

# EXTENSIONS OF REMARKS

TRIBUTE TO DANIEL SCHWARZ

**HON. JERROLD NADLER**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Mr. NADLER. Madam Speaker. I rise to thank Daniel Schwarz for nearly six years of service in my personal office and on the Judiciary Committee. Throughout his time on my staff, he has provided key advice across a range of issues, and he has crafted effective strategies for communicating my office's vision and accomplishments to my constituents and to the American people.

Growing up in the Washington, D.C. area, it is perhaps no surprise that Danny has a keen understanding and appreciation of government and politics. After graduating from Indiana University, he earned a master's degree in politics and communication in the media from the London School of Economics and Political Science. He then worked in a variety of communications roles in both domestic and international politics.

Danny began working in my personal office as Communications Director in April 2015. He added the role of Director of Strategic Communications for the Judiciary Committee in January 2018, skillfully handling two high-profile and high-pressure positions at once. He also ensured that the need to keep my constituents informed never got lost among a sea of national press requests.

In addition to his responsibilities as Communications Director, he has been a key advisor on issues relating to the Jewish community and Israel in my personal office. When President Obama negotiated a controversial and highly technical agreement preventing Iran from acquiring nuclear weapons, Danny's strategic thinking and advice was essential to evaluating the agreement and navigating the complicated political challenges that the deal presented.

Once I decided to support the deal, Danny helped craft a lengthy statement describing my decision and why I believed it was in the public interest, which he helped present to the public in a way that was nothing short of masterful. This statement was vital to building confidence with my constituents and with the broader public that I had arrived at this difficult decision with great thought and care. Danny's knowledge and keen analysis on issues relating to Israel has also made him an invaluable asset to staff from other offices who rely on his expertise in advising their Members.

Danny's work has always been integral to the office, but we needed his effort more than ever when President Trump came to office and it became necessary to hold him and his Administration accountable. As I became involved in more and more high-profile events—from rushing to the airport on the day the Muslim Ban was enacted, to introducing a Resolution of Inquiry about the President's connection to Russia, to calling out the racism and anti-Semitism coming out of Charlottes-

ville with a powerful censure resolution. Danny was there every step of the way to ensure that my work was visible and understandable to the public.

He also helped guide the communications strategy during the impeachment proceeding of 2019. At a time when the eyes of the world were on the Judiciary Committee, Danny had the difficult task of helping to shape our message and working with all of the Committee Members as well as House Leadership and the broader Democratic Caucus to ensure that we spoke with one voice to make the case to the American public.

At the same time, Danny helped me navigate a local and national press corps hungry for information about our work. He developed strong relationships with journalists, skillfully balanced the needs of different news outlets, and he worked hard to keep me on message with clear and concise talking points.

Long before I became Chairman, Danny worked tirelessly to ensure that coverage of my work would put me and the positions I advocated in the best light. Danny's hard work behind the scenes also helped me rise to Ranking Member and, later, to become Chairman, and I am grateful for everything he did to get me where I am today.

Danny's skill as a writer and as a strategic thinker, combined with his good judgment, have been invaluable. His thoughtful advice, his deep understanding of how our words and deeds will be interpreted by the public, and his skill in shaping a clear, direct message to effectively communicate my work will be greatly missed.

Danny enjoys the respect, admiration, and friendship of many staffers on the Hill who will miss his keen insights, his sense of humor, and his unique perspective on many of the most pressing issues of the day.

He is moving on to new challenges in the private sector, but we wish him all the best in his future endeavors.

I thank him for his service to my office, to the Congress, and to the country.

**HONORING COL. MARIA A. JUAREZ  
ON HER PROMOTION TO BRIGADIER GENERAL**

**HON. JENNIFFER GONZÁLEZ-COLÓN**

OF PUERTO RICO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Miss GONZÁLEZ-COLÓN. Madam Speaker, I rise today in recognition of U.S. Army Reserve Colonel Maria A. Juarez on the occasion of her promotion to Brigadier General.

