

HONORING TOM WOODRUFF AND
MELISSA MILLER DURING NA-
TIONAL TEACHERS WEEK

(Mr. BOOZMAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BOOZMAN. Mr. Speaker, I rise today to honor two of the many outstanding teachers in my home State of Arkansas. Melissa Miller, a sixth grade math and science teacher at Randall G. Lynch Middle School in Farmington, Arkansas, was in Washington this week to accept the National Educator Award from the Milken Family Foundation. She was honored by the foundation for her innovative teaching methods that use real-world applications to make learning relevant and interesting to students.

Then there is Tom Woodruff, who teaches at Rogers High School in Rogers, Arkansas. Tom was recently named as one of five national finalists in the NASDAQ's national teaching awards. The awards recognize teachers for their originality, creativity, and effectiveness in advancing interest in, and understanding of, our economic system.

Mr. Speaker, we are blessed to have such dedicated people teaching our children in the Third District of Arkansas. It seems fitting since the PTA has named this week National Teachers Appreciation Week to take a moment to thank Tom, Melissa, and all the wonderful teachers who are helping to shape the future of our Nation.

SUPPORT OUR TROOPS

(Mr. CUNNINGHAM asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CUNNINGHAM. Mr. Speaker, the American people quite often are seen from time to time from both civilian businesses and the military with some bad actors. We all condemn those. The problem that I have is that too many people focus on just the bad actors and forget about the people that serve us well both in civilian business and in the military. I have served in the military. What irks me is that people that condemn our military are generally the people that have not served themselves. They are generally the people that continually vote against defense, which most of goes to the families to support them coming back. They continually vote against intelligence. And then they have the gall to stand up here and chastise our military. Mr. Speaker, I think that is wrong. I am proud of the men and women that serve in our military. I think if those individuals would speak about their accomplishments more, maybe we would all be better off.

APPOINTMENT OF CONFEREES ON
H.R. 2443, COAST GUARD AND
MARITIME TRANSPORTATION
ACT OF 2003

Mr. LOBIONDO. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 2443) to authorize appropriations for the Coast Guard for fiscal year 2004, to amend various laws administered by the Coast Guard, and for other purposes, with Senate amendments thereto, disagree to the Senate amendments, and agree to the conference asked by the Senate.

The SPEAKER pro tempore (Mr. FOSSELLA). Is there objection to the request of the gentleman from New Jersey?

There was no objection.

MOTION TO INSTRUCT OFFERED BY MR. FILNER

Mr. FILNER. Mr. Speaker, I offer a motion to instruct conferees.

The Clerk read as follows:

Mr. FILNER moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the bill (H.R. 2443) to authorize appropriations for the Coast Guard for fiscal year 2004, to amend various laws administered by the Coast Guard, and for other purposes, be instructed to insist on the language contained in section 415 of the House bill that requires foreign-flag vessels to have their vessel security plans approved by the United States Coast Guard before entering a port in the United States.

The SPEAKER pro tempore. Under the rule, the gentleman from California (Mr. FILNER) will be recognized for 30 minutes and the gentleman from New Jersey (Mr. LOBIONDO) will be recognized for 30 minutes.

The Chair recognizes the gentleman from California (Mr. FILNER).

Mr. FILNER. Mr. Speaker, I yield myself such time as I may consume.

The motion that the House has before it is really very simple. It instructs the House conferees on the Coast Guard and Maritime Transportation Act to insist on our House provision on section 415. Section 415 simply clarifies that all foreign-flag vessels that may be involved in a security incident in the United States must submit their vessel security plans to the Coast Guard for their review and approval before they enter the United States. It is pretty simple. We are trying to make sure that we do not have a terrorist incident caused by a ship coming to our shores.

We have seen clear evidence that terrorists have the means and capability to use vessels as a weapon. We all know about the attack on the U.S.S. *Cole*. Most recently, insurgents in Iraq blew up their boat filled with explosives when a U.S. boarding team tried to inspect their vessel. Two members of our Navy and one member of the Coast Guard died in that attack.

When this Congress enacted the Maritime Transportation Security Act in November of 2002, foreign vessel owners were clearly required to submit vessel security plans to the United States Coast Guard. They were prohibited

from operating after July 1 of this year if those plans were not approved and if they were not operating in accordance with those plans. But in the month after this MTSA, the Maritime Transportation Security Act, was enacted, the Coast Guard went to London and agreed to amendments to the Safety of Life At Sea Convention to require security standards for all vessels engaged in international trade. These amendments are called the International Ship and Port Facility Security Code, or as we refer to them, the ISPS Code.

The Coast Guard never told Congress that they were intending to overturn the new security law by allowing foreign-flag vessels to enter the United States if their security plans were approved not by the Coast Guard but by the government in which the ship is flagged. As many Members know, thousands of ship owners choose to register their ships in so-called "flag of convenience" countries. The ship owners do this to save money because they know that these governments flaunt international law by not enforcing the international maritime conventions to which they are a party.

Mr. Speaker, our Nation has learned a great deal about terrorism since 9/11. One thing we have clearly learned is that not every nation in the world is our friend. Each day hundreds of ships enter U.S. ports with dangerous and hazardous cargoes. A weapon of mass destruction, a biological agent could easily be smuggled aboard a vessel in a foreign port. Look at some of the largest registries in the world, like Panama, Malta and Cyprus, and you will find vessels that are often detained by the Coast Guard for violations of international safety laws. Now we expect those same governments to protect U.S. citizens by making sure that their vessels have adequately implemented security plans? Give me a break! I for one am not willing to delegate our security responsibilities to the governments of Panama or Malta or Cyprus.

I raised this issue with the Coast Guard at two separate hearings. The Coast Guard argued that they do not have the resources to approve the security plans for the thousands of foreign-flag vessels that come to our country. I have a simple thing to say, as I said to the commandant: send us a budget request, and we will fight for every nickel you need to review and approve the foreign vessel security plans. The resources will be there if you ask for them. But do not compromise the security of our coastal communities and our whole Nation by placing our security in the hands of these foreign governments.

When Congress wrote the Maritime Transportation Security Act in 2002, we realized that it is up to the United States Government through the United States Coast Guard to protect our citizens. I urge my colleagues, Mr. Speaker, to support the motion to instruct the conferees on H.R. 2443 to insist on the House provisions requiring all foreign-flag vessels, any one of which may