

EXTENSIONS OF REMARKS

IN MEMORY OF JOE LACEY

HON. NANCY PELOSI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 11, 2007

Ms. PELOSI. Madam Speaker, I rise to pay tribute to a longtime San Francisco community leader and friend, Joe Lacey, who died on December 30, 2006.

Joseph Patrick Lacey's family moved to San Francisco in 1921. As a scholar athlete, Joe attended St. Ignatius High School and the University of Santa Clara on a football scholarship, playing in two Sugar Bowls. In 1940, Joe won the Pacific Coast Heavyweight Boxing Championship. In 1941, Joe played on an All Star Football team in Hawaii where he met his beloved wife of 55 years, Katharine Faye Dooling.

He served our Nation with distinction in the Navy on the USS *Yarnall* DD 541 in World War II participating in several Pacific battles, including Tarawa, Saipan, Guam, Iwo Jima and Okinawa, and again in the Korean War, serving on the USS *Walker*.

After the war, Joe began the next chapter of his life, starting a successful homebuilding company whose work includes thousands of homes in the San Francisco and Sacramento areas. Later in life, he taught special education in the Watsonville, Newark and San Francisco County school districts.

Joe was a life-long volunteer, dedicated to children and our city's most vulnerable residents. He was active in youth sports and a champion of San Francisco's homeless and elderly populations. He served on the boards of several non-profit organizations in San Francisco for more than 25 years, including Old St. Mary's Housing Committee, Catholic Charities, Senior Action Network, Planning for Elders and TURN.

Joe was well known in the halls of San Francisco city government buildings, representing nonprofit organizations. Mayor Willie Brown appointed Joe as a commissioner on the San Francisco Commission on Aging, where he proudly served until his death.

With great appreciation for his extraordinary work and service to our city and our Nation, I extend my deepest sympathy to his large and loving family. He will long be remembered by countless individuals whose lives he touched. He was a great friend to the people of San Francisco, and we are diminished by his passing.

IMPLEMENTING THE 9/11 COMMISSION RECOMMENDATIONS ACT OF 2007

SPEECH OF

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 9, 2007

Mr. MICA. Madam Speaker, I rise today to bring to Members' attention a number of con-

cerns have with the aviation security, emergency preparedness, and port security provisions contained in H.R. 1, the "Implementing the 9/11 Commission Recommendations Act of 2007."

AVIATION SECURITY PROVISIONS

Almost all of the aviation security provisions in H.R. 1 address requirements previously authorized or mandated by the Republicans in the years since September 11th.

H.R. 1 sets up an unrealistic Cargo Inspection Program that will be impossible to implement without bringing commerce to a halt and diverts limited funding and attention from higher security threats. Even more, Congress already addressed this recommendation in the Intelligence Reform and Terrorist Prevention Act of 2004; provided \$200M each year 2005–2007 to improve cargo security and \$100M each year 2005–2007 for research and development.

H.R. 1 will require inspection or a physical search of each piece of cargo and will therefore bring commerce to a grinding halt.

H.R. 1 ignores risk assessments to date that cargo is not a high threat area. Rather, passenger and baggage screening has been and should continue to be the first priority. Yet, passenger security checkpoints are still using 1950's technology with little explosive detection capability. Currently, only 28 out of 441 commercial airports have full or partial in-line EDS. Of the largest 29 airports that handle 75% of all passengers, only 9 have full in-line EDS systems.

Additionally, even though it is NOT a 9/11 Commission Recommendation, H.R. 1 gives TSA employees collective bargaining which will keep in place a flawed system and negatively impact the introduction of much needed screening technology.

Only thing worse than government bureaucracy is entrenched government bureaucracy. Yet that is exactly what H.R. 1 is seeking to create. In fact, H.R. 1 ignores and reverses Congressional direction in the Aviation and Transportation Security Act that a flexible personnel management system is essential to TSA's critical national security role. H.R. 1 also ignores and reverses TSA's January 2003 determination that, ". . . individuals carrying out the security screening function . . ., in light of their critical national security responsibilities, shall not, . . . be entitled to engage in collective bargaining. . . ."

H.R. 1 will be costly and will keep in place a flawed, security system and deny the opportunity to put in place much needed screening technology. Europeans learned the hard way and moved from a government-run airport security system to a private system with government oversight. It looks like we are not learning from their efforts.

Finally, H.R. 1 does not address many important aviation security issues such as: Ensuring biometrics operations in identification and access control; deploying high technology solutions; improving pilots' licenses; setting a term for TSA Deputy Secretary position. We have had 4 different people in charge in the 5

years since the agency was created (Magaw, Loy, Stone and Hawley)—not counting when the post was unfilled. For instance, in 2001, the Democrat-lead Senate adjourned for the year without taking action to fill this post—the President had to make a recess appointment on January 7th, 2002.

