

and to create a prostate cancer scientific advisory board for the Office of the Chief Scientist at the Food and Drug Administration to accelerate real-time sharing of the latest research and accelerate movement of new medicines to patients.

S. 1301

At the request of Mr. LEAHY, the name of the Senator from Connecticut (Mr. BLUMENTHAL) was added as a cosponsor of S. 1301, a bill to authorize appropriations for fiscal years 2012 through 2015 for the Trafficking Victims Protection Act of 2000, to enhance measures to combat trafficking in persons, and for other purposes.

S. 1468

At the request of Mrs. SHAHEEN, the name of the Senator from California (Mrs. FEINSTEIN) was added as a cosponsor of S. 1468, a bill to amend title XVIII of the Social Security Act to improve access to diabetes self-management training by authorizing certified diabetes educators to provide diabetes self-management training services, including as part of telehealth services, under part B of the Medicare program.

S. 1616

At the request of Mr. ENZI, the name of the Senator from Mississippi (Mr. WICKER) was added as a cosponsor of S. 1616, a bill to amend the Internal Revenue Code of 1986 to exempt certain stock of real estate investment trusts from the tax on foreign investments in United States real property interests, and for other purposes.

At the request of Mr. MENENDEZ, the name of the Senator from Michigan (Ms. STABENOW) was added as a cosponsor of S. 1616, *supra*.

S. 1651

At the request of Mr. SESSIONS, the name of the Senator from Indiana (Mr. COATS) was added as a cosponsor of S. 1651, a bill to provide for greater transparency and honesty in the Federal budget process.

S. 1692

At the request of Mr. BINGAMAN, the name of the Senator from Florida (Mr. NELSON) was added as a cosponsor of S. 1692, a bill to reauthorize the Secure Rural Schools and Community Self-Determination Act of 2000, to provide full funding for the Payments in Lieu of Taxes program, and for other purposes.

S. 1718

At the request of Mr. WYDEN, the name of the Senator from Illinois (Mr. KIRK) was added as a cosponsor of S. 1718, a bill to amend title XVIII of the Social Security Act with respect to the application of Medicare secondary payer rules for certain claims.

S. 1727

At the request of Mr. HELLER, the name of the Senator from Maryland (Ms. MIKULSKI) was added as a cosponsor of S. 1727, a bill to direct the Secretary of the Army and the Secretary of the Navy to conduct a review of military service records of Jewish American veterans of World War I, in-

cluding those previously awarded a military decoration, to determine whether any of the veterans should be posthumously awarded the Medal of Honor, and for other purposes.

S. 1855

At the request of Mr. BURR, the name of the Senator from Colorado (Mr. BENNET) was added as a cosponsor of S. 1855, a bill to amend the Public Health Service Act to reauthorize various programs under the Pandemic and All-Hazards Preparedness Act.

S. 1872

At the request of Mr. CASEY, the name of the Senator from Iowa (Mr. HARKIN) was added as a cosponsor of S. 1872, a bill to amend the Internal Revenue Code of 1986 to provide for the tax treatment of ABLE accounts established under State programs for the care of family members with disabilities, and for other purposes.

S. 1884

At the request of Mr. DURBIN, the name of the Senator from Georgia (Mr. ISAKSON) was added as a cosponsor of S. 1884, a bill to provide States with incentives to require elementary schools and secondary schools to maintain, and permit school personnel to administer, epinephrine at schools.

S. 1903

At the request of Mrs. GILLIBRAND, the names of the Senator from California (Mrs. FEINSTEIN), the Senator from Vermont (Mr. SANDERS), the Senator from Rhode Island (Mr. WHITEHOUSE), the Senator from Pennsylvania (Mr. CASEY) and the Senator from California (Mrs. BOXER) were added as cosponsors of S. 1903, a bill to prohibit commodities and securities trading based on nonpublic information relating to Congress, to require additional reporting by Members and employees of Congress of securities transactions, and for other purposes.

S. 1911

At the request of Ms. COLLINS, the name of the Senator from Connecticut (Mr. LIEBERMAN) was added as a cosponsor of S. 1911, a bill to amend the Internal Revenue Code of 1986 to provide recruitment and retention incentives for volunteer emergency service workers.

