

such as unemployment among those with disabilities.

A TRIBUTE TO HARRY LARRISON,
JR.

HON. DICK ZIMMER

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 17, 1996

Mr. ZIMMER. Mr. Speaker, I rise today to honor a remarkable individual, Mr. Harry Larrison, Jr. of Ocean Grove, NJ. Mr. Larrison will be honored on Wednesday, April 17, 1996, at a testimonial dinner commemorating 30 years of service to the U.S. Freeholders. His years of service merit him the honor of being the dean of the U.S. Freeholders. I am proud that I have known Harry for many years both as a friend and a colleague in the State of New Jersey.

Harry's involvement in politics began at the age of 19 when he received an appointment to the Neptune Township Housing Authority. He went on to fill a vacancy and get reelected twice to the Neptune Township Committee. In 1966, Harry was asked to fill a vacancy on the Board of Chosen Freeholders. His appointment to this position began what has become a legacy of public service.

Over the years, Harry has been instrumental in the progressive development of Monmouth County government. The county has a number of distinguished facilities that can be attributed to Harry's dedication and insight, including an award-winning park system, the largest library system in New Jersey, and the county-owned Brookdale Community College.

Harry's foresight allowed him to recognize and develop a solution to the impending environmental problems associated with garbage waste disposal in Monmouth County. Despite significant opposition, Harry championed the development of a county-owned landfill which has improved the environment and generated a recycling problem that became the model for many programs around the State.

In 1995, Gov. Christine Todd Whitman appointed Harry to a seat on the prestigious New Jersey Highway Authority. In addition, he has served the State as a member of the State Department of Civil Service Intergovernmental Advisory Committee and as a former president of the New Jersey Association of Counties.

Harry Larrison remains an active member of the Eagle Hook and Ladder Fire Company of Ocean Grove where he served as chief. He also is a member and former captain of the Ocean Grove First Aid Squad, a member of the Neptune Township Citizens Advisory Committee, a member of the Ocean Grove Masonic Lodge No. 328, and Elks Lodge No. 128 of Asbury Park.

Although Harry has dedicated much of his life to Monmouth County and the State of New Jersey, nothing is more important to him than his family. I join his two daughters and two grandsons in thanking for his many years of dedication and service and wishing him all the best for the future.

AMERICA'S CABOTAGE LAWS ARE
VITAL TO THE SUCCESS OF OUR
U.S. FLEET

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 17, 1996

Mr. CUNNINGHAM. Mr. Speaker, earlier this week, all 14 members of the National Security Committee's Special Oversight Panel on the Merchant Marine circulated a "Dear Colleague" letter expressing our strongest support for America's cabotage laws, including the Jones Act, and our continuing opposition to changes in these laws. Effective at the beginning of this Congress, the National Security Committee became the committee of primary jurisdiction over cabotage matters such as the Jones Act. In addition, a majority of the members of the Coast Guard and Maritime Transportation Subcommittee also signed the "Dear Colleague."

In the letter, we noted the national security, economic, environmental and safety benefits of the cabotage laws. I have a particular interest in the national security importance of the U.S. fleet. Recently, 61 retired Navy admirals, including five former Chiefs of Naval Operations, penned an open letter to Congress calling the commercial maritime infrastructure of the United States—the domestic vessel operators, shipyards, seafarers and others operating under the cabotage laws—the true source of our maritime power. This is an extraordinary endorsement from the people who know best.

This "Dear Colleague" sends an unmistakable message to those who have spent the last year attempting to tear down the Jones Act and allow foreign ships into our domestic commerce. The Merchant Marine Panel's commitment to America's cabotage laws is unanimous. Although those 14 members—Democrats and Republicans, liberals and conservatives—disagree on many issues, there is an absolute agreement on the importance of cabotage. We will continue to oppose any changes to these important laws.

