

couple of years ago, as a law enforcement officer, he slipped into the Museum of African American History and found out that the Metro Police, which is here in the DC metro area, goes over to the Museum of African American History and gets a guided tour through that facility to help new police officers get an understanding of African-American history from a law enforcement perspective and see what has happened to the relationship between law enforcement and African Americans over the centuries.

He joined that tour, and his statement to me was, I wish every police department could get that kind of training; that they could go to that museum and could get that kind of context.

My statement back to him was that we do that with the Holocaust Museum.

The Holocaust Museum does tours and is currently designing a curriculum by which to train trainers and work on anti-Semitism across the entire country. This body helped to get that done. Why don't we do that with the Museum of African American History and law enforcement? Challenge them to take the program they already have and turn it into a curriculum. Train the trainers and then get that out across the entire country. Multiply that out. Why couldn't we do that?

Every year when Police Week occurs, why couldn't we have a large contingency of law enforcement go through the Museum of African American History, get that training there, and then take that training back home? Why couldn't that happen? It could if this body were willing to step up and do some pragmatic things—engage in actually finding practical ways to continue the work that our Nation is doing.

You see, we are not at the beginning with regard to race. We are four centuries into this conversation. Yet what I will remind everyone is that we are actually trying. There are many places in the world that are not working on race relations at all in their countries. If you are not the dominant race, you are still excluded from the courts, from education, from access. As a country, we are trying, but for those who think we are done, they are wrong. We are not done with the journey.

I love pointing out to people: Watch the beginning of the Olympics when all of the countries march in. Almost every delegation under every flag looks alike until the United States marches in, and you see this great diversity of our athletes. It again reminds us that we are trying, but the past 10 days should also remind us that we are not done. Let's continue doing the hard work that needs to be done with our own families. Let's continue to do the legislative work that needs to be done to make progress, but let's keep going until it is done.

My friend said to me last weekend that our founding documents are great founding documents. We have just

never actually fully lived them out for everybody. I can't wait for us to continue the work in this body toward becoming a more perfect Union.

I yield the floor.

The PRESIDING OFFICER (Mr. SULLIVAN). The majority leader.

#### MORNING BUSINESS

Mr. McCONNELL. Mr. President, I ask unanimous consent that the Senate be in a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

(At the request of Mr. DURBIN, the following statement was ordered to be printed in the RECORD.)

#### S. RES. 602

• Mr. MARKEY. Mr. President, due to a clerical error, the junior Senator from California, Ms. HARRIS, was not added as an original cosponsor of S. Res. 602, a resolution that we introduced together on June 2, 2020, recognizing that the murder of George Floyd by officers of the Minneapolis Police Department is the result of pervasive and systemic racism that cannot be dismantled without, among other things, proper redress in the courts. Senator HARRIS understands that law enforcement should not be completely shielded from accountability when they violate someone's civil rights, and that the Supreme Court's qualified immunity doctrine is broken. I thank her for her support in leading the effort to abolish qualified immunity for law enforcement officers in its current form.●

#### ADDITIONAL STATEMENTS

##### TRIBUTE TO JOHN D. DWYER

• Ms. CANTWELL. Mr. President, Mr. John Dwyer has distinguishably served the U.S. Coast Guard and our Nation for more than 43 years, on Active Duty, in the Coast Guard reserves, and as a long-time Coast Guard civilian serving in Seattle, WA.

John earned his bachelor's degree from Gonzaga University in 1976 and was selected shortly thereafter to attend Coast Guard Officer Candidate School. Upon his graduation in 1977, he was commissioned as an Active-Duty officer in the Coast Guard. In 1985, he transitioned to the Coast Guard reserves, where he continued to advance until retiring as a captain in 2005, while serving as the Pacific Area Reserve Chief of Staff. During this time, John also earned his master's degree from the University of Washington, School of Marine Affairs, in 2004 and became a Department of Homeland Security senior fellow. Concurrent with his Reserve status, John began his service as a Coast Guard civilian employee in 1986, allowing him to focus

his expertise on the Puget Sound region and serve as an invaluable source of knowledge and continuity for the rotating Coast Guard personnel. Ultimately, he advanced to serve as the officer in charge, marine inspection and the chief of the Inspection Division at U.S. Coast Guard Sector Puget Sound. In this important role, John was responsible for ensuring the safety, environmental protection, and security standards for commercial vessels and waterfront facilities throughout Puget Sound, as well as the navigable waters of Washington State and Montana.

Throughout his service while in uniform, John was repeatedly recognized for actions that increased safety in the maritime industry. As early as 1977, as a young lieutenant, John improved the safety of the vital North Pacific maritime industry as he helped establish an uninspected vessel examination program in the Coast Guard's 17th district. The processes he established were smoothly transitioned from the district offices to a new field unit, the Marine Safety Office in Anchorage, AK. He was recognized in the early 1990s as commanding officer of the Reserve unit in Tacoma, WA, where John systematically found meaningful ways to increase reserve member participation in marine safety inspections, which had traditionally been conducted by Active-Duty members. By enhancing the role for reservists in marine inspections, John improved the safety of people in the commercial fishing and maritime industries, while also boosting the efficiency of the Coast Guard.

During his years of public service, John directly contributed to the maritime safety and security of our Nation. John's direct oversight ensured the seamless flow of maritime commerce, including the transportation of almost 24 million passengers per year on the Washington State ferries, the largest ferry system in the United States. He led the effort to create the region's first multiagency maritime security team that was responsible for the security of the expansive international maritime border between the United States and Canada. This successful program was adopted and became a best practice throughout the Nation. John was also directly involved in ensuring the safety of commercial fishing vessels in the North Pacific and Bering Sea fisheries, worth more than \$4 billion annually. His work with the fishing community undoubtedly saved lives and resulted in John becoming the standard-bearer for fishing vessel safety to Coast Guard members, fishermen, and policymakers across the Nation.

Above his exemplary execution of Coast Guard mission requirements, John left his mark as a skilled and thoughtful mentor. John served as a patient teacher and remarkable mentor for thousands of Coast Guard personnel. He generously shared his 43 years of maritime experience in vessel inspections, port security, waterfront