

Eight, the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

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

There was no objection.

HYDROGRAPHIC SERVICES IMPROVEMENT ACT OF 1998

The SPEAKER pro tempore. Pursuant to the order of the House of today and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 3164.

□ 1043

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 3164) to describe the hydrographic services functions of the Administrator of the National Oceanic and Atmospheric Administration, and for other purposes, with Mr. GILLMOR in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the order of the House of today, the bill is considered as having been read the first time.

The gentleman from New Jersey (Mr. SAXTON) and the gentleman from American Samoa (Mr. FALEOMAVAEGA) each will control 30 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. SAXTON).

Mr. SAXTON. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, the purpose of H.R. 3164 is to speed up the critically needed improvements to our Nation's nautical charting program. Nautical charting receives much less publicity or funding than either highway construction or airline safety, but it is just as important to the United States' economy, particularly in today's world of international trade.

□ 1045

However, funding for nautical charting has been cut in half over the last 15 years, and at the present time it will take nearly 30 years just to bring the minimum number of charts necessary to ensure safe navigation in U.S. waters up to modern standards.

Congress has recognized the need for more support for this program and increased appropriations for nautical charting over the last 4 fiscal years. However, with only three Federal survey ships available, serious efforts to reduce the charting backlog will require a partnership between the Federal Government and private contractors. This process has moved slowly over the last 3 years due to disagreements over the extent of Federal and private responsibilities in ensuring data accuracy.

H.R. 3164 defines these responsibilities, allowing the process of reducing the backlog to proceed more quickly. It authorizes the National Oceanic and Atmospheric Administration to maintain sufficient ships and personnel to certify the accuracy of charts and protect the government from liability.

After this requirement is satisfied, all additional survey work will be carried out by the private sector. H.R. 3164 also sets policy for modernizing tide and current prediction systems in major ports and authorizes increased appropriations for nautical charting and tide and current programs.

At the funding levels authorized in this bill, the survey backlog could be completed at least 30 percent faster, and commercial vessels as well as private boats would be able to take advantage of modern navigational technologies, and have the potential to significantly improve safety and efficiency on our waterways.

Mr. Chairman, investing in these programs yields a huge payoff in both economic competitiveness and environmental protection. We need to make this small investment now in order to protect ourselves from possible serious dangers in the future.

The bill is an important step in the right direction, and I urge all of my colleagues to support it.

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

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

Mr. FALEOMAVAEGA. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I would like to first commend my good friend, the gentleman from New Jersey (Mr. SAXTON), chairman of the Subcommittee on Fisheries Conservation, Wildlife and Oceans, for his leadership and for bringing this piece of legislation to the floor for consideration by this body.

I rise in strong support of H.R. 3164. The need for accurate nautical charts to promote safe navigation was recognized by Thomas Jefferson, who as President in 1807, established a coast survey to produce charts and collect other data needed by mariners. Maritime transportation and the technology used in collecting and disseminating nautical data have changed dramatically since then, but the need for accurate and timely data for safe navigation has not.

Mr. Chairman, in recent years our Federal program to produce nautical charts carried out by the National Oceanic and Atmospheric Administration has fallen on hard times. In constant dollars, funding for these activities has fallen 50 percent over the last 25 years.

NOAA currently has only three ships in service collecting charting data, down from 11 vessels in 1971. Yet there is a backlog of some 39,000 square miles of heavily traveled marine areas with inadequate or obsolete surveys. Many of these areas were last surveyed with

weighted lead lines, a technology that Mr. Jefferson would have been familiar with.

With today's tight budgets and rapidly changing technology, Mr. Chairman, there is a recognition that NOAA's nautical charting program needs to be modernized. H.R. 3164 provides a blueprint by which NOAA can continue to provide data vital to the maritime community while allowing the maximum opportunity for the private sector to participate in that process. The subcommittee chairman, the gentleman from New Jersey (Mr. SAXTON) has very effectively detailed the specifics of what H.R. 3164 will provide.

Mr. Chairman, suffice it to say, H.R. 3164 establishes clear and appropriate roles for the government and the private sector in the collection, processing and dissemination of nautical data. Importantly, the bill provides NOAA with the flexibility to require the services of contractors based on qualification and not on cost. This change in law is especially important in the collection of hydrographic data where lives and property could be lost if mistakes are made.