EMERGENCY MANAGEMENT PROVISIONS

The Post Katrina Emergency Management Reform Act and past appropriations bills already address most of the 9/11 Commission's first responder recommendations. Republicans already implemented comprehensive emergency management reform. Normal procedure and a committee markup would have allowed Congress to address the few inconsistencies with the Post Katrina Emergency Management Reform Act enacted by the last Congress.

H.R. 1 makes only minor emergency management reforms. Republicans enacted comprehensive emergency management reform last year in the Post Katrina Emergency Management Reform Act addressing interoperable communications, emergency preparedness standards and FEMA reform. H.R. 1 authorizes another grant program for communications equipment, providing for "such sums as necessary." This is just an authorization, not real money. In contrast, the Republicans passed a law that will allocate a portion of the digital spectrum sale to interoperable communications grants. This is real money, and will be a billion dollars.

H.R. 1 is a first step toward the Federal Government placing unfunded mandates for preparedness on private businesses. It is important for individuals and businesses to be prepared for disasters, but H.R. 1 includes a provision that is a first step toward the Federal government placing unfunded mandates for preparedness on private businesses. It goes well beyond any Congressionally-mandated role and inserts the Federal Government into state and local affairs.

PORT SECURITY PROVISIONS

Well before the 9/11 Commission's report in 2004, Congress recognized the potential for a maritime-based terrorist attack. In 2002, Congress adopted the Maritime Transportation Security Act which established a framework of comprehensive port and vessel security. Congress expanded the Act in 2004 and adopted the SAFE Port Act last year. The SAFE Port Act established a cargo scanning pilot program. That program will start scanning containers bound for the United States in at least 5 foreign ports later this year.

So, I am surprised to see the proposal to mandate 100 percent screening on the floor today. That is NOT the recommendation of the 9/11 Commission. The Commission recommends that the government "identify and evaluate the transportation assets that need to be protected, set risk-based priorities for defending them, select the most practical and cost-effective ways of doing so, and then develop a plan, budget, and funding to implement the effort." That isn't what this provision does.

While the proposal before us today would allow the existing pilot program to continue, it

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

would also require each and every cargo container to be screened in each and every foreign port not later than 5 years, and as soon as 3 years from enactment. This requirement would come into effect regardless of the results of the pilot program and, perhaps, regardless of the availability of any sufficient screening system.

When this proposal was first made last year, it was opposed by the Administration, the maritime transportation industries, and such voices as the Washington Post's editorial page. Instead of enacting any blanket requirements on the maritime transportation sector without any technologies capable of achieving the standards, Congress rightly required the Department of Homeland Security to test the capabilities of available scanning technologies.

My friends on the other side of the aisle are justifying their proposal by saying that 100 percent scanning systems are in place at two ports overseas. It is not. In these ports, some—but not all—containers are scanned, and none of the scans are analyzed to determine that the container is or is not a risk.

No system currently in place in any port worldwide is capable of scanning and reviewing 100 percent of containers that are bound for the United States. What will we do in 3 years if there are no scanning technologies available without creating massive backups and delays in international maritime commerce? Let's complete the pilot program and not establish mandatory requirements that we may not be able to meet.

Congress has acted to make America's maritime commerce is safer than before 9/11. It is unfortunate that this bill has been brought to the House Floor with the intention of convincing the American people that until now Congress has simply let the 9/11 Commission's recommendations languish. Nothing could be further from the truth.

IN HONOR OF FREDERICK
JOHNSEN

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 10, 2007

Mr. FARR. Madam Speaker, I rise today to honor the memory of a true national servant. Frederick Johnsen, a 9-year volunteer and contributor to Hospice of the Central Coast, passed away peacefully on Thursday, November 16, 2006. He was 71 years young.

Mr. Johnsen was born in Newark, New Jersey and attended primary schools in Union, New Jersey, and University of Omaha from where he graduated with a B.S. in 1963. Fred retired from the Army in 1980 after 22 years of service with the rank of Major. His outstanding military service earned him the Bronze Star Medal with two Oak Leaf Clusters twice, the Meritorious Service Medal, the Army Commendation Medal, the Good Conduct Medal, the National Defense Service Medal, and the Armed Forces Expeditionary Medal (Dominican Republic). Upon his retirement, Fred and his wife Edith, settled in Marina, California, adjacent to his last duty station at Fort Ord.

