

Mr. Speaker, before I express support for that, I will associate myself with the comments of my colleagues for the previous resolution, condemning the violence against members of the National Guard from West Virginia and condemning that horrific act that took the life of Army Specialist Sarah Beckstrom and has left Air Force Staff Sergeant Andrew Wolfe gravely injured.

Mr. Speaker, as it relates to the Save Our Seas 2.0 Amendments Act, this bill will improve the administration of the National Oceanic and Atmospheric Administration's Marine Debris Program and the Marine Debris Foundation so that it can respond more effectively to the growing threats facing our coastal regions, of which I represent one in Mobile, Alabama.

Each year, more than 11 million tons of plastic debris enters the oceans, endangering the livelihood of communities, small businesses, fishermen, and our food chain that rely on healthy waterways. Along Alabama's coastal communities, we understand how critically important reliable waterways are.

This legislation takes practical steps to support the Federal programs responsible for removing debris and protecting the safety and resilience of our coastal communities.

The bill improves NOAA's Marine Debris Program by giving the agency clear authority to use new and existing tools to address pollution more effectively and allowing NOAA to work faster and in closer partnership with State and local governments, as well as Tribal nations, nonprofits, and regional organizations.

The bill requires the Marine Debris Foundation to develop and implement best practices for engaging with Tribal Governments to ensure that they are included in the programs and funding designed to protect the water resources.

Finally, this legislation extends vital funding for marine debris removal efforts through 2029. It keeps programs running, supports long-term planning, and gives communities confidence that Federal partners are committed to protecting our waters and natural resources.

Mr. Speaker, I am proud to support my colleagues who have worked on this important bipartisan legislation both here in the House, as well as the Senate. I look forward to seeing it passed into law, and I reserve the balance of my time.

□ 1530

Mr. JOHNSON of South Dakota. Mr. Speaker, I have no further speakers. I am prepared to close, and I reserve the balance of my time.

Mr. FIGURES. Mr. Speaker, I yield 4 minutes to the gentlewoman from Oregon (Ms. BONAMICI).

Ms. BONAMICI. Mr. Speaker, I thank Representative FIGURES for yielding.

Mr. Speaker, as the co-chair of the bipartisan Oceans Caucus, I rise enthusiastically today in support of S. 216,

the Senate companion to my bipartisan legislation, the Save Our Seas 2.0 Amendments Act.

Marine debris does not stay in one place. A plastic bottle tossed inland can end up hundreds of miles away, wrapped around a propeller, tangled in fishing gear, or broken down into microplastics that end up in the food we eat. Across the country, communities see the damage every day.

In the Pacific Northwest, crews use Marine Debris Program grants to remove abandoned and derelict vessels—rusting tankers that leak fuel, collapse into waterways, and scatter debris with every storm. These removals protect ports, safeguard workers, and prevent thousands of pounds of plastic and fiberglass from entering the ocean.

In Alaska and the Gulf Coast, the program targets ghost fishing gear, including abandoned nets and traps. One abandoned net can trap fish, seabirds, and marine mammals for decades. Through this program, local partners recover that gear, return usable materials to fishers and anglers, and stop the cycle of loss.

In the Great Lakes, communities use these funds to intercept plastic before it reaches open water, cleaning up shorelines, restoring habitats, and keeping microplastics out of the drinking water systems that serve millions of people.

This program doesn't stop at cleanup. It fuels economies and strengthens resilience. Since its creation in 2006, the Marine Debris Program has removed more than 36,000 metric tons of debris. According to NOAA, last year, the program's removal projects drove more than \$474 million in tourism and \$248 million in recreational value in just the four States in which it operates.

The Marine Debris Program supports research and innovation that address microplastics and microfibers, the invisible pollution shed from tires, textiles, and everyday products. These particles show up in ocean sediments, seafood, and even human bloodstreams. This program helps the scientists track them, understand them, and stop them at the source.

The Save Our Seas 2.0 Amendments Act reauthorizes the Marine Debris Program so communities can keep doing this important work. It also makes targeted, responsible administrative fixes to the Marine Debris Foundation, so the public-private partnerships deliver results faster and more effectively.

