

during my tenure on the subcommittee has been the staff director, Rick Barnett.

Anyone who is here for any period of time at all, Mr. Speaker, recognizes that while we get to stand in front of the C-SPAN cameras, it is the staff that is the oil and grease and everything else that makes this place go.

Rick Barnett has provided professional service to not only the members of the subcommittee, but to the members of the full committee, and I could not have done my job and I know the chairman of our subcommittee, the gentleman from New Jersey (Mr. FRANKS), could not have done his job without him. As a matter of fact, during my three terms, we have had three chairmen, the gentleman from Maryland (Mr. GILCHREST), Mr. Kim, and now we have had the gentleman from New Jersey (Mr. FRANKS), and Mr. Barnett has been the one constant that has made sure all of the "t's" were crossed and "i's" were dotted.

Mr. Barnett, I will miss you very much.

Mr. OBERSTAR. Mr. Speaker, will the gentleman yield?

Mr. LATOURETTE. I yield to the gentleman from Minnesota, the distinguished ranking member.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding, and especially thank him for taking time to pay tribute to Mr. Barnett. I also appreciate the gentleman's kind words about my previous remarks on the Elliott bill.

Mr. Speaker, I am quite surprised that our colleague on the subcommittee is leaving. I have memos in my files going back to the early 1990s when Mr. Barnett began service on the committee and our side had the majority. His memos were a model of rectitude and thoroughness then, as they are today. He has provided great service.

He is a thoroughgoing professional, a gentleman in the fullest sense of that term, but especially a bicyclist. It is not well known that he is a superb competition-level bicyclist, and the only solace I can take in his leaving the committee is that I will now probably be the strongest bicyclist on the committee among members or staff, either side of the aisle. That is the only consolation we take.

□ 1900

We regret greatly Mr. Barnett's departure from the committee and wish him success in all that he undertakes. Wherever he lands, he will be a success because he has demonstrated his professionalism here and his objectivity and thorough pursuit of the highest goal of public service. My congratulations.

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

Mr. Speaker, I thank the distinguished ranking member of the full committee; and I would just mention

to him, if I am his only competition in cycling, he is going to be way, way ahead of any threat.

Mr. Speaker, I yield 1 minute to the gentleman from Maryland (Mr. GILCHREST), who was the first chairman that I served under on this wonderful subcommittee.

Mr. GILCHREST. Mr. Speaker, I thank the gentleman from Ohio (Mr. LATOURETTE) for yielding me this time.

Mr. Speaker, I would like to make a comment about Mr. Barnett's service on the committee. It was my first time as chairman of the committee and Rick ensured that the stability, the consistency, and the professionalism of that committee was carried out in an efficient, prompt manner.

I would also like to say something above Rick Barnett's ability to ride a bicycle. He is also a good horseback rider. In fact, on the day of the tragedy in Oklahoma, when the Murrah Building was bombed, Rick and I were riding horses in Kennedyville, Maryland, on the Eastern Shore when we came back to the House and saw that tragedy unfold. From that point on, Rick made sure that our committee was fully engaged in the healing process and the legislative process to ensure that that type of terrorist activity would not happen again.

So I salute Mr. Barnett in his future career.

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

Mr. Speaker, I think from comments of the gentleman from Maryland (Mr. GILCHREST), we now see Mr. Barnett embodies the intermodalism we are so proud of on the Committee on Transportation and Infrastructure. I would urge passage of the bill.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 4806.

The question was taken.

Mr. LATOURETTE. 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.

GENERAL LEAVE

Mr. LATOURETTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 4806, the measure just considered by the House.

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

There was no objection.

EXPRESSING SENSE OF CONGRESS REGARDING HISTORIC SIGNIFICANCE OF 210TH ANNIVERSARY OF ESTABLISHMENT OF COAST GUARD

Mr. GILCHREST. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 372) expressing the sense of the Congress regarding the historic significance of the 210th anniversary of the establishment of the Coast Guard, and for other purposes.

The Clerk read as follows:

H. CON. RES. 372

Whereas the Revenue Cutter Service was established in 1790 under the jurisdiction of the Treasury Department;

Whereas the Revenue Cutter Service and the United States Life-Saving Service were combined in 1915 to form the Coast Guard;

Whereas in April 1967, the Coast Guard was transferred to the Department of Transportation where it remains today (except when operating as a service in the Navy in times of war);

Whereas the Coast Guard is comprised of nearly 35,000 active personnel and 28,000 reserve personnel;

Whereas the Coast Guard is supported by approximately 35,000 volunteers of the Coast Guard Auxiliary;

Whereas the Coast Guard is the Nation's premier military, multimission, maritime service that provides unique, nonredundant, complimentary capabilities to safeguard United States national security interests;

Whereas the Coast Guard provides unique services and benefits to the United States through a distinctive blend of humanitarian, law enforcement, diplomatic, and military capabilities;

Whereas the 5 operating roles of the Coast Guard are maritime safety, maritime security, protection of natural resources, maritime mobility, and national defense;

Whereas each year the Coast Guard conducts on average more than 65,000 search and rescue missions, saving over 5,000 lives and \$1,400,000,000 in property;

Whereas each year the Coast Guard, through its drug interdiction efforts, keeps more than \$3,000,000,000 worth of drugs off United States streets;

Whereas the Coast Guard safeguards ocean resources from degradation by pollution and overuse through marine environmental protection and fisheries enforcement programs;

Whereas each year the Coast Guard responds to more than 11,600 hazardous waste spills, inspects approximately 34,000 United States vessels and 19,400 foreign vessels, and investigates over 7,400 marine accidents;

Whereas the Coast Guard maintains the largest system of aids to navigation in the world, with more than 50,000 buoys, fixed markers, and lighthouses;

Whereas the Coast Guard provides critical ice breaking services for the Nation's inland waterways and shipping channels;

Whereas the Coast Guard is responsible for approximately 18,000 highway and railroad bridges that span navigable waterways throughout the Nation;

Whereas the Coast Guard plays a leading role in the Nation's undocumented migrant interdiction activities;

Whereas the Coast Guard is a military service and a branch of the Armed Forces, and plays a crucial role in the President's strategy of international engagement;

Whereas Coast Guard personnel have fought in every major military conflict since its inception in 1790; and

Whereas the men and women serving in the Coast Guard embody a rich tradition of

honor, devotion to duty, and dedication to service during times of peace and war: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That the Congress—

(1) recognizes the historic significance of the 210th anniversary of the establishment of the Coast Guard and the indelible contributions of the Coast Guard to the United States;

(2) commends—

(A) the Coast Guard's effectiveness in protecting the public, the environment, and United States economic and security interests in the Nation's ports and inland waterways, along the Nation's coasts, on international waters, and in any maritime region in which United States interests may be at risk; and

(B) the men and women serving in the Coast Guard who risk their lives to save others in danger at sea, enforce the Nation's treaties and other laws, protect the marine environment, ensure a safe and efficient marine transportation system, and support diplomatic and national defense interests of the United States worldwide; and

(3) supports the Coast Guard in its efforts to remain "Semper Paratus"—Always Ready—as it moves forward to meet the demands of the 21st century.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. GILCHREST) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Maryland (Mr. GILCHREST).

