

By Ms. CORTEZ MASTO (for herself and Mrs. FISCHER):

S. 3514. A bill to establish a deadline for the establishment of a process to allow applicants to petition the Administrator of the Federal Aviation Administration to prohibit or restrict the operation of an unmanned aircraft in close proximity to a fixed site facility; to the Committee on Commerce, Science, and Transportation.

By Ms. CORTEZ MASTO:

S. 3515. A bill to amend title 49, United States Code, to encourage the use of zero-emission vehicles and technology at public-use airports, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. MERKLEY:

S. 3515. A bill to provide mandatory funding to the Secretary of Agriculture to carry out hazardous fuels reduction projects on National Forest System land, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. HATCH (for himself, Ms. HEITKAMP, Mr. CORNYN, Mr. WICKER, Mr. TILLIS, Mr. ROUNDS, Ms. COLLINS, Mrs. FISCHER, and Mr. HELLER):

S. 3516. A bill to impose additional sanctions with respect to Iran's Revolutionary Guard Corps, and for other purposes; to the Committee on Foreign Relations.

By Mr. UDALL (for himself, Mr. LEAHY, Mrs. FEINSTEIN, Mr. DURBIN, Mr. SANDERS, Mr. MERKLEY, Mr. HEINRICH, and Mr. MURPHY):

S. 3517. A bill to limit the use of funds for kinetic military operations in or against Iran; to the Committee on Foreign Relations.

#### SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. CASEY (for himself and Mr. ROBERTS):

S. Res. 653. A resolution expressing support for the designation of October 20, 2018, as the "National Day on Writing"; to the Committee on Health, Education, Labor, and Pensions.

By Mr. ENZI (for himself, Mr. CARDIN, Mr. WYDEN, Ms. COLLINS, Mr. ALEXANDER, Mr. JONES, Mr. YOUNG, and Ms. HASSAN):

S. Res. 654. A resolution supporting the goals and ideals of National Retirement Security Week, including raising public awareness of the various tax-preferred retirement vehicles, increasing personal financial literacy, and engaging the people of the United States on the keys to success in achieving and maintaining retirement security throughout their lifetimes; considered and agreed to.

By Mr. MENENDEZ (for himself, Mr. CORNYN, Ms. BALDWIN, Mr. BENNET, Mr. BOOKER, Mr. BROWN, Ms. CORTEZ MASTO, Ms. DUCKWORTH, Mrs. FEINSTEIN, Mrs. GILLIBRAND, Ms. HARRIS, Mr. HEINRICH, Mr. HELLER, Ms. HIRONO, Mr. KAINE, Ms. KLOBUCHAR, Mr. MARKEY, Mrs. MURRAY, Mr. NELSON, Mr. REED, Mr. RUBIO, Mr. SANDERS, Mr. SCHUMER, Mrs. SHAHEEN, Ms. STABENOW, Mr. UDALL, Mr. WARNER, Ms. WARREN, Mr. CARDIN, and Mr. DURBIN):

S. Res. 655. A resolution recognizing Hispanic Heritage Month and celebrating the heritage and culture of Latinos in the United States and the immense contributions of Latinos to the United States; considered and agreed to.

#### ADDITIONAL COSPONSORS

S. 783

At the request of Ms. BALDWIN, the name of the Senator from Oregon (Mr. MERKLEY) was added as a cosponsor of S. 783, a bill to amend the Public Health Service Act to distribute maternity care health professionals to health professional shortage areas identified as in need of maternity care health services.

S. 2208

At the request of Mr. MARKEY, the name of the Senator from Alaska (Mr. SULLIVAN) was added as a cosponsor of S. 2208, a bill to provide for the issuance of an Alzheimer's Disease Research Semipostal Stamp.

S. 2317

At the request of Mr. MARKEY, the name of the Senator from Oregon (Mr. MERKLEY) was added as a cosponsor of S. 2317, a bill to amend the Controlled Substances Act to provide for additional flexibility with respect to medication-assisted treatment for opioid use disorders, and for other purposes.