S. 1932

At the request of Mr. LUGAR, the name of the Senator from West Virginia (Mr. MANCHIN) was added as a cosponsor of S. 1932, a bill to require the Secretary of State to act on a permit for the Keystone XL pipeline.

S. 1935

At the request of Mrs. HAGAN, the name of the Senator from New Hampshire (Ms. AYOTTE) was added as a cosponsor of S. 1935, a bill to require the Secretary of the Treasury to mint coins in recognition and celebration of the 75th anniversary of the establishment of the March of Dimes Foundation.

S. RES. 342

At the request of Mr. RUBIO, the name of the Senator from Florida (Mr.

NELSON) was added as a cosponsor of S. Res. 342, a resolution honoring the life and legacy of Laura Pollan.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. KOHL (for himself and Mr. WYDEN):

S. 1942. A bill to amend title 49, United States Code, to improve transportation for seniors, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

Mr. KOHL. Mr President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 1942

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 "Senior Transportation and Mobility Improvement Act of 2011".

SEC. 2. FINDINGS.

Congress finds the following:

(1) According to projections from the 2010 decennial census, the number of individuals in the United States who are 65 years of age or older will increase from 40,000,000 in 2010 to 72,000,000 in 2030. Yet, a 2004 report by the Surface Transportation Policy Project found that more than 1 in 5 (or 21 percent) of individuals who are 65 years of age or older do not drive.

(2) According to a 2011 report by the National Association of Area Agencies on Aging, inadequate transportation options for older adults has emerged as the second greatest challenge identified by communities during the 5-year period ending in 2011.

(3) According to a 2004 report by the Surface Transportation Policy Project, more than ½ of seniors who are 65 years of age and older (numbering 3,600,000 individuals) who no longer drive due to a decline in health, stay at home on any given day partially because they lack transportation options. Alternatives to driving are particularly sparse in some regions and in rural and small town communities.

(4) According to a 2004 report by the Surface Transportation Policy Project, compared with older drivers, older non-drivers in the United States make 15 percent fewer trips to the doctor, 59 percent fewer shopping trips, and 65 percent fewer trips for social, family, and religious activities.

(5) In 2009, the program under section 5310 of title 49, United States Code, provided more than 43,000,000 rides to older adults and people with disabilities.

(6) Access to mobility management services help transit and human services systems meet the needs of older adults and people with disabilities. This person-centered strategy helps individuals and families review available transportation options and support their decisions regarding the transportation options that are best suited to their circumstances, preferences and mobility needs.

SEC. 3. PUBLIC TRANSPORTATION SERVICES FOR ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES.

(a) ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES.—

(1) USE OF FUNDS.—Section 5310 of title 49, United States Code, is amended by adding at the end the following:

“(i) OPERATING COSTS.—

“(1) DEFINITION.—In this subsection, the term ‘covered amounts’ means, for a fiscal year, any amounts apportioned to a State under this section in excess of the amounts apportioned to the State under this section for fiscal year 2010.

“(2) USE OF FUNDS.—A State may use not more than 33 percent of any covered amounts for costs relating to the operation and maintenance of vehicles and other capital assets acquired by the State using funds under this section, including insurance, fuel, and driver compensation.

“(3) FEDERAL SHARE.—The Federal share of the cost of operation and maintenance carried out using funds under this subsection may not exceed 50 percent.”

(2) ADDITIONAL REQUIREMENTS FOR GRANT RECIPIENTS.—Section 5310(d) of title 49, United States Code, is amended by adding at the end the following:

“(3) REPORTING REQUIREMENTS.—Each recipient of funding under this section shall submit to the Administrator of the Federal Transit Administration an annual report that describes how the recipient will coordinate, or is coordinating, the activities carried out by the recipient using a grant under this section with the activities, if any, carried out by the recipient using a grant under title III of the Older Americans Act of 1965 (42 U.S.C. 3021 et seq.).”

