most national institutions and began to administer their own affairs. Violence between Turkish and Greek Cypriot communities occurred in 1963–64 and again in 1967. Since the 1964 crisis, U.N. peacekeeping troops have been a buffer between the two communities.

In 1974, a military junta in Athens supported a coup against President Makarios, replacing him with a hardline supporter of enosis. Turkey, citing the 1960 Treaty of Guarantee, sent troops in two separate actions and, by August 25, was in control of more than 36 percent of the island. The Athens junta fell and civilian government was restored. The legitimacy of the Turkish intervention was confirmed, among others, by the Consultative Assembly of the Council of Europe, by resolution 573, dated July 29, 1974, in which it is stated, ''Turkey exercised its right of intervention in accordance with Article IV of the Guarantee Treaty of 1960.'' Greece withdrew from NATO's military command to protest NATO's failure to prevent Turkey's action.

According to Turkish Cypriot leaders, the Turkish intervention of July 1974 did not come about as an unprovoked invasion but in response to a coup d'etat; was in accordance with the Treaty of Guarantee of 1960; and therefore, was legal and legitimate. Furthermore, the Turkish Cypriot community saw the 1974 coup attempt as the culmination of a campaign to annex Cyprus to Greece.

Turkish Cypriots celebrate July 20 as their day of liberation. Since Turkey's arrival in Cyprus, peace has prevailed on the island, and the biggest beneficiaries of this atmosphere of peace and tranquility have been all Cypriots, Greek and Turkish. However, the Greek Cypriots enjoy a high level of economic prosperity, while the Turkish Cypriot economy continues to suffer from the embargoes imposed on the Turkish Cypriot North by the Greek Cypriot South.

Turkey's presence in Cyprus is within the confines of a security role and far from preventing a political settlement. Turkey has always supported a just and lasting settlement on the island, within the mission of the good offices of the United Nations Secretary-General. Recently, Turkish Cypriots, with the full support of Turkey, demonstrated their good will by undertaking a series of confidence-building measures, including the opening of the borders to people and traffic from both sides. This has allowed, by Turkish Cypriot estimates, thousands of Turkish and Greek Cypriots to cross over to each other's territory.

This measure was followed-up by an offer to the Greek Cypriot side for the resettlement of the vacant town of Varosha in return for the re-opening of the now-defunct Nicosia International Airport. President Denktas also proposed to meet with Greek Cypriot leader Tassos Papadopoulos directly in order to discuss these and other related issues.

However, it appears that the Greek Cypriot side has shown little interest in a negotiated settlement. In a speech made on July 17, Greek Cypriot leader Papadopoulos again made clear that his side does not accept the ''Annan Plan'' for a settlement as it is, claiming that doing so would mean ''legitimizing the gains accomplished by the occupation'' and that if they did so, the (the Greek Cypriots) ''would become accomplices in the destruction of the Republic of Cyprus.''

It is my hope that efforts to reach a settlement will continue between Turkish and Greek Cypriot leaders. I know there are two sides to the Turkish and Greek Cypriot conflict, and that is why it is important for Congress to adopt a balanced, even-handed approach to the issue of facilitating a just and lasting settlement between Turkish and Greek Cypriots.

INTRODUCTION OF H.R.__ (UNITED STATES NONCONTIGUOUS SHIPPING OPEN MARKET ACT OF 2003), H.R.__ (HAWAII SHIPPING OPEN MARKET ACT OF 2003), AND H.R.__ (HAWAII AGRICULTURE/LIVESTOCK SHIPPING OPEN MARKET ACT OF 2003)

HON. ED CASE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. CASE. Mr. Speaker, today, I introduce three bills to end a century of closed market cargo shipping to, from and within my isolated home state of Hawaii, as well as the other noncontiguous locations of our country. In doing so, we will break the stranglehold on the economics and peoples of these exposed communities which results from just a few shipping companies controlling the lifeline of commerce upon which our communities 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. (A similar federal law of the same vintage, the Passenger Vessels Services Act, provides the same mandate for cruise line and other passenger transit; the same arguments as drive these three bills apply there, but that is another effort, already commenced through limited Federal exemptions.)

