

Scipione in recognition of his retirement from the U.S. Attorney's Office for the Northern District of New York after more than 40 years in public service, as the USAO NDNY Law Enforcement Coordination Manager. Mr. Scipione has demonstrated a profound commitment to his community and country during his long career in law enforcement and service in the U.S. Air Force and New York Air National Guard.

A graduate of East Syracuse-Minoa High School and Onondaga Community College, Mr. Scipione began his career in law enforcement in 1980 as a police officer for the Town of DeWitt Police Department. He subsequently went on to serve as an Investigator for the Onondaga County District Attorney's Office, where he prepared cases for over 100 homicide trials. In 2004, he was hired by the U.S. Attorney's Office for the Northern District of New York as the Law Enforcement Coordination Manager. Mr. Scipione served in this role for 16 years, working to facilitate and support law enforcement efforts to increase safety and enhance the quality of life for our community.

In addition to his service in law enforcement, Mr. Scipione served his country in the U.S. Air Force and in the New York Air National Guard. During this time, he was deployed overseas on several occasions, and notably, supported efforts in Kuwait during Operation Desert Shield.

Outside of public service, Mr. Scipione is a devoted husband to his wife, Cindy, and a dedicated father to their three children. He is a proud grandfather to four grandchildren and dog owner to his German Shepherd, Amish.

Madam Speaker, I ask my colleagues in the House to join me in recognizing Mr. Armond "Skip" Scipione. As a dedicated public servant, I wish Mr. Scipione the best in his retirement.

OPPOSING THE GROW ACT'S
INCLUSION IN THE HEROES ACT

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 4, 2020

Ms. KAPTUR. Madam Speaker, I am very pleased the House took important action to support the pensions of millions of Americans in the HEROES Act. Action to secure the retirement benefits of workers and retirees in

troubled multiemployer plans and the long-term solvency of the Pension Benefit Guaranty Corporation (PBGC) remains a top priority of mine. Despite this positive effort, I am troubled by inclusion of provisions that impact healthy multiemployer pension plans. The inclusion of the GROW Act, which possesses significant conflicting support and opposition on important, must pass legislation is deeply troubling. The GROW Act will hurt workers, retirees, employers and the PBGC, and should not become law.

Composite plan legislation would create two plans—an existing plan and a new "composite" plan—out of a single, finite pool of assets. This places added burden on the ability to fund each adequately, increasing the odds of failure. Existing plans could refinance their obligations over 25 years—more than 10 years longer than current law allows. This reduces available funds for benefits under existing plans, making them vulnerable to funding shortfalls—and thus at risk for draconian benefit cuts in times of market volatility. For example, if Congress had already passed the GROW Act and it was law during the market volatility COVID inflicted on the stock market, the benefits composite plan participants expected to earn would be cut 70 percent, and the vested benefits they already earned would be cut 25 percent. At the same time, the vested benefits of participants in the existing plan would be cut 21 percent.

In addition to using accounting gimmicks to weaken existing multiemployer pension plans and place Americans' retirement security at risk, composite plans would also make it easier for employers to withdraw from existing multiemployer pension plans altogether, without paying their fair share of obligations to participants. Under current law, employers withdrawing from a pension plan must pay a "withdrawal liability" based on their contribution to the plan. Provisions of the GROW act would eliminate withdrawal liability for composite plans, and it would dramatically reduce the cost of withdrawing from an existing plan.

Moreover, composite plans would not be insured by the PBGC and would be exempt from paying PBGC premiums. This erodes the PBGC premium base significantly. When combined with plan failures that composite plans would accelerate, the PBGC will face new liabilities that will drive it to a new solvency crisis. Because of the grievous harm the GROW Act imposes on workers, retirees, the PBGC, and the entire multiemployer plan system, I

strongly oppose its inclusion in the HEROES Act.

JONES ACT 100TH ANNIVERSARY

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 4, 2020

Mr. GARAMENDI. Madam Speaker, tomorrow June 5 marks the 100th anniversary of the Jones Act, our nation's federal law guaranteeing a fleet of US-built, flagged, crewed, and owned vessels ready to serve the American people.

The current coronavirus global pandemic has reminded us all the critical importance of this foundational federal law and having a vibrant US-flagged maritime industry. The global maritime trade ground to a halt due to quarantine, and countries like China ordered their government-sponsored enterprises to stop all exports of critical medicine and medical supplies, including personal protective equipment for healthcare workers and first responders.

The Jones Act ensures that our nation can remain self-reliant during peace time and times of conflict. In California alone, the US-flagged maritime industry supports more than \$12.2 billion annually in economic impact related to the American domestic shipping industry and over 51,000 good-paying jobs. Nationally, the domestic maritime industry supports 648,220 American jobs with approximately 40,000 vessels in the American domestic fleet.

Madam Speaker, most major developed countries including the European Union have cabotage laws like the Jones Act. Congress must continue to support our nation's maritime workforce by upholding the Jones Act and opposing deeply misguided efforts to undermine it. As a member of both the Committee on Transportation and Infrastructure and the Committee on Armed Services, I plan to continue to do just that.

I hope all members of Congress will join me in that important work. In closing, I wish to mark this important milestone for the Jones Act by thanking the thousands of Americans working in our nation's maritime industry. I thank them for their invaluable work, day in, day out.