(3) FEDERAL SHARE.—Section 5310(c)(1)(B) of title 49, United States Code, is amended—

(A) by striking “(B) EXCEPTION.—A State” and inserting the following:

“(B) EXCEPTIONS.—

“(i) CERTAIN STATES.—A State”; and

(B) by adding at the end the following:

“(ii) MOBILITY MANAGEMENT.—A grant under this section for a capital project described in section 5302(a)(1)(L) shall be for 90 percent of the capital costs of the project, as determined by the Secretary.”

(b) NATIONAL TRANSIT DATABASE.—Section 5335 of title 49, United States Code, is amended—

(1) in subsection (b), by striking “section 5307 or 5311” and inserting “section 5307, 5310, or 5311”; and

(2) by adding at the end the following:

“(c) DATA RELATING TO SECTIONS 5310 AND 5311.—The reporting and uniform systems established under subsection (a) shall include information with respect to activities carried out using a grant under section 5310 or 5311, including, for each recipient of a grant under section 5310 or 5311 and for each State—

“(1) the number of vehicles purchased; and

“(2) the number of rides provided.”

SEC. 4. METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING.

(a) METROPOLITAN TRANSPORTATION PLANNING.—Section 5303(i) of title 49, United States Code, is amended by adding at the end the following:

“(8) PARTICIPATION BY OLDER INDIVIDUALS AND PEOPLE WITH DISABILITIES.—

“(A) DEFINITIONS.—In this paragraph, the terms ‘disability’ and ‘older individual’ have the same meanings as in section 102 of the Older Americans Act of 1965 (42 U.S.C. 3002).

“(B) PARTICIPATION REQUIRED.—In developing a transportation plan under this section, a metropolitan planning organization shall—

“(i) ensure that organizations that represent older individuals and individuals with disabilities (including community action agencies, area agencies on aging, aging and disability resource centers, and other representatives of the aging and disability networks) have a reasonable opportunity to comment on the transportation plan and document the efforts of the metropolitan planning organization to solicit such comments;

“(ii) take into consideration any comments received under clause (i) and document how any such comments were taken into consideration in the development of the transportation plan; and

“(iii) give organizations that represent older individuals and individuals with disabilities (including community action agencies, area agencies on aging, aging and disability resource centers, and other representatives of the aging and disability networks) an opportunity to review and comment on the transportation plan before the transportation plan becomes final.”

(b) STATEWIDE TRANSPORTATION PLANNING.—Section 5304 of title 49, United States Code, is amended by adding at the end the following:

“(k) PARTICIPATION BY OLDER INDIVIDUALS AND PEOPLE WITH DISABILITIES.—

“(1) DEFINITIONS.—In this subsection, the terms ‘disability’ and ‘older individual’ have the same meanings as in section 102 of the Older Americans Act of 1965 (42 U.S.C. 3002).

“(2) PARTICIPATION REQUIRED.—In developing a statewide transportation plan or a statewide transportation improvement program under this section, a State shall—

“(A) ensure that organizations that represent older individuals and individuals with disabilities have a reasonable opportunity to comment on the plan or program and document the efforts of the State to solicit such comments;

“(B) take into consideration any comments received under subparagraph (A) and document how any such comments were taken into consideration in the development of the plan or program; and

“(C) give organizations that represent older individuals and individuals with disabilities an opportunity to review and comment on the plan or program before the plan or program becomes final.”

SEC. 5. TECHNICAL ASSISTANCE AND MOBILITY MANAGEMENT.

(a) TECHNICAL ASSISTANCE.—

(1) DEFINITION.—For purposes of this subsection—

(A) the term “eligible entity” means a nonprofit organization that provides transportation services to older individuals;

(B) the term “older individual” has the same meaning as in section 102 of the Older Americans Act of 1965 (42 U.S.C. 3002); and

(C) the term “urbanized area” has the same meaning as in section 5302 of title 49, United States Code.

(2) IN GENERAL.—The Administrator of the Federal Transit Administration shall enter into a cooperative agreement with the National Center on Senior Transportation—

(A) to provide technical assistance to transit and human services organizations;

(B) to disseminate best practices with respect to transportation for older individuals to consumers, Federal, State, and local transportation and aging services providers, and researchers; and

(C) to make grants to eligible entities to test innovative and replicable approaches for addressing the mobility needs of older individuals, including individuals in other than urbanized areas.