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, territories and possessions.

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 no doubt 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 CSX Lines (fka Sea-Land)—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, and fast—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 westbound imports. 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 the rural Second District which I proudly represent. 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 timetables 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 Oahu, 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): in-harbor cattle waste disposal challenges; higher in-transit cattle mortality; lower-weight cattle delivery to market. That's what happens when you try to squeeze a square peg into a round hole.

These three bills say: enough is enough. The first, H.R. —, the United States Noncontiguous Shipping Open Market Act of 2003, exempts all noncontiguous U.S. locations, including Hawaii, from the Jones Act. (Frankly I question whether we shouldn't outright repeal the Jones Act, but I leave it to my colleagues from the contiguous U.S. to evaluate that option; the consequences are especially acute in the noncontiguous U.S. and that is my focus.) The second, H.R. —, the Hawaii Shipping Open Market Act of 2003, exempts Hawaii. And the third, H.R. —, the Hawaii Agriculture/Livestock Shipping Open Market Act of 2003, exempts Hawaii agriculture and livestock. Essentially, the bills are intended to lay out the options from broad to narrow; we can get into the issue at any level and work our way up or down.

Let me address directly some arguments sometimes 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. Of course, the exact terms of repeal are up to this Congress and administration, and all three of these bills propose to retain these important protections. Specifically, these bills provide that all foreign shippers operating under 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.

Mr. Speaker, these long-overdue bills are of the utmost importance to the localities which have long borne the brunt of the Jones Act. Sometimes it is difficult to pierce the veil of longstanding custom and understanding to see what should instead be, but clearly the time for these measures is overdue. I urge their passage.

PAYING TRIBUTE TO SUPERVISORY SPECIAL AGENT THOMAS M. BOURGEOIS

HON. MIKE ROGERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. ROGERS of Michigan. Mr. Speaker, I rise today to pay tribute to Supervisory Special Agent Thomas M. Bourgeois for his nearly twenty-two years of service to the Federal Bureau of Investigation. For the past two decades, SSA Bourgeois has selflessly put his own well-being in jeopardy to serve and protect the American people.

Thomas M. Bourgeois reported for duty on October 5, 1981 and was first assigned to the Milwaukee Division of the FBI. He worked in both the Milwaukee and Myrtle Beach offices investigating fugitives, bank robbery, and kidnaping cases before being transferred to the Chicago Division to investigate narcotics and organized crime. During his tenure in Chicago, Tom was responsible for the apprehension of some of America's most dangerous criminals, including the Calabrese Street crew, Anthony Centracchio, and John Serpico. From 1986 until 1997, Tom served as a member of Chicago Division's enhanced SWAT Team. While serving on the SWAT Team, Tom was deployed on several assignments, including the Unibomber case, Hurricane Marilyn in the Virgin Islands, and the Republican National Convention in 1996.

SSA Thomas M. Bourgeois is the recipient of numerous honors for his work at the FBI. He received letters of commendation from FBI director William Webster in May of 1982 and again in March of 1986. Mr. Bourgeois also received the Chicago Crime Commission's Star of Distinction Award in both 2001 and 2003 for his role in the Anthony Centracchio investigation and for his role in thwarting a scheme by Cicero, Illinois public officials to defraud the town of nearly $13 million.

Mr. Speaker, I would like to offer my best personal regards to SSA Thomas M. Bourgeois on his recent retirement from the FBI and I ask my colleagues to join me in thanking him on behalf of the American people for his service and dedication to our collective security.

INTRODUCTION OF THE COBRA COVERAGE ACT OF 2003

HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. SCHIFF. Mr. Speaker, today I am introducing the COBRA Coverage Act of 2003. As you may know, our Nation's faltering economy has resulted in staggering unemployment, unemployment that has risen from 5.7 percent in January of this year to 6.4 percent in June, leaving millions of Americans out of work. The loss of one's job is often accompanied by the loss of employer-based health coverage and the ability to afford individual health insurance. In this time of economic hardship, we must act to make health care more accessible to the working and middle-class families of America.