Mr. GILCHREST. Mr. Speaker, I yield 5 minutes to the gentleman from North Carolina (Mr. COBLE).

(Mr. COBLE asked and was given permission to revise and extend his remarks.)

Mr. COBLE. Mr. Speaker, I thank the gentleman from Maryland (Mr. GILCHREST) for yielding me this time.

Mr. Speaker, as was said, this resolution honors the United States Coast Guard on its 210th birthday which will occur on August 4.

Many people, Mr. Speaker, say to me, well, what does the Coast Guard do? Never heard of the Coast Guard.

Well, the Coast Guard does not do too much. All they did since 1994 was rescue and save over 90,000 lives. All they did last year was establish a new record for cocaine seizures; the same Service that performed with dignity and courage under pressure in response to the numerous aviation accidents and natural disasters.

An Independent Government Performance Project recently completed its second report card rating the performance of Federal agencies. The good news, Mr. Speaker, is that out of 20 Federal agencies rated only the Coast Guard and the Social Security Administration received an overall grade of A for their performance. That is the good news for those two agencies.

How was the Coast Guard able to achieve a grade that eluded 18 other Federal entities? The answer, at least according to the Independent Government Performance Project, is innovation resulting from constant budgetary and operational pressure.

The Coast Guard, Mr. Speaker, receives an appropriation of about \$4 bil-

lion a year, about the same amount that the Social Security Administration spends every 4 days, to do everything from rescuing endangered boaters, protecting fisheries, stopping illegal immigrants, and interdicting drugs.

In fact, the street value of the drugs seized by the Coast Guard exceeds the value of its entire budget.

As indicated in a recent GAO report during the 1990s, the Coast Guard has been assigned vastly increased responsibilities while shrinking its workforce by 10 percent and operating within a budget that has risen by only 1 percent in actual dollars. The time has come for us, it seems, Mr. Speaker, to reward the hard-working men and women of the United States Coast Guard by providing them with the necessary equipment and resources that will allow them to continue their excellent service to this country well into the 21st century.

At many Veterans' Day and Memorial Day services across this country, it is not uncommon for speakers to refer to our four Armed Services, the Army, Navy, Air Force and Marine Corps. Time and again I have heard that. The Coast Guard is significantly omitted. Mr. Speaker, I do not think there is any ill intent involved in that. I think it is omitted because the Coast Guard is the only armed service, as we perhaps know, that is not a Member of the Department of Defense.

I attended a Veterans' Day service in a school, Mr. Speaker, in my district. It has been 5 or 6 years ago. The local band honored the military services by playing their respective hymns. And guess what? The Coast Guard's marching hymn, *Semper Paratus*, was omitted. I almost knocked the table down to get to the music director. I asked her why it was omitted. She said, we did not have the music.

I said to her, it is the most beautiful and most stirring marching hymn of the armed services. She said next year if I get her the music she will play it. Next year the band did, in fact, play that hymn.

Mr. Speaker, there is a current movie that is just doing tremendously on box office receipts that portrays the Coast Guard in its proper role, and I think that many Americans take very casually what the Coast Guard members do day in and day out. It is indeed an unsung service. I call it oft times the blue collar service. I call them the buoy tenders. They are clearly the blue collar, the Coast Guard, but I think the Coast Guard is the blue collar armed service of this country and they serve us well.

Mr. Speaker, in closing I would just like to wish all of our Coasties and our men and women throughout the Coast Guard from sea to sea, ocean to ocean, and express our thanks to them on behalf of the country for giving us the opportunity to be here and to wish them a very happy 210th birthday.

I want to acknowledge the gentleman from Maryland (Mr. GILCHREST). He has

done a tremendous job chairing the Subcommittee on Coast Guard and Maritime Transportation of the Committee on Transportation and Infrastructure. The Coast Guardsmen tell me that from the commandant on down. I commend him for that. Happy birth, Coasties. *Semper Paratus*.

Mr. Speaker, I rise today in support of this resolution honoring the United States Coast Guard on its 210th birthday which will occur on August 4. As many in this body already know, the U.S. Coast Guard is our nation's oldest maritime service. What many of you may not realize, however, is that the U.S. Coast Guard is also the seventh largest naval service in the world and operates with the second oldest fleet. Yes, that's right, our Coast Guard—the one that's saved over 90,000 lives since 1994, the one that set a record for cocaine seizures last year, and the same service that performed with dignity and courage under the pressure of numerous aviation accidents and natural disasters—operates with the second oldest fleet in the world.

While operating with the second oldest fleet in the world, the U.S. Coast Guard was one of only two federal agencies to earn an "A" from the independent government performance project for operating with unusual efficiency and effectiveness. How was the Coast Guard able to achieve a grade of "A" that eluded 18 other federal agencies? The answer, at least according to the independent government performance project, is innovation resulting from constant budgetary and operational pressure.

If the Coast Guard can get an "A" operating under these dire conditions, imagine what they could do with better equipment and well-compensated people.

Along these same lines, the Interagency Task Force on Coast Guard Roles and Missions recently reported that a healthy Coast Guard is vital to protect and promote many of our nation's important safety, economic and national security interests. The men and women of the Coast Guard—with a force smaller than the New York City Police Department—carry out these vital missions in this country's ports and waterways, along its 47,000 miles of coastline, lakes and rivers, on international waters or in any maritime region as required to support national security.

As exhibited by this laundry list of assignments, the Coast Guard has been spread far too thin in recent years. A recent GAO report found that the Coast Guard has been assigned vastly increased responsibilities while shrinking its workforce by 10 percent and operating within a budget that has risen by only one percent in actual dollars. Mr. Speaker, the time has come for this Congress to stop expanding the scope of the Coast Guard's operations without providing them with the necessary resources. Despite the Coast Guard's outstanding performance record, asking them to continue to do more with less jeopardizes the Coast Guard's core duties—which are matters of life and death.