(3) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this subsection—

(A) \$5,500,000 for fiscal year 2012; and

(B) \$6,000,000 for fiscal year 2013.

(b) MOBILITY MANAGEMENT PROGRAM.—

(1) IN GENERAL.—The Federal Transit Administration shall make grants to nonprofit aging services organizations—

(A) to offer mobility management services, including mobility management activities and projects described in section 5302(a)(1)(L) of title 49, United States Code; and

(B) to develop and implement enhanced technology to support mobility management services.

(2) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this subsection—

(A) \$3,000,000 for fiscal year 2012; and

(B) \$5,000,000 for fiscal year 2013.

By Mr. CASEY:

S. 1944. A bill to create jobs by providing payroll tax relief for middle class families and businesses, and for other purposes; read the first time.

Mr. CASEY. Mr. President, I am here to speak about legislation I am introducing today that will prevent a huge tax hike from hitting working families across America and in Pennsylvania.

As the clock continues to tick down, it is imperative we come together—Democrats and Republicans, Members of both parties, in both Chambers—and pass legislation to provide more take-home pay by cutting the payroll tax, as we did in 2010.

The legislation I am introducing is a compromise offer designed to bridge the gap and to get at least 60 votes in the Senate.

The legislation is fully paid for and includes measures that have received bipartisan support in the past. We can no longer afford to jeopardize middle-income Americans in order to protect the wealthiest few across our country.

This legislation will help working families by extending the current payroll tax cut and expanding that cut to a 3.1-percent level—a 3.1-percent reduction in the payroll tax. In essence, what we are talking about is cutting the payroll tax in half as it relates to employees.

Small businesses will benefit from this legislation by benefiting directly from the additional money in the pockets of Americans across the country.

Those with incomes above \$1 million should help in carrying a portion of this burden, and that is why the surtax is still in this legislation, but the surtax will now be only 1.9 percent, compared to the 3.25-percent in an earlier version of my legislation.

In addition, I have offered a few more offsets that have received bipartisan support.

The bottom line is—just as the first bill was that I offered—this legislation is indeed paid for.

The tax cut is key and an essential ingredient to job creation and economic growth in 2012. Economists and forecasters—from Moody’s Analytics to RBC Capital Markets, to Barclay’s Capital, to Macroeconomic Advisers—have all emphasized that the tax cut will accelerate growth in 2012. Without it, economic growth will slow and job creation will take a hit.

Mark Zandi, of Moody’s Analytics, has said that without the payroll tax cut for 2012, “we’ll likely go into recession.”

Congress should act quickly to expand tax relief and remove the uncertainty for working families in this holiday season about whether their taxes

will go up in the new year. More take-home pay to keep the economy growing is what we need right now—and especially in the year ahead.

I encourage all our colleagues in the Senate, as well as those in the House, to pass this legislation to continue and to expand a cut in the payroll tax.

By Mr. DURBIN (for himself, Mr. GRASSLEY, Ms. KLOBUCHAR, Mr. CORNYN, and Mr. BLUMENTHAL):

S. 1945. A bill to permit the televising of Supreme Court proceedings; to the Committee on the Judiciary.

Mr. DURBIN. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD as follows:

S. 1945

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

SECTION 1. AMENDMENT TO TITLE 28.

(a) IN GENERAL.—Chapter 45 of title 28, United States Code, is amended by inserting at the end the following:

“§ 678. Televising Supreme Court proceedings

“The Supreme Court shall permit television coverage of all open sessions of the Court unless the Court decides, by a vote of the majority of justices, that allowing such coverage in a particular case would constitute a violation of the due process rights of 1 or more of the parties before the Court.”.

(b) CLERICAL AMENDMENT.—The chapter analysis for chapter 45 of title 28, United States Code, is amended by inserting at the end the following:

“678. Televising Supreme Court proceedings.”.

