

honor the goal of the International Year of Astronomy; celebrating the 25th anniversary of the first American woman in space, Dr. Sally Ride; the Federal Ocean Acidification Research and Monitoring Act; commemorating the 25th anniversary of the Space Foundation; commemorating the 50th anniversary of the National Aeronautics and Space Administration; Homes For Heroes Act; America's Beautiful National Parks Quarter Dollar Coin Act; Community Building Code Amendment Grant Act; Lead-Safe Housing for Kids; and Money Services Business Act.

And then we have got one real bill that's going to be subject to a rule, Mr. Speaker: the Washington-Rochambeau Revolutionary Route National Historic Trail Designation Act. So any Members listening to this might want to get their amendments ready for that, and I don't know if we can amend that to talk about energy.

But, Mr. Speaker, I just thought it was important that we discuss here among ourselves what we are doing in this Congress this week. People are paying \$4.11 a gallon for gas at the pump. People are having to make decisions about whether they can go to work or go visit a loved one in a hospital. We need to be discussing our energy crisis because this is not something that just happened.

And, look, we are not innocent in this. We had 12 years. We could have led the charge. But I remember back in April of 2006, then minority leader, now Speaker NANCY PELOSI, said, "Elect us. The Democrats have a commonsense plan for lowering the skyrocketing price of gasoline."

Please bring out that plan, Mr. Speaker. Bring out that commonsense plan so that we can see what can lower the skyrocketing prices because since that plan has not been revealed, gas has gone from \$2.35 to \$4.11.

So while we are talking about all these important things today, and I know the American people are sitting on the edge of their seat to see if these things pass or not because of the effect it's going to have on their lives, I think if they could honestly have a good, bipartisan debate with an open rule, a good energy bill that all the people could come that represent the people all over this country to come in and discuss what we can do to give them relief at the pump.

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

First and foremost, I would like to remind my colleagues across the aisle that I feel that all legislation that is heard in the U.S. Congress is important legislation. I want to go on record saying that.

And I would remind my colleagues on the other side of the aisle that in 2005, just 3 years ago, 2005, when you were in the majority, you passed an energy bill that you claimed would produce America's energy independence. It did not work, did it? What were gas prices then in 2005, and what are they today?

So I would again say the blame game is not working and we should truly sit down and get serious, dispense with the rhetoric, and address the issues facing the American people.

Mr. Speaker, I reserve the balance of my time.

Mr. WITTMAN of Virginia. Mr. Speaker, I yield such time as he may consume to the gentleman from Georgia (Mr. WESTMORELAND).

Mr. WESTMORELAND. I want to thank my colleague for yielding to me.

Just to my good friend from Guam, I don't have a problem with what you said because it sounds like we have had a bite of the apple, the new majority has had a bite of the apple. People have seen their gas prices continue to go up. So why not come up with a bill that we could put on the floor, to have an open rule, because there is nothing more important in this country right now, not just because the price of gasoline is \$4.11 a gallon. This is a national security issue. We are writing Hugo Chavez a check to the Venezuelans for \$170 million a day. This is a national security issue. This is an economic issue that we are talking about. This is affecting our stock market. This is affecting our gross national product. This is affecting a loaf of bread. This is affecting a gallon of milk. This is something we need to be talking about.

So I'm glad to hear that you've taken notice that our plan of 2005 has not been totally successful because it has not been totally implemented yet. But I am more than willing to have a discussion on this floor, open rule, energy package. Let's write one. Let's let it go through regular order. Let's let it have amendments. Let's let it have discussion. And I think if we could do that, then we maybe could come up with something that could succeed.

Mr. WITTMAN of Virginia. Mr. Speaker, I yield back the balance of my time.

Ms. BORDALLO. Mr. Speaker, I again urge my colleagues, all of the Members of Congress, to support this very important piece of legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Guam (Ms. BORDALLO) that the House suspend the rules and pass the bill, H.R. 1423, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BROUN of Georgia. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK EXPANSION

Ms. BORDALLO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4199) to amend the Dayton Aviation Heritage Preservation Act of 1992 to add sites to the Dayton Aviation Heritage National Historical Park, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4199

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—ADDITIONAL AREAS INCLUDED IN DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK

SEC. 101. ADDITIONAL AREAS INCLUDED IN PARK.

