

INTRODUCTION OF H.R. 4914, THE
CENTER FOR COMMERCIAL DE-
PLOYMENT OF TRANSPORTATION
TECHNOLOGY DEVELOPMENT AU-
THORIZATION ACT OF 2002

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. HORN. Mr. Speaker, I rise today to introduce the Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002. The Center for the Commercial Deployment of Transportation Technologies (CCDoTT) is a chartered university center at California State University Long Beach (CSULB) functioning as a partnership of academic institutions, government, and commercial corporations.

The CCDoTT project is operated by the CSULB Foundation in conjunction with the Department of Defense, the United States Transportation Command (USTRANSCOM), and the Department of Transportation, through the Maritime Administration (MARAD).

CCDoTT was organized to pursue a broad range of defense and commercial technologies, to analyze transportation problems and environmental impacts, and to develop technological, procedural, computer, or equipment solutions. CCDoTT and its associates are well versed in transportation technologies, computer simulation and modeling, defense, electronic commerce, economic and cost modeling, state-of-the-art training and educational solutions, and advanced manufacturing technologies.

Recent developments with respect to national security issues and more specifically maritime related security issues, have introduced a new dimension to a number of CCDoTT program undertakings. These initiatives seek to advance the technology, procedures and equipment associated with improved surveillance and security of cargo movement to and from domestic and foreign marine ports and terminals.

Working with its partners, CCDoTT will continue to help our Armed Forces meet their rapid deployment needs for the new millennium while concurrently advancing the competitive capability of U.S. based shipping interests and maritime security related efforts currently under consideration.

Mr. Speaker, it is my hope that my colleagues will join me in supporting H.R. 4914, The Center for Commercial Deployment of Transportation Technologies Authorization Act of 2002.

H.R. 4914 is printed below:

H.R. 4914

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002".

SEC. 2. JOINT DEPARTMENT OF TRANSPORTATION/DEPARTMENT OF DEFENSE PROGRAM TO DEVELOP TRANSPORTATION TECHNOLOGIES FOR COMMERCIAL AND MILITARY APPLICATIONS.

Section 8 of the Merchant Marine Act, 1920 (46 U.S.C. App. 867) is amended—

(1) by designating the text as subsection (a); and

(2) by adding at the end the following new subsection:

(b)(1) Notwithstanding any other provision of law, from amounts made available to carry out this subsection, the Secretary of Defense, in cooperation with the Secretary of Transportation, shall carry out a program under this subsection to develop and deploy dual use transportation technologies for commercial and military applications, including but not limited to the following:

- (A) Agile port.
- (B) High-speed sealift.
- (C) Advanced cargo and passenger vessel hull design, propulsion systems, and construction employing national defense features.
- (D) Rapid deployment.
- (E) Command and control, and decision support.

(F) Maritime, port, and cargo security.
(2) The Secretary of Defense shall carry out such program in cooperation with the Secretary of Transportation under section 2358(b)(4) of title 10, United States Code.

(3) The program required by paragraph (1) shall be carried out pursuant to a cooperative agreement to be entered into by the Secretary of Defense, the Secretary of Transportation, and the Center for Commercial Deployment of Transportation Technology of California State University, Long Beach.

(4) Of amounts appropriated or otherwise made available for the use of the Department of Defense for research, development, test, and evaluation, Defense-wide, the following amounts shall be available for a task and delivery order contract under section 2304(c) of title 10, United States Code, to carry out this subsection, to remain available until expended:

- (A) \$10,000,000 for fiscal year 2003.
- (B) \$15,000,000 for each of fiscal years 2004 and 2005.
- (C) \$20,000,000 for each of fiscal years 2006 and 2007.

Below is a letter of June 11, 2002, from five Presidents of the marine unions who want to see the dedicated ship-building in high-speed passenger and cargo vessels.

JUNE 11, 2002.

HON. STEVE HORN,
House of Representatives,
Washington, DC.

DEAR CONGRESSMAN HORN: On behalf of the undersigned maritime or organizations, we are writing to express our support for your legislation, H.R. 4914, the "Center for Commercial Deployment of Transportation Technology Development Authorization Act of 2002." We are especially pleased your legislation would specifically authorize the development and deployment of dual use transportation technologies for commercial and military applications in the area of high-speed passenger vessels.

As you may be aware, our organizations have been working with Voyager Holdings, a U.S.-owned venture that has contracted to build two very high-speed trimaran passenger vessels at Baltimore Marine Industries. These vessels will incorporate a new, highly stable hull design developed by Kvaerner Masa Marine with technology support from Science Applications International Corporation (SAIC), David Taylor Research Center, and Band Lavis & Associates. In addition, these vessels will be capable of conversion for national emergency support due to their innovative militarily useful features designs. Significantly, these design enhancements are based on the cooperative development between the California State University at Long Beach and the Center for the Commercial Development of Transportation Technologies (CCDoTT).

The CCDoTT program enables the Department of Defense, through the United States Transportation Command, and the Department of Transportation, through the Maritime Administration, to leverage advanced transportation technologies to address de-

fense and commercial transportation requirements. Voyager's proposed trimaran high speed, cruise vessels, in addition to representing the next step in the evolution of cruise vessel design, offer distinct advantages for both commercial and defense sealift missions. In fact, a representative of the Department of the Navy has told Voyager Holdings that they are "particularly pleased that [this] design includes a number of features that will greatly enhance the defense related value of your vessel . . . These high-speed long range vessels . . . will significantly enhance our nation's United States-flag commercial sealift capability."

We believe CCDoTT's mission to pursue dual use defense and commercial technologies will, as in the case of the high-speed trimaran cruise vessels, help the United States gain worldwide leadership in the advanced high-speed ocean transportation market. Your legislation, by providing CCDoTT with a multi-year authorization, will enable CCDoTT to continue to pursue its mandates over the long term with the knowledge that its work can proceed in an uninterrupted fashion.

We again express our support for your legislation and look forward to working with you and your colleagues for its enactment this year.

Sincerely,

Captain Timothy Brown, Masters, Mates & Pilots; Ron Davis, Marine Engineers' Beneficial Association; Henry Disley, Marine Fireman's Union; Gunnar Lundeborg, Sailors' Union of the Pacific; Michael Sacco, Seafarers International Union.

THE BRACERO JUSTICE ACT OF
2002

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 12, 2002

Mr. GUTIERREZ. Mr. Speaker, I rise today to announce the introduction of my bill, the Bracero Justice Act of 2002. I am joined by Representatives FARR, FILNER, PASTOR, NAPOLITANO, SOLIS, BACA, ROYBAL-ALLARD, SERRANO, MCGOVERN, RODRIGUEZ, FRANK, MENENDEZ, MILLENDER-MCDONALD, SCHAKOWSKY, GONZALEZ, ORTIZ, VELÁZQUEZ, ACEVEDO-VILÁ, REYES, LIPINSKI, BECERRA, MCKINNEY, DAVIS (IL), and BERMAN.

I am very pleased to introduce legislation that offers relief to people who have long sought help. My bill would allow people to seek recourse in a venue that so often has protected the most vulnerable in our society: the federal judicial system. In short, my bill would give a deserving group of people their day in court and to have their case heard on the merits.

Bracero workers have been waiting for their day in court for nearly six decades. Sixty years ago, in 1942, the U.S. Government entered into a program that was designed to help America get through the economic challenges that accompanied World War II. Under the program, nearly 5 million workers came to the United States from Mexico, to carry out the back-breaking labor that kept our Nation going. They filled in where labor was in short supply—especially in agriculture. Their work