The Senate passed this bipartisan bill unanimously earlier this year, and today, Congress can send it to the President's desk.

We often think of plastic pollution as an overwhelming problem, and we haven't made the strides necessary to solve it. The Marine Debris Program and the Marine Debris Foundation are proven tools that make a difference.

When Congress invests in practical solutions to save our seas by empow-

ering local leaders, scientists, fishers, and cleanup crews, it makes measurable progress. This bill protects ecosystems, jobs, and public health.

Mr. Speaker, clean water and a healthy ocean support every community in this country, coastal and inland. I thank my colleagues, Representatives RADEWAGEN and MOYLAN, for co-leading this legislation, and Senators SULLIVAN and WHITEHOUSE for leading it in the Senate. I urge my colleagues to support the Save Our Seas 2.0 Amendments Act.

Mr. JOHNSON of South Dakota. Mr. Speaker, I reserve the balance of my time.

Mr. FIGURES. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, in closing, passing this bill is an important step that we can take right now to help address the health and resilience of coastal communities like those that I represent. I support S. 216, the Save Our Seas 2.0 Amendments Act, and I urge my colleagues to do the same.

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

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, Ms. BONAMICI said it right. This legislation will enable NOAA to continue addressing the adverse impacts of marine debris on our country's maritime economy and will ensure safe navigation on America's waterways. Importantly, this legislation will promote clean water and the protection of our natural resources without imposing new mandates on industry or local governments.

Mr. Speaker, I urge support of the bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from South Dakota (Mr. JOHNSON) that the House suspend the rules and pass the bill, S. 216.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

FEDERAL MARITIME COMMISSION REAUTHORIZATION ACT OF 2025

Mr. JOHNSON of South Dakota. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4183) to authorize appropriations for the Federal Maritime Commission for fiscal years 2026 through 2029, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4183

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 "Federal Maritime Commission Reauthorization Act of 2025".

SEC. 2. TABLE OF CONTENTS.

The table of contents for this Act is as follows:

- Sec. 1. Short title.
- Sec. 2. Table of contents.
- Sec. 3. Authorization of appropriations.
- Sec. 4. Purposes.
- Sec. 5. Definitions.
- Sec. 6. Complaints against shipping exchanges.
- Sec. 7. Repeal.
- Sec. 8. Data collection.
- Sec. 9. Investigations.
- Sec. 10. National advisory committees.
- Sec. 11. Annual report and public disclosures.
- Sec. 12. Containerized freight indexes.
- Sec. 13. Technical amendments.

SEC. 3. AUTHORIZATION OF APPROPRIATIONS.

Section 46108 of title 46, United States Code, is amended by striking “\$32,869,000 for fiscal year 2022, \$38,260,000 for fiscal year 2023, \$43,720,000 for fiscal year 2024, and \$49,200,000 for fiscal year 2025” and inserting “\$49,200,000 for fiscal year 2026, and \$49,200,000 for fiscal year 2027”.

SEC. 4. PURPOSES.

Section 40101 of title 46, United States Code, is amended—

(1) in paragraph (2) by striking “in the ocean commerce of the United States” and inserting “for the common carriage of goods by water in the foreign commerce of the United States”; and

(2) in paragraph (4) by striking “promote” and inserting “support”.

SEC. 5. DEFINITIONS.

(a) IN GENERAL.—Section 40102(9) of title 46, United States Code, is amended—

(1) in subparagraph (B) by striking the period and inserting “; or”;

(2) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively, and by adjusting the margins accordingly;

(3) by striking “means an ocean common carrier” and inserting the following: “means—

“(A) an ocean common carrier”; and

(4) by adding at the end the following:

“(B) such a carrier that is owned or controlled by, a subsidiary of, or otherwise related legally or financially (other than a minority relationship or investment) to a corporation based in, headquartered in, or otherwise significantly linked to a country—

“(i) identified as a nonmarket economy country (as defined in section 771(18) of the Tariff Act of 1930 (19 U.S.C. 1677(18))) as of the date of enactment of the Federal Maritime Commission Reauthorization Act of 2025;

“(ii) identified by the United States Trade Representative on the priority watch list included in the most recent report required by section 182 of the Trade Act of 1974 (19 U.S.C. 2242) as a priority foreign country under subsection (a)(2) of that section; or

“(iii) subject to monitoring by the United States Trade Representative under section 306 of the Trade Act of 1974 (19 U.S.C. 2416).”.