By Mr. WHITEHOUSE (for himself, Mr. SESSIONS, Mr. DURBIN, Mr. GRAHAM, Mr. LEAHY, Mrs. FEINSTEIN, Mr. NELSON, of Florida, Mr. BENNET, Mrs. MCCASKILL, and Mr. PRYOR):

S. 1946. A bill to require foreign manufacturers of products imported into the United States to establish registered agents in the United States who are authorized to accept service of process against such manufacturers; to the Committee on Finance.

Mr. WHITEHOUSE. Mr. President, I rise to speak in support of the Foreign Manufacturers Legal Accountability Act of 2011, which I am introducing today with Senator SESSIONS, Senator DURBIN, Senator GRAHAM, Senator LEAHY, Senator FEINSTEIN, Senator NELSON of Florida, Senator BENNET, Senator MCCASKILL, and Senator PRYOR.

This bipartisan bill is an important step in protecting American consumers and businesses from injuries caused by defective products manufactured outside the United States. Those products hurt American consumers—they lead to serious injuries, and even death—and they hurt the American businesses that must deal with angry customers, product recalls, and unusable inventory.

The list of recent examples of Americans injured by defective foreign prod-

ucts is shocking. Sadly, the situation is no better than when we first introduced this legislation in 2009. A recent rash of cases involving children’s toys is particularly chilling because children are so susceptible to the effects of defective products, and because there is no worse nightmare as a parent than seeing harm befall your child, particularly when that harm is preventable.

The following are just a few of the many examples of defective and dangerous toys and children’s products that are being sold to unknowing parents:

On October 27, the Consumer Product Safety Commission announced a settlement with a foreign toy maker because a line of its craft kits contained beads that were, unbelievably, coated with the chemical GHB, also known as “the date-rape drug.” Children who swallowed the beads became comatose, developed respiratory depression, or had seizures. Over 4.2 million of these toys were sold.

A week earlier, a line of wooden peg toys made by a foreign manufacturer were recalled for having small parts that could choke toddlers.

Earlier this year, there was a recall of jewelry marketed to children 12 years old and under because it contained cadmium, which can cause cancer. The cadmium levels in these products were as high as 2,300 times the legal limit in California, where the jewelry was distributed.

Foreign toys have been found to contain dangerous levels of lead. In 2007, a major toy company was forced to recall 18.6 million foreign-made toys for containing lead or dangerous magnets. The same year, another major company had to recall more than 1.6 million foreign-made toys for containing lead. In 2006, a foreign-made, lead-tainted charm bracelet claimed the life of a 4-year-old. The autopsy demonstrated that the charm was 99 percent lead, 1,650 times more than the 0.06 percent lead limit specified in enforcement guidelines for children’s jewelry.

However, it is not just toys and other children’s products that pose risks. In 2008, a contaminated blood thinner from a foreign manufacturer caused severe medical reactions and contributed to numerous deaths. Imported food products from seafood to honey have been contaminated with unthinkable chemicals, including veterinary drugs banned in domestic production, potentially harmful antibiotics, and unapproved food additives. Tens of millions of packages of pet food contaminated with tainted wheat gluten have been recalled. Substandard tires have failed, leading to fatalities. Defective drywall imported from China has been found to contain excessively high levels of sulfur, causing houses to smell like rotten eggs, corroding copper wiring, making expensive appliances fail, causing respiratory or other health problems, and making homes unlivable. Thousands of homes have been affected. I am very pleased that tomorrow Senator PRYOR

will chair an important hearing of the Commerce Committee Subcommittee on Consumer Protection, Product Safety, and Insurance, focusing on this contaminated drywall, and its awful consequences.

At a hearing that I chaired in 2009, the Senate Judiciary Committee Subcommittee on Administrative Oversight and the Courts explored the legal hurdles facing consumers who are injured by defective foreign products and by businesses that find that their foreign partners refuse to honor their contracts. These hurdles allow foreign manufacturers to injure American businesses and consumers with impunity. They also put American manufacturers at a competitive disadvantage since they allow foreign manufacturers to offer cheaper products that do not comply with American safety requirements.

Two major hurdles to proper accountability are the inability to serve process on the foreign manufacturer and the ability of that foreign manufacturer, even if served, to evade the jurisdiction of American courts. Legislation to address these issues is both necessary and appropriate. The Foreign Manufacturers Legal Accountability Act addresses both concerns.

