

than 40 years under a special use permit. H.R. 4773 would regularize that arrangement under a lease.

Mr. Speaker, we urge support of H.R. 4773.

I reserve the balance of my time.

Mrs. LUMMIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 4773 would allow the Savannah Bar Pilots Association to continue leasing a facility at Fort Pulaski National Monument, as they have done since the 1940s. The National Park Service supports this legislation, and we are pleased that this is one piece of legislation that will not place additional burdens on American taxpayers.

I urge my colleagues to support the legislation.

Mr. KINGSTON. Mr. Speaker, in the simplest terms, my bill allows the Secretary of the Interior to enter into a lease with the Savannah Bar Pilots Association for the Bar Pilots' continued use of the pilot base located on Cocksbur Island at Fort Pulaski National Monument. They currently operate under a similar arrangement, and this bill simply aims to prolong the relationship between the Park Service and the Bar Pilots. Since 1940, the Pilots Association has continuously occupied a facility at Fort Pulaski which acts as a station for the pilots to move to and from the vessels that call on the Port of Savannah. The original special use permit allowing the pilots' station at Fort Pulaski was the result of a direct order from the Secretary of the Interior.

The Bar Pilots perform a vital role in the operation of the Port of Savannah. The pilots assist cargo ships navigating the Savannah River to reach the Georgia Port Authority's Garden City Terminal, which is about 20 miles from the mouth of the Savannah River. After an incoming ship contacts the pilots and a meeting is established, the pilots are ferried on one of several pilot boats, up to 12 miles, to the "pilotage grounds" outside the channel in the Atlantic Ocean, where vessels wait for the pilots. The Bar Pilots then climb aboard the ship and tell the ship's captain how to safely pass the dangerous sand bars in the Savannah River. Pilots must not only hold an unlimited Coast Guard license, but demonstrate an absolute knowledge of the river. The Cocksbur Island location was chosen due to its location between the Garden City terminal and the pilotage grounds in the Atlantic Ocean.

The Savannah River Pilots contributions to Savannah can be traced back to 1760s. According to early records, William Lyford established a pilot house on Cocksbur in 1768 to help ships from England carrying lumber, cattle, hogs, and poultry navigate the shallow and muddy waters of the Savannah River. By the early 1800s, trade between Savannah and England was thriving, and more able pilots were needed to help the influx of ships through the channel. In 1864, the Savannah Pilots Association was formally organized to emphasize the city's commitment to developing Savannah as a port city. Today, the Port of Savannah is the second largest container port on the East Coast, the fourth largest in the Nation, and the fastest growing container port in the United States. One out of every 14 jobs in Georgia can be directly or indirectly tied to the state's ports and over 1,700 new port-related jobs were announced in 2009.

The success of the Port of Savannah can be tied to the expertise of the Bar Pilots who guide the container ships safely into the harbor. Every cargo ship above 200 gross tons—which is nearly every ship that calls on the Port of Savannah—must have bar pilot on board.

Since 1940, the Savannah Bar Pilots Association has been entering into special use permits with the U.S. Department of the Interior for the use of the station at Fort Pulaski. The terms of these permits have ranged in length from a one-year permit to a 20 year permit that existed from 1973 to 1993. The current special use permit between the Pilots Association and the Department of Interior was entered on December 8, 2008 and expires on December 8, 2010. Because of recent changes to the Department of the Interior's policies regarding special use permits at various national parks and national monuments, the National Park Service since 2007 has been discussing with the Pilots Association a long term arrangement to enable the Pilots Association to continue to use the facility at Fort Pulaski. H.R. 4773 is the result of research done by attorneys for the Department of the Interior and counsel for the Pilots Association. The legislation will enable the Pilots Association to enter into a renewable 10 year lease with the Department of Interior, the pricing for which will be based upon fair market value for the property. The authorization for a 10 year lease will enable Fort Pulaski National Monument and the Pilots Association to continue their relationship spanning more than 70 years on Cocksbur Island that has been beneficial for both parties.

Other than the location at Fort Pulaski, there is no other available land near the Savannah River entrance from which the pilot boats can reach the pilotage grounds off the coast of Georgia. Any relocation of the pilot station would result in longer transit times for vessels, increased safety risks in foul weather, possible delays in ship movements, and greater fuel usage and operating costs for the pilots and ships requiring pilotage services. H.R. 4773 does not seek to give any special treatment to the Bar Pilots. They currently operate under a similar agreement, and this bill simply aims to prolong this relationship between the Park Service and the Bar Pilots that has allowed the Bar Pilots to effectively perform the valuable public service of facilitating international commerce and economic development. Employees of the Park Service initially approached the Bar Pilots to suggest legislative action, and the Park Service has been involved in this process every step of the way. This bill will not take land out of the Park Service's protection, nor will it pose any cost to the American taxpayers. In fact, the bill requires Bar Pilots will to help with park maintenance costs. We are not aware of any local opposition.