In an attempt to reduce the growing population of those without health coverage, Title X of the Consolidated Omnibus Budget Reconciliation Act of 1985 (COBRA) provided access to group health insurance for workers who had lost their employer-sponsored coverage. COBRA requires employers who offer health insurance to continue coverage for their employees under circumstances such as a change in their employment status. However, this law allows the employer to charge up to 102 percent of the premium for the covered beneficiary and up to 150 percent for disabled individuals who qualify for an additional 11 months of coverage.

The Kaiser Family Foundation estimates that in 2002 health care premiums increased by 12.7 percent, making the average cost for self-only coverage $3,060 while the average cost for the family coverage reached $7,954. These high costs make retaining health coverage extremely difficult for individuals without work, without an income. As a result many people and their families choose to go without health insurance until they find another job. This is unacceptable.

Not only do these prohibitive costs prevent people from maintaining their health coverage, they can also drive up the group costs of employers who offer COBRA coverage. Because health care premiums are so high, those who have costly, preexisting health problems are more likely to enroll in extended coverage than those who are healthy. These costs are often passed onto the employer and onto the others covered by the group insurance.

We can alleviate this problem by making COBRA health coverage more accessible and more affordable. With the COBRA Coverage Act of 2003, laid-off workers would be provided with a 50 percent tax credit toward the cost of COBRA coverage, up to a maximum of $110 for an individual and $290 for a family per month. This credit is entirely refundable, which means one can receive it regardless of one's tax liability, and it is advanceable, meaning that it's available to the recipient immediately. This is possible because the tax credit would be administered through the employer.

While we work diligently to improve our economy, we must not sit idle and turn our backs on the millions of uninsured Americans. We must assist those who are suffering by ensuring they retain access to affordable health insurance for themselves and for their families.

TRIBUTE TO DR. GEORGE ROLOFSON

HON. HOWARD COBLE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. COBLE. Mr. Speaker, Dr. George Rolofson—"Dr. George" as I call him—has been a good friend of mine for many years and has worked with me on a number of issues relating to the U.S. agrichemical industry. Soon he will be retiring as Senior Vice President of legislative and regulatory affairs from CropLife America, where he has been a tireless champion of the agriculture and chemical industries. As Dr. George prepares to retire, I want to take the opportunity to thank him for these efforts and for his many contributions to the industry and to let him know that he will be greatly missed by all those with whom he has come in contact over the years.

George spent his entire adult life devoted to the study and improvement of the field of agricultural science, specifically as it regarded the use of important agrichemicals. He earned his Bachelor's and Master's degrees in entomology from the University of Nebraska and later went on to receive a Doctorate from Virginia Tech in entomology and toxicology. He then applied those degrees to practical use with the former Ciba Geigy Company in their agricultural division, now known as Syngenta Crop Protection. George worked in product development, toxicology, environmental sciences, and most recently in government relations for CropLife America here in Washington, D.C.

Our nation was largely built upon the back of the agriculture industry. Even here in our Capitol building, we see numerous artistic references to this critical industry and its importance in our nation. I would like to ask my colleagues to join with me in thanking my friend, Dr. George, for the devotion he has demonstrated to such an important part of our nation. George, you have left a legacy of pride and commitment to the American farming industry and we are most appreciative for your dedication and contributions. Best wishes in the next phase of your life.

RECOGNIZING COLONEL DAVID L. HANSEN, COMMANDER OF THE NORFOLK ENGINEER DISTRICT, NORFOLK CORPS OF ENGINEERS, VIRGINIA FOR HIS SERVICE AND DEDICATION

HON. J. RANDY FORBES

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 24, 2003

Mr. FORBES. Mr. Speaker, I rise today in recognition of Colonel David L. Hansen, Commander and Norfolk District Engineer, for his loyal service to the United States Corps of Engineers and to the development and progress of numerous projects in Virginia's Fourth District.

Colonel Hansen's dedication and loyalty to the advancement of our district and the Commonwealth of Virginia as a whole is to be commended. He has played an instrumental role in overseeing the growth and preservation