The time has come for us to reward the hardworking men and women of the Coast Guard by providing them with the necessary equipment and resources that will allow them to continue their excellent service to this country well into the 21st Century.

To the men and women of the U.S. Coast Guard—thank you for your service to our country and for giving us the opportunity to

wish the Coast Guard a Happy 210th Birthday. We would not be here today without your dedication and sacrifice. Happy Birthday Coasties and Semper Paratus!

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

Mr. Speaker, I commend our committee chairman, the gentleman from Pennsylvania (Mr. SHUSTER), our subcommittee chairman, the gentleman from Maryland (Mr. GILCHREST), our ranking member on our side, the gentleman from Oregon (Mr. DEFAZIO), on combining forces to salute the Coast Guard on its 210th anniversary.

Our committee, arguably with the Committee on Ways and Means, is the oldest committee in the House of Representatives. We passed the very first legislation in the first Congress in 1789 to establish a lighthouse, the Cape Henry Lighthouse. Concurrently with that action, the Secretary of the Treasury, Alexander Hamilton, approached the Congress to establish a service to enforce our tariff laws.

The Congress responded with the authorization to construct 10 cutters needed to patrol the coast along the northern States and enforce our revenue laws. They had to be larger than any previously built. They had to be heavier for winter conditions. They had to be faster than anything we had had before, to collect tariffs on imported goods.

Ironically, these ships ended up costing as much as \$500 more than the \$1,000 each appropriated. All of the ships were built, but it is not clear from historical records where Secretary Hamilton found the money to complete the task.

With that action, the Revenue Cutter Service was established, the forerunner of what we know today as the U.S. Coast Guard. The Coast Guard is an amalgamation of five Federal agencies that also have their origins at the beginning of our country. The Steamboat Inspection Service, the Bureau of Navigation, the Lifesaving Service, and a very special service, the Lighthouse Service. As I said, the very first action of our committee was to establish a lighthouse.

The Coast Guard over the years has served our country in military conflict from the war with France in 1799 to actions today when they lead border parties to enforce the Naval blockade in Bosnia or Iraq or in World War II when they drove landing craft on to the beaches of Normandy or in Vietnam where they patrolled the rivers and bays to protect our soldiers.

Over the years, the Congress, seeing a need to provide service to the American public and protection for water travelers, has authorized new and ever more far-reaching and more challenging missions for the Coast Guard: search and rescue; maintain thousands of aids to navigation; break ice in the Arctic and Antarctic; and on the Great Lakes and the East Coast: protect the environment, the cleaning up of oil spills and hazardous material spills;

safeguard our ports by inspecting ships to ensure that they are safe when they are entering our ports; to manage the protection of our fishery stocks out to our 200-mile exclusive economic protection zone; and to protect our borders from drug smugglers and illegal immigrants.

Every year the Coast Guard intercepts drugs and other illegal shipments destined for our shores, whose value is at least as great and in some years greater than the entire Coast Guard budget.

I particularly pay tribute to those Coast Guardsmen and women of the Ninth District that covers over 296,000 square miles of the Great Lakes, spanning from Alexandria Bay in New York, to depending on your perspective, either the western terminus or the western beginning point of the Saint Lawrence Seaway, Duluth, Minnesota. The 92 Coast Guard units that cover this area protect some and serve some 2.3 million recreational boaters. They keep the lanes and harbors open with icebreakers to ensure that the iron ore from my district gets down lake to the Lower Lake steel mills, and that small East Coast communities receive their winter heating oil.

In the 1996/1997 winter season, icebreakers on the Great Lakes paved the way and broke ice for 16 million tons of iron ore, coal, stone and cement to be transported to Lower Lake ports and from the Lower Lakes to the Upper Lakes Region of Minnesota and Wisconsin.

The Coast Guard every year undertakes missions to save 5,000 lives and over 65,000 search and rescue missions. Every year, their actions protect over \$1.5 billion in private and public property.

There is an old saying in the Coast Guard, "You have to go out but you do not have to come back."

□ 1915

Every year that they go out, every day that they go out on mission, our Coast Guard men and women know that they may never come back to their families. They risk their lives, but they do so in a thorough, professional manner that is in the highest tradition of this Nation.

They deserve this tribute and much more. They deserve to be fully funded and adequately funded. There was a year in the mid-1980s when, on another committee on which I served, the Committee on the Merchant Marine and Fisheries which had jurisdiction over the Coast Guard before it was transferred to the Committee on Transportation and Infrastructure, the Coast Guard budget had been pared back so far that we called it "Semi Paratus," but resolved that never again should that happen.

Mr. Speaker, when we take time as we do today to pay tribute to the men and women of the U.S. Coast Guard for the service they render all Americans, we shall always have a Coast Guard that is Semper Paratus.

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

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

Mr. Speaker, August 4 will mark the 210th anniversary of the U.S. Coast Guard. Since 1790, the men and women of the Coast Guard have demonstrated that they are always ready, Semper Paratus, to carry out their critical duties.

Today's Coast Guard has primary responsibility for the promotion of safety of life and property at sea. That is easy to say and difficult to do, because there are days when the seas are calm and there are days when the seas are stormy. There are evenings when the stars are out, and the twilight is beautiful. And there are evenings when the storm rages, the icebreakers are out there, and the storm ensures that the hours the Coast Guard is on duty will be very, very dangerous.

But, Mr. Speaker, they do their job in spite of all that. The Coast Guard is responsible for enforcing all Federal laws, at sea and under the sea, in all of the United States' waters and the United States' territories.

They maintain the aids to navigation, which is something we almost never think of until we are in a boat and we do not want to run aground. As a result of that, as a result of the Coast Guard's professional, efficient, persistent adherence to those aids of navigation, the mariners, whether they are on the high seas, in our coastal waters, or in our rivers, they are safe.

The protection of the marine environment, which is one of the major responsibilities exclusively designated to the U.S. Coast Guard. Under all circumstances, in all weather, in all seas, throughout the entire many thousands of miles of the U.S. coastline. And the U.S. citizens are protected from the vast array of problems surrounding pollution, including oil pollution from the vast array of oil tankers and cruise ships that navigate through our waters.