S. 2572

At the request of Mr. CASEY, the name of the Senator from New Mexico (Mr. HEINRICH) was added as a cosponsor of S. 2572, a bill to amend the Elementary and Secondary Education Act of 1965 to address and take action to prevent bullying and harassment of students.

S. 2763

At the request of Mr. BROWN, the names of the Senator from Massachusetts (Ms. WARREN) and the Senator from Colorado (Mr. GARDNER) were added as cosponsors of S. 2763, a bill to provide grants to State, local, territorial, and tribal law enforcement agencies to purchase chemical screening devices and train personnel to use chemical screening devices in order to enhance law enforcement efficiency and protect law enforcement officers.

S. 2852

At the request of Mr. CASEY, the name of the Senator from Maine (Mr. KING) was added as a cosponsor of S. 2852, a bill to reauthorize certain programs under the Pandemic and All-Hazards Preparedness Reauthorization Act.

S. 2971

At the request of Mr. BOOKER, the names of the Senator from Washington (Ms. CANTWELL) and the Senator from Rhode Island (Mr. REED) were added as cosponsors of S. 2971, a bill to amend the Animal Welfare Act to prohibit animal fighting in the United States territories.

S. 3052

At the request of Mr. GARDNER, the name of the Senator from Florida (Mr. RUBIO) was added as a cosponsor of S. 3052, a bill to amend the Internal Revenue Code of 1986 to repeal the excise tax on heavy trucks and trailers, and for other purposes.

S. 3063

At the request of Mr. BARRASSO, the names of the Senator from North Da-

kota (Mr. HOEVEN) and the Senator from Missouri (Mr. BLUNT) were added as cosponsors of S. 3063, a bill to delay the reimposition of the annual fee on health insurance providers until after 2020.

S. 3164

At the request of Mr. JONES, the name of the Senator from Michigan (Mr. PETERS) was added as a cosponsor of S. 3164, a bill to amend the Gramm-Leach-Bliley Act to update the exception for certain annual notices provided by financial institutions.

S. 3172

At the request of Mr. WARNER, the name of the Senator from Wisconsin (Ms. BALDWIN) was added as a cosponsor of S. 3172, a bill to amend title 54, United States Code, to establish, fund, and provide for the use of amounts in a National Park Service Legacy Restoration Fund to address the maintenance backlog of the National Park Service, and for other purposes.

At the request of Mr. PORTMAN, the name of the Senator from Arkansas (Mr. COTTON) was added as a cosponsor of S. 3172, supra.

S. 3257

At the request of Mr. CRUZ, the names of the Senator from Maryland (Mr. CARDIN) and the Senator from South Dakota (Mr. THUNE) were added as cosponsors of S. 3257, a bill to impose sanctions on foreign persons responsible for serious violations of international law regarding the protection of civilians during armed conflict, and for other purposes.

S. 3321

At the request of Mr. COONS, the name of the Senator from New York (Mr. SCHUMER) was added as a cosponsor of S. 3321, a bill to award Congressional Gold Medals to Katherine Johnson and Dr. Christine Darden and to posthumously award Congressional Gold Medals to Dorothy Vaughan and Mary Jackson in recognition of their contributions to the success of the National Aeronautics and Space Administration during the Space Race.

S. 3459

At the request of Ms. DUCKWORTH, the name of the Senator from Connecticut (Mr. BLUMENTHAL) was added as a cosponsor of S. 3459, a bill to amend the Internal Revenue Code of 1986 to expand the credit for expenditures to provide access to disabled individuals, and for other purposes.

S.J. RES. 64

At the request of Mr. TESTER, the name of the Senator from Missouri (Mrs. MCCASKILL) was added as a cosponsor of S.J. Res. 64, a joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Department of the Treasury relating to "Returns by Exempt Organizations and Returns by Certain Non-Exempt Organizations".

STATEMENTS ON INTRODUCED  
BILLS AND JOINT RESOLUTIONS

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

S. 3504. A bill to amend the Internal Revenue Code of 1986 to provide an exemption from gross income for civil damages as recompense for trafficking in persons; to the Committee on Finance.