Colonel Juarez entered the U.S. Army through the R.O.T.C. program at the University of Puerto Rico, Rio Piedras campus in 1992, with honors as distinguished military graduate. Specializing in logistics she has served in the Quartermaster corps as a Regular Army and Army Reserve Officer for over 28 years, serving in multiple staff positions at

all levels including Office of the Chief of Army Reserves, divisional and major Subordinate Command levels; with deployments and postings in the Continental States, Germany, the Balkans, Korea, and the Middle East.

Since 2017, she has been the commander of the 166th Regional Support Group in Puerto Rico, part of the Army Reserve Caribbean Geographical Command under 1st Mission Support Command. She took command of the RSG in July 2017 and within two months was faced with the largest domestic relief operation of the Army Reserve in Puerto Rico's history. During the Hurricane Maria Relief Effort the 166th carried out over 700 logistical support missions to remote locations throughout Puerto Rico.

From January to September 2019, she deployed with the 166th Group to Afghanistan, where she served as the Commander for the Regional Support Group in Kabul, Afghanistan, after which she was selected to serve with the U.S. Central Command as the Deputy Plans Chief for Iran Branch. So, she has been tested both at home and abroad, facing threats both foreign and domestic with distinction.

During her career, our newest Brigadier General has achieved two Masters degrees, in Strategic Studies and in Information Systems from the Army War College and Central Michigan University, and earned military awards and decorations including the Bronze Star, Defense Meritorious Service Medal, six Meritorious Service Medals and Army Commendation Medal, among many others.

Maria Juarez represents thousands of our Army Reserve soldiers in Puerto Rico, serving in our home front as part the largest U.S. Army command in the Caribbean, in the best tradition of service of Puerto Ricans in the U.S. military for more than a century. She also represents the high achievement of our women in uniform, breaking barriers and proving they are a priceless resource for the preparedness of our Armed Forces.

As she enters the next stage in her military career as a Brigadier General, I congratulate Maria A. Juarez and I know she will continue to reach great achievements. As the Representative from Puerto Rico and Co-Chair of the Congressional Women's Caucus, I am especially proud to be able to offer this recognition and to hold forth her example for young women at home and across the nation of what is possible with commitment, effort and dedication.

**HONORING MEREDITH ANDING, JR.**

**HON. BENNIE G. THOMPSON**

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Mr. THOMPSON of Mississippi. Madam Speaker, I rise today to honor Mr. Meredith Anding, Jr., a native of Myles, Mississippi. Mr. Anding and eight other undergraduate students at Tougaloo College, Tougaloo, MS

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

were on a mission to desegregate the library system in Jackson, Mississippi. As part of their effort they courageously staged a sit-in on March 27, 1961 at the Jackson Public Library in Jackson, MS. This sit-in was initiated after the students recognized the lack of books at the George Washington Branch Library (colored). Prior to their "read-in" the students had been trained by the president of the Jackson Branch of the National Association for the Advancement of Colored People (NAACP). The nine students were all members of the Jackson Council of the NAACP. As a result of their historic impact in integrating the public library system in Mississippi, they will be forever known as "The Tougaloo Nine".

The nine students were arrested and after being released from jail Mr. Anding joined the Air Force, due to losing his private loan to continue his studies at Tougaloo College. Mr. Anding would serve four years in the Air Force and later return to Tougaloo in 1969 to finish his degree. Mr. Anding moved to Buffalo, New York, to attend the University of Buffalo and earned his master's degree in Mathematics. He met his wife of 50 years, Mrs. Maurice Anding. He taught at the State University of New York and Niagara University until his retirement in 2007.

Mr. Anding and his wife eventually moved back to Mississippi to be close to family. Anding was involved in the Tougaloo community and he also attended the 50th anniversary of the protest in 2017.

Madam Speaker, I ask my colleagues to join me in recognizing the late Mr. Meredith Anding Jr.