Mr. Chairman, in short this is win-win legislation. The private sector benefits from an increased share of NOAA's charting work being outsourced; the government benefits from its being able to avail itself of the latest technology through contractors without being burdened by substantial acquisition costs for capital assets. The public benefits from having more accurate, up-to-date nautical charts produced at lower cost.

In summary, Mr. Chairman, the bill authorizes a total of \$581 million for 5 years for hydrographic and geodetic programs for the National Oceanic and Atmospheric Administration. The bill also clarifies NOAA's hydrographic responsibilities. It requires NOAA to the greatest extent possible to contract with private sector companies to conduct nautical surveys and prepare nautical charts. It authorizes NOAA to maintain sufficient vessels, equipment and expertise to certify the accuracy of U.S. nautical charts and other hydrographic products.

The bill also establishes a quality assurance program under which NOAA may certify that non-Federal hydrographic products meet Federal standards and provides for the modernization of tide and current measurement systems in major ports.

The measure is intended to enact into law the division of survey and other responsibilities agreed to in 1997 between NOAA and the private sector, and to increase funding for these activities so that the existing backlog of nautical surveys may be more quickly addressed.

Mr. Chairman, I urge my colleagues to support this piece of legislation.

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

Mr. SAXTON. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

Mr. FALEOMAVAEGA. Mr. Chairman, I yield 7 minutes to the gentleman from Ohio (Mr. TRAFICANT), my good friend.

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

Mr. TRAFICANT. Mr. Chairman, I want to thank my good friends the gentleman from American Samoa (Mr. FALEOMAVAEGA) and the gentleman from New Jersey (Mr. SAXTON). I commend them on a fine bill.

I guess I am talking about an issue that no one seems to talk about, and I, for the life of me, do not understand it. This past month we had another record trade deficit. China is exceeding \$5 billion in surpluses every month with Uncle Sam now. And Japan, who has been threatened by every President since Nixon with sanctions if they did not open up their markets, is cleaning our clock in excess now of \$60 billion. If you are an American worker, this is about the plight of it.

American televisions are made in Mexico. American typewriters are made in Mexico. American telephones are made in Singapore. American computers and VCR's are made in China and Japan; radios in China and Japan; high-tech electronics, China and Japan. America is slowly again becoming a colony, a colony of trade activity. To me, it is unbelievable.

Another record trade deficit, in my opinion, that endangers our national security where China is now buying missiles, attack aircraft, and nuclear submarines with our dollars, and for the life of me, it seems nobody is listening.

More of our products are being made overseas. And the final insult to what is the intelligence of the American people, time after time foreign products come into America bearing a fraudulent "Made in America" label and they continue to laugh in our face. I support this bill 100 percent.

I am furthermore confident about its impact because of the chairman and the people who have crafted the legislation. But I want to say this: My little amendment, I think, should even be expanded in this Congress and should be fortified. But I will be offering an amendment that I would like Members' support on that would do the following:

It says that anyone who gets any money under this act shall basically agree to comply with the Buy American Act that has been passed and set into law by the Congress.

Second of all, it says that when anybody is getting money under this bill, we cannot force it, but Congress encourages them; that is how weak we are, to at least buy and shop for American-made goods and products.

Third of all, we say the Secretary of Commerce shall provide to anybody getting any money under this act a notice where the Congress encourages

them to wherever possible try and buy one from the Gipper. And finally, this legislation would prohibit any contracts being awarded to anyone who fraudulently places a "Made in America" label on a foreign import. That may be more important than all of it, but let me just let the Congress of the United States know, they are being authorized for appropriation \$800 million under this bill.

I am hoping my good friend from Louisiana, one of the strongest proworker representatives in the Congress, would also take a look at the 1-800 Buy America bill.

Mr. SAXTON. Mr. Chairman, will the gentleman yield?

Mr. TRAFICANT. I yield to the gentleman from New Jersey.

Mr. SAXTON. Mr. Chairman, I just wanted to commend the gentleman for the well-thought-out amendment. It certainly does a great deal to enhance our bill. As one of our staffers said a little while ago, we should have thought of this ourselves. I commend the gentleman for his forethought and his effort in bringing the amendment to the floor, which apparently he will do in just a few minutes. I thank the gentleman for yielding to me.

Mr. TAUZIN. Mr. Chairman, will the gentleman yield?

Mr. TRAFICANT. I yield to the gentleman from Louisiana.