During his early years of retirement he enjoyed teaching sailing at the Naval Postgraduate School. He was a founding member

of Sun Street Center, and SeaRina Community Recovery Center Advisory Board. He loved growing roses and was a member and president of the Monterey Bay Rose Society and served as a Consulting Rosarian. Most recently he was known for his supportive role as husband and confidante to my good friend Edith Johnsen, former Mayor of Marina and Supervisor for the Fourth District of Monterey. He took great pleasure in gourmet cooking, sports—especially NASCAR racing—and his relationships in the community.

Fred is survived by Edith Vallo Johnsen, his wife of 48 years; his sons, Christopher of Portland and Kenneth of Miami; his brother, Robert Johnsen and his mother, Margaret Salerno Johnsen of Union, New Jersey; along with numerous beloved family members.

Madam Speaker, on behalf of the House, I would like to extend our Nation's deep gratitude for Fred's service to the United States and his own local community. I know I speak for every Member of Congress in offering our condolences to Edith and the whole Johnsen family for the loss of their beloved husband, father, son, and brother.

IMPLEMENTING THE 9/11 COMMISSION
RECOMMENDATIONS ACT
OF 2007

SPEECH OF

HON. TOM UDALL

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 9, 2007

Mr. UDALL of New Mexico. Mr. Speaker, I rise today very pleased that we will finally pass legislation to implement in full the recommendations made by the 9/11 Commission over 2 years ago. This is an important day for our Nation, and an extremely important day for the security of our Nation.

There is much to like about this legislation, but today I would like to focus only on a few of the many important provisions in the bill. Specifically, I have supported in the past, and continue to support today, efforts to screen 100 percent of shipping containers headed through United States ports. As I have noted here on the floor of the House before, approximately 95 percent of our Nation's trade, worth nearly \$1 trillion, enters or leaves through our seaports. We must secure these ports and do so immediately. We have already waited too long.

I know there is much concern about the feasibility of this provision to screen 100 percent, because of cost as well as whether or not it is simply possible. But Madame Speaker, I believe it is feasible. There are technologies being developed in my district by able small businesses to provide for improved screening processes while ensuring that port operations continue efficiently and effectively. Our Nation has faced challenges to our security before, and industry and our citizens have responded. I believe this can be the case again if we demonstrate the will to lead. And today we are on the verge of doing so.

Another aspect of H.R. 1 that I would like to highlight today are the changes made to the Civil Liberties Oversight Board. Representatives MALONEY, SHAYS, and I introduced legislation during the 109th Congress to make the Board an independent agency, grant the

Board subpoena authority, subject all members of the Board to be confirmed by the Senate, require that no more than three members of the same political party be allowed to serve simultaneously, thus creating a more bipartisan and politically diverse board, and require each executive department or agency with law enforcement or antiterrorism functions to designate a privacy and civil liberties officer. H.R. 1 includes each and every one of these provisions.

Mr. Speaker, these are just a few of the many provisions included in H.R. 1 that will help secure our nation and I strongly support the passage of this legislation today. I urge my colleagues to do the same.

PAYING TRIBUTE TO STEPHEN E.
EWING

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 10, 2007

Mr. DINGELL. Madam Speaker, I rise today to honor and pay tribute to Stephen E. Ewing, who served the Michigan business community for over 35 years.

Steve retired at the end of 2006 as the Vice Chairman of DTE Energy. He has been an industrious and dedicated leader in Michigan for over 35 years. Steve's career in natural gas began at Michigan Consolidated Gas Company, MichCon, where he held several executive positions and was responsible for corporate planning, personnel, administration and customer service from 1971 to 1985. He became the chief operating officer in 1985 and later the chief executive officer in 1992. Through his leadership, Steve helped MichCon become a founding member of the Heat and Warmth Fund, THAW, an organization that provides energy assistance to low-income families, and the National Fuel Network, NFFN, an organization that promotes privately funded energy assistance.

When MCN Energy Group and DTE Energy merged in 2001, MichCon became a subsidiary and Steve became the head of the DTE Energy Gas Unit. At DTE Energy, Steve worked on creating new business opportunities in natural gas and managed the company's external gas-related business relationships. Steve has been recognized for directing environmentally responsible natural gas exploration and production activities in Northern Michigan, earning DTE Energy praise and trust from northern Michigan's environmental community.

Steve has also devoted his time and knowledge to the energy sector by serving as chairman of American Gas Association and member of the AAA Auto Group Club. He remains deeply involved in the Michigan community by serving on the boards of several economic, education, cultural, and health and human services organizations and businesses; as well as on the executive board of the Boy Scouts of America's Detroit Area Council and the National Petroleum Council. Throughout his career, Steve has been a mentor to his employees, instilling in them the successful leadership qualities that he employed in his executive capacities. Steve is a true pioneer in energy matters and the State of Michigan is grateful for his 35 years of service.