

IN MEMORY OF MAERSK
MCKINNEY MOLLER

The SPEAKER pro tempore (Mr. FARENTHOLD). The Chair recognizes the gentleman from North Carolina (Mr. COBLE) for 5 minutes.

Mr. COBLE. Mr. Speaker, I stand today to honor the legacy and achievements of one of the greatest friends America has ever known, Mr. Maersk McKinney Moller, who died recently at the age of 98 in his home country of Denmark. Mr. Moller, whom I've known personally for more than 2 decades, was a Dane and an American by virtue of his American mother, a loyal husband, a doting father, a brilliant businessman, and a leading figure in the development of the modern globalized marketplace.

I initially met Mr. Moller, Mr. Speaker, in his Copenhagen office. We spoke for 35 to 40 minutes, and it became apparent to me that I was in the presence of a truly great man.

Mr. Moller loved America. It is no coincidence that his company's U.S. flag business unit, Maersk Line, Limited, owns and operates the largest U.S. flag fleet of vessels serving our military today. In fact, these U.S. flag vessels employ more American mariners and have delivered more of the critical material to supply U.S. troops in the Iraq and Afghanistan conflicts than any other carrier. And the same is true of humanitarian aid and every other category of government-impelled cargo carried by U.S. flag commercial vessels. Maersk McKinney Moller believed in the mission and basic goodness of America, and he demonstrated that belief throughout his life.

Mr. Moller, Mr. Speaker, was born in Denmark in 1913. He grew up in the shipping industry that his father, Arnold Peter Moller, had started in 1904. In 1940, after the occupation of Denmark by Nazi troops, all the company's vessels in international waters were ordered to neutral ports and a third of the fleet sought refuge in ports controlled by the United States.

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Mr. Moller traveled to New York soon after the occupation and ran the operations from there through 1947.

Allied forces requisitioned the Maersk fleet and most were subsequently lost to German U-boats in the most devastating loss of merchant mariner life in history. At the conclusion of the war, Mr. Moller returned to Denmark and continued building a global business empire, becoming CEO of the group in 1965.

In 1991, Mr. Moller wrote a letter to then-U.S. Secretary of Defense Dick Cheney highlighting the longstanding connections between America and Maersk. Among other matters in the letter, Mr. Moller wrote:

Maersk is, and has always been, a strong advocate for uninhibited free trade and the principles of freedom consistently enunciated by the United States and Denmark. Our entire organization, and especially

Maersk Line, Limited will be ready to serve anytime should that be desired.

Mr. Moller stepped down as CEO in 1993, but remained chairman of the AP Moller Group until 2003. Even through the last few months of his life, however, Mr. Moller went to work every day, walking up five flights of stairs to his office.

Through his vision and leadership, Mr. Moller built the largest container shipping company in the world, but never abandoned his love and appreciation for the United States and its people. Over 70 years, he personally cultivated and sustained a valuable partnership with the United States, one that continues to support and advance our commercial and national security interests around the world.

Finally, Mr. Moller was a citizen of Denmark, indeed, the world; but he will always have a special place of respect, admiration, and appreciation from the people and the Government of the United States.

CLIMATE CHANGE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, in this time of extreme weather events, our hearts go out to victims of the storms, wildfires, power outages, torrential downpours, the winds, trees crashing into homes. It makes our hearts ache, thinking of the suffering of hundreds of thousands of people in sweltering heat without electricity.

Beyond our shores, we see this extreme weather is global in scale, such as the flash floods that killed hundreds in Russia this last week. We must pause, shudder, and feel sadness for those families.

For many, the instinct is to help people resettle, rebuild, and reconnect. But the Nation's elected leaders should do more than comfort those in distress and try to help people recover. As policymakers, shouldn't we act to try and prevent the next catastrophe?

Some of this is relatively simple and straightforward, even if potentially controversial. Don't relocate people right back in the same flame or flood zone. We know they'll be ravaged by fire and flood. At a minimum, we shouldn't have the Federal Government pay to put people right back in harm's way.

This discussion is part of flood insurance reform and national disaster policy that I personally have been working on for decades. We have made some progress, but not nearly what we should.

You would think we would stop making it worse, yet we allow more and more people to move into the flame zone seeking to live with nature, and these people then expect government to prevent nature from doing what it's done for eons. In most cases, the fires in these areas not only cannot be

stopped, but we make the next fire worse by suppressing nature's natural fire cycle until there's so much fuel in the forest that the inevitable next fire burns longer and more furiously, putting more at risk.

The more people who are permitted or even encouraged to build homes and live in an area that cannot be defended is a prescription for disaster. It's an example of political malpractice, a head-in-the-sand attitude that many today in this Chamber have regarding climate change, rising sea level and weather instability, which are all completely predictable, foreseen consequences of carbon pollution.

It's being played out in a variety of areas. We're watching oceans become more acidic, bleaching and killing coral reefs, which are the rain forests of the sea. Shouldn't we be doing something to try and prevent it?

On the land, it's becoming clear what warming will mean to our communities with more instability, hotter temperatures, heavier precipitation events, 23,383 all-time heat records set this year.

The worst example of government response, I think, is legislation in North Carolina, and it's already passed the State senate and is working its way through, that would prevent the State and local governments from planning based on the best scientific evidence about the accelerating pace of sea level increase.

In Congress, it's notable that one of our major parties has firm opposition to even using the words "climate change," let alone plan for or prevent it happening. It's not an energy policy to promote more carbon pollution and lavish support for old fossil fuel technology, nor to claim climate science is a hoax.

That's the mindset that puts at risk replacement of a vitally needed satellite providing climate data. With all the ominous signs, horrific events and high stakes, how can we, as policymakers, not at least give weight to the advice of the vast majority of scientists.

I'll tell you, this current generation of politicians will be asked by their grandchildren what could you possibly have been thinking. Indeed, I'll wager that some of today's policymakers, even the most obtuse and dogmatic, will live long enough to regret their hostility to science and their short-sighted devotion to politics of the moment over the future of the planet and their very families.

They are like King Canute, who ordered the tide not to come in until it washed over his feet. Unlike King Canute, today's policymakers could do something about it.

HEALTH TAX

The SPEAKER pro tempore. The Chair recognizes the gentleman from Virginia (Mr. FORBES) for 5 minutes.

Mr. FORBES. Mr. Speaker, several days ago I was one of only a handful of