#### FEDERAL RISK AND AUTHORIZATION MANAGEMENT PROGRAM AUTHORIZATION ACT OF 2021

SPEECH OF

**HON. JODY B. HICE**

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 5, 2021*

Mr. HICE of Georgia. Mr. Speaker, I rise today in support of H.R. 21, the FedRAMP Authorization Act.

As Ranking Member of the Government Operations Subcommittee, it's my focus to ensure the American taxpayer enjoys the benefit of efficient, effective, user-friendly I.T. systems.

We all know the appropriate use of cloud computing technologies can help achieve all of those goals, and I thank Subcommittee Chairman CONNOLLY for his work on this legislation.

As we work to understand and respond to the recently discovered SUNBURST cyberattack, the underlying purpose of the FedRAMP program—the security of cloud operations—has never been more important.

But as we also continue to respond to the ongoing pandemic, the demand for constituents and federal employees to interact remotely has never been greater. Thus, the flexibility that comes with cloud technologies has also never been more important.

I am pleased the FedRAMP authorization includes provisions that will reduce the time required for companies to be certified as FedRAMP compliant at a given agency after they have already been certified elsewhere in the federal government. This provision will go

a long way towards giving agencies the cloud-based tools they need in these trying times.

Codifying FedRAMP is an important step in realizing the savings offered by cloud adoption and the savings offered by a more efficient security authorization process.

I urge my colleagues to support the bill and look forward to continuing to work to improve government services for the American people.

IN MEMORY OF HAZEL F. WILSON

**HON. MARC A. VEASEY**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Mr. VEASEY. Madam Speaker, Hazel F. Wilson taught school in Houston Independent School District from 1954 until 1968 and in Fort Worth from 1969 until 1990. She earned two degrees from Texas Southern and remained an active alumnus of both TSU and Jack Yates High School. She was a board member of the South East Areas Churches (S.E.A.R.C.H) and volunteered for Sickle Cell Anemia Association, Cook Children's Medical Center and the Susan G. Kamen Cancer Center. Most of her time was divided between St. Mark Cumberland Presbyterian Church, NAACP, Greater Fort Worth Area Negro Business and Professional Women's Club and Zeta Phi Sorority, Psi Zeta Chapter.

She was an ordained Elder of her church since 1984, a Southern Region Director for Zeta Phi Beta from 1965 to 1972, President of the Greater Fort Worth Area Negro Business and Professional Women's Club and has won countless honors and awards which include 1000 Volunteer Hours Pin from Cook Children's Medical Center. She was recognized as Outstanding Women of Zeta in 1980 and African American Legislative Summit Public Service Award in 2017.

Hazel F. Wilson was founder of the Zeta Amicae Auxiliary of Fort Worth, Texas (Friends of Zeta Phi Beta Sorority) and Sponsor of the Amicae Auxiliary since its inception in 1975. She was also the Co-Founder of the Greater Fort Worth Area Negro BPW Club which started in August 1975. She worked within her community through several organizations, held many offices and received numerous awards and recognitions for her volunteerism, community involvement and activism.

Her favorite quote was "Do all the good you can, by all the means you can, in all the ways you can, in all the places you can, at all the times you can, to all the people you can, as long as ever you can."—John Wesley

#### HONORING THE 100TH ANNIVERSARY OF THE KIWANIS CLUB OF FAYETTEVILLE

**HON. RICHARD HUDSON**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Mr. HUDSON. Madam Speaker, I rise today to honor the 100th anniversary of the Kiwanis Club of Fayetteville, located in North Carolina's Eighth Congressional District. Since a small group of businessmen met with Kiwanis

International on November 10, 1920, the Kiwanis Club of Fayetteville has made countless contributions to our community.

Over the years, the Kiwanis Club of Fayetteville has embodied its motto of "Serving the Children of the World." As a fierce advocate for our children and youth, the organization has supported clinics for disabled infants, driving instruction for teenagers, and the construction of an athletic facility at Fayetteville High School, now Terry Sanford High School.

I know I speak for our entire community in offering my most heartfelt gratitude to the Kiwanis Club of Fayetteville for their century of service. These exemplary men and women are the heart and soul of our community and I wish them continued success as they serve our community.