The first problem, the inability to serve process on a manufacturer, essentially means that it is difficult for an American to give a foreign manufacturer the legally required notice that it is the subject of a lawsuit. This sounds like a simple step, and it should be. Unfortunately, however, it is very hard to serve process on foreign companies abroad. Service abroad is complicated by the Hague Convention on the Service Abroad of Judicial and Extra Judicial Documents in Civil and Commercial Matters, to which the United States is a signatory. Under that convention, a complaint must be translated into the foreign language, transmitted to the Central Authority in the foreign country, and then delivered according to the rules of service in the home country of the defendant. This can cause months and even years of delay, not to mention great expense for Americans.

The Foreign Manufacturers Legal Accountability Act will allow Americans to overcome that procedural hurdle by serving legal papers inside the United States on registered agents of foreign manufacturers. The bill requires the heads of Federal Government agencies such as the Food and Drug Administration to pass regulations requiring that foreign manufacturers of products regulated by their agencies register an agent who will accept service of process. It allows regulators to exclude manufacturers who only import a minimal amount of products into the United States. It imposes a minimal burden on foreign manufacturers, since they would only have to appoint one agent to accept service of process for all State and Federal regulatory and civil actions anywhere in the United

States. The bill allows the manufacturer to choose any location for that agent with a “substantial connection to the importation, distribution, or sale” of their products. This clear and straightforward system will allow Americans to commence their lawsuits fairly and promptly, and ensure that foreign manufacturers have proper and fair notice of the proceedings brought against them. It will not conflict with American obligations under the Hague convention, since that convention applies to service of process on foreign manufacturers in their home countries, not in the United States.

The second hurdle, the inability to establish personal jurisdiction over foreign manufacturers, can end a lawsuit against a foreign manufacturer before it even begins. Think about how unfair this is. A foreign manufacturer sells its defective products in the United States, injures American consumers and businesses, and then argues that it is not subject to the courts in the state where the American was injured—in legal parlance, that the courts do not have personal jurisdiction over it. Foreign manufacturers raise this technical legal defense to avoid liability even when serious injuries or even death have been caused by their products—their defective tires, firewalls, exercise equipment, bikes, and toys.

The Foreign Manufacturers Legal Accountability Act will enable injured Americans to surmount this hurdle. It will make clear to foreign manufacturers that by importing their products into the United States and by registering an agent in the United States, they are consenting to the jurisdiction of the courts in the state where their agent is located. By consenting to jurisdiction, the manufacturers will be unable to engage in unnecessary and expensive legislation about technical legal issues and allow courts to settle the merits of disputes. This approach is fair to foreign manufacturers since all American manufacturers are subject to the jurisdiction of the courts of at least one state. This bill therefore complies with the trade principle that we should not subject foreign manufacturers to burdens not already imposed on domestic manufacturers.

Indeed, the Foreign Manufacturers Legal Accountability Act is ultimately about fairness. We all know American manufacturers comply with regulations that ensure the safety of American consumers and businesses. When they fail to do so, they must answer to regulators and are held accountable through the American tort system. Unfortunately, foreign manufacturers are not being held to the same standards—injuring American consumers and businesses, and putting American manufacturers at a competitive disadvantage. We must level the playing field for all manufacturers and provide justice for American consumers and businesses. The Foreign Manufacturers Legal Accountability Act will allow us to make a major step in that direction. It cov-

ers major product categories including consumer goods, drugs, cosmetics, and chemicals, and it requires relevant agencies to study workable approaches to ensure that foreign food producers also are brought within the ambit of the American legal system.

Because of its benefits to consumers, this legislation has the support of several leading consumer groups, including Consumers Union, Consumer Federation of America, U.S. PIRG, and the National Association of Consumer Advocates.

Protecting Americans and holding foreign manufacturers accountable when their products harm American consumers and businesses is a bipartisan issue. Everyone agrees that we should do what we can to keep Americans safe from defective products. So too, I think, do we all agree that American companies should not be at a competitive disadvantage to their foreign counterparts. The Foreign Manufacturers Legal Accountability Act builds on those fundamental agreements. I am grateful to my colleague Senator SESSIONS, and the bill’s other cosponsors, for their hard work on this bill. I know that they all feel the impacts of harmful, defective foreign products in their home states, just as we feel it in Rhode Island.

