenure with the department, he's received many accolades including the John D. Dingell Medal of Freedom Memorial Commendation and Fire Chief Unit Commendation and has been awarded the Safe Driving Award over five times. His awards received are a reflection of his continued dedication and commitment to ensuring our communities are safe and protected.

Please join me in recognizing the outstanding service and contributions of Fire Captain, Donald Villard, on his well-deserved retirement. The 12th Congressional District thanks him for his service to our community.

**RECOGNIZING FLORIDA'S EIGHTH CONGRESSIONAL DISTRICT VETERANS**

**HON. MIKE HARIDOPOLOS**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Mr. HARIDOPOLOS. Mr. Speaker, today, I recognize and honor seven remarkable Americans whose military service embodies the very best of our Nation.

Colonel Mark R. Baaden, Colonel John W. Mansur, Sergeant Raymond L. Burkard, Chief Warrant Officer Thomas W. Thompson, Sergeant Jeff William Patterson, Specialist Pascuale F. Coniglio, and Sergeant Lloyd Lasenby each served our country with honor and unwavering commitment.

Though their paths and ranks differed, all shared a common purpose, to defend our freedoms and protect the values that define the United States of America.

Their careers reflect decades of sacrifice and discipline. They represent the strength and resilience of our Armed Forces and the patriotism of those who serve out of a deep sense of duty.

Some among them have borne the scars of war. Others have shaped the lives of those they led and mentored. All have left a lasting impact on their units, their communities, and this country.

It is my distinct privilege to include their names in the RECORD. May their example inspire future generations to serve with the same courage, integrity, and selflessness.

**HONORING SARNOVA'S NEW DUBLIN, OHIO, HEADQUARTERS**

**HON. MIKE CAREY**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Mr. CAREY. Mr. Speaker, this is a great time to celebrate, and I want to offer specific thanks.

First, I would like to recognize Dublin Mayor Chris Amorose Groomes for her leadership and making this community a hub for companies, workers, and families to settle in.

I would also like to thank Sarnova's CEO Brian LaDuke for investing further in our community and seeing the untapped potential here in Dublin.

For those of you who don't know, my team and I have been working with Sarnova for years, and the longer we've worked together, the better results we've delivered for Central Ohio.

Today is a testament to that. Our relationship has resulted in more jobs and productivity in the community.

As a national leader in equipping our first responders, Sarnova has been critical to saving lives. I'm sure the first responders using their equipment on a daily basis would agree.

Whether it's police officers, firefighters, or EMS workers, Sarnova has been there to make their jobs easier. But I firmly believe the best is yet to come for Sarnova, for Dublin, and for all of Central Ohio.

As the new facility opens, I can't wait to see what will happen here in the months and years to come.

I want to thank them all, and I look forward to coming and visiting soon.

**HONORING THE 10TH PASTORAL ANNIVERSARY OF PASTOR SALTERS**

**HON. RASHIDA TLAIB**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, August 1, 2025*

Ms. TLAIB. Mr. Speaker, today, the 12th Congressional District honors Pastor Salters