Domestic and international icebreaking activities from the North Sea to the majestic Great Lakes, to the Arctic Circle, to the Antarctic Circle, and to the jewel of estuaries, the Chesapeake Bay. Those waters are protected. They are navigable in all weather to ensure that schoolchildren, if they live on an island like Smith Island in the Chesapeake, that they can get to school in spite of the ice. They might not be disappointed, but because of the Coast Guard they ensure that they get their education. Or to all the barges and the ships that travel throughout the Nation's waters, and especially in the Antarctic or the Arctic, the U.S. Coast Guard icebreakers are on duty 24 hours a day. Sometimes in the Antarctic, they are cutting through ice that is 12 feet thick. It is a lonely duty. But the courageous Coast Guard people ensure that it is done.

The safety and security of vessels, ports, waterways and facilities are all

ensured by the Coast Guard. And the gentleman from Minnesota (Mr. OBERSTAR) mentioned the fisheries out 200 miles, the exclusive economic zone as it is called, is constantly under siege by the foreign fishing vessel fleet. And who is out there to protect the economics and the marine ecosystem but the U.S. Coast Guard.

As a military service and a branch of the Armed Forces, the Coast Guard also maintains a readiness to operate as a specialized service with the Navy upon the declaration of war, whenever the President directs. And we do not have to wait for a declaration of war. We know that there are very often illegal immigrants that go on tramp steamers, go on a number of vessels.

Mr. Speaker, recently in the Caribbean I was on a Coast Guard cutter that was directed to intervene in any vessel that they thought there were illegal immigrants. In one incident, there was a, what we might call a tramp steamer, a merchant marine fishing vessel from an Asian country filled with over 50 illegal, hostile immigrants. A small group of Coast Guard people, led by an officer who was a professional young woman, boarded that tramp steamer, arrested those illegal immigrants without incident, and assured that they were taken into custody.

The Coast Guard is a mighty fine outfit. And during all the wars that they were involved in, including Vietnam, and I was in Vietnam in the mid-1960s with the Marine Corps. And I have to say that the Marine Corps has a beautiful hymn. The gentleman from North Carolina said the Coast Guard, their song is a beautiful song, and it is. I would give a vote that the most beautiful song is the Marine Corps hymn, but the second most beautiful would be the Coast Guard hymn. But the Coast Guard served its Nation in Vietnam. And sometimes, yes, those young Coasties had barbecues on the back of those Coast Guard cutters in safe waters. But more often than not, the Coast Guard gave up those barbecues for dangerous patrols to protect American interests and the interests of the democratic process.

Mr. Speaker, I urge my colleagues to support House Concurrent Resolution 372 to honor the U.S. Coast Guard on its 210th anniversary.

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

Mr. OBERSTAR. Mr. Speaker, I yield 3 minutes to the gentleman from Massachusetts (Mr. CAPUANO), the author of the legislation.

Mr. CAPUANO. Mr. Speaker, I rise today in strong support of House Concurrent Resolution 372, and I want to thank the gentleman from Pennsylvania (Chairman SHUSTER); the gentleman from Minnesota (Mr. OBERSTAR), our ranking member; for bringing this bill to the floor so quickly so we can have it done in time.

I would also like to thank the gentleman from Maryland (Mr.

GILCHREST), chairman of the Subcommittee on the Coast Guard and Maritime Transportation, and the gentleman from Oregon (Mr. DEFAZIO), the ranking member, for their guidance and leadership on such a relatively important bill. I would also like to thank the gentleman from Guam (Mr. UNDERWOOD), the gentleman from North Carolina (Mr. COBLE), the gentleman from North Carolina (Mr. JONES), the gentleman from Florida (Mr. GOSS), and the gentleman from Alabama (Mr. CALLAHAN) for their support on this legislation.

Mr. Speaker, we have all heard the history of the Coast Guard and what it is all about and why we are here. But I want to just bring a little bit more of a personal note to it. A few years ago, my family and I were enjoying a nice summer day out in the Boston Harbor and we had the misfortune of stumbling across an inebriated recreational boater. In his disoriented state, he did not have the slightest idea what he was doing and he proceeded to ram the boat that contained my wife, my child, my brother-in-law and his wife, several times.

Mr. Speaker, if it were not for the Coast Guard, I have no doubt that my family would have suffered serious injury. And if it were not for the Coast Guard's actions after the incident, I know that my family would have suffered more trauma than they deserved. They were there when we needed them. They were there after the incident to walk us through the process on how to prosecute this individual and what our rights and obligations were. They did it with a humane face.

To me, that is what the Coast Guard really is. They do a thousand things a day that the average American never sees. But they do 10,000 things a day that every average American, whoever steps 1 inch onto the oceans or the inland seas of this country, sees regularly.

They save us and they protect us every day. Every year, they save over 5,000 lives. Every year, they save over a billion dollars worth of property. Every year, they are there to ensure our safety and security on the oceans and on the inland lakes.

Mr. Speaker, I rise today to say "thank you" for my family, for my constituents, and a happy birthday and a happy anniversary to the Coast Guard. It has had 210 years; may they have another 210-plus.

Mr. OBERSTAR. Mr. Speaker, I yield 2 minutes to the gentlewoman from California (Ms. WOOLSEY).

(Ms. WOOLSEY asked and was given permission to revise and extend her remarks.)

Ms. WOOLSEY. Mr. Speaker, I rise today in strong support of this House Concurrent Resolution 372, because I too am proud to recognize the 210 years and the 210th anniversary of the United States Coast Guard.

Mr. Speaker, I have to tell my colleagues that I have confessed to Admi-

ral Loy, the Commandant of our Coast Guard, that I have a crush on every man and woman in the Coast Guard. I so admire what they do and what they provide to our country and how well they do it and what a proud group of individuals that they are.

I am especially supportive of this resolution because I have the only Coast Guard training center on the West Coast in my district, the Two Rock Coast Guard Training Center.

We know firsthand what good neighbors Two Rock Coast Guard training center is, how much they participate in our community, what wonderful neighbors they are, and what an important role they play in protecting our country and making sure that people are safe and saved when they have accidents out in the waters.

Mr. Speaker, through my time in this Congress, I have supported the efforts to modernize and maintain this important Two Rock Training Center. We have received strong community support in doing that because my community is proud that these Coasties live in our community, work in our community, and participate in our community and serve our Nation so well.

I am proud that we are taking the time tonight to thank all of the members of the Coast Guard who have continued to dedicate their lives to making our country a safer and cleaner place. Let us continue our commitment to supporting the Coast Guard. Let us say happy birthday on their 210th anniversary, and I urge my colleagues to vote for H. Con. Res. 372.

Mr. OBERSTAR. Mr. Speaker, I yield 2 minutes to the gentleman from Michigan (Mr. STUPAK).

Mr. STUPAK. Mr. Speaker, I thank the gentleman from Minnesota (Mr. OBERSTAR) for yielding me this time.