Mr. TAUZIN. Mr. Chairman, I thank my friend for yielding to me. He is the most outspoken person on this floor in defense of buy-American policies and the workers of America who lose their jobs to this growing trade deficit.

I want to commend him for constantly being on this floor and constantly reminding us in all of our legislation to focus on those very salient points he made.

I want to also remind the gentleman, we are beginning a debate around America on the whole issue of how we collect Federal taxes in this country. Just to point out to him that this growing trade deficit is not due to one cause, but it is not unaffected by the fact that because we collect income taxes on America, which we cannot exempt from our exports, and we cannot apply to imports, and income taxes themselves add somewhere between 10 and 25 percent to the cost of every American export and every American product we try to consume in this country. Whereas, foreign products come in now more and more tax free, under GATT and NAFTA, they come in from countries that exempt their consumer taxes on them so that they can compete unfairly with good old American workers and American products.

And if there is one thing that is driving me around this country in this national debate over taxes, it is this problem; that our Tax Code punishes an American for buying a product made in America, and rewards us for buying something made overseas. We ought to do something about changing that. I thank my friend for his vigilance on this point.

Mr. TRAFICANT. Mr. Chairman, I would just like to say, I am encouraged by the comments of the chairman from New Jersey and our distinguished chairman, who is leading a tremendous fight with the gentleman from Colorado (Mr. DAN SCHAEFER) on the Tax Code, and I support that. I think we reward dependence, subsidize illegitimacy, kill investments with our Tax Code. We must make a significant change.

Also, as part of that, I must say this: I have come to despair on the Congress' intent to deal with the buy-American aspects of our law. That is why I have submitted 1-800 Buy America. I believe that only the American consumers now can really, through their consciences, be prepared to look at and shop for American-made goods.

Now, I do believe we should not be protectionist in it. We cannot force anybody to buy our products. But I think we should incentivize every opportunity available for the American consumer to make a choice and to let them at least market American-made goods and products.

This is a little bit off base. I thank both the respective leaders of this bill on the floor, and I will offer my amendment, and I hope that it will be approved and will stay in the conference.

Mr. FALEOMAVAEGA. Mr. Chairman, I yield myself such time as I may consume.

I certainly want to commend the gentleman from Ohio for his comments. I, for one, cannot think of a more able and consistent advocate here on the floor of the House than the gentleman from Ohio for supporting and always pressing for the fact that we should buy American, and the fact that American workers and those who are managing corporate communities should be working together so that the Americans should buy American products.

□ 1100

And I cannot thank the gentleman from Ohio (Mr. TRAFICANT) enough for advocating this issue again. And I do thank the gentleman from Louisiana (Mr. TAUZIN) for complementing the provisions of this bill.

Mr. YOUNG of Alaska. Mr. Chairman, I rise to speak in support of H.R. 3164, the Hydrographic Services Improvement Act of 1998. I am an original cosponsor of this legislation, which was introduced by our colleague, JIM SAXTON, Chairman of the Subcommittee on Fisheries Conservation, Wildlife, and Oceans.

The purpose of the bill is to make much-needed improvements in the U.S. nautical charting program. The United States, and especially the State of Alaska, is dependent on marine transportation. However, every day large ships traverse 40,000 square miles of U.S. waterways that have shallow waters, known obstacles, and obsolete or inadequate charts. The vast majority of these critical areas are in Alaska. At last year's funding level, it will take more than 30 years to update the charts in Alaska alone. In the meantime, we are entrusting a significant portion of the Nation's oil supply, the safety of fishermen and

cruise ship passengers, and the health of the marine environment to inadequate charts. This situation is not acceptable.

H.R. 3164 will help to correct this problem. First, it authorizes increased funding for nautical charting. Second, it will increase the use of private survey contractors to supply data used in producing U.S. charts. This will greatly increase the number of ships and other resources that can be used to reduce the backlog as quickly as possible.

We cannot afford to wait any longer to correct the nautical charting backlog. H.R. 3164 is an important contribution to fixing this problem, and I urge all of you to support it.

Mr. FALEOMAVAEGA. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN (Mr. GILLMOR). All time for general debate has expired.

The amendment in the nature of a substitute consisting of the text of Amendment No. 1 printed in the CONGRESSIONAL RECORD shall be considered by sections as an original bill for the purpose of amendment, and pursuant to the order of the House of today, each section is considered read.