Section 101 of the Dayton Aviation Heritage Preservation Act of 1992 (16 U.S.C. 410ww, et seq.) is amended by adding at the end the following:

"(c) ADDITIONAL SITES.—In addition to the sites described in subsection (b), the park shall consist of the following sites, as generally depicted on a map titled 'Dayton Aviation Heritage National Historical Park', numbered 362/80,013 and dated May 2008:

"(1) Hawthorn Hill, Oakwood, Ohio.

"(2) The Wright Company factory and associated land and buildings, Dayton, Ohio."

SEC. 102. PROTECTION OF HISTORIC PROPERTIES.

Section 102 of the Dayton Aviation Heritage Preservation Act of 1992 (16 U.S.C. 410ww-1) is amended—

(1) in subsection (a), by inserting "Hawthorn Hill, the Wright Company factory," after "acquire";

(2) in subsection (b), by striking "Such agreements" and inserting:

"(d) CONDITIONS.—Cooperative agreements under this section";

(3) by inserting before subsection (d) (as added by paragraph 2) the following:

"(c) COOPERATIVE AGREEMENTS.—The Secretary is authorized to enter into a cooperative agreement with a partner or partners, including the Wright Family Foundation, to operate and provide programming for Hawthorn Hill and charge reasonable fees notwithstanding any other provision of law, which may be used to defray the costs of park operation and programming."; and

(4) by striking "Commission" and inserting "Aviation Heritage Foundation".

TITLE II—WRIGHT BROTHERS-DUNBAR NATIONAL HISTORICAL PARK DESIGNATION

SEC. 201. REDESIGNATION OF DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK.

(a) REDESIGNATION.—The Dayton Aviation Heritage Preservation Act of 1992, is amended—

(1) by striking "Dayton Aviation Heritage National Historical Park" each place it appears and inserting "Wright Brothers-Dunbar National Historical Park";

(2) by redesignating subsection (b) of section 108 as subsection (c); and

(3) by inserting after subsection (a) of section 108 the following new subsection:

"(b) GRANT ASSISTANCE.—The Secretary is authorized to make grants to the parks' partners, including the Aviation Trail, Inc., the Ohio Historical Society, and Dayton History, for projects not requiring Federal involvement other than providing financial assistance, subject to the availability of appropriations in advance identifying the specific partner grantee and the specific project. Projects funded through these grants shall be limited to construction and development on non-Federal property within the

boundaries of the park. Any project funded by such a grant shall support the purposes of the park, shall be consistent with the park's general management plan, and shall enhance public use and enjoyment of the park."

(b) REFERENCES.—Any reference in any law (other than this title), map, regulation, document, record, or other official paper of the United States to the "Dayton Aviation Heritage National Historical Park" shall be considered to be a reference to the "Wright Brothers-Dunbar National Historical Park".

SEC. 202. NATIONAL AVIATION HERITAGE AREA.

Title V of division J of the Consolidated Appropriations Act, 2005 (16 U.S.C. 461 note; Public Law 108-447), is amended—

(1) in section 503(3), by striking "104" and inserting "504";

(2) in section 503(4), by striking "106" and inserting "506";

(3) in section 504, by striking subsection (b)(2) and by redesignating subsection (b)(3) as subsection (b)(2); and

(4) in section 505(b)(1), by striking "106" and inserting "506".

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Guam (Ms. BORDALLO) and the gentleman from Virginia (Mr. WITTMAN) each will control 20 minutes.

The Chair recognizes the gentlewoman from Guam.

GENERAL LEAVE

Ms. BORDALLO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Guam?

There was no objection.

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

H.R. 4199 adds two sites to the Dayton Aviation Heritage National Historical Park. The bill also renames the park as the Wright Brothers-Dunbar National Historical Park.

Mr. Speaker, the Dayton Aviation Heritage National Historical Park was established to preserve sites associated with Wilbur and Orville Wright and the early history of aviation. The park also honors the life and work of African American poet Paul Laurence Dunbar, a business associate and a friend of Orville Wright.