Mr. Speaker, I rise today to honor the United States Coast Guard and the men and women who serve in this great organization. The Coast Guard has a demanding mission which has evolved far beyond its roots as the Revenue Cutter Service when it was created 210 years ago.

Today, the Coast Guard responsibilities cover many critical facets of American commerce and defense. We rely on the Coast Guard for maritime safety and mobility, law enforcement, and interdiction of drugs, environmental protection and response, and national defense.

The Coast Guard, as many people do not probably recognize, is an esteemed leader in modern management techniques. Indeed, they offer an excellent management model for other Federal agencies to follow.

Mr. Speaker, in my district which borders the Great Lakes, there are more than 1,500 miles of coastline in my Great Lakes district. I am pleased to have more than 500 Coast Guard personnel serving on 14 bases and ships in my district, such as the search and rescue helicopters in Traverse City or the Icebreaker *Mackinaw* docked at Cheboygan, just to name a few.

The United States Coast Guard is a fine progressive organization, *Semper Paratus*, always ready, and we have never needed them more than we do today. I join my colleagues in wishing the Coast Guard happy 210th birthday, and there will be many many more. We rely on them day and night.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman from Michigan (Mr. STUPAK) for that splendid statement and congratulate him on his close working relationship with the Coast Guard over many years.

Mr. Speaker, I yield 2 minutes to the gentleman from Connecticut (Mr. GEJDENSON), the ranking member of the Committee on International Relations.

□ 1930

Mr. GEJDENSON. Mr. Speaker, I thank the ranking member for yielding. Let me say, ever since my wife was a sponsor of the Coast Guard ship in New London, she took a particular interest and responsibility for the Coast Guard.

Several weeks ago, we went to see a new movie that a friend's wife was a producer, and Gail Katz helped produce *The Perfect Storm*. When she came away from that movie, my wife was furious that the people in the Coast Guard were asked to take such risks in such dangerous conditions, particularly they she thought sometimes when people did not use the best of judgment.

So when we were at *OpSail* and had the privilege to be with the Coast Guard, head of the Coast Guard Academy, which is in New London, Connecticut, she expressed her concern. I think she was taken aback to a degree with the calmness that the head of the Coast Guard Academy responded by simply accepting the responsibility, no matter what the decisions of the yachtsmen or others that are out there that have put American Coast Guard personnel at risk, they are ready to take that responsibility.

We in this Congress have put tremendous burdens on them with drug fighting, with controlling the flow of ships. A country cannot go to war when necessary without the Coast Guard operating in the ports of our Nation.

We need to make sure we do more than just commend them. We need to make sure they have the resources to have the very best equipment and the best pay for the people who take these risks to really help America in all times.

All our branches of the service are tremendously important to the country, but the Coast Guard is there every day of the year, every week of the year. Whether there is war or peace, they are out there taking risks. Whether it is for a pleasure boater who has found themselves in difficult conditions, a commercial fisherman who may be caught with bad equipment or a storm, interdicting drugs, protecting our shores, the Coast Guard takes tremendous risks.

One of the great privileges I have is representing the Coast Guard Academy. I want to publicly thank them for what they have done, their participation in *OpSail* in New London. No one was prouder than the people of Eastern Connecticut when we saw in New York Harbor before they came to New London Harbor, the *Eagle*, the Coast Guard ship, followed by the *Amistad*, by the way, into New York Harbor.

Mr. Speaker, I thank the ranking member for the time, and I urge support of the resolution.

Mr. OBERSTAR. Mr. Speaker, does the gentleman from Maryland (Mr. GILCHREST) have his speakers?

Mr. GILCHREST. Mr. Speaker, we have no more speakers.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from Ohio (Mr. KUCINICH).

Mr. KUCINICH. Mr. Speaker, I want to thank the gentleman from Minnesota (Mr. OBERSTAR), ranking member, and the gentleman from Maryland (Chairman GILCHREST) for their work on this issue.

The Coast Guard's ninth district has a substantial presence in Cleveland, Ohio; and they serve, of course, the Great Lakes. I want to tell my colleagues what a great job they do in our area providing for safety as well as for the movement of commerce, particularly during bad weather. When it is snowing, the icebreaker has become legendary for helping to keep the commerce of the lake moving.

We rely on our Coast Guard in the greater Cleveland area, and all of Lake Erie is so grateful, all the cities along that lake were so grateful to have a Coast Guard which pays such careful attention to safety on the lake which has, in so many cases, saved people's lives and which enforces the laws which need to be enforced on our waterways.

I want to join in the effort here to salute the Coast Guard and to let the Coast Guard know in that area how proud we are of the work that they do. They are such an important part of this country.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume to make some concluding remarks.

Mr. Speaker, another reason we, on the Great Lakes, have to celebrate this 210th anniversary of the Coast Guard is that, at long last, the Congress not only has, through our committee, provided the authorization but through the appropriation process provided the funding to build the first new replacement icebreaker for the *Mackinaw*, which has kept the lanes open, the shipping lanes in the winter months and in the early spring months to move the iron ore down lake and coal down lake as well as limestone and gravel and rock upstream.

We desperately need a new icebreaker. The Coast Guard is now in the process of design and build. We are very grateful to see a replacement coming for the venerable *Mackinaw* that has provided such stellar service.

I mentioned earlier that the Coast Guard is a very special service. The remarks of the gentleman from Connecticut (Mr. GEJDENSON) about christening call to mind that my wife, Jean, had the privilege of christening the William J. Tate, a buoy tender built at the Marinette Marine Shipbuilding Company on the Great Lakes. Captain William J. Tate was a member of the U.S. Lighthouse Service and a man of action who is a pioneer in many ways. My wife was truly honored and thrilled to have christened the Tate and to be a part in our family of that very special tradition of the U.S. Coast Guard.

In 1998, the Coast Guard seized \$2.6 billion in illegal drugs attempting to enter this country. It is ironic to note that, in that year, the Coast Guard's operating budget was \$2.8 billion. Every year we get more in our investment back from the U.S. Coast Guard.

Finally, it was a very good friend of mine who was Commandant of the Ninth Coast Guard District and later Commandant of the U.S. Coast Guard, Admiral Jim Gracey, who said: "It takes a very special person to wear this color blue, and we are all proud to wear it." We in the Congress are all proud that the men and women of the U.S. Coast Guard day in and day out wear that color blue and serve our Nation so well.