Madam Speaker, please join me today in honoring the 100th anniversary of the Kiwanis Club of Fayetteville.

#### HONORING RELIGIOUS FREEDOM DAY

**HON. JARED HUFFMAN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Mr. HUFFMAN. Madam Speaker, since 1993, every year on January 16th, our nation commemorates the 1786 passage of the Virginia Statute of Religious Freedom, authored by Thomas Jefferson. That landmark statute would go on to serve as the framework of the establishment clause of the First Amendment to the United States Constitution, providing the foundation for religious freedom here in our great nation.

The past four years have made clear that there are those who would choose to distort the true definition of religious freedom, in order to allow the proliferation of discrimination under the guise of what they refer to as "religious liberty". The result of this callous and malignant effort culminated a week and a half ago with the storming of the United States Capitol building by White Christian Nationalist groups allied with the President, and the deaths of five Americans. The evidence of this fact is made clear by the thousands of "Jesus" signs, banners, and flags that flew beside those bearing the President's name, and those representing the White Supremacist movement.

From the erosion of the Johnson Amendment, to the numerous executive orders issued which have served to undermine the rights of women and workers, the damage done to true religious freedom by a malicious administration, is drastic and undeniable. However, I stand before you today to pledge that with the aid of this body, my colleagues and I in the Congressional Freethought Caucus will do everything within our Constitutional powers to correct this distortion of America's "first freedom".

It is a new day for our nation. The discriminating policies of the last four years are no more. I look forward to working with President-elect Biden, Vice President-elect HARRIS to correct the harmful policies enacted by the Trump administration. On this Religious Freedom Day, I call upon my colleagues in the House and Senate to pass the Do No Harm

Act, end discrimination under the guise of “religious liberty” once and for all, and reestablish our “first freedom” to its Constitutional founding.

#### SHELDON ADELSON APPRECIATED

### HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. WILSON of South Carolina. Madam Speaker, my wife Roxanne and I will always be appreciative of Sheldon and Miriam Adelson who hosted us on a visit to Israel with a boat ride on a first century replica fishing boat on the Sea of Galilee. I am grateful to serve as a co-chair of the Israel Caucus, Sheldon Adelson was a valued Friend of Israel.

He is honored by Jonathan Garber of Fox Business with an obituary upon his death and our family extends our deepest sympathy to the Adelson Family.

Sheldon Adelson, [Las Vegas Sands CEO] . . . has died following a battle with cancer. He was 87.

Adelson was diagnosed with non-Hodgkin's lymphoma in 2019 and recently stepped away from the company to resume his treatment, the company said on Jan 7.

‘Mr. Adelson was the first employee of Las Vegas Sands—“Team Member Number One” he liked to say. Today, more than 50,000 Sands team members have Dr. Adelson and the entire Adelson family in their thoughts and prayers and are grateful to have had their lives touched by a true force of nature,’ according to a statement from Las Vegas Sands.

Adelson, who is survived by his wife Dr. Miriam Adelson and five children, had a net worth of \$35.6 billion as of Jan. 11, according to Forbes.

A funeral will be held in Israel, the birthplace of Miriam Adelson, with plans for a memorial service held in Las Vegas to be announced at a later date, according to the company.

He entered the casino business in 1989 when he purchased the Sands Hotel and Casino in Las Vegas for \$128 million and is credited with helping transform Las Vegas into the top U.S. destination for conventions and exhibitions.

Adelson in 2007 opened Venetian Macao on the Cotai Strip, helping recreate the Las Vegas Strip in an autonomous region of the People's Republic of China. Three years later, he opened the \$6 billion Marina Bay Sands resort in Singapore.

In conclusion, God Bless our Troops and we will never forget September 11th in the Global War on Terrorism.