Mr. CORNYN. 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. 3504

*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 “Human Trafficking Survivor Tax Relief Act”.

**SEC. 2. EXEMPTING FROM FEDERAL INCOME TAXATION CIVIL DAMAGES AWARDED UNDER SECTION 1595 OF TITLE 18, UNITED STATES CODE.**

(a) IN GENERAL.—Part III of subchapter B of chapter 1 of the Internal Revenue Code of 1986 is amended by inserting before section 140 the following new section:

**“SEC. 139H. CERTAIN AMOUNT RECEIVED AS CIVIL DAMAGES AS RECOMPENSE FOR TRAFFICKING IN PERSONS.**

“(a) EXCLUSION FROM GROSS INCOME.—Gross income shall not include any civil damages, restitution, or other monetary award (including compensatory or statutory damages and restitution imposed in a criminal matter) awarded in an action under section 1595 of title 18, United States Code.”.

(b) CONFORMING AMENDMENT.—The table of sections for part III of subchapter B of chapter 1 of the Internal Revenue Code of 1986 is amended by inserting before the item relating to section 140 the following new item:

“Sec. 139H. Certain amount received as civil damages as recompense for trafficking in persons.”.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after the date of the enactment of this Act.

By Mr. SULLIVAN (for himself, Mr. WHITEHOUSE, Mr. INHOFE, and Mr. NELSON):

S. 3508. A bill to reauthorize and amend the Marine Debris Act to promote international action to reduce marine debris, and for other purposes; considered and passed.

S. 3508

*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 “Save Our Seas Act of 2018”.

**TITLE I—MARINE DEBRIS****SEC. 101. NOAA MARINE DEBRIS PROGRAM.**

Section 3 of the Marine Debris Act (33 U.S.C. 1952) is amended—

(1) in subsection (b)—

(A) in paragraph (4), by striking “; and” and inserting a semicolon;

(B) in paragraph (5)(C), by striking the period at the end and inserting a semicolon; and

(C) by adding at the end the following:

“(6) work to develop outreach and education strategies with other Federal agencies to address sources of marine debris;

“(7) except for discharges of marine debris from vessels, in consultation with the Department of State and other Federal agencies, promote international action, as appropriate, to reduce the incidence of marine debris, including providing technical assistance to expand waste management systems internationally; and

“(8) in the case of an event determined to be a severe marine debris event under subsection (c)—

“(A) assist in the cleanup and response required by the severe marine debris event; or

“(B) conduct such other activity as the Administrator determines is appropriate in response to the severe marine debris event.”;

(2) by redesignating subsection (c) as subsection (d);

(3) by inserting after subsection (b) the following:

“(c) SEVERE MARINE DEBRIS EVENTS.—At the discretion of the Administrator or at the request of the Governor of an affected State, the Administrator shall determine whether there is a severe marine debris event.”; and

(4) in subsection (d)(2), as redesignated—

(A) in subparagraph (A), by striking “subparagraph (B)” and inserting “subparagraphs (B) and (C)”;

(B) by adding at the end the following:

“(C) SEVERE MARINE DEBRIS EVENTS.—Notwithstanding subparagraph (A), the Federal share of the cost of an activity carried out under a determination made under subsection (c) shall be—

“(i) 100 percent of the cost of the activity, for an activity funded wholly by funds made available by a person, including the government of a foreign country, to the Federal Government for the purpose of responding to a severe marine debris event; or

“(ii) 75 percent of the cost of the activity, for any activity other than an activity funded as described in clause (i).”.

