

Judge of the Middle Tennessee District. Davies, Jr. served as District Attorney General from 1972 to 1982 and then as Circuit Court Judge from 1982 to 1989. Serving Tennesseans from Hickman, Lewis, Perry, and Williamson Counties, Davies cultivated a pristine and upstanding legal reputation.

Judge Davies certainly followed his passions; never settling to look from the outside onto a subject he loved. Wanting to learn more about the art of food, Davies went to France to study the culinary arts. Then seeking to serve folks in a very different way, Davies purchased a hotel in the South Pacific and lived his later years in service to one of his many dreams.

Mr. Speaker, I rise today in celebration of Judge Elmer Davies, Jr. and I ask my colleagues to join with me in honoring his legacy. May his life teach us all to serve with greater nobility and live out our dreams in service to others.

TO CONGRATULATE SANDI
QUALLEY ON HER RETIREMENT

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 13, 2011

Mr. CONNOLLY of Virginia. Mr. Speaker, I rise today to recognize Ms. Sandi Qualley, Executive Director of the Hemophilia Association of the Capital Area (HACA), on the occasion of her retirement following 21 years of dedicated service to those individuals who suffer from bleeding disorders and their families.

HACA is a nonprofit organization that provides many needed services to people with bleeding disorders such as hemophilia and von Willebrand disease and their families. HACA serves more than 250 families in the Washington, D.C., metropolitan area, and it is a chapter of both Hemophilia Federation of America and the National Hemophilia Foundation, the two leading national hemophilia patient organizations. HACA's mission is to improve the quality of life for individuals suffering from bleeding disorders and their families through education, advocacy, and member services in order to promote research and to raise the resources needed to achieve these goals.

Sandi has been instrumental in ensuring that HACA continues to deliver on its mission. It sends children with bleeding disorders to camps that are equipped to address their specific medical needs. HACA offers educational programming to members of the bleeding disorders community at all stages of life: Families with newly diagnosed infants, school-age children, adolescents, adults, and those now confronting the additional complications that advancing age can pose for an individual with a bleeding disorder. HACA also helps provide financial assistance to needy families and resources to other nonprofit organizations that work with the hemophilia community in an expanding global network.

Mr. Speaker, I ask my colleagues to join me in commending Sandi Qualley for her years of service and in congratulating her on the occasion of her retirement. Her distinguished service has greatly contributed to the advancement and improvement of care and treatment available to individuals suffering from bleed-related afflictions.

INTRODUCTION OF H.R. 3648, THE
HARBOR FAIRNESS ACT OF 2011

HON. TIMOTHY H. BISHOP

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 13, 2011

Mr. BISHOP of New York. Mr. Speaker, today, I am introducing legislation to ensure that future expenditures for the maintenance of commercial harbors are equitably distributed, so that all communities—large and small—may optimize the economic benefits of their inland and coastal ports.

Over the past few administrations, far more funds have been collected by the Harbor Maintenance Trust Fund than have been expended on an annual basis—and unfortunately, the adverse signs of underfunding are becoming apparent. Year after year of insufficient maintenance dredging resources for coastal and inland ports has resulted in reduced depths at countless port facilities, and has all but passed over the dredging needs of moderately sized or smaller ports, such as Lake Montauk, in the New York's First Congressional District.

In recent years, there has been a concerted effort in Congress to fully utilize harbor maintenance funds in the Harbor Maintenance Trust Fund for the purpose they were collected. I am a strong supporter of these efforts because I have seen, firsthand, the adverse impacts of shoaled harbors on local and regional economies. When local harbors become filled with sediment, the corresponding reduction of commercial shipping can have a significant adverse impact on the national, regional, and local economies, as well as on the jobs that are directly and indirectly related to ports and shipping.

It is essential that Congress find a way to ensure that funds collected in the Harbor Maintenance Trust Fund be fully allocated—not only to ensure the viability of commercial shipping, but also to realize the jobs that can be created for port workers and dredgers, as well as through businesses that rely on local harbors for their livelihoods.

However, even if annual collections to the Harbor Maintenance Trust Fund were fully utilized, there is reason to believe that, under the status quo decision process for where funds are expended, the needs of many of the moderate-to-small harbors would remain unmet.

According to information from the U.S. Army Corps of Engineers (Corps), there is a significant backlog of maintenance dredging activities necessary to restore fully authorized project dimensions of existing commercial navigation projects. According to the Corps, the estimated annual maintenance cost to restore authorized projects to their full widths and depths is \$2.3 billion during the first five years. Once this backlog is addressed, the Corps estimates that annual maintenance costs (for year 6 and beyond) would average around \$1.8 billion per year.

Based on the Corps' projection on maintenance dredging needs, it appears that the annual operation and maintenance needs identified by the Corps exceed the amounts that have been collected, annually, by the Harbor Maintenance Trust Fund. This means that, even if annual collections to the Trust Fund are fully allocated, there will be an unmet annual maintenance dredging need far into the

future. It is that unmet annual maintenance dredging need that makes the Harbor Fairness Act of 2011 critical to mid-size and small commercial harbors, so that these harbors are not continually left behind.

Over the past few years, I have heard numerous examples of commercial harbors that were passed over for critical maintenance dredging funds from the Corps, in essence, because insufficient funds were made available for maintenance dredging needs. However, in my view, it has been the mid-size and small commercial harbors that have been disproportionately impacted by the lack of annual maintenance dredging funds.

For example, according to the Corps, the agency is currently responsible for maintenance dredging at 1,067 harbors, nationwide. Of this number, only 59 harbors (or 5 percent) are characterized as "high-use" harbors—on those that use at least 10 million tons of commerce annually. The remaining 1,008 harbors that fall under the Corps' maintenance dredging responsibility are characterized as "moderate" or "low-use" harbors.

However, when you look at the President's budget request for the past two fiscal years, it is easy to see the disparity in funding allocations among these categories of harbors.

For example, in the fiscal year 2012 budget request, "high-use" harbors received 66 percent of available funds, while "low-use" harbors received only 6 percent of the funds. This would mean that, under the status quo process for allocating maintenance dredging funding—which has been followed by both Democratic and Republican Presidential administrations—approximately 5 percent of eligible harbors received over 66 percent of the funds made available from the Harbor Maintenance Trust Fund.

Mr. Speaker, as the Representative of a Congressional district with small commercial harbors, the status quo must change.

To my community, the benefit of small and mid-size commercial harbors to the local economy is not proportional to their size. As a witness from New York's First Congressional District, Ms. Bonnie Brady, testified before the Subcommittee on Water Resources and Environment, the small commercial fishing ports on Long Island are responsible for 99 percent of New York's landed seafood catch—worth over \$49 million dollars at the dock.

That is why I am introducing the Harbor Fairness Act of 2011. This legislation attempts to balance the operation and maintenance needs of all commercial harbors, regardless of size, and to ensure that funding is equitably distributed between high-, moderate-, and low-use facilities.

First, the Harbor Fairness Act of 2011 would require the Corps to assess, on a biennial basis, the overall dredging needs of those commercial harbors that it is responsible for, including harbors used for commercial navigation, fishing, subsistence, domestic energy production, recreation, the transport of persons, and navigation safety.

This legislation would require the Corps to report its findings on operation and maintenance needs to the authorizing Committees of the House of Representatives and the Senate, as part of the President's budget submission to Congress. This information would be critical for Congress to comprehensively understand the overall operation and maintenance needs of all commercial harbors, as well as that portion of the national dredging need that would