Mrs. LUMMIS. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Ms. BORDALLO. Mr. Speaker, I again urge all Members to support the bill.

I have no further requests for time, 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. 4773.

The question was taken.

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

SHASTA-TRINITY NATIONAL FOREST ADMINISTRATIVE JURISDICTION TRANSFER ACT

Ms. BORDALLO. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 689) to interchange the administrative jurisdiction of certain Federal lands between the Forest Service and the Bureau of Land Management, and for other purposes.

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 "Shasta-Trinity National Forest Administrative Jurisdiction Transfer Act".

SEC. 2. TRANSFER OF ADMINISTRATIVE JURISDICTION TO THE BUREAU OF LAND MANAGEMENT.

(a) *IN GENERAL.*—Administrative jurisdiction over the Federal land described in subsection (b) is transferred from the Secretary of Agriculture to the Secretary of the Interior.

(b) *DESCRIPTION OF LAND.*—The Federal land referred to in subsection (a) is the land within the Shasta-Trinity National Forest in California, Mount Diablo Meridian, as generally depicted on the map entitled "Shasta-Trinity Administrative Jurisdiction Transfer: Transfer from Forest Service to BLM, Map 1" and dated November 23, 2009.

(c) *MANAGEMENT AND STATUS OF TRANSFERRED LAND.*—The Federal land described in subsection (b) shall be administered in accordance with—

(1) *the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.); and*

(2) *any other applicable law (including regulations).*

SEC. 3. TRANSFER OF ADMINISTRATIVE JURISDICTION TO THE FOREST SERVICE.

(a) *IN GENERAL.*—Administrative jurisdiction over the Federal land described in subsection (b) is transferred from the Secretary of the Interior to the Secretary of Agriculture.

(b) *DESCRIPTION OF LAND.*—The Federal land referred to in subsection (a) is the land administered by the Director of the Bureau of Land Management in the Mount Diablo Meridian, California, as generally depicted on the map entitled "Shasta-Trinity Administrative Jurisdiction Transfer: Transfer from BLM to Forest Service, Map 2" and dated November 23, 2009.

(c) *MANAGEMENT AND STATUS OF TRANSFERRED LAND.*—

(1) *IN GENERAL.*—The Federal land described in subsection (b) shall be—

(A) *withdrawn from the public domain;*

(B) *reserved for administration as part of the Shasta-Trinity National Forest; and*

(C) *managed in accordance with the laws (including the regulations) generally applicable to the National Forest System.*

(2) **WILDERNESS ADMINISTRATION.**—*The land transferred to the Secretary of Agriculture under subsection (a) that is within the Trinity Alps Wilderness shall—*

(A) not affect the wilderness status of the transferred land; and

(B) be administered in accordance with—

(i) this section;

(ii) the Wilderness Act (16 U.S.C. 1131 et seq.); and

(iii) the California Wilderness Act of 1984 (16 U.S.C. 1132 note; Public Law 98-425).

SEC. 4. ADMINISTRATIVE PROVISIONS.

(a) **CORRECTIONS.**—

(1) **MINOR ADJUSTMENTS.**—*The Secretary of Agriculture and the Secretary of the Interior may, by mutual agreement, make minor corrections and adjustments to the transfers under this Act to facilitate land management, including corrections and adjustments to any applicable surveys.*

(2) **PUBLICATIONS.**—*Any corrections or adjustments made under subsection (a) shall be effective on the date of publication of a notice of the corrections or adjustments in the Federal Register.*

(b) **HAZARDOUS SUBSTANCES.**—

(1) **NOTICE.**—*The Secretary of Agriculture and the Secretary of the Interior shall, with respect to the land described in sections 2(b) and 3(b), respectively—*

(A) identify any known sites containing hazardous substances; and

(B) provide to the head of the Federal agency to which the land is being transferred notice of any sites identified under subparagraph (A).

(2) **CLEANUP OBLIGATIONS.**—*To the same extent as on the day before the date of enactment of this Act, with respect to any Federal liability—*

(A) the Secretary of Agriculture shall remain responsible for any cleanup of hazardous substances on the Federal land described in section 2(b); and

(B) the Secretary of the Interior shall remain responsible for any cleanup of hazardous substances on the Federal land described in section 3(b).

(c) **EFFECT ON EXISTING RIGHTS AND AUTHORIZATIONS.**—*Nothing in this Act affects—*

(1) any valid existing rights; or

(2) the validity or term and conditions of any existing withdrawal, right-of-way, easement, lease, license, or permit on the land to which administrative jurisdiction is transferred under this Act, except that beginning on the date of enactment of this Act, the head of the agency to which administrative jurisdiction over the land is transferred shall be responsible for administering the interests or authorizations (including reissuing the interests or authorizations in accordance with applicable law).