During consideration of the bill for amendment, the Chairman may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The Chairman of the Committee of the Whole may postpone a request for a recorded vote on any amendment and may reduce to a minimum of 5 minutes the time for voting on any postponed question that immediately follows another vote, provided that the time for voting on the first question shall be a minimum of 15 minutes.

The Clerk will designate section 1.

The text of section 1 is as follows:

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 "Hydrographic Services Improvement Act of 1998".

The CHAIRMAN. Are there any amendments to section 1?

Mr. SAXTON. Mr. Chairman, I ask unanimous consent that the remainder of the amendment in the nature of a substitute be printed in the RECORD and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

The text of the remainder of the amendment in the nature of a substitute is as follows:

SEC. 2. DEFINITIONS.

In this Act:

(1) ADMINISTRATOR.—The term "Administrator" means the Administrator of the National Oceanic and Atmospheric Administration.

(2) ADMINISTRATION.—The term "Administration" means the National Oceanic and Atmospheric Administration.

(3) HYDROGRAPHIC DATA.—The term "hydrographic data" means information acquired through hydrographic or bathymetric surveying, photogrammetry, geodetic measure-

ments, tide and current observations, or other methods, that is used in providing hydrographic services.

(4) HYDROGRAPHIC SERVICES.—The term "hydrographic services" means—

(A) the management, maintenance, interpretation, certification, and dissemination of bathymetric, hydrographic, geodetic, and tide and current information, including the production of nautical charts, nautical information databases, and other products derived from hydrographic data;

(B) the development of nautical information systems; and

(C) related activities.

(5) ACT OF 1947.—The term "Act of 1947" means the Act entitled "An Act to define the functions and duties of the Coast and Geodetic Survey, and for other purposes", approved August 6, 1947 (33 U.S.C. 883a et seq.).

SEC. 3. FUNCTIONS OF THE ADMINISTRATOR.

(a) RESPONSIBILITIES.—To fulfill the data gathering and dissemination duties of the Administration under the Act of 1947, the Administrator shall—

(1) acquire hydrographic data;

(2) promulgate standards for hydrographic data used by the Administration in providing hydrographic services;

(3) promulgate standards for hydrographic services provided by the Administration;

(4) ensure comprehensive geographic coverage of hydrographic services, in cooperation with other appropriate Federal agencies;

(5) maintain a national database of hydrographic data, in cooperation with other appropriate Federal agencies;

(6) provide hydrographic services in uniform, easily accessible formats;

(7) participate in the development of, and implement for the United States in cooperation with other appropriate Federal agencies, international standards for hydrographic data and hydrographic services; and

(8) to the greatest extent practicable and cost-effective, fulfill the requirements of paragraphs (1) and (6) through contracts or other agreements with private sector entities.

(b) AUTHORITIES.—To fulfill the data gathering and dissemination duties of the Administration under the Act of 1947, and subject to the availability of appropriations, the Administrator—

(1) may procure, lease, evaluate, test, develop, and operate vessels, equipment, and technologies necessary to ensure safe navigation and maintain operational expertise in hydrographic data acquisition and hydrographic services;

(2) may enter into contracts and other agreements with qualified entities, consistent with subsection (a)(8), for the acquisition of hydrographic data and the provision of hydrographic services;

(3) shall award contracts for the acquisition of hydrographic data in accordance with title IX of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 541 et seq.); and

(4) may, subject to section 5, design and install where appropriate Physical Oceanographic Real-Time Systems to enhance navigation safety and efficiency.

SEC. 4. QUALITY ASSURANCE PROGRAM.

(a) DEFINITION.—For purposes of this section, the term "hydrographic product" means any publicly or commercially available product produced by a non-Federal entity that includes or displays hydrographic data.

(b) PROGRAM.—

(1) IN GENERAL.—The Administrator may—
(A) develop and implement a quality assurance program, under which the Administrator may certify hydrographic products

that satisfy the standards promulgated by the Administrator under section 3(a)(3);

(B) authorize the use of the emblem or any trademark of the Administration on a hydrographic product certified under subparagraph (A); and

(C) charge a fee for such certification and use.

(2) LIMITATION ON FEE AMOUNT.—Any fee under paragraph (1)(C) shall not exceed the costs of conducting the quality assurance testing, evaluation, or studies necessary to determine whether the hydrographic product satisfies the standards adopted under section 3(a)(3), including the cost of administering such a program.