#### INTRODUCTION OF JONES ACT MODERNIZATION BILLS

### HON. ED CASE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. CASE. Madam Speaker, today I introduce three bills to end a century of monopolistic closed market domestic cargo shipping to and from my isolated home state of Hawaii as well as the other island and separated jurisdictions of our country not part of the continental United States. In doing so, we will break the

stranglehold on the peoples and economies of these exposed communities and their resulting sky-high costs of living which results from just a few domestic shipping companies controlling the lifeline of commerce upon which we absolutely depend.

These bills all amend the Merchant Marine Act of 1920, also known as the Jones Act. That federal law mandates that all cargo shipping between U.S. ports occur exclusively on U.S., not foreign, flagged vessels. Additionally, the law requires that these vessels be built in the U.S. and owned and crewed by U.S. citizens.

The Jones Act was enacted in a protectionist era under the guise of preserving a strong national merchant marine. But today it is just an anachronism: most of the world's shipping is by way of an international merchant marine functioning in an open, competitive market. And those few U.S. flag cargo lines that remain have maneuvered the Jones Act to develop virtual monopolies over domestic cargo shipping to, from and within our most isolated and exposed locales—our island and offshore states and territories—that have no alternative modes of transportation such as trucking or rail.

My Hawaii is a classic example. Located almost 2,500 miles off the West Coast, we import well over 90 percent of our life necessities by ocean cargo. There are plenty of international cargo lines who could and would compete for a share of that market. Yet only two U.S. flag domestic cargo lines—Matson Navigation and Pasha Hawaii—operate a virtual duopoly over our lifeline.

While they are nominally subject to federal regulation, the fact of the matter is that cargo prices have gone in only one direction—up, fast and repeatedly, despite a surplus of international shipping—and it is indisputable that there is no downward market pressure which would otherwise result from meaningful competition. These accelerating cargo prices are not absorbed by the shipping lines, but passed through all the way down the chain, to the transporters, wholesalers, retailers, small businesses, mom-n-pops and ultimately consumers, of all of the elementals of life, from food to medical supplies, clothes, housing and virtually all other goods. The result is a crippling drag on an already-challenged economy and the very quality of life in Hawaii.

The broadest, deepest effects of the Jones Act on Hawaii result from its impact on west-bound imports from the continental United States to Hawaii. But Hawaii is an export location as well, in key products such as agriculture and livestock. Here the Jones Act also effectively stifles meaningful competition in getting those products to their primary markets on the U.S. Mainland. Because the producers of these products and all that rely for their own livelihood on their successful export have to eat inflated shipping costs, these export industries, which any economist knows are the ultimate key to any economy's prosperity, are also crippled.

Let's take a concrete example: Hawaii's once-prosperous ranching/cattle industry, which is so key to the economic health and the very lifestyle of so much of areas like the rural Big Island, where I was born and raised. That industry depends on getting its product, young cattle, to West Coast pens and transportation hubs in a cost-efficient manner.

There are foreign cargo carriers that specialize, through custom cattle ships and overall

sensitivity and adjustment to rancher time-tables and needs, in such transport, but the Jones Act outright excludes them from the Hawaii-Mainland market. As a result, Hawaii's ranchers are reduced to two crippling, cost magnifying options.

The first is to ship their cargo by foreign carriers to Canada, where they have to go through a myriad of bureaucratic, cost-magnifying gyrations to get their product eventually to their U.S. markets. The second is to beg for the goodwill of the domestic carriers, to whom this is simply a hindrance rather than a major commitment, to ship directly to the West Coast.

And it shows: most of the cattle are first shipped from Hawaii's Neighbor Islands, where the bulk of the cattle industry is located, to O'ahu, in small “cow-tainers,” where they sit for days in Honolulu Harbor awaiting the return to the Mainland of one of the massive cargo ships designed and utilized for quite another purpose. The result (besides associated higher costs) is in-harbor cattle waste disposal challenges, higher in-transit cattle mortality and lower-weight cattle delivery to market. That's what happens when you try to squeeze a square peg into a round hole.

More broadly, there is much evidence about the direct impact of the Jones Act on shipping prices to noncontiguous areas. At a basic level, the everyday goods that we rely on in Hawaii cost much more than on the Mainland, a difference which largely cannot be attributed to anything other than shipping costs.