(b) CONFORMING AMENDMENT.—Section 46106(b)(7) of title 46, United States Code, is amended by striking “ocean common carriers, particularly such carriers that are controlled carriers” and all that follows through the period at the end and inserting “controlled carriers”.

SEC. 6. COMPLAINTS AGAINST SHIPPING EXCHANGES.

(a) IN GENERAL.—Section 40504(c) of title 46, United States Code, is amended—

(1) in the subsection heading by inserting “AND INVESTIGATION” after “EXEMPTION”;

(2) by striking the period at the end and inserting “; and”;

(3) by striking “may exempt” and inserting the following: “may—

“(1) exempt”; and

(4) by adding at the end the following:

“(2) investigate complaints submitted under section 40505.”.

(b) COMPLAINTS AGAINST SHIPPING EXCHANGES.—Chapter 405 of title 46, United States Code, is amended by adding at the end the following:

“§ 40505. Complaints against shipping exchanges

“(a) IN GENERAL.—A person may submit to the Federal Maritime Commission, and the Commission shall accept, information concerning alleged incidents of market manipulation or other anticompetitive practices by shipping exchanges registered under section 40504.

“(b) INVESTIGATION.—Upon receipt of a submission of information under subsection (a), the Commission shall promptly investigate the accuracy of such information.

“(c) REPORT TO CONGRESS.—The Commission shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate the results of any investigation in which the Commission finds incidents of market manipulation or anticompetitive practices by shipping exchanges registered under section 40504.”.

(c) CLERICAL AMENDMENT.—The analysis for chapter 405 of title 46, United States Code, is amended by adding at the end the following:

“40505. Complaints against shipping exchanges.”.

SEC. 7. SHIPPING EXCHANGE REGISTRY.

Section 40504(d) of title 46, United States Code, is amended—

(1) by striking “3 years after the date of enactment of the Ocean Shipping Reform Act of 2022” and inserting “2 years after the date of enactment of the Federal Maritime Commission Reauthorization Act of 2025”;

(2) by striking “set standards necessary to carry out” and inserting “ensure consistency with”; and

(3) by striking “by” and inserting “via”.

SEC. 8. REPEAL.

(a) IN GENERAL.—Section 40706 of title 46, United States Code, is repealed.

(b) CLERICAL AMENDMENT.—The analysis for chapter 407 of title 46, United States Code, is amended by striking the item relating to section 40706.

SEC. 9. DATA COLLECTION.

Section 4110 of title 46, United States Code, is amended—

(1) by striking “The Federal Maritime Commission” and inserting the following:

“(a) QUARTERLY REPORT.—The Federal Maritime Commission”; and

(2) by adding at the end the following:

“(b) LIMITATION ON DUPLICATION.—Unless the data described in paragraphs (1) and (2) is not available in a timely manner or in a form that allows the Commission to meet the requirements of subsection (a), data required to be reported under subsection (a) may not duplicate information submitted—

“(1) to the Corps of Engineers pursuant to section 11 of the Act entitled ‘An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes’, approved September 22, 1922 (33 U.S.C. 555), by an ocean common carrier acting as a vessel operator;

“(2) pursuant to section 481 of the Tariff Act of 1930 (19 U.S.C. 1481) to U.S. Customs and Border Protection by merchandise importers; or

“(3) to the Department of Commerce pursuant to section 301 of title 13.”.

SEC. 10. INVESTIGATIONS.