H.R. 4199 would add Hawthorn Hill, the mansion designed by the Wright Brothers, and the Wright Company factory to the park. The factory, completed in 1910, is the site of the first American facilities specifically designed and built for the manufacture of airplanes.

Mr. Speaker, I ask my colleagues to support passage of this measure.

Mr. Speaker, I reserve the balance of my time.

Mr. WITTMAN of Virginia. Mr. Speaker, H.R. 4199 has been adequately explained by the majority, and I would like to thank Congressman TURNER from Ohio for his diligent work to advance this legislation on behalf of his constituents and for the benefit of park visitors around the country.

At this time, Mr. Speaker, I yield such time as he may consume to the

gentleman from Ohio (Mr. TURNER), author of the bill.

□ 1515

Mr. TURNER. I speak today in favor of H.R. 4199, which will add two important historic sites into the Dayton Aviation Heritage National Park. I want to thank Natural Resources Chairman RAHALL and Ranking Member YOUNG, as well as Subcommittee Chairman GRIJALVA and Ranking Member BISHOP for ushering this bill through the Resources Committee process, as well as bringing it to the floor today. I also want to thank the members of the Ohio delegation, many of whom have cosponsored this legislation.

Mr. Chairman, Ohio is the birthplace of aviation, and Dayton is the home of Orville and Wilbur Wright, the two men that invented the airplane. Some consider their invention to be the most important innovation in modern history. When the Wright brothers took flight in Kitty Hawk, North Carolina, our world became connected in a dramatic way, transforming travel, commerce, and communication.

Dayton is also the home of Paul Laurence Dunbar. Dunbar was a classmate of Orville Wright, and was a contemporary of the Wrights. Throughout his life, he was known as the poet laureate of African Americans, and achieved national success after his second collection of poems was reviewed in Harper's Weekly in 1896.

The Dayton Aviation Heritage National Historic Park is a celebration of the legacies of the Wright brothers, as well as Paul Laurence Dunbar. Currently, many people enjoy our National Historic Park. The park includes the Wright's Cycle Shop, the Wright Flyer Airplane, and the Huffman Prairie, where the Wrights perfected fixed-wing flight, among other sites.

However, the Wright's history within the park remains incomplete. Currently, the Wright Company factory buildings and their home, Hawthorn Hill, are not included among the sites at the park. That is why I have introduced H.R. 4199, which will complete the Wright's story told at the park, by adding these two critical sites.

The Wright Company factory buildings in west Dayton are the first American facilities specifically designed and built for the manufacture of airplanes. These buildings had a production capability that was greater than any other airplane manufacturing facility at the time.

The Wright Company operated at the site from 1910 to 1916, and produced 13 different models of airplanes. This site is currently owned and controlled by the Delphi Corporation, who will operate at this site until later this year.

Hawthorn Hill was designed by Wilbur and Orville Wright and was the home of the Wright family until 1948. This historic architectural landmark tells the story of the Wright brothers as inventors. Amanda Wright-Lane, the

great-grandniece of the Wright brothers, testified before the Resources Subcommittee on National Parks earlier this year, discussing the Wright's incredible history and the importance of Hawthorn Hill to the Wright's story.

Mr. Speaker, the addition of these sites to the existing park is critical to the park's purpose, which was outlined in the Dayton Aviation Heritage Preservation Act of 1992. The purpose is "to create partnerships among Federal, State and local governments and the private sector to preserve, enhance, and interpret for the present and future generations the historic and cultural structures, districts, and artifacts in Dayton and the Miami Valley in the State of Ohio associated with the Wright brothers, the invention and the development of aviation, or the life and works of Paul Laurence Dunbar." Put plainly, the addition of these sites completes the Wright's story at the park.

Mr. Speaker, adding these sites to the national park enjoys a wide range of support from both local and national organizations, including the City of Dayton; Montgomery County; the State of Ohio; the Wright family; the Dayton Area Chamber of Commerce; the Dayton Development Coalition; the Ohio Historical Society; the Dayton Historical Society; Sinclair Community College; The University of Dayton; the Dayton Foundation, the National Cash Register Corporation; the Delphi Corporation; the National Conference of State Historic Preservation Officers; and the National Trust for Historic Preservation.