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

Mr. Speaker, just to reiterate what the gentleman from Minnesota (Mr. OBERSTAR) said, we are also collectively, as a body, proud of the Coast Guard blue. I say to the gentleman from Minnesota (Mr. OBERSTAR), my daughter, when she was 15, some years ago christened a class of buoy tender called the *Busal* with a bottle of champagne, and she smacked it and broke it on the first try. She was a little worried about it, but she went and did it. So I understand the sense of pride that his family has in taking part of that celebration.

So, Mr. Speaker, we wish the Coast Guard *Semper Paratus* and happy birthday.

Mr. THOMPSON of California. Mr. Speaker, on this, the occasion of the 210th anniversary of the United States Coast Guard, it is fitting to acknowledge the outstanding contributions made to the residents of California's First Congressional District by Coast Guard Group Humboldt Bay. The sacrifices made over the years by these dedicated men and women are worthy of appreciation and recognition.

The Humboldt Bay Group has a long history on California's North Coast. As early as 1854, D.M. Pearce was appointed the first Keeper of Humboldt Harbor. In 1856, the Battery Point Lighthouse became the first lighthouse on the North Coast, aiding sailors along what is one of the stormiest coastlines in the nation. At the height of maritime travel, six lighthouses operated along this stretch of coastline.

Coast Guard Air Station Humboldt Bay was commissioned on June 24, 1977 as Air Station Arcata and redesignated Air Station Humboldt Bay in May 1982. Its commissioning completed a long process begun by local residents

and fishermen wanting a year-round aviation Search and Rescue (SAR) facility for Northern California. The Station is also home to modern Lighthouse Keepers, who maintain navigation aids and lighthouses from Crescent City to Point Arena.

Group Humboldt Bay's area of responsibility extends from the Mendocino/Sonoma County line north to the California/Oregon border. Six units under the Groups' command patrol more than 250 miles of rugged, sparsely populated coastline. In carrying out its missions, Group Humboldt Bay's personnel operate 24 hours a day, seven days a week, 365 days a year. They are ready to respond at a moment's notice to ocean emergencies, and they remain constantly vigilant in the fight against drug smuggling, illegal fishing, and illegal migration.

It is an honor today, as the nation commemorates the 210th anniversary of the Coast Guard, to recognize and commend these dedicated men and women who selflessly serve and protect.

Semper Paratus!

Mr. UNDERWOOD. Mr. Speaker, I rise today in emphatic support of H. Con. Res. 372. I want to thank my colleagues who helped make this resolution possible: My fellow co-sponsor Congressman MIKE CAUQUANO as well as Congressmen SHUSTER and GILCHREST from the Transportation Committee, and the House Leadership for bringing this to the floor in expedited fashion.

As a proud member of the Congressional Coast Guard Caucus, I am in awe of the U.S. Coast Guard and all the hard work that each and every member selflessly gives each day to our nation. The United States Coast Guard is this nation's oldest and its premier maritime agency. Indeed, this year we will celebrate the 210th anniversary of the creation of this August service.

The history of the Service is historic and multifaceted. It is the amalgamation of five Federal agencies—the Revenue Cutter Service, the Lighthouse Service, the Steamboat Inspection Service, the Bureau of Navigation, and the Lifesaving Service, which were originally independent agencies with overlapping authorities. They sometimes received new names, and they were all finally united under the umbrella of the Coast Guard. The multiple missions and responsibilities of the modern Service are directly tied to this diverse heritage and the magnificent achievements of all of these agencies.

The Coast Guard, through its previous agencies, is the oldest continuous seagoing service and has fought in almost every war since the Constitution became the law of the land in 1789. The Coast Guard has traditionally performed two roles in wartime. The first has been to augment the Navy with men and cutters. The second has been to undertake special missions, for which peacetime experiences have prepared the Service with unique skills. Today the Coast Guard is engaged on many open sea patrols in the war on drugs throughout the vast oceans and seas of the world.

The Coast Guard has been dedicated to protecting the environment for over 150 years. In 1822 the Congress created a timber reserve for the Navy and authorized the President to use whatever forces necessary to prevent the cutting of live-oak on public lands. The shallow-draft cutters were well-suited to this service and were used extensively. Today,

the current framework for the Coast Guard's Marine Environmental Protection program is the Federal Water Pollution Control Act of 1972.

In 1973, the Coast Guard created a National Strike Force to combat oil spills. There are three teams, a Pacific unit based near San Francisco, a Gulf team at Mobile, Alabama, and an Atlantic Strike team stationed in Elizabeth City, North Carolina. Since the creation of the force, the teams have been deployed worldwide to hundreds of potential and actual spill sites, bringing with them a vast array of sophisticated equipment.

The 200-mile zone created by the Fishery Conservation and Management Act of 1976 quadrupled the offshore fishing area controlled by the United States. The Coast Guard has the responsibility of enforcing this law.

The Coast Guard additionally has the major responsibility for conducting and coordinating Search and Rescue operations and licensing and regulating safety and commercial boating rules. This enormous task is performed day in and day out by the dedicated men and women of the Coast Guard.

As you may be able to tell, the Coast Guard performs a complex but necessary array of missions that effect the very life blood of this nation in the areas of national defense, commerce, the environment, and lifesaving.

Mr. Speaker, I would like to particularly highlight one essential mission that the Coast Guard is performing right now in America's westernmost frontier—my home district on the island of Guam. During the past several years, Guam has experienced a significant influx of Chinese illegal immigrants. Chinese crime syndicates organize boatloads of indigent Chinese citizens to illegally enter the United States for an exorbitant fee of \$8,000–\$10,000 per person. After undergoing an arduous journey under fetid, unsanitary conditions, the Chinese reach Guam dehydrated, hungry, disease-ridden and sometimes beaten. Upon arrival, the smuggled Chinese become indentured servants as they attempt to pay their passage to America.

Guam's geographic proximity and asylum acceptance regulations make it a prime target for Chinese crime syndicates. According to the INS in 1998 about 900 illegal Chinese immigrants were apprehended by the Coast Guard, INS and local Guam officials. In 1999, approximately 700 had been apprehended and this year alone approximately 400 have been apprehended. The Coast Guard remains standing by as we speak, ever vigilant in their efforts to mitigate the influx of illegal migrants to Guam.

Mr. Speaker, Chinese crime syndicates have exploited Immigration and Nationality Act (INA) asylum regulations. Because Guam, through INA directives, has to accept asylum applications, Guam becomes a cheap and attractive location for shipment of smuggled Chinese.