Section 41302 of title 46, United States Code, is amended by adding at the end the following:

“(f) NONDISCLOSURE.—Information and documents developed by the Federal Maritime Commission under this section shall not be disclosed unless the Commission determines by majority vote of the Commission that such information and documents are relevant to an administrative or judicial proceeding and agrees by a majority vote to disclose such information and documents.”.

SEC. 11. NATIONAL ADVISORY COMMITTEES.

(a) NATIONAL SHIPPER ADVISORY COMMITTEE.—Section 42502 of title 46, United States Code, is amended—

(1) in subsection (a) by striking “Committee.” and inserting “Committee (in this section referred to as the ‘Shipper Committee’)”;

(2) by striking subsection (b);

(3) by redesignating subsection (c) as subsection (b); and

(4) in subsection (b), as so redesignated, by striking “Committee” each place it appears and inserting “Shipper Committee”.

(b) NATIONAL PORT ADVISORY COMMITTEE.—Chapter 425 of title 46, United States Code, is amended—

(1) by redesignating section 42503 as section 42506; and

(2) by inserting after section 42502 the following:

“§ 42503. National port advisory committee

“(a) ESTABLISHMENT.—There is established a National Port Advisory Committee (in this section referred to as the ‘Port Committee’).

“(b) MEMBERSHIP.—

“(1) IN GENERAL.—The Port Committee shall consist of 13 members appointed by the Commission in accordance with this section.

“(2) EXPERTISE.—Each member of the Port Committee shall have particular expertise, knowledge, and experience in matters relating to the function of the Port Committee.

“(3) REPRESENTATION.—Members of the Port Committee shall be appointed as follows:

“(A) 5 members shall represent marine terminal operators, as such term is defined in section 40102.

“(B) 5 members shall represent port authorities.

“(C) 3 members shall represent longshore and maritime labor.

“§ 42504. National ocean carrier advisory committee

“(a) ESTABLISHMENT.—There is established a National Ocean Carrier Advisory Committee (in this section referred to as the ‘Carrier Committee’).

“(b) MEMBERSHIP.—

“(1) IN GENERAL.—The Carrier Committee shall consist of 9 members appointed by the Commission in accordance with this section.

“(2) EXPERTISE.—Each member of the Carrier Committee shall have particular expertise, knowledge, and experience in matters relating to the function of the Committee.

“(3) REPRESENTATION.—Members of the Carrier Committee shall represent ocean carriers serving such seaports and terminals, of which at least 3 shall be ocean transportation intermediaries (as such term is defined in section 40102).

“§ 42505. Function

“The covered Committees shall advise the Federal Maritime Commission on policies relating to the competitiveness, reliability, and efficiency of the international ocean freight delivery system.”.

(c) CONFORMING AMENDMENTS.—

(1) DEFINITIONS.—Section 42501(2) of title 46, United States Code, is amended to read as follows:

“(2) COVERED COMMITTEE.—The term ‘covered Committee’ means—

“(A) the National Shipper Advisory Committee established under section 42502;

“(B) the National Port Advisory Committee established under section 42503; and

“(C) the National Ocean Carrier Advisory Committee established under section 42504.”.

(2) ADMINISTRATION.—Section 42506 of title 46, United States Code, as redesignated by subsection (b)(1), is amended—

(A) by striking “The Committee” each place it appears except in subsection (k) and inserting “Each covered Committee”;

(B) in subsection (a) by striking “the Committee” and inserting “each such Committee”;

(C) in subsections (b), (c), (d), (e), (f), and (j) by striking “the Committee” each place it appears and inserting “a covered Committee”;

(D) in subsection (f), by striking “the Committee’s” and inserting “a covered Committee’s”;

(E) in subsection (h)—

(i) in paragraph (1)—

(I) by striking “Chair of the Committee” and inserting “Chair of each covered Committee”;

(II) by striking “function of the Committee” and inserting “function of the applicable Committee”;

(ii) in paragraph (2) by striking “the Committee” and inserting “each covered Committee”;

(F) in subsection (i)—

(i) in paragraph (1) by striking “the Committee if the function of the Committee” and inserting “any relevant covered Committee if the function of such Committee”;

(ii) in paragraph (2) by striking “the Committee” and inserting “each such Committee”;

(iii) in paragraph (3)—

(I) by striking “from the Committee” and inserting “from a covered Committee”;

(II) in subparagraph (B) by striking “to the Committee” and inserting “to the submitting Committee”;

(iv) in paragraph (4) by striking “from the Committee” and inserting “from a covered Committee”;

(G) in subsection (k) by striking “The Committee” and inserting “The covered Committees”.