(c) LIMITATION ON LIABILITY.—The Government of the United States shall not be liable for any negligence by a person that produces hydrographic products certified under this section.

(d) HYDROGRAPHIC SERVICES ACCOUNT.—

(1) ESTABLISHMENT.—There is established in the Treasury a separate account, which shall be known as the Hydrographic Services Account.

(2) CONTENT.—The account shall consist of—

(A) amounts received by the United States as fees charged under subsection (b)(1)(C); and

(B) such other amounts as may be provided by law.

(3) Limitation; Deposit. Fees deposited in this account during any fiscal year pursuant to this section shall be deposited and credited as offsetting collections to the National Oceanic and Atmospheric Administration, Operations, Research, and Facilities account. No amounts collected pursuant to this section for any fiscal year may be spent except to the extent provided in advance in appropriations Acts.

(e) LIMITATION ON NEW FEES AND INCREASES IN EXISTING FEES FOR HYDROGRAPHIC SERVICES.—After the date of the enactment of this Act, the Administrator may not—

(1) establish any fee or other charge for the provision of any hydrographic service except as authorized by this section; or

(2) increase the amount of any fee or other charge for the provision of any hydrographic service except as authorized by this section and section 1307 of title 44, United States Code.

SEC. 5. OPERATION AND MAINTENANCE OF PHYSICAL OCEANOGRAPHIC REAL-TIME SYSTEMS.

(a) NEW SYSTEMS.—After the date of enactment of this Act, the Administrator may not design or install any Physical Oceanographic Real-Time System, unless the local sponsor of the system or another Federal agency has agreed to assume the cost of operating and maintaining the system within 90 days after the date the system becomes operational.

(b) EXISTING SYSTEMS.—After October 1, 1999, the Administration shall cease to operate Physical Oceanographic Real-Time Systems, other than any system for which the local sponsor or another Federal agency has agreed to assume the cost of operating and maintaining the system by January 1, 1999.

SEC. 6. REPORTS.

(a) PHOTOGRAMMETRY AND REMOTE SENSING.—

(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Administrator shall report to the Congress on a plan to increase, consistent with this Act, contracting with the private sector for photogrammetric and remote sensing services related to hydrographic data acquisition or hydrographic services. In preparing the report, the Administrator shall consult with private sector entities knowledgeable in photogrammetry and remote sensing.

(2) CONTENTS.—The report shall include the following:

(A) An assessment of which of the photogrammetric and remote sensing services related to hydrographic data acquisition or hydrographic services performed by the National Ocean Service can be performed adequately by private-sector entities.

(B) An evaluation of the relative cost-effectiveness of the Federal Government and private-sector entities in performing those services.

(C) A plan for increasing the use of contracts with private-sector entities in performing those services, with the goal of obtaining performance of 50 percent of those services through contracts with private-sector entities by fiscal year 2003.

(b) PORTS.—Not later than 6 months after the date of enactment of this Act, the Administrator shall report to the Congress on—

(1) the status of implementation of real-time tide and current data systems in United States ports;

(2) existing safety and efficiency needs in United States ports that could be met by increased use of those systems; and

(3) a plan for expanding those systems to meet those needs, including an estimate of the cost of implementing those systems in priority locations.

(c) MAINTAINING FEDERAL EXPERTISE IN HYDROGRAPHIC SERVICES.—

(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Administrator shall report to the Congress on a plan to ensure that Federal competence and expertise in hydrographic surveying will be maintained after the decommissioning of the 3 existing National Oceanic and Atmospheric Administration hydrographic survey vessels.

(2) CONTENTS.—The report shall include—

(A) an evaluation of the seagoing capacity, personnel, and equipment necessary to maintain Federal expertise in hydrographic services;

(B) an estimated schedule for decommissioning the 3 existing survey vessels;

(C) a plan to maintain Federal expertise in hydrographic services after the decommissioning of these vessels; and

(D) an estimate of the cost of carrying out this plan.

SEC. 7. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated to the Administrator the following:

(1) To carry out nautical mapping and charting functions under the Act of 1947 and sections 3 and 4, except for conducting hydrographic surveys, \$33,000,000 for fiscal year 1999, \$34,000,000 for fiscal year 2000, \$35,000,000 for fiscal year 2001, \$36,000,000 for fiscal year 2002, and \$37,000,000 for fiscal year 2003.

