

HONORING THE LIFE AND LEGACY
OF MR. JACK LOANE**HON. PETER J. ROSKAM**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 11, 2014

Mr. ROSKAM. Mr. Speaker, I rise today to honor a member of America's Greatest Generation, Mr. Jack Loane. Jack was a World War II Navy veteran. He passed away this June, and is survived by his children and grandchildren.

Jack was present at the naval base in Pearl Harbor during the attack and later joined the Navy on the western front. Jack's bravery knew no bounds as he was involved in the Naval Armada taking troops to Normandy, France for the D-Day Invasion. He holds the distinction of being one of the few veterans to take part in both the attack on Pearl Harbor and the counter-offensive of D-Day.

Jack will be remembered as a loving husband, father, and grandfather. He was active in the community, and tremendously proud of his service to our country. He was a frequent speaker and attendee at veteran's events, and was even honored this year at a Blackhawk's game for his service and sacrifice in defense of our freedoms.

Mr. Speaker, and my distinguished colleagues of the House, please join me in honoring Mr. Jack Loane, a true American patriot. I know I join his friends, family, and brothers in arms in celebrating his life and service and honoring his legacy as a veteran and an outstanding American.

OUR UNCONSCIONABLE NATIONAL
DEBT**HON. MIKE COFFMAN**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, July 11, 2014

Mr. COFFMAN. Mr. Speaker, on January 20, 2009, the day President Obama took office, the national debt was \$10,626,877,048,913.08.

Today, it is \$17,586,759,896,863.97. We've added \$6,959,882,847,950.89 to our debt in 5 years. This is over \$6.9 trillion in debt our nation, our economy, and our children could have avoided with a balanced budget amendment.

PERSONAL EXPLANATION

HON. DAVID G. REICHERT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Friday, July 11, 2014

Mr. REICHERT. Mr. Speaker, on rollcall No. 394, I was unavoidably detained. Had I been present, I would have voted "yes."

PERSONAL EXPLANATION

HON. ROBERT HURT

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 11, 2014

Mr. HURT. Mr. Speaker, I was not present for rollcall vote No. 397. Had I been present, I would have voted "aye."

ENERGY AND WATER DEVELOPMENT
AND RELATED AGENCIES
APPROPRIATIONS ACT, 2015

SPEECH OF

HON. SHEILA JACKSON LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 9, 2014

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 4923) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2015, and for other purposes:

Ms. JACKSON LEE. Mr. Chair, I rise to speak on "H.R. 4923, the Energy and Water Development and Related Agencies Appropriations Act, 2015," under final consideration by the House.

I want to thank Chairman SIMPSON and Ranking Member KAPTUR for their stewardship in bringing this legislation to the floor and for their commitment to preserving America's great natural environment and resources so that they can be enjoyed by generations to come.

As a senior member of the Homeland Security Committee, and the former chair of the Transportation Security Subcommittee, I understand that the challenge of protecting our nation's vital assets such as transportation infrastructure requires the finest technology and the highest levels of intelligence. Nothing can bring us to our knees faster than something affecting our economic vitality.

One of the greatest engines our economy has is the Port of Houston, which hosts a \$15 billion petrochemical complex, the largest in the nation and second largest worldwide? The Port of Houston petrochemical complex supplies over 40 percent of the nation's base petrochemical manufacturing capacity.

What happens at the Port of Houston affects the entire nation. The Port of Houston is critical infrastructure and the funding providing in the bill to address infrastructure needs and improvements are appreciated, but not sufficient to ensure that the nation's deep-water ports remain the best in the world.

Traffic at the Port of Houston accessed through the Houston Ship Channel has expanded dramatically. Today 2 million jobs depend on the Port of Houston. The Houston Ship Channel, which runs to the Gulf of Mexico, is the busiest channel in the nation with over 220,000 transits in 2013. We must look towards the future and make sure that port business destined for U.S. ports is retained.

Current levels of Army Corps funding barely address the operation and maintenance of our nation's ports and waterways. Nationally, the Harbor Maintenance Trust Fund collects adequate funding to address current needs; unfortunately the Trust Fund does not fund new construction.

By 2016, our national ports will face a major competition when the Panama Canal's major expansion project is scheduled to be completed. The changes investments being made by the Government of Panama will mean that larger vessels that will pass through their canal will carry goods and supplies, destined for U.S. ports.

The real threat is that our ports, including the Port of Houston is that our waterways like the Houston Ship Channel is not dredged deep enough to handle the post Panama Canal water way upgrade that will be available in just 2 years.

The Panama Canal will be 50 feet deep, which will provide enough draft for navigation. The 50 feet deep ships are on track to become the norm and we must be forward thinking to meet the challenge of serving these vessels at our nation's ports.

This appropriations bill must significantly increase funding dedicated to the Corps of Engineers specifically the Civil Works Operations and Maintenance program.

Earlier this year an oil spill in the Port was extremely costly and the efforts to return the port to full capacity were heroic. The incident also highlighted the need modernization that would address rapid response capabilities at Ports that focus on restoration of waterways to full activity as quickly as possible.

The Port of Houston:

According to the Department of Commerce in 2012, Texas exports totaled \$265 billion.

Is a 25-mile-long complex of diversified public and private facilities located just a few hours' sailing time from the Gulf of Mexico.

In 2012, ship channel-related businesses contribute 1,026,820 jobs and generate more than \$178.5 billion in statewide economic impact.

For the past 11 consecutive years, Texas has outpaced the rest of the country in exports. The Port of Houston is the:

1st ranked U.S. port in foreign tonnage;

2nd ranked U.S. port in total tonnage;

7th ranked U.S. container port by total TEUs in 2012;

Largest Texas port with 46% of market share by tonnage;

Largest Texas container port with 96% market share in containers by total TEUs in 2012; and

Largest Gulf Coast container port, handling 67% of U.S. Gulf Coast container traffic in 2012

2nd ranked U.S. port in terms of cargo value (based on CBP Customs port definitions)

For these reasons, I reservations that this bill is all that Congressional should and could do to make sure that ports around the nation can keep pace with the global recovering economy.

In addition to these problems with the bill it also contains a number of riders that are problematic:

Obstruction of EPA's ability to clarify and define navigable water and specifying which of our nation's waterways are covered under the Clean Water Act.

Permanently prohibits the Army Corps of Engineers from modifying the definition of "fill materials" to include debris and overburden from mining and excavation projects to make them subject to the Clean Water Act.