SEC. 12. ANNUAL REPORT AND PUBLIC DISCLOSURES.

(a) REPORT ON FOREIGN LAWS AND PRACTICES.—Section 46106(b) of title 46, United States Code, is amended—

(1) in paragraph (6)—

(A) by striking “and” at the end; and

(B) by striking “under this part” and inserting “under chapter 403”;

(2) in paragraph (7), as amended by section 5(b) of this Act—

(A) by inserting “anticompetitive, non-reciprocal trade, or” before “otherwise concerning practices”;

(B) by inserting “or marine terminal operators” after “controlled carriers”;

(C) by inserting “and” after the semicolon at the end; and

(3) by adding at the end the following:

“(8) an analysis of any trade imbalance resulting from the business practices of ocean common carriers, including an analysis of the data collected under section 41110; and

“(9) the aggregated findings and results of the Vessel-Operating Common Carrier Audit Program established by the Commission on July 18, 2021, pursuant to the Commission rule interpreting section 41102(c).”.

(b) PUBLIC DISCLOSURE.—Section 46106(d)(2) of title 46, United States Code, is amended by inserting “or marine terminal operator” after “common carrier”.

SEC. 13. CONTAINERIZED FREIGHT INDEXES.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Federal Maritime Commission shall promulgate an advance notice of proposed rulemaking on the manner in which data is acquired, used, and protected in developing price indexes for containerized ocean freight for shippers (as such term is defined in section 40102 of title 46, United States Code) in the United States published by a shipping exchange registered under section 40504 of title 46, United States Code.

(b) FINAL RULE.—Not later than 3 years after the date of enactment of this Act, the Commission shall publish a final rule with respect to the advance notice of proposed rulemaking required under subsection (a).

SEC. 14. TECHNICAL AMENDMENTS.

(a) NATIONAL ADVISORY COMMITTEES.—The analysis for subtitle IV of title 46, United States Code, is amended by striking the item relating to chapter 425 and inserting the following:

“425. NATIONAL ADVISORY COMMITTEES 42501”.

(b) ANALYSIS.—The heading and analysis for chapter 425 of title 46, United States Code, is amended to read as follows:

“CHAPTER 425—NATIONAL ADVISORY COMMITTEES

“Sec.

“42501. Definitions.

“42502. National Shipper Advisory Committee.

“42503. National Port Advisory Committee.

“42504. National Ocean Carrier Advisory Committee.

“42505. Function.

“42506. Administration.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from South Dakota (Mr. JOHNSON) and the gentleman from Alabama (Mr. FIGURES) each will control 20 minutes.

The Chair recognizes the gentleman from South Dakota.

GENERAL LEAVE

Mr. JOHNSON of South Dakota. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to insert extraneous material into the RECORD on this bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from South Dakota?

There was no objection.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the Chinese Communist Party does not play fair. That is why this bill, the Federal Maritime Commission Reauthorization Act of 2025, is so important.

I suspect we all know that ocean-linked supply chains are critical to the economic competitiveness of the United States. Think about all the important materials we import into this country, and then think about all the important materials we export. Even just for relatively small South Dakota, Mr. Speaker, we export \$7 billion of manufactured goods and agricultural goods to the rest of the world every single year. That is almost \$8,000 a year for every single South Dakotan. Clearly, this maritime trade is important.

Because the Chinese Communist Party doesn't play fair, we need a fo-

cused and effective cop on the beat. We need someone who will be focused on the anticompetitive behavior from the Chinese Communist Party and others.

