

which will carry 5,400 passengers. This super-sized cruise ship is twice the size of a Nimitz class aircraft carrier.

During a typical 1-week voyage, a large cruise ship (with 3,000 passengers and crew) is estimated to generate 210,000 gallons of sewage; 1 million gallons of graywater (wastewater from sinks, showers, and laundries); more than 130 gallons of hazardous wastes; and 8 tons of solid waste. A large cruise ship will also generate more than 25,000 gallons of oily bilge water (oil and chemicals from engine maintenance that collect in the bottom of ships and are toxic to marine life).

We all know what happens when untreated sewage is dumped through accident or failure: It damages the environment. Beaches are closed. Swimmers and surfers get sick from a number of diseases. Americans have come to expect that the sewage they create is regulated and that cities will not dump untreated sewage into the water. When sewage spills occur, Americans expect that they will be quickly informed and protected.

Isn't it reasonable to think that these ships should be subject to the same wastewater regulations as those governing municipalities of comparable size? I think so. Is it our responsibility to enact the policies which will ensure that these floating cities do not cause damage to our marine environment? With 75 percent of the passengers going through U.S. ports, it is our duty.

While many cruise ship companies have environmental policies and agreements in place, many are voluntary with no monitoring or enforcement provisions. Unfortunately, I am all too familiar with the down-side to voluntary agreements. In my district a cruise ship—breaking its voluntary agreement—illegally discharged 36,000 gallons of sewage into the Monterey Bay National Marine Sanctuary in 2002.

Simply put, voluntary agreements between cruise lines and States are not enough to ensure protection of our oceans. The public deserves more than industry's claims of environmental performance. We need a Federal law and we need it now. It's time we strengthen the environmental regulations and in so doing, bring these floating cities in line with current pollution treatment standards. The Clean Cruise Ship Act of 2008 is the answer.

The legislation that I am introducing today has bipartisan support and is endorsed by many local and national groups, plugs existing loopholes in Federal laws, bans the dumping of wastewater within 12 miles of shore, bans the dumping of hazardous waste, sewage sludge and incinerator ash in U.S. waters, requires ships to treat their wastewater wherever they operate, and authorizes broadened inspection and enforcement authority.

Several States including California, Alaska, and Maine, have enacted legislation to better regulate various cruise ship wastes—similar to the legislation I am introducing today. In fact, I am proud to report that California is leading the country in protecting its coastal waters from cruise ship pollution.

Now I would like to mention another way in which ships may damage our coasts: aquatic invasive species that slip into our lakes and coastal waters in discharged ballast water. Alien species that have escaped into U.S. waters are causing massive harm. We have to do everything in our power to prevent new invasive species from getting loose. With this

in mind, many of us have been closely watching court cases surrounding the Environmental Protection Agency's responsibility for regulating ballast water under the Clean Water Act. That litigation may have implications for cruise ship wastewater pollution.

I do not intend for this bill or these comments to interfere with or undermine the provisions of the Clean Water Act that deal with discharges of pollution into the Nation's waters. I have always supported and continue to support the Clean Water Act. It will continue to be an important tool that, in conjunction with the Clean Cruise Ship Act, can significantly reduce wastewater pollution from cruise ships.

Passing the Clean Cruise Ship Act of 2008 is one of the ways to provide all States with the kinds of ocean and coastal protections that the people of California, Alaska, and Maine benefit from. Enacting this bill will protect the tourism industry by making sure that the beaches and oceans, two of the attractions that make California the most visited State in our country, will be protected from cruise ship pollution. Simply put, this legislation ensures two things: (1) a sustainable future for our oceans, and (2) a sustainable future for the cruise and tourism industry.

This legislation promotes the public interest for all Americans. The public expects and deserves clean water—both in our inland waterways and in our oceans. The Clean Cruise Ship Act of 2008, through its discharge regulations, will give the public what it deserves.

In closing, Madam Speaker, I urge all of my colleagues to support this critically important legislation.

TRIBUTE TO JERRY DWYER

HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 9, 2008

Mr. LATHAM. Madam Speaker, I rise today to recognize and congratulate Jerry Dwyer of Clear Lake, Iowa, for earning the Federal Aviation Administration Wright Brothers Master Pilot award and the Charles Taylor Master Mechanic award.

Jerry began flying at age 13 and earned his student pilot rating at age 16, the same year he became an apprentice aircraft and engine mechanic. He has also obtained commercial pilot and aircraft transport pilot certificates. At the age of 77, Jerry remains a licensed pilot and mechanic and is the president of Dwyer Aircraft Sales Inc.

It is very uncommon for a pilot to receive both awards in a lifetime, especially at the same time. Jerry received the FAA awards at the FAA ceremonies in Ames, Iowa earlier this year. The Wright Brothers Award recognizes pilots who have practiced and promoted safe flight for 50 consecutive years. The Taylor award recognizes the lifetime accomplishments of senior mechanics.

I know that my colleagues in the United States Congress join me in commending Jerry Dwyer for his leadership and dedication to aviation safety. I consider it an honor to represent Jerry in Congress, and I wish him the best in his future endeavors.

IN HONOR OF THE ITALIAN CULTURAL GARDEN

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 9, 2008

Mr. KUCINICH. Madam Speaker, and colleagues, I rise today in honor and recognition of the Italian Cultural Garden, within which the beautiful and ancient notes of Italian Opera, will be heard in the garden for the first time since 1943.

The Italian Cultural Garden was formally opened on October 12, 1930, in honor of the 2,000th anniversary of the birth of the Italian poet, Virgil. Cleveland, business owner and Italian American Philip Garbo led the effort to create the garden. His expertise in the areas of Renaissance art, along with his commitment to keeping his Italian heritage vibrant in Cleveland, is reflected throughout the garden.

Visitors to the Italian Cultural Garden are awestruck by the magnificent sandstone towers that mark the entrance. Once inside, exquisite stone walkways and staircases wind through landscapes that meander throughout the two-level garden. On the lower level, a stone wall fountain adds elegance to a reflective courtyard of circular stone. The fountain is flanked on either side by the countenances that highlight Italian brilliance: Giotto, Michelangelo, Petrarca, Verdi, da Vinci and Marconi.

Madam Speaker and colleagues, please join me in celebration and recognition of the Cleveland Italian Cultural Garden. On Friday, June 27, 2008, the ancient melodies of Italian opera will once again rise above the falling water, light, flora and stone in the Italian Cultural Garden. The ancient art of opera celebrates the history of Italian culture—a culture that covets and encourages artistic discovery; a culture that understands the significance of historical preservation; and a culture that continues to offer significant contributions to Cleveland, to our country and to the world.

EXPRESSING SUPPORT OF THE THURGOOD MARSHALL RESOLUTION

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 9, 2008

Mr. RANGEL. Madam Speaker, I rise today to express my support of the Thurgood Marshall Resolution that recognizes the 100th birthday of Thurgood Marshall, introduced by Congressman DONALD M. PAYNE.

Thurgood Marshall was one of the America's most important leaders of the civil rights revolution and architects of affirmative action. Being born as a grandson of a slave in Baltimore, MD, Marshall grew to become the Nation's first African-American Supreme Court justice and a recognized fighter for equal rights and integration. Marshall, who was rejected by the University of Maryland Law School because of his race when he applied, eventually earned his law degree from Howard University. And again, when he was refused the opportunity to practice law, he became the lead attorney for the Legal Defense Fund of the National Association for the Advancement