A copy of the "Dear Colleague" letter is attached. Signers of the letter include Representative HERB BATEMAN, chairman of the Merchant Marine Panel; Representative GENE TAYLOR, ranking member of the panel; Representative DUNCAN HUNTER, chairman of the Subcommittee on Military Readiness; Representative RON DELLUMS, ranking member of the full National Security Committee; Representative BOB CLEMENT, ranking member of the Coast Guard Subcommittee; Representative RANDY "DUKE" CUNNINGHAM; Representative WILLIAM J. JEFFERSON; Representative CURT WELDON; Representative JIM LONGLEY; Representative BOB BORSKI; Representative JOE SCARBOROUGH; Representative NEIL ABERCROMBIE; Representative TILLIE K. FOWLER; Representative JIM SAXTON; Representative PATRICK KENNEDY; Representative OWEN PICKETT; Representative DON YOUNG; Representative JANE HARMAN; and Representative SUSAN MOLINARI.

CABOTAGE LAWS PROVIDE IMPORTANT
NATIONAL BENEFITS

DEAR COLLEAGUE: Congress has always supported the principle that vessels used to transport cargo and passengers between U.S. ports should be built in the United States,

crewed by American citizens, and owned by American companies. The body of law affirming this principle is known as "cabotage" and is sometimes generically referred to as the Jones Act. (Other countries throughout the world, including major industrialized nations and key U.S. trading partners, have similar cabotage laws.) These laws provide critical national security, environmental, safety and economic benefits and deserve our support.

The national security benefit of the domestic fleet is substantial. In times of international crisis, the U.S. domestic fleet keeps goods flowing reliably and securely between U.S. ports, supporting military action overseas. In times of peace the cabotage laws help assure a vibrant, competitive marine infrastructure so critical to our nation's security. A recent letter to Congress from 61 retired Navy admirals, including five former Chiefs of Naval Operations, stressed the importance of the domestic fleet:

American maritime power is the sum of our national maritime infrastructure . . . Carrier battle groups and modern container-ships are at the forefront, militarily and economically. However, it is the shipyards and their skilled artisans, the pool of experienced and trained seafarers, marine suppliers large and small, vessel insurers and financiers, and the federal, state and private maritime training establishments that constitute the true source of our total power.

Of particular significance, the U.S. fleet provides vessels and crews to meet U.S. security needs without requiring the Defense Department—and hence the taxpayer—to bear the substantial costs of building, manning, and maintaining a government fleet and logistics capacity already provided by the private sector.

Repeal of the cabotage laws would result in a takeover of our domestic waterborne transportation system by foreign companies. Those foreign companies could enjoy a significant competitive advantage by: 1) operating subsidized vessels (U.S. domestic fleet vessels are not subsidized); and 2) operating exempt from the American tax system, labor laws, safety statutes, environmental requirements and a host of other laws. Our maritime industry—as well as railroads, truckers, and others engaged in the competitive American transportation business—should not be asked to compete here under a system that institutionalizes a capital and operating cost advantage to foreign operators. The American government must not discriminate against American business in this fashion.

The cabotage laws promote the highest standards of marine safety and environmental protection in U.S. ports and waterways. These laws ensure that vessels moving between U.S. ports comply with the full range of applicable environmental and safety laws, all of which are among the world's highest. The U.S. Coast Guard's ongoing "Port State Control" initiative, which aims to crack down on substandard foreign-flag vessels calling at U.S. ports, underscores the important contribution made by the cabotage laws in preserving the health of our resources-rich waters and coastlines.

Finally, because of our cabotage laws, the economic benefit of the U.S. domestic fleet is substantial. Our fleet pumps some \$15 billion into the nation's economy annually, including \$4 billion in direct wages to the 124,000 American workers employed in the operation, construction, and repair of Jones Act vessels. Jones Act wages alone generate \$1.4 billion in Federal and state tax revenues. Because the domestic fleet receives no operating or construction subsidies from the U.S. government, these benefits accrue to the nation at no expense to the federal government or to the U.S. taxpayer.