

never got the chance; he was tragically killed on the football field by the opposing team.

Iowa State also took a chance on one of the few Latinos to receive a Doctorate in the 1950s, her late husband, Robert C. de Baca, who Mary de Baca met when he was a young professor of animal science. She joined him in postings abroad, where she did some of the first home economics studies on the lives of rural Latin American women. With him, she built up a renowned herd of Black Angus cattle on the farm where she still lives. In her own family life, Mary de Baca has done her part to increase the number of minority professionals: she is the proud mother of three children, doctor Monica, businesswoman Suzanna, and civil rights lawyer Luis, who is a valued member of our Judiciary Committee team.

Between college and graduate school, Mary de Baca returned home to Southern Indiana to teach high school home economics. As a young teacher, she stubbornly overrode the protests of white parents to ensure that African-Americans could participate in cheerleading, the homecoming court, and other extra-curricular activities. Vernon Jordan described the State at the time in this way: "Although Indiana is above the Mason-Dixon line, it has a tough history regarding race. For a time it had the largest and most active chapters of the Ku Klux Klan in the country. It was a mess in the 1920s and 1930s. When I was there in the 1950s, it wasn't exactly a racial utopia." But one can imagine the young Mary de Baca mentoring those students and helping them reach their potential without fanfare or drama, just as she does today.

As an educator for over 50 years, Mary de Baca has helped to move us toward the more inclusive and equal world for which Dr. King fought. I congratulate her on receiving this honor in his name from her students, her colleagues, and her University.

TARP REFORM AND  
ACCOUNTABILITY ACT OF 2009

SPEECH OF

**HON. JAMES R. LANGEVIN**

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

*Thursday, January 22, 2009*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 384) to reform the Troubled Assets Relief Program of the Secretary of the Treasury and ensure accountability under such Program, and for other purposes:

Mr. LANGEVIN. Mr. Chair, I rise in support of H.R. 384, the TARP Reform and Accountability Act, which will ensure that TARP funding will be spent responsibly and transparently in an effort to get the economy back on track.

In order to stabilize our economy and get credit flowing again to families and small businesses, we need to fundamentally change the practices of the Troubled Assets Relief Program before the remaining \$350 billion streams into the marketplace. Unfortunately, the Bush Administration mismanaged the financial rescue funds approved in 2008 and failed to follow congressional intent when it came to executing the Emergency Economic Stabilization Act. The Bush administration

failed to address the foreclosures as the source of this crisis, and it did not effectively use TARP funds to restore our economy's flow of credit. Along with my constituents, I am deeply disappointed that the past administration did not adequately track how taxpayer money was spent to ensure that banks were using it for the intended purposes.

Congress must only move forward with the release of the remaining TARP funds if they are confident that these failures will be remedied. H.R. 384 amends the Troubled Assets Relief Program provisions of the Emergency Economic Stabilization Act by strengthening accountability, closing loopholes, and increasing transparency. This measure sets up a blueprint to carefully track and monitor all the TARP funds, including previous and future allocations. It requires Treasury to provide a minimum of \$40 billion on foreclosure mitigation to help homeowners address the mortgage crisis. H.R. 384 limits executive bonuses for firms participating in TARP and assists cities and other tax-exempt issuers in finding investors for their bonds. Under the direction of the Obama administration, I believe the TARP funding will adhere to these new transparency and accountability provisions, while also working to ensure that our taxpayers' needs are the top priority.

During this difficult economic crisis, we need to stand up for Rhode Island families looking to secure student loans, car loans, home loans or mortgage refinancing. We need to make sure that small business owners have access to the capital they need to make payroll or invest in their companies. And we need to stabilize the pensions and savings that our retirees are counting on. I believe this recovery plan is essential for Rhode Island families. H.R. 384 will bring us closer to the original intent of TARP—to help those most in need during these difficult times.

I want to thank my friend, Chairman FRANK, for his tireless work on this issue, and I encourage my colleagues to vote for this bill.

THE INTRODUCTION OF THE  
SHORT SEA SHIPPING ACT OF  
2009 (H.R. 528)

**HON. JOHN M. MCHUGH**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, January 22, 2009*

Mr. MCHUGH. Madam Speaker, on January 14, 2009, I introduced H.R. 528, the Short Sea Shipping Act of 2009. This measure would provide the tax incentive necessary to increase the transportation of freight via coastal and inland waterways, which would have significant environmental and economic benefits.

Specifically, the Short Sea Shipping Act of 2009 would exempt from the Harbor Maintenance Tax, HMT, nonbulk commercial cargo that is loaded at a port in the United States mainland and unloaded at another port in the United States mainland after transport solely by coastal or river route or unloaded at a port in Canada located in the Great Lakes/St. Lawrence Seaway System.

Likewise, the bill's exemption would apply to nonbulk commercial cargo that is loaded at a port in Canada located in the Great Lakes Seaway System and unloaded at a port in the United States mainland. Of note, the bill de-

finies the Great Lakes Seaway System as the waterway between Duluth, Minnesota, and Nova Scotia and encompasses the five Great Lakes, their connecting channels, and the St. Lawrence River. In fact, this is the primary difference between my bill and legislation (H.R. 981) that I cosponsored in the 110th Congress. This change was made necessary by the progress made in the development of the proposed Melford International Terminal in Nova Scotia, which is projected to handle nearly 1.5 million 20 foot equivalent units, TEUs, annually by 2015.

The HMT is a levy that is imposed on the value of cargo that is imported to a port within the United States or that is transported between U.S. ports. The tax, which is assessed at a rate of 0.125 percent of the cargo value, including passengers, is assessed only once on cargo that is transported between one U.S. port and another, either at the point of departure or arrival but not both. However, cargo that is carried from a foreign port may be taxed twice, upon arrival at the initial U.S. port and again if transported to another U.S. port aboard a different vessel. Cargo that is transported along the inland waterways is subject to the Inland Waterways Fuel Tax instead of the HMT, but the Great Lakes are not considered part of the inland waterways system.

For too long, the imposition of the HMT has served as a barrier to the development of a robust United States short sea shipping industry. In fact, former Secretary of Transportation Mary E. Peters has stated that "the HMT is the most significant impediment under current law to the initiation of such services to Great Lakes ports" because the "avoidance of the HMT is a main motivation for shipping cargo from Canada to the United States by trucks instead of water."

By providing this exemption to the HMT, Congress can give cargo shippers an incentive to move cargo via marine. The increased viability of such a water transportation option would subsequently combat current highway congestion, a burgeoning problem facing our Nation's transportation infrastructure. The shift of cargo transportation from common domestic cargo routes to underutilized coastal and inland waterways would also improve the flow of commerce and reduce air pollution generated by ground transportation.

Additionally, by providing such an incentive to the enhancement of the short sea shipping industry, Congress has the opportunity to spur significant economic activity. Ships would have to be built and crews would have to be hired. In New York's 23rd Congressional District alone, which I am privileged to represent, illustrating just one example, the Port of Oswego would realize a significant expansion of traffic, resulting in millions of dollars in economic impact and the creation of dozens of jobs.

Madam Speaker, by enacting H.R. 528, the 111th Congress can eliminate roadblocks and promote the utilization of an efficient, economical, and sustainable means of cargo transportation, while addressing the growing need for reliable transportation alternatives and additional capacity. Accordingly, I ask my colleagues to work with me to enact this important measure.