The five largest ocean carriers and their coalitions, Mr. Speaker, control 80 or 85 percent of the ocean carrier business. We want to make sure that anticompetitive behavior does not take place. This legislation has at least a couple of major thrusts that are going to make that so.

First, it authorizes the fiscal years 2026 and 2027 appropriations for the FMC at the levels that are necessary to maintain the integrity of the marketplace through monitoring, enforcement, and proper adjudication.

Secondly, it also provides the new authorities and direction that the FMC needs to be a vigilant protector for our American shippers so they can be a more informed regulator and a more effective guardian against the abuses by the Chinese Communist Party and their partners.

Of course, Mr. Speaker, this all makes sense. It is very commonsensical. It is all very policy focused. That is why I am happy to report that it was a strongly bipartisan piece of legislation throughout its journey through the committee. This is exactly what our country should be doing at this time.

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

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

Mr. Speaker, I, too, rise in support of H.R. 4183, the Federal Maritime Commission Reauthorization Act of 2025, as amended. This bill updates and strengthens the authorities of the Federal Maritime Commission, or FMC, an agency that plays a critical role in ensuring an efficient, competitive, and economical maritime shipping system. As my colleague from South Dakota indicated, it ensures that we have the resources necessary to level the playing field.

The past several years have shown how essential it is to safeguard our shipping. Disruptions in global shipping, port congestion, and fluctuating freight rates have created serious challenges for American businesses and consumers alike.

This legislation authorizes funding for the Federal Maritime Commission for fiscal years 2026 and 2027, ensuring that the agency has the consistent resources it needs over the next several years to continue its core oversight and enforcement work.

The bill strengthens the FMC's ability to address anticompetitive behavior, which is vitally necessary throughout the shipping industry. It will also authorize the FMC to investigate complaints against shipping exchanges concerning market manipulation and other anticompetitive practices.

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The bill creates a National Port Advisory Committee and a National

Ocean Carrier Advisory Committee which will provide critical informed insight to ensure a more fair and efficient international ocean freight system.

I support this legislation, and I thank my colleague from South Dakota, Congressman JOHNSON, as well as the Democratic cosponsors of this bill.

Mr. Speaker, this is an important piece of legislation that will strengthen our Federal Maritime Commission and ensure that we have a competitive, effective, and efficient maritime transportation system.

I support H.R. 4183, as introduced by my colleague from South Dakota, as amended, and I urge my colleagues to do the same.

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

Mr. JOHNSON of South Dakota. Mr. Speaker, whether they realize it or not, every single American benefits from having a competitive maritime marketplace. For that to be the case, you have to have a cop on the beat that understands the job, is focused on anti-competitive behavior, and is driven to make sure that the free market works in the maritime space.

Mr. Speaker, this bill pushes forward all of those goals. I urge support of this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from South Dakota (Mr. JOHNSON) that the House suspend the rules and pass the bill, H.R. 4183, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: "A bill to authorize appropriations for the Federal Maritime Commission for fiscal years 2026 through 2027, and for other purposes."

A motion to reconsider was laid on the table.

ENHANCING SCIENCE, TREATMENT, AND UPKEEP OF AMERICA'S RESILIENT AND IMPORTANT ESTUARINE SYSTEMS ACT

Mr. JOHNSON of South Dakota. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3962) to amend the Federal Water Pollution Control Act to reauthorize the National Estuary Program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3962

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 "Enhancing Science, Treatment, and Upkeep of America's Resilient and Important Estuarine Systems Act" or the "ESTUARIES Act".

SEC. 2. NATIONAL ESTUARY PROGRAM.

Section 320 of the Federal Water Pollution Control Act (33 U.S.C. 1330) is amended—

(1) in subsection (a)(2)(B), by striking "and Pensacola and Perdido Bays, Florida" and inserting "Pensacola and Perdido Bays, Florida; and Mississippi Sound, Mississippi"; and

(2) in subsection (i)(1), in the matter preceding subparagraph (A), by striking "2026" and inserting "2031".

SEC. 3. INELIGIBILITY WITH RESPECT TO FISCAL YEARS 2025 AND 2026.