H.R. 4199 also includes the exact language from H.R. 4191, which passed the House by a voice vote earlier this year. This language would change the name of the Dayton Aviation National Historic Park to the Wright Brothers-Dunbar National Historic Park.

Changing the name of the park has been the result of a community-wide process, led by Federal Judge Walter Rice and the Dayton Aviation Heritage Commission. I want to thank Judge Walter Rice and the other commissioners for their time and dedication to making the name of our park a fitting salute to those for whom it is a tribute.

It is clear that this bill is an important priority to the Dayton region. It is also important to the Paul Laurence Dunbar and the Wright brothers' legacy.

Mr. Speaker, I want to thank you again for this opportunity, and I urge my colleagues to support H.R. 4199.

Ms. BORDALLO. I yield such time as he may consume to my colleague from North Carolina (Mr. MILLER).

Mr. MILLER of North Carolina. I want to applaud Mr. TURNER for bucking his party in introducing a bill on something other than gas prices. I have frequently worked with Mr. TURNER on historic preservation issues. It has never been difficult to work across partisan lines. But rising to support this bill is somewhat more difficult for me.

Mr. TURNER described Dayton, Ohio, as the birthplace of aviation in his remarks a minute ago. Mr. Speaker, that is stretching the truth a bit. But after sitting on the floor for about an hour and hearing our energy problems blamed on environmentalists, not the fact that ExxonMobil made \$40 billion in profits in the fourth quarter of 2007, it seems like a fairly minor stretching of the truth.

As every school child in America knows, with the exception of school children in Dayton, Ohio, the first powered flight was in Kitty Hawk, North Carolina, in December, 1903, or at least it was the first photographed, the first documented powered flight. There is still some dispute about where the actual first powered flight was. But the photograph of the Wright brothers plane above the dunes, just a few feet above the dunes at Kitty Hawk, was probably the most important photograph in history to that point, and remains one of the most famous photographs in all of history. That photograph, Mr. Speaker, was taken by a North Carolinian.

After that first flight, which lasted just 12 seconds, and even with the soft sands of Kitty Hawk to land in, the landing almost destroyed or badly damaged the balsa wood plane. Progress was very rapid. Within just a decade, the airplane proved to be a very effective weapon of war in the First World War, and in another decade, just another decade after that, Charles Lindbergh flew the Atlantic alone.

Mr. TURNER is correct, flight has been an important transformational invention in human history. We are now a connected world, largely because of flight. The Wright brothers and Dayton, Ohio, did have a role in that, Mr. Speaker. So I do rise to support adding Hawthorn Hill, the Wright family home, and the Wright Airplane Factory to the national park in Dayton, Ohio highly.

I do this, taking the lead of my party's nominee for President, who has urged that we put aside all the old animosities, that we reach across all divisions of society. In that spirit, Mr. Speaker, I rise in support of this bill.

Mr. HOBSON. Mr. Speaker, I rise today in support of H.R. 4199, which would expand the Dayton Aviation Heritage National Historical Park to include additional sites associated with the lives and work of Wilbur and Orville Wright.

Few technological advances have transformed the world or our nation's economy, society, culture, and national character as the development of powered flight. Therefore, it is important to preserve the historical sites associated the Wright brothers' achievements in the field of aviation. That is what this bill will do.

Over the years, the Ohio congressional delegation has worked together to preserve and promote Ohio's rich aviation history. A few years ago, I, along with Congressman Tony Hall, had the privilege of introducing the bill that later became law to designate eight Miami

Valley counties and the Dayton Aviation Heritage National Historical Park as part of a National Aviation Heritage Area. Today, I commend my colleague, Congressman MIKE TURNER, for his leadership in sponsoring this bill to add two additional sites to the aviation park.

Specifically, H.R. 4199 will add Hawthorne Hill, which was Orville Wright's home in Oakwood, and several Wright Factory buildings in Dayton, where the brothers conducted research and testing. These sites would be part of the Dayton Aviation Heritage National Historical Park, which already includes such historic sites as: Huffman Prairie Flying Field, the Wright Cycle Company Complex, and the Paul Laurence Dunbar House. Together, these sites are an important part to nation's history, and Ohio's cultural heritage.

