

raped each year. Further, the World Bank reports that at least one in five women and girls have been sexually violated or beaten at some point in their lives. Violence against women is one of the world's most pervasive and yet least addressed human rights abuse issues. Women worldwide expend their energy, compromise their health and sacrifice their self-esteem due to the impact of domestic violence on their lives.

In 1993, the United Nations Declaration on the Elimination of Violence Against Women, Article 1 defined violence against women as "any act of gender-based violence that results in, or is likely to result in, physical, sexual or psychological harm or suffering to women, including threats of such acts, coercion or arbitrary deprivations of liberty, whether occurring in public or private life." Given this definition, and the evidence that women are more likely than men to be attacked by an intimate partner or family member to whom they are emotionally tied and economically dependent upon, it is incumbent upon those of us who are elected leaders to ensure the physical, emotional and financial stability of women everywhere.

The threat of violence extends to pregnant women, and is compounded in the treatment of mother-to-child transmission of HIV. As reported by the Center for Health and Gender Equity, a study of pregnant women in six African nations showed that the women's fear of rejection and domestic violence was responsible for their refusal to take AZT to prevent mother-to-child transmission of HIV. The women surveyed declined to inform their families and friends about their HIV status because they feared being assaulted.

Around the world, too few women fail to seek adequate medical care, nor are they willing to share pertinent information about their experiences of domestic violence with healthcare providers for fear of retaliation from male partners or family members. We must work together on behalf of women everywhere to create an atmosphere free of the threat of violence where women can seek the care they need to safeguard their health and that of their children.

COMMEMORATING THE STEINBRENNER INSTITUTE FOR ENVIRONMENTAL EDUCATION AND RESEARCH

**HON. MELISSA A. HART**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 1, 2004*

Ms. HART. Mr. Speaker, it is my distinct privilege to take this time to commemorate the Steinbrenner Institute for Environmental Education and Research, a recently formulated institute at Carnegie Mellon University, which aims to improve the lives of Western Pennsylvanians through an ambitious long-term strategic plan to change the way society views environmental education. I am honored to extend my praise on behalf of this innovative and widely respected institute.

The Steinbrenner Institute for Environmental Education and Research initial focus will center itself around two environmental themes—the creation of energy and the preservation of the environment. Their efforts will be directed

towards improvements in electricity and energy for transportation and urban infrastructure in both developed and developing regions. The Institute will use non-traditional education and traditional research methods and results, to change the way society perceives and responds to environmental concerns.

The Steinbrenner Institute for Environmental Education and Research was made possible by a generous donation from Carnegie Mellon University Trustee, W. Lowell Steinbrenner. Mr. Steinbrenner and his wife, Jan, have pledged \$4 million last year for the creation of the Steinbrenner Institute. Along with continued support from within Carnegie Mellon University, the Steinbrenner Institute for Environmental Education and Research should prove to be one of the most valuable environmental institutions throughout all of Pennsylvania.

I ask that all of my colleagues to join me in honoring this innovative and valuable institution. Through meaningful education and research the Steinbrenner Institute for Environmental Education and Research will aid in the solution of countless environmental concerns in Western Pennsylvania for years to come.

INTRODUCING THE CLEAN CRUISE SHIP ACT OF 2004

**HON. SAM FARR**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 1, 2004*

Mr. FARR. Mr. Speaker, many Americans enjoy taking cruises, in large part because they get to see some of the nation's most beautiful marine ecosystems. Because I want to see these beautiful marine ecosystems protected for future generations to enjoy, I am introducing The Clean Cruise Ship Act of 2004.

The Cruise Ship Industry has experienced much success over the past few years. In fact, the industry has grown at about an average of 10 percent over the past seven years, including an almost 17 percent increase in 2000. Unfortunately, as it grows, its potential to negatively affect the marine environment grows as well. Over a week's time, a single 3,000 passenger cruise ship, according to EPA and industry data, generates a tremendous amount of waste: Over 200,000 gallons of black water (raw sewage) are created. Approximately 1 million gallons of gray water (runoff from showers, sinks and dishwashers) are produced. More than 35,000 gallons of oily bilge water (oil and chemicals from engine maintenance that collect in the bottom of ships and are toxic to marine life) are generated. 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.

While many cruise ship companies have environmental policies in place, many are voluntary with no monitoring or enforcement provisions. Unfortunately, I am all too familiar with the down-side to voluntary agreements, as a cruise ship illegally discharged—breaking its voluntary agreement—into the Monterey Bay National Marine Sanctuary in 2002. Simply put, voluntary agreements between cruise lines and states aren't 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 2004 is the answer.

The legislation that I am introducing today, which has bipartisan support and is endorsed by over 30 local and national groups, plugs existing loopholes in federal laws, requires ships to treat their wastewater wherever they operate, and authorizes broadened enforcement authority. Several states including California, Alaska, Hawaii, Maine, and Washington are currently considering 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. Introduction of the Clean Cruise Ship Act of 2004 is one of the ways that I am working to provide all states the kinds of ocean and coastal protections that Californians benefit from. Enactment of this bill will protect California's 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 deserves clean water—both in our inland waterways and in our oceans. The Clean Cruise Ship Act of 2004, through its discharge standards, will give the public what it deserves.

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

PAYING TRIBUTE TO ALLEN LEE BELL

**HON. SCOTT McINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, April 1, 2004*

Mr. McINNIS. Mr. Speaker, it is with a heavy heart that I rise to pay tribute today to the life and memory of Allen Bell of Glenwood Springs, Colorado, who passed away recently at the age of sixty-one. A well-known radio broadcaster in Glenwood Springs, Allen touched the lives of many in his community. As his family and Glenwood Springs community mourn his passing, I believe it is appropriate to recognize the life of this colorful man, and his many contributions to his community and state.

Allen grew up in California, and served in the Air Force where he developed a love for radio and aviation. For thirty-five years Allen enjoyed a professional broadcasting career, spending twenty-six of those years in Glenwood Springs as president and general manager of KMTS/KGLN radio stations. He built and maintained the microwave station on Red Mountain, was a member of the Ham Radio Club of Glenwood Springs, and enjoyed building model planes and rockets. An active member in the community, Allen always was willing to volunteer his time to community service projects.

Mr. Speaker, we are all terribly saddened by Allen Bell's passing, but can be comforted in