With respect to the amendment made by section 2(1), the Administrator of the Environmental Protection Agency may not use for the implementation of that amendment, including, with respect to Mississippi Sound, Mississippi, convening a management conference, developing or carrying out a comprehensive conservation and management plan, or providing grants under section 320 of the Federal Water Pollution Control Act (33 U.S.C. 1330)—

(1) any amounts appropriated to carry out the national estuary program under that section for fiscal year 2025; or

(2) unless the total amount appropriated to carry out that program for fiscal year 2026 is at least \$850,000 more than the total amount appropriated to carry out that program for fiscal year 2024, any amounts appropriated to carry out that program for fiscal year 2026.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from South Dakota (Mr. JOHNSON) and the gentleman from Alabama (Mr. FIGURES) each will control 20 minutes.

The Chair recognizes the gentleman from South Dakota.

GENERAL LEAVE

Mr. JOHNSON of South Dakota. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert other extraneous material in the RECORD on this bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from South Dakota?

There was no objection.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 3962, as amended, reauthorizes EPA's National Estuary Program until 2031. The NEP was created by Congress in 1987 as a non-regulatory program to deliver cost-shared grant money to local communities to improve water quality in coastal areas.

The NEP is a clear success story demonstrating that when Washington empowers local experts to lead in the areas they know best, the outcomes are stronger.

For every Federal dollar invested, the NEP's estuaries leverage an additional \$17 from other sources. This approach has improved water quality in estuaries nationwide without imposing new regulations.

This program was last reauthorized by President Trump. I commend my colleagues on both sides of the aisle, particularly the diligent and hard-working Mr. FIGURES, as lead sponsor, for their work on this bill, and I urge support.

H.R. 3962, as amended, also adds the Mississippi Sound to the list for priority consideration of selection by the EPA for inclusion in the NEP.

This bill, as amended, was reported favorably out of the Transportation

and Infrastructure Committee by a vote of 57 yeas to 2 nays on September 17, 2025.

Mr. Speaker, I urge support of the legislation, and I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 3962, as amended, the Enhancing Science, Treatment, and Upkeep of America's Resilient and Important Estuarine Systems Act, more simply known as the ESTUARIES Act.

I am proud to be the lead on this bipartisan bill. I thank the co-chairs of the Estuary Caucus, Ranking Member RICK LARSEN, as well as Representatives BONAMICI, HARIDOPOLOS, and MAST, all of whom are original cosponsors of this bill.

The National Estuary Program, or NEP, is an important resource for supporting locally led efforts to restore and protect the health of our coastal estuaries nationwide. This bill reauthorizes the NEP for 5 years and adds the Mississippi Sound to the list of estuaries for priority consideration.

Reauthorization ensures continued Federal support for this critical program, which has protected vital habitats, improved water quality, and fostered regional resilience since its creation in 1987.

Protecting and restoring Mobile Bay, which is in the heart of my district, is essential to Alabama's environment, flood protection, and seafaring economy as well. Mobile Bay is now home to the deepest port in the Gulf, so protecting its surrounding estuaries is critical not just to our local economy but to our regional and national economy as well.

I will take a moment to recognize Roberta Swann, who has led the Mobile Bay National Estuary Program since 2009 and is calling it a career at the end of this year. Ranking Member LARSEN and I had the privilege of meeting with her in Mobile this past August, and her dedication to building partnerships and advancing science-based solutions is a big reason the program has been so successful in Mobile.

It could not be more fitting that, in the same year in which she celebrates 16 years of leadership and her retirement, that her Congressman has the honor of leading this reauthorization and advancing it through the House of Representatives here today.

This year, the Association of National Estuary Programs' fall meeting was held in Mobile, which is my hometown, a powerful reminder of Mobile Bay's national significance and how this program brings people together to share solutions across the country.

This program funds partnerships between the EPA, States, local governments, and community stakeholders. It is very successful in leveraging not just Federal dollars, but on average the local NEPs raise an additional \$17 for every \$1 in Federal funding, as my colleague Representative JOHNSON also noted.