Again, I commend Congressman TURNER for his leadership to preserve and promote Ohio's aviation heritage with this legislation, and I urge my colleagues to join me in supporting H.R. 4419.

Mr. WITTMAN of Virginia. Mr. Speaker, I yield back the balance of my time.

Ms. BORDALLO. Mr. Speaker, I again urge Members to support this important piece of legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Guam (Ms. BORDALLO) that the House suspend the rules and pass the bill, H.R. 4199, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Ms. BORDALLO. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

MARITIME POLLUTION PREVENTION ACT OF 2008

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 802) to amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the "Maritime Pollution Prevention Act of 2008".

SEC. 2. REFERENCES.

Wherever in this Act an amendment or repeal is expressed in terms of an amendment to or a repeal of a section or other provision, the reference shall be considered to be made to a section or other provision of the Act to Prevent Pollution from Ships (33 U.S.C. 1901 et seq.).

SEC. 3. DEFINITIONS.

Section 2(a) (33 U.S.C. 1901(a)) is amended—

(1) by redesignating the paragraphs (1) through (12) as paragraphs (2) through (13), respectively;

(2) by inserting before paragraph (2) (as so redesignated) the following:

"(1) 'Administrator' means the Administrator of the Environmental Protection Agency;";

(3) in paragraph (5) (as so redesignated) by striking "and V" and inserting "V, and VI";

(4) in paragraph (6) (as so redesignated) by striking "discharge" and "garbage" and "harmful substance" and "incident" and inserting "discharge", "emission", "garbage", "harmful substance", and "incident";" and

(5) by redesignating paragraphs (7) through (13) (as redesignated) as paragraphs (8) through (14), respectively, and inserting after paragraph (6) (as redesignated) the following:

"(7) 'navigable waters' includes the territorial sea of the United States (as defined in Presidential Proclamation 5928 of December 27, 1988) and the internal waters of the United States;";

SEC. 4. APPLICABILITY.

Section 3 (33 U.S.C. 1902) is amended—

(1) in subsection (a)—

(A) by striking "and" at the end of paragraph (3);

(B) by striking the period at the end of paragraph (4) and inserting "; and"; and

(C) by adding at the end the following:

"(5) with respect to Annex VI to the Convention, and other than with respect to a ship referred to in paragraph (1)—

"(A) to a ship that is in a port, shipyard, offshore terminal, or the internal waters of the United States;

"(B) to a ship that is bound for, or departing from, a port, shipyard, offshore terminal, or the internal waters of the United States, and is in—

"(i) the navigable waters or the exclusive economic zone of the United States;

"(ii) an emission control area designated pursuant to section 4; or

"(iii) any other area that the Administrator, in consultation with the Secretary and each State in which any part of the area is located,

has designated by order as being an area from which emissions from ships are of concern with respect to protection of public health, welfare, or the environment;

"(C) to a ship that is entitled to fly the flag of, or operating under the authority of, a party to Annex VI, and is in—

"(i) the navigable waters or the exclusive economic zone of the United States;

"(ii) an emission control area designated under section 4; or

"(iii) any other area that the Administrator, in consultation with the Secretary and each State in which any part of the area is located,

has designated by order as being an area from which emissions from ships are of concern with respect to protection of public health, welfare, or the environment; and

"(D) to any other ship, to the extent that, and in the same manner as, such ship may be boarded by the Secretary to implement or enforce any other law of the United States or Annex I, II, or V of the Convention, and is in—

"(i) the exclusive economic zone of the United States;

"(ii) the navigable waters of the United States;

"(iii) an emission control area designated under section 4; or

"(iv) any other area that the Administrator, in consultation with the Secretary and each State in which any part of the area is located,

has designated by order as being an area from which emissions from ships are of concern with respect to protection of public health, welfare, or the environment.";

(2) in subsection (b)—

(A) in paragraph (1) by striking "paragraph (2)," and inserting "paragraphs (2) and (3),"; and

(B) by adding at the end the following:

"(3) With respect to Annex VI the Administrator, or the Secretary, as relevant to their authorities pursuant to this Act, may determine