The Marianas section of the Coast Guard, stationed out in Guam has been tasked to interdict, when possible, these wretched Chinese vessels that are transporting these illegal migrants. The local command, which is currently undermanned and over extended, is doing the impossible under such circumstances.

In recent months there has been much discussion the high level of OPSTEMPO and PERSTEMPO to describe the state of over-ex-

tension of manpower and the drain on resources within our military. Without a doubt, these discussions equally apply to the dedicated men and women of the Coast Guard.

To sum up the U.S. Coast Guard's concerns, an increased level of activity in maritime safety, Exclusive Economic Zone monitoring, and illegal immigration apprehension on Guam are collectively creating tremendous operational burdens on the beleaguered men and women of the Coast Guard. Coupled with very real concerns over modernization and procurement, the U.S. Coast Guard is being forced to do more with less—the less, of course, being older and inadequate equipment—in order to complete their mission requirements.

The Commandant of the Coast Guard, Admiral James M. Loy is truly to be commended for his leadership and dedication to the men and women of the Coast Guard. Admiral Loy also needs to be praised for his vision in stewarding the Deepwater Project and explaining the vital importance of this modernization effort to both Congress and the Administration. To be sure, Congress and the Administration need to seriously review their national security priorities to find some additional resources for our beleaguered Coast Guard and relieve the high level of OPSTEMPO faced by these men and women. We are all very proud of the incredible work that the men and women of the Coast Guard do every day. With that Mr. Speaker, I urge swift and overwhelming passage of this resolution.

Mr. DEFAZIO. Mr. Speaker, I rise in strong support of House Concurrent Resolution 372, recognizing the 210th anniversary of the United States Coast Guard.

Mr. Speaker, the U.S. Coast Guard is the premier maritime safety agency in the world. Its broad array of missions protect our coastlines and our communities. These missions include inspecting commercial vessels for compliance with all safety requirements; search and rescue; oil pollution prevention and response; maintaining all of the Federal aids-to-navigation on our navigable waterways; icebreaking in the Arctic, Antarctic, and domestic waterways; drug and migrant interdiction; and enforcing the fisheries laws in our 200 mile Exclusive Economic Zone.

For 210 years, the Coast Guard has defended our Nation in wars and armed conflicts—whether protecting our ships from pirates in the 1800's to landing on the beaches of Normandy on D-Day. The men and women of the Coast Guard have driven their ships and aircraft through hurricanes to save mariners in distress, and directed the cleanup efforts of the disasters involving the *Exxon Valdez* and *New Carissa*.

The people of the United States owe a debt of gratitude to the men and women of the Coast Guard. While most Americans sleep soundly in their beds, the members of the Coast Guard are risking their lives to save ours. The Coast Guard conducts over 65,000 search and rescue missions annually, saving more than 5,000 lives, and \$1.4 billion in property. Therefore, it is entirely appropriate for the Congress of the United States, as representatives of

the people, to express our gratitude to the Coast Guard by passage of House Concurrent Resolution 372.

Therefore, Mr. Speaker, I urge my colleagues to strongly support passage of House Concurrent Resolution 372, commemorating the 210th anniversary of the establishment of the United States Coast Guard.

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

The SPEAKER pro tempore (Mr. HUTCHINSON). The question is on the motion offered by the gentleman from Maryland (Mr. GILCHREST) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 372.

The question was taken.

Mr. GILCHREST. 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.

GENERAL LEAVE

Mr. GILCHREST. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H. Con. Res. 372.

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

There was no objection.

MISCELLANEOUS TRADE AND TECHNICAL CORRECTIONS ACT OF 2000

Mr. CRANE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4868) to amend the Harmonized Tariff Schedule of the United States to modify temporarily certain rates of duty, to make other technical amendments to the trade laws, and for other purposes, as amended.

The Clerk read as follows:

H.R. 4868

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 "Miscellaneous Trade and Technical Corrections Act of 2000".

SEC. 2. TABLE OF CONTENTS.

The table of contents of this Act is as follows:

Sec. 1. Short title.

Sec. 2. Table of contents.

TITLE I—TARIFF PROVISIONS

Sec. 1001. Reference.

Subtitle A—Temporary Duty Suspensions and Reductions

CHAPTER 1—NEW DUTY SUSPENSIONS AND REDUCTIONS

Sec. 1101. HIV/AIDS drugs.
 Sec. 1102. HIV/AIDS drugs.
 Sec. 1103. Triacetoneamine.
 Sec. 1104. Instant print film in rolls.
 Sec. 1105. Color instant print film.
 Sec. 1106. Mixtures of sennosides and mixtures of sennosides and their salts.