Last year, the Grassroot Institute of Hawaii published a thorough and first-of-its-kind report, “Quantifying the Cost of the Jones Act to Hawaii.” The report found that:

The median annual cost of the Jones Act to the Hawaii economy is \$1.2 billion.

The annual cost of shipping to Hawaii is estimated to be \$654 million higher and prices \$916 million higher.

The Jones Act annually costs each Hawaii resident more than \$645.

Thanks to the Jones Act, Hawaii has approximately 9,100 fewer jobs, representing \$404 million in wages.

Hawaii families across all income groups would benefit from Jones Act reform. In the absence of Jones Act restrictions, those making between \$15,000 and \$70,000 annually would see an annual across-the-board economic benefit ranging from \$78 million to \$154 million.

Annual tax revenues would be \$148.2 million higher.

Focusing solely on the Jones Act requirement that vessels be built in the United States, they found that the build provision results in a 1.2 percent shipping cost increase for Hawaii. This translates annually to an added cost of \$531.7 million to the state's economy, or about \$296 per resident. It also means a loss of 3,860 jobs, and \$30.8 million less in state and local tax revenues.

In 2012, the Federal Reserve Bank of New York studied Puerto Rico's economy and found that “the high cost of shipping is a substantial burden on the Island's productivity.” The New York Fed found that, “[i]t costs an estimated \$3,063 to ship a twenty-foot container of household and commercial goods from the East Coast of the United States to Puerto Rico; the same shipment costs \$1,504 to nearby Santo Domingo (Dominican Republic) and \$1,687 to Kingston (Jamaica)—destinations that are not subject to Jones Act restrictions.” There is only one reason why costs

are double to ship from the continental United States to a domestic port in Puerto Rico as compared to foreign ports in the Dominican Republic and Jamaica: there is international competition on the latter routes, none on the domestic route and the shipping companies take full advantage of that lack of competition.

The three bills I introduce today say: enough is enough. If the continental U.S., wants to continue the Jones Act as to shipping between their locations, that's their business. But don't penalize us island and other non-contiguous locations by throwing us to the monopoly wolves you've created.

The first bill, the Noncontiguous Shipping Relief Act, exempts all noncontiguous U.S. locations, including Hawaii, from the Jones Act. The second, the Noncontiguous Shipping Reasonable Rate Act, benchmarks the definition of a "reasonable rate" that Jones Act shipping can charge to within ten percent of analogous international shipping rates. And the third, the Noncontiguous Shipping Competition Act, prevents monopolies or duopolies in noncontiguous Jones Act shipping. Essentially, the bills are intended to lay out options for providing relief for our U.S. noncontiguous areas. We can resolve the issue in many ways, but we must change the status quo which has had such a deep, broad and negative impact on my state and the other jurisdictions beholden to the Jones Act.

The Noncontiguous Shipping Relief Act would allow the noncontiguous jurisdictions to be serviced by non-Jones Act vessels and increase, or in some cases create any, competition in these critical shipping lanes. Again, this is a small portion of the total national Jones Act shipping where it is particularly destructive in application.

Let me address directly the argument offered up by the domestic shippers in defense of the Jones Act: that it contains important labor and environmental protections that would be lost upon repeal. My bill would retain these important protections. Specifically, it provides that all foreign shippers operating under the bill's Jones Act exemptions must comply with the same labor, environmental, tax, documentation, U.S. locus and other laws as are applicable to non-U.S. flag ships and shippers transiting U.S. waters today.

The Noncontiguous Shipping Reasonable Rate Act would define a "reasonable rate" for the noncontiguous domestic ocean trade as no more than ten percent above the rate set by a comparable international rate recognized by the Federal Maritime Commission. Currently, the Surface Transportation Board technically has the authority to adjudicate and set precedent on what a "reasonable rate" is for Jones Act shipping, but it has almost never been used and never to a clear conclusion on what is a reasonable rate. My bill would define

reasonable to remove uncertainty. Current Jones Act shipping rates vary widely and there is no central compilation of these rates. The ten percent benchmark would allow for variance but also ensure that Americans in our noncontiguous areas are not forced to pay exorbitant rates way above shipping rates which would otherwise be provided through international competition were the Jones Act not applicable.