**SEC. 102. SENSE OF CONGRESS ON INTERNATIONAL ENGAGEMENT TO RESPOND TO MARINE DEBRIS.**

It is the sense of Congress that the President should—

(1) support research and development on systems and materials that reduce—

(A) derelict fishing gear; and

(B) the amount of solid waste that is generated from land-based sources and the amount of such waste that enters the marine environment;

(2) work with representatives of foreign countries that discharge the largest amounts of solid waste from land-based sources into the marine environment, to develop mechanisms to reduce such discharges;

(3) carry out studies to determine—

(A) the primary means of discharges referred to in paragraph (2);

(B) the manner in which waste management infrastructure can be most effective in preventing such discharges; and

(C) the long-term impacts of marine debris on the national economies of the countries with which work is undertaken under paragraph (2) and on the global economy, including the impacts of reducing the discharge of such debris;

(4) work with representatives of the countries with which work is undertaken in paragraph (2) to conclude one or more new international agreements that include provisions—

(A) to mitigate the discharge of land-based solid waste into the marine environment; and

(B) to provide technical assistance and investment in waste management infrastructure to reduce such discharges, if the President determines such assistance or investment is appropriate; and

(5) encourage the United States Trade Representative to consider the impact of dis-

charges of land-based solid waste from the countries with which work is conducted under paragraph (2) in relevant future trade agreements.

**SEC. 103. SENSE OF CONGRESS SUPPORTING GREAT LAKES LAND-BASED MARINE DEBRIS ACTION PLAN.**

It is the sense of Congress that the Great Lakes Land-Based Marine Debris Action Plan (NOAA Technical Memorandum NOS-OR&R-49) is vital to the ongoing efforts to clean up the Great Lakes Region and getting rid of harmful debris, such as microplastics, abandoned vessels, and other forms of pollution that are threatening the survival of native marine animals and damaging the Great Lakes’ recreation and tourism economy.

**SEC. 104. MEMBERSHIP OF THE INTERAGENCY MARINE DEBRIS COORDINATING COMMITTEE.**

Section 5(b) of the Marine Debris Act (33 U.S.C. 1954(b)) is amended—

(1) in paragraph (4), by striking “; and” and inserting a semicolon;

(2) by redesignating paragraph (5) as paragraph (7); and

(3) by inserting after paragraph (4) the following:

“(5) the Department of State;

“(6) the Department of the Interior; and”.

**SEC. 105. AUTHORIZATION OF APPROPRIATIONS.**

Section 9 of the Marine Debris Act (33 U.S.C. 1958) is amended to read as follows:

**“SEC. 9. AUTHORIZATION OF APPROPRIATIONS.**

“(a) IN GENERAL.—There is authorized to be appropriated to the Administrator \$10,000,000 for each of fiscal years 2018 through 2022 for carrying out sections 3, 5, and 6, of which not more than 5 percent is authorized for each fiscal year for administrative costs.

“(b) AMOUNTS AUTHORIZED FOR COAST GUARD.—Of the amounts authorized for each fiscal year under section 2702(1) of title 14, United States Code, up to \$2,000,000 is authorized for the Secretary of the department in which the Coast Guard is operating for use by the Commandant of the Coast Guard to carry out section 4 of this Act, of which not more than 5 percent is authorized for each fiscal year for administrative costs.”.

**TITLE II—MARITIME SAFETY****SEC. 201. SHORT TITLE.**

This title may be cited as the “Hamm Alert Maritime Safety Act of 2018”.

**SEC. 202. FINDINGS.**

Congress finds the following:

(1) On September 29, 2015, the SS El Faro cargo vessel left Jacksonville, Florida bound for San Juan, Puerto Rico, carrying 391 shipping containers, 294 trailers and cars, and a crew of 33 people, including 28 Americans.

(2) On the morning of October 1, the El Faro sent its final communication reporting that the engines were disabled and the ship was listing, leaving the ship directly in the path of Hurricane Joaquin and resulting in the sinking of the vessel and the loss of all 33 lives.

(3) The National Transportation Safety Board and the Coast Guard made recommendations to address safety issues, such as improving weather information and training, improving planning and response to severe weather, reviewing the Coast Guard’s program delegating vessel inspections to third-party organizations to assess the effectiveness of the program, and improving alerts and equipment on the vessels, among other recommendations.

(4) Safety issues are not limited to the El Faro. For 2017, over 21,000 deficiencies were issued to United States commercial vessels and more than 2,500 U.S. vessels were issued “no-sail” requirements.

(5) The maritime industry, particularly the men and women of the United States merchant marine, play a vital and important