I look forward to working with my colleagues on both sides of the aisle to see this important legislation passed into law.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 343—COMMEMORATING THE 84TH BIRTHDAY OF HIS MAJESTY KING BHUMIBOL ADULYADEJ ON DECEMBER 5, 2011

Mr. KERRY (for himself, Mr. LUGAR, Mr. WEBB, and Mr. INHOFE) submitted the following resolution; which was considered and agreed to:

S. RES. 343

Whereas on June 9, 1946, His Majesty King Bhumibol Adulyadej ascended to the throne and celebrated his 65th year as King of Thailand earlier this year;

Whereas King Bhumibol is the world’s longest-serving monarch;

Whereas King Bhumibol has enjoyed a special relationship with the United States, having been born in Cambridge, Massachusetts in 1927, while his father was completing his studies in the United States;

Whereas on March 20, 1833, the United States and Thailand (then known as Siam) signed the Treaty of Amity and Commerce, making the Kingdom of Thailand the first treaty ally of the United States in the Asia-Pacific region;

Whereas bilateral trade between Thailand and the United States grew by 38 percent between 2002 and 2010;

Whereas the United States and Thailand have remained strong security allies for 57 years, as memorialized in the Manila Pact in 1954, and later expanded under the Thanat-Rusk Communique of 1962;

Whereas President Bush designated Thailand as a major Non-NATO Ally on December 30, 2003;

Whereas Secretary of State Hillary Clinton, while in Bangkok on November 16, 2011, stated “Our nations are connected through not only security cooperation and business ties, but the democratic values we share and the bonds of family and friendship that link our people.”;

Whereas the Fulbright Program, which was established between Thailand and the United States in 1950, and other exchanges, provide graduate, undergraduate, and high school students from each country the opportunity to study in the other country;

Whereas collaboration between Thailand and the United States has resulted in significant public health achievements;

Whereas in response to the worst flooding in Thailand’s history—

(1) the United States Government—

(A) has provided humanitarian assistance and disaster relief;

(B) is working to help improve Thailand’s capacity to prepare and respond to such disasters in the future; and

(C) has declared the United States will support Thailand’s long-term recovery; and

(2) United States citizens and the private sector have donated to reconstruction efforts; and

Whereas more than 150,000 people of Thai descent live in the United States.

Now, therefore, be it

Resolved, That the Senate—

(1) sends warm wishes to the people of Thailand as they celebrate the 84th birthday of His Majesty King Bhumibol Adulyadej on December 5, 2011, and commemorate his 65-year reign as King of Thailand;

(2) celebrates the alliance and friendship between Thailand and the United States that reflects common interests, a 178-year diplomatic history, and, most importantly, shared values, including democracy, good governance, and the rule of law; and

(3) expresses its deepest sympathies for the recent historic floods in Thailand, and supports continuing efforts to provide civilian and military assistance to save lives, restore health, and facilitate Thailand’s economic recovery.

NOTICE OF HEARING

COMMITTEE ON INDIAN AFFAIRS

Mr. AKAKA. Mr. President, I would like to announce that the Committee on Indian Affairs will meet on Thursday, December 8, 2011, at 2:15 p.m. in room 628 of the Dirksen Senate Office Building to conduct a business meeting to consider S. 1763, the SAVE Native Women Act, and S. 1065, the Blackfoot River Land Settlement Act, to be followed by a hearing entitled “State and Federal Tax Policy: Building New Markets in Indian Country.”

Those wishing additional information may contact the Indian Affairs Committee at (202) 224-2251.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2012

On Thursday, December 1, 2011, the Senate passed H.R. 1540, as amended, as follows:

H.R. 1540

Resolved, That the bill from the House of Representatives (H.R. 1540) entitled “An Act to authorize appropriations for fiscal year 2012 for military activities of the Department of Defense, for military construction, and for defense activities of the Department