(2) To conduct hydrographic surveys under section 3(a)(1), including leasing of ships, \$33,000,000 for fiscal year 1999, \$35,000,000 for fiscal year 2000, \$37,000,000 for fiscal year 2001, \$39,000,000 for fiscal year 2002, and \$41,000,000 for fiscal year 2003. Of these amounts, no more than \$14,000,000 is authorized for any one fiscal year to operate hydrographic survey vessels owned and operated by the Administration.

(3) To carry out geodetic functions under the Act of 1947, \$20,000,000 for fiscal year 1999, and \$22,000,000 for each of fiscal years 2000, 2001, 2002, and 2003.

(4) To carry out tide and current measurement functions under the Act of 1947, \$22,500,000 for each of fiscal years 1999 through 2003. Of these amounts, \$2,500,000 is authorized for each fiscal year to implement and operate a national quality control system for real-time tide and current data, and \$7,500,000 is authorized for each fiscal year to design and install real-time tide and current

data measurement systems under section 3(b)(4) (subject to section 5).

The CHAIRMAN. Are there any amendments to the bill?

AMENDMENT OFFERED BY MR. TRAFICANT

Mr. TRAFICANT. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. TRAFICANT:

At the end of the bill, add the following new sections:

SEC. ____ COMPLIANCE WITH BUY AMERICAN ACT.

No funds authorized pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

SEC. ____ SENSE OF CONGRESS; REQUIREMENT REGARDING NOTICE.

(a) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or products that may be authorized to be purchased with financial assistance provided under this Act, it is the sense of the Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(b) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance under this Act, the Secretary of Commerce shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

SEC. ____ PROHIBITION OF CONTRACTS.

If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a "Made in America" inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, such person shall be ineligible to receive any contract or sub-contract made with funds provided pursuant to this Act, pursuant to the debarment, suspension, and ineligibility procedures described in section 9.400 through 9.409 of title 48, Code of Federal Regulations.

Mr. TRAFICANT (during the reading). Mr. Chairman, I ask unanimous consent the amendment be considered as read and printed in the RECORD.

The CHAIRMAN. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. TRAFICANT. Mr. Chairman, the amendment has been discussed in the debate earlier. I offer it here, and I would hope that all of the parts of this respectively would remain in conference, especially those that deal with fraudulent labels.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Ohio (Mr. TRAFICANT).

The amendment was agreed to.

The CHAIRMAN. Are there any other amendments?

If not, the question is on the amendment in the nature of a substitute, as amended.

The amendment in the nature of a substitute, as amended, was agreed to.

The CHAIRMAN. Pursuant to the order of the House of today, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr.

PEASE) having assumed the chair, Mr. GILLMOR, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 3164) to describe the hydrographic services functions of the Administrator of the National Oceanic and Atmospheric Administration, and for other purposes, pursuant to the order of the House today, he reported the bill back to the House with an amendment adopted by the Committee of the Whole.

The SPEAKER pro tempore (Mr. PEASE). Under the rule, the previous question is ordered.

Is a separate vote demanded on the amendment to the amendment in the nature of a substitute adopted by the Committee of the Whole? If not, the question is on the amendment in the nature of a substitute.

The amendment in the nature of a substitute was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. SAXTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on H.R. 3164, the bill just passed.

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

There was no objection.

1-800 BUY AMERICA

(Mr. TRAFICANT asked and was given permission to address the House for 1 minute.)

Mr. TRAFICANT. Mr. Speaker, I have before this Congress a bill called "1-800 Buy America." It says that any product that costs more than \$250 is eligible to be listed on this national toll line for the purchase of American-made goods.

It is not paid for by the American consumers. It is paid for by the American companies who build a product made in America by American workers who pay American taxes that enure to the benefit of all in this country. \$250, where a woman in Ohio could say, "I am buying a refrigerator. 1-800 Buy America, what refrigerators are made in America?"

Now, that bill passed the House last Congress without a vote, on a voice vote, but it was not enacted into law; and it fell down in the Senate with a bunch of so-called free traders that are so dumb they could throw themselves at the ground and miss.

I am letting the Congress know that this is one of the most important pieces of legislation, where the American consumers can at least know what is made in America. They can price their products and see that, many