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Guam (Ms. BORDALLO) and the gentlewoman from Wyoming (Mrs. LUMMIS) 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, H.R. 689 was introduced by our colleague from California, Representative HERGER. The bill authorizes an inter-

change of land between the Forest Service and the Bureau of Land Management. The specific lands are located within the Shasta-Trinity National Forest and on adjacent public lands in northern California. The purpose of the interchange is to ease problems that off-highway vehicle users are having with permitting. The administration supports this legislation.

H.R. 689 originally passed the House by voice vote on June 2, 2009. The Senate has amended the House-passed version of the bill to clarify the hazardous substance cleanup responsibilities of each agency.

Mr. Speaker, we support passage of this measure with the Senate amendment.

I reserve the balance of my time.

Mrs. LUMMIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to commend Congressman HERGER for his excellent work on this legislation. Working closely with many constituents who enjoy outdoor recreation, Congressman HERGER developed this bill allowing Forest Service and Bureau of Land Management officials to better manage a complex mix of administrative jurisdictions in Shasta County. This legislation will not only help both agencies, but will also greatly benefit the many families who enjoy wholesome outdoor recreation in the area, especially the many off-highway vehicle users who have been using this area for generations. Not surprisingly, the bill has widespread support among the local OHV users.

It is a rare feat to have two separate Federal agencies and the public all agreeing that a particular piece of legislation is worthy of praise. Congressman HERGER should be congratulated for this win-win legislation.

Mr. HERGER. Mr. Speaker, I strongly support passage of H.R. 689. This legislation is the result of a collaborative and bipartisan effort to limit government bureaucracy and improve the management of federal lands in Northern California. For years, many of my constituents raised concerns over difficulties in dealing with two federal agencies in order to use the Chappie-Shasta Off-Highway Vehicle Area in Shasta County, California. Though the Bureau of Land Management has managed the majority of this area, Forest Service holdings within the area have led to such issues as duplicative permitting and even different opening dates for the same area. This situation has led to increasing frustration from thousands of users who come from across California and elsewhere to enjoy this OHV area.

This simple legislation provides a commonsense solution by allowing the BLM to consolidate the OHV area while the Forest Service will benefit by receiving jurisdiction over small tracts of BLM land that are already contiguous to the Shasta-Trinity National Forest.

This bill first passed the House by unanimous consent, and after a few technical changes, again received unanimous support from the Senate. Concurrence with the Senate's changes will finally allow for more efficient management of the Chappie-Shasta OHV Area and greater enjoyment of its users.

This legislation represents a win-win for taxpayers and their enjoyment of our federal lands. I thank Senators FEINSTEIN and BOXER for their work in supporting this effort and I urge my colleagues to support it as well.

Mrs. LUMMIS. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Ms. BORDALLO. Mr. Speaker, I again urge Members to support the bill.

I have no further requests for time, 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 concur in the Senate amendment to the bill, H.R. 689.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate amendment was concurred in.

A motion to reconsider was laid on the table.

□ 1500

NATIONAL WILDLIFE REFUGE VOLUNTEER IMPROVEMENT ACT OF 2010

Ms. BORDALLO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4973) to amend the Fish and Wildlife Act of 1956 to reauthorize volunteer programs and community partnerships for national wildlife refuges, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4973

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "National Wildlife Refuge Volunteer Improvement Act of 2010".

SEC. 2. REAUTHORIZATION OF APPROPRIATIONS TO IMPLEMENT VOLUNTEER, COMMUNITY PARTNERSHIP AND EDUCATION PROGRAMS UNDER FISH AND WILDLIFE ACT OF 1956.

(a) **REAUTHORIZATION.**—Section 7(f) of the Fish and Wildlife Act of 1956 (16 U.S.C. 742f(f)) is amended to read as follows:

“(f) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated to the Secretary of the Interior to carry out subsections (b), (c), (d), (e), and (f), \$2,000,000 for each of fiscal years 2011 through 2014.”.

(b) **TECHNICAL CORRECTIONS.**—Section 7 of the Fish and Wildlife Act of 1956 (16 U.S.C. 742f) is amended in subsections (b)(2)(B)(ii) and (d)(2)(C)(i) by striking “National Wildlife Refuge Administration Act of 1966” each place it appears and inserting “National Wildlife Refuge System Administration Act of 1966”.

SEC. 3. AMENDMENTS TO NATIONAL WILDLIFE REFUGE SYSTEM VOLUNTEER AND COMMUNITY PARTNERSHIP ENHANCEMENT ACT OF 1998.

Section 4(a) of the National Wildlife Refuge System Volunteer and Community Partnership Enhancement Act of 1998 (16 U.S.C. 742f-1) is amended—

(1) in the subsection heading by striking “PROJECTS” and inserting “NATIONAL VOLUNTEER COORDINATION PROGRAM”;

(2) by amending paragraph (1) to read as follows:

“(1) **IN GENERAL.**—Subject to the availability of appropriations, and in conformance with the