The Noncontiguous Shipping Competition Act would exempt shipping routes to non-contiguous jurisdictions from the Jones Act requirements if a monopoly or duopoly exists on those routes. The Jones Act has resulted in the blossoming of monopolies and duopolies in our noncontiguous jurisdictions. To ensure that these communities, which are the most reliant in the country on shipping to receive necessities, are not held hostage to these dominant companies, my bill would give Jones Act exemptions to routes that are not serviced by at least three companies with separate ownership. In short, if a domestic route is in fact in a competitive environment, the Jones Act is less of a problem, but if there is no competition, then the route should be opened up to international competition by rescinding the Jones Act.

Madam Speaker, these long-overdue bills are of the utmost importance to the localities which have long borne the unfair brunt of the Jones Act. It is often difficult to pierce the veil of longstanding custom and understanding to see the real negative impacts of a law and what should instead be. It is even more difficult to change a law which provides a federally-created and endorsed monopoly under which no competition exists to hold down prices. Yet clearly the time for these measures is overdue. I urge their passage.

#### HONORING THE UNITED STATES CAPITOL POLICE

#### HON. J. FRENCH HILL

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, January 13, 2021*

Mr. HILL. Madam Speaker, as we recover from the January 6th attack on the U.S. Capitol, I am humbled and honored to recognize, along with my friend and colleague, Congressman PERLMUTTER, our deep admiration and gratitude for the heroic actions of the men and women of the United States Capitol Police and to remember the two officers lost, Officer Sicknick and Officer Liebengood.

H. Res. 39 will ensure that the legacies of Officer Sicknick and Officer Liebengood will never be forgotten.

I extend my sincere condolences to the families of Officer Sicknick and Officer Liebengood

and am proud to recognize the selfless dedication and service that the men and women of the United States Capitol Police alongside all other involved federal, state, and local law enforcement agencies displayed on that day as they do every day.

H. Res. 39—Honoring the bravery and self-sacrifice by officers of the United States Capitol Police and other Federal, State, and local law enforcement agencies during the January 6, 2021 attack on the United States Capitol.

Whereas on Wednesday, January 6, 2021, during a joint session of Congress, an attack occurred on the United States Capitol, gravely threatening the physical wellbeing of the Vice President, members of the House of Representatives and the Senate along with hundreds of civilians located within and on the grounds of the Capitol Complex and the security of the Capitol Complex itself;

Whereas United States Capitol Police officers and other law enforcement officers directly engaged the attackers, who were armed with explosives, metal pipes, chemical irritants, and other weapons;

Whereas Officer Brian D. Sicknick of the United States Capitol Police sustained fatal injuries while engaging with the attackers and defending the United States Capitol;

Whereas Officer Howard Liebengood of the United States Capitol Police died while off-duty after the attacks on the United States Capitol;

Whereas more than 50 United States Capitol Police officers and Metropolitan Police Department of the District of Columbia officers sustained injuries during the attack on the United States Capitol; and

Whereas no members of the House of Representatives or the Senate were injured during the attack due to the swift and courageous actions taken by members of the United States Capitol Police, the Metropolitan Police Department of the District of Columbia, and other Federal, State, and local law enforcement agencies: Now, therefore, be it

*Resolved*, That the House of Representatives—

(1) commends the examples of bravery and service-above-self demonstrated by officers of the United States Capitol Police, the Metropolitan Police Department of the District of Columbia, and the multiple Federal, State, and local law enforcement agencies and protective entities that joined alongside of them during the January 6, 2021 attack on the United States Capitol; and

(2) honors the example of service and devotion to duty displayed by Officer Brian D. Sicknick and Officer Howard Liebengood of the United States Capitol Police.