Sec. 1107. Cibacron Red LS-B HC.
 Sec. 1108. Cibacron Brilliant Blue FN-G.
 Sec. 1109. Cibacron Scarlet LS-2G HC.
 Sec. 1110. MUB 738 INT.
 Sec. 1111. Fenbuconazole.
 Sec. 1112. 2,6-dichlorotoluene.
 Sec. 1113. 3-amino-3-methyl-1-pentyne.
 Sec. 1114. Triazamate.
 Sec. 1115. Methoxyfenozide.
 Sec. 1116. 1-fluoro-2-nitro benzene.
 Sec. 1117. PHBA.
 Sec. 1118. THQ (toluhydroquinone).
 Sec. 1119. Certain chemical compounds.
 Sec. 1120. Certain compound optical microscopes.
 Sec. 1121. Certain cathode-ray tubes.
 Sec. 1122. Other cathode-ray tubes.
 Sec. 1123. Certain categories of raw cotton.
 Sec. 1124. Rhinovirus drugs.
 Sec. 1125. Butralin.
 Sec. 1126. Branched dodecylbenzene.
 Sec. 1127. A certain fluorinated compound.
 Sec. 1128. A certain light absorbing photo dye.
 Sec. 1129. Filter blue green photo dye.
 Sec. 1130. Certain light absorbing photo dyes.
 Sec. 1131. 4,4'-difluorobenzophenone.
 Sec. 1132. A certain fluorinated compound.
 Sec. 1133. DiTMP.
 Sec. 1134. EBP.
 Sec. 1135. HPA.
 Sec. 1136. APE.
 Sec. 1137. TMPDE.
 Sec. 1138. TMPME.
 Sec. 1139. Tungsten concentrates.
 Sec. 1140. 2 chloro amino toluene.
 Sec. 1141. Certain ion-exchange resin.
 Sec. 1142. 11-aminoundecanoic acid.
 Sec. 1143. Dimethoxy butanone (dmb).
 Sec. 1144. Dichloro aniline (dca).
 Sec. 1145. Diphenyl sulfide.
 Sec. 1146. Trifluralin.
 Sec. 1147. Diethyl imidazolidinone (dmi).
 Sec. 1148. Ethalfuralin.
 Sec. 1149. Benfluralin.
 Sec. 1150. 3-amino-5-mercapto-1,2,4-triazole (amt).
 Sec. 1151. Diethyl phosphorochoridothiate (deptc).
 Sec. 1152. Refined quinoline.
 Sec. 1153. DMDS.
 Sec. 1154. Vision inspection systems.
 Sec. 1155. Anode presses.
 Sec. 1156. Trim and form.
 Sec. 1157. Certain assembly machines.
 Sec. 1158. Thionyl chloride.
 Sec. 1159. Benzyl carbazate (dt-291).
 Sec. 1160. Tralkoxydim formulated ("achieve").
 Sec. 1161. KN002.
 Sec. 1162. KL084.
 Sec. 1163. IN-N5297.
 Sec. 1164. Azoxystrobin formulated.
 Sec. 1165. Fungaflo 500 EC.
 Sec. 1166. NORBLOC 7966.
 Sec. 1167. IMAZALIL.
 Sec. 1168. 1,5-dichloroanthraquinone.
 Sec. 1169. Ultraviolet dye.
 Sec. 1170. Vinclozolin.
 Sec. 1171. Teparloxydim.
 Sec. 1172. Pyridaben.
 Sec. 1173. 2-acetylnicotinic acid.
 Sec. 1174. SAME.
 Sec. 1175. Procion Crimson H-EXL.
 Sec. 1176. Dispersol Crimson SF Grains.
 Sec. 1177. Procion Navy H-EXL.
 Sec. 1178. Procion Yellow H-EXL.
 Sec. 1179. Ortho-phenyl phenol ("OPP").
 Sec. 1180. 2-methoxypropene.
 Sec. 1181. 3,5-difluoroaniline.
 Sec. 1182. Quinlorac.
 Sec. 1183. Dispersol Black XF Grains.
 Sec. 1184. Fluroxypyr 1-methylheptyl ester (FME).
 Sec. 1185. Solsperse 17260.
 Sec. 1186. Solsperse 17000.
 Sec. 1187. Solsperse 5000.

Sec. 1188. Certain taed chemicals.
 Sec. 1189. Isobornyl acetate.
 Sec. 1190. Solvent Blue 124.
 Sec. 1191. Solvent Blue 104.
 Sec. 1192. Pro-jet magenta 364 stage.
 Sec. 1193. Benzenesulfonamide,4-amino-2,5-dimethoxy-*n*-phenyl.
 Sec. 1194. Undecylenic acid.
 Sec. 1195. 2-methyl-4-chlorophenoxyacetic acid.
 Sec. 1196. Iminodisuccinate.
 Sec. 1197. Iminodisuccinate salts and aqueous solutions.
 Sec. 1198. Poly (vinylchloride) (PVC) self-adhesive sheets.
 Sec. 1199. BEPD 2-butyl-2-ethylpropanediol.
 Sec. 1200. Cyclohexade-8-en-1-one.
 Sec. 1201. A paint additive chemical.
 Sec. 1202. Ortho-cumyl-octylphenol (OCOP).
 Sec. 1203. Certain polyamides.
 Sec. 1204. Mesamoll.
 Sec. 1205. Vulkanent E/C.
 Sec. 1206. Baytron M.
 Sec. 1207. Baytron C-R.
 Sec. 1208. Baytron P.
 Sec. 1209. Dimethyl dicarbonate.
 Sec. 1210. KN001 (a hydrochloride).
 Sec. 1211. Methyl thioglycolate.
 Sec. 1212. KL540.
 Sec. 1213. DPC 083.
 Sec. 1214. DPC 961.
 Sec. 1215. Sodium petroleum sulfonate.
 Sec. 1216. Pro-Jet Cyan 1 Press Paste.
 Sec. 1217. Pro-Jet Black Alc Powder.
 Sec. 1218. Pro-Jet Fast Yellow 2 RO Feed.
 Sec. 1219. Solvent Yellow 145.
 Sec. 1220. Pro-Jet Fast Magenta 2 RO Feed.
 Sec. 1221. Pro-Jet Fast Cyan 2 Stage.
 Sec. 1222. Pro-Jet Cyan 485 Stage.
 Sec. 1223. Triflurosulfuron methyl formulated product.
 Sec. 1224. Pro-Jet Fast Cyan 3 Stage.
 Sec. 1225. Pro-Jet Cyan 1 RO Feed.
 Sec. 1226. Pro-Jet Fast Black 287 NA Paste/Liquid Feed.
 Sec. 1227. 4-(Cyclopropyl- α -hydroxy-methylene)-3,5-dioxocyclohexanecarboxylic acid ethyl ester.
 Sec. 1228. 4'-epimethylamino-4'-deoxyavermectin b1a and b1b benzoates.
 Sec. 1229. Formulations containing 2-[4-[(5-chloro-3-fluoro-2-pyridinyl)oxy]-phenoxy]-2-propynyl ester.
 Sec. 1230. Certain end-use products containing benzenesulfonamide, 2-(2-chloro-ethoxy)n-[[4-methoxy-6-methyl-1,3,5-triazin-2-yl)amino]carbonyl]- and 3,6-dichloro-2-methoxybenzoic acid.
 Sec. 1231. Methyl (e, e)-a-(methoxyimino)-2-[[[1-[3-(trifluoromethyl)phenyl] ethylidene] oxy] methyl] benzeneacetate.
 Sec. 1232. Formulations containing sulfur.
 Sec. 1233. Formulations containing 3-(6-methoxy-4-methyl-1,3,5-triazin-2-yl)-1-[2-(2-chloro-ethoxy)-phenylsulfonyl]-urea.
 Sec. 1234. Formulations containing 4-cyclopropyl-6-methyl-*n*-phenyl-2-pyrimidinamine-4-(2,2-difluoro-1,3-benzodioxol-4-yl)-1*H*-pyrrole-3-carbonitrile.
 Sec. 1235. (r)-2-[2,6-dimethylphenyl]-methoxyacetyl-amino-propionic acid methyl ester.
 Sec. 1236. Formulations containing benzothiazole-7-carbothioic acid *S*-methyl ester.
 Sec. 1237. Benzothiazole-7-carbothioic acid *S*-methyl ester.
 Sec. 1238. O-(4-bromo-2-chlorophenyl)-o-ethyl-*s*-propyl phosphorothioate.