

What if we passed a law called Energizing America? I like that title. In fact, we are going to introduce it tomorrow, Energizing America. It is a piece of legislation that would require that we provide 15 percent of the total export on American-built ships. Think about it.

Perhaps over the next decade, our shipyards would be building maybe as many as a hundred ships. But let's just say it is 10, 20, 30 ships. Perhaps more than 100,000 people could be employed in the construction of those ships. This would be a good regulation, wouldn't it? It would be a regulation that would put Americans back to work.

It would be a law that would say a strategic national asset of this Nation will also benefit another strategic national asset: the American shipyards.

Our U.S. Navy depends on those shipyards. Every U.S. naval ship is built in America in American shipyards. And if we were to expand those shipyards, we would find more competition for the naval ships, perhaps a lower price. Perhaps we would also be able to employ marine engineers, welders, plumbers, steamfitters, steelworkers, not only at the shipyards, but in the manufacturing of the engines here in the United States.

Make it in America. Build it in America. All it takes are a couple of paragraphs of law. That is all it would take, a couple of paragraphs of law that say between now and 2024, in the next 8 years, 15 percent of that liquefied natural gas must be on American-built ships with American sailors.

Now, it turns out that these American ships and the sailors are a strategic necessity for our U.S. military. Because it turns out that if you are going to project American power around the world, you have to be able to get there with the men, the women, and the materials—and that means ships.

So we would build the U.S. merchant marine. We would build American shipyards so that they would be competitive around the world, and we would employ tens of thousands—and perhaps even hundreds or more thousand—of American workers in our shipyards. It is possible. All it takes is a law.

So when this energy bill starts moving around—and maybe here in the lameduck session—I would propose a simple amendment: between now and 2024, 15 percent of that export of LNG would be on American-built ships with American sailors.

Oh, by the way, there are some older American LNG ships that could be reflagged for the purposes of meeting at

least part of that 15 percent in the initial years. And then after 2025, let's ramp it up to 30 percent. Let's keep our shipyards busy. Let's keep our steelworkers, our welders, our plumbers, our marine engineers, our factories busy in the future with a very simple law that would be a really good regulation.

Oh, I can hear the whining of the oil industry and of the natural gas industry, "Oh, it is going to be too expensive." It is not nearly as expensive as not having American jobs and not being able to project American power because we do not have a robust merchant marine and a robust number of American ships.

Consider this fact: after World War II, we had 1,200 American ships, American sailors on them, all American flagged. In the 1980s, we had 500. Today, we have less than 80.

We are seeing the disappearance of the American merchant marine. American sailors, American-flagged ships, American shipyards are all diminishing and very rapidly disappearing. It is up to us, your elected officials—myself, my colleagues, 434 other Members of Congress and the 100 Senators. And, I guess, the new President is interested in making America great again. Hey, here is how you can do it, President-elect Trump. Do it in policies that once again call for making it in America.

So what are my colleagues going to do? Let this opportunity slip? Let this opportunity disappear? Forget about the strategic nature of energy in the United States, the strategic necessity of being able to project American power with American sailors and American ships to go wherever we want?

Oh, yes, I heard somebody say, well, we could contract to have ships sent to move our military: Oh, yeah, hello, Mr. Xi. Oh, yeah, I am phoning. Yeah, I'm phoning from Washington, D.C., and, yeah, can you folks in Beijing send over ships so that we can send men and material to the South China Sea?

It is not likely to happen, right? We can't depend on other countries. We have to depend on our own abilities, our own shipyards, our own mariners. We can do it.

There are many bad regulations to be sure. There are some that hinder the economy. But I would propose to you that a very good law could be used to build the American economy by simply requiring that the export of liquefied natural gas be done on American ships, 15 percent between now and 2024, and thereafter, 30 percent, echoing what we did back in the 1960s when the North

Slope of Alaska opened up and that oil came south.

American steel pipe and American-made ships with American sailors, we can do it once again for the benefit of our country, for our national security, and for American workers and American businesses.

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

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. JONES (at the request of Mr. MCCARTHY) for today and for the balance of the week on account of personal reasons.

Mr. POE of Texas (at the request of Mr. MCCARTHY) for today and for the balance of the week on account of personal reasons.

SENATE BILL REFERRED

A bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 2873. An Act to require studies and reports examining the use of, and opportunities to use, technology-enabled collaborative learning and capacity building models to improve programs of the Department of Health and Human Services, and for other purposes, to the Committee on Energy and Commerce.

BILLS PRESENTED TO THE PRESIDENT

Karen L. Haas, Clerk of the House, reported that on November 28, 2016, she presented to the President of the United States, for his approval, the following bills:

H.R. 4902. To amend title 5, United States Code, to expand law enforcement availability pay to employees of U.S. Customs and Border Protection's Air and Marine Operations.

H.R. 5873. To designate the Federal building and United States courthouse located at 511 East San Antonio Avenue in El Paso, Texas, as the "R.E. Thomason Federal Building and United States Courthouse".

ADJOURNMENT

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

The motion was agreed to; accordingly (at 8 o'clock and 10 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, November 30, 2016, 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 second and third quarters of 2016, pursuant to Public Law 95-384, are as follows: