USTR is now hard at work on a number of initiatives that continue its legacy of expanding trade for the benefit of all Americans, such as the Trans-Pacific Partnership, the Asia-Pacific Economic Cooperation forum, and World Trade Organization agreements on topics from services liberalization to customs reform. And USTR remains hard at work enforcing our existing trade agreements at the WTO and elsewhere, to ensure the United States receives the full benefit of those agreements.

So I would like to extend my congratulations to Ambassador Kirk, his predecessors, and the entire USTR team past and present for reaching the 50-year milestone. I look forward to another half century of stellar accomplishments, and I can assure you that I will do everything I can to help make that possible.

SECOND BIG SKY HONOR FLIGHT VISIT TO D.C.

Mr. BAUCUS. Mr. President, I rise to recognize a very important event that will be occurring this Sunday and Monday. Eighty-nine World War II veterans from Montana will take part in the Big Sky Honor Flight and come to Washington, DC, to visit their monument—the WWII Memorial.

Their trip is hosted by the Big Sky Honor Flight Program. The mission is to recognize American veterans for their sacrifices and achievements by flying them to Washington, DC, to see their memorials at no cost.

These veterans come from all parts of our great State. This is a special weekend for this group of heroes. It is also a time to give thanks for the courage and sacrifice of all our veterans and servicemembers. It is a time to reflect on the sacrifices made by those who fought on the front in Europe, on the battlefields of Korea, in the jungles of Vietnam, the deserts of Iraq, and those who are currently fighting in the mountains of Afghanistan. We must not forget their sacrifices.

I am so pleased I will be able to meet with these courageous Montanans. I ask the Senate to join me in welcoming these heroes to our Nation's Capital this weekend, and I ask unanimous consent that their names be printed in the RECORD.

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

Lee Alderdice; Milton Lyman Amsden; Harry A. Arvidson; Peter N. Bertram; Leonard E. Bestrom; Warren Charles Bodecker; Ralph Floyd Brewington; James C. Brook; William B. Brown; Jackson L. Burger; Filmore B. Canon; John M. Clark; Harold Lee Conrad; Hollis E. Coon; Gool Counts; Carley Rhein Cromwell; Leo Eckhardt; James E. Elander; James Ellison; Charles T. Eskro.

Frank D. Evans; Alvin Oscar Fisher; Samuel W. Frank; Durl J. Gibbs; Raymond P. Gregori; Robert Glover Hall; Charles E. Halstead; Thomas A. Hanel; Russell LeRoy Hartse; James Hasterlik; Milam V. Hearron; McDonald W. Held; Lewis W. Holzheimer; Bernard E. Ilertson; Earl T. Jackson; Elwin M. Johnson; George L. Kimmet; Vincent Leo Koefelda; Vernon Lee Koelzer; Frank J. Koncilya.

Andre Rioul Kukay; Willard E. LaCounte; Albert R. Lasater; Harold J. Lasater; Gorvan J. LeDuc; Oscar L. Lee; Norman D. Leonard; Joseph Biggs Litle; Max E. Long; Robert W. Lubbers; Leonard John Mager; James J. Marshall; William R. Matthew; Paul Messer; Elizabeth S. Meyer; Geraldine E. Mihalic; Gerald K. Nelson; John H. O'Bannon; Clarence A. Olson; Eddie C. Olson.

Ray A. Olson; Thomas F. Patterson; Roy Louis Peters; John W. Porter; Carl Redding; Michael G. Rhodes; Robert V. Ryan; Charles F. Sandford; Dave Schledewitz; Laurence N. Shipp; William James Sivelle; Anthony W. Skorupa; Charles E. Smith; Donald E. Smith; Kenneth C. Smith; Robert M. Standefer; John R. Stevenson; Frank Phillip Thatcher; Clifford V. Thomsen; Robert E. Torgrimson; Ronald W. Torstenson; James Arthur Vick; Albert Wade; James Forest Walker; Bernard Edgar Wanderaas; Joseph A. Weber; Allen L. Whittington; Bryce Wood Williams; Andrew R. Winter.

MODIFICATIONS TO S. 1956

Mr. CARDIN. Mr. President, would the Senator from South Dakota enter into a colloquy to discuss concerns I have with his bill S. 1956 and a suggested amendment I have filed for consideration, which is currently running through the hotline process?

First of all I want to thank my colleagues for their willingness to work with me to address some of the concerns I have with this bill as it was reported out of the Commerce Committee.

While I have some ongoing reservations about the precedent and potential impacts this bill could have on our relations with our closest European allies, I am willing to allow legislation to move forward if I may get consent to have my amendment agreed to.

I would like to discuss my amendment and the process which the legislation prescribes the Secretary of Transportation to follow in determining whether to prohibit U.S. airlines from participating in the European Union's carbon emissions trading scheme.

The second paragraph of subsection (a), section 3 of the legislation contains a provision that is designed to ''hold harmless'' U.S. airlines from the fees, taxes or fines that they incur from the EU under the emissions trading scheme.

While the Secretary of Transportation has discretion as to how he will act to ''hold harmless'' our air carriers, it is understood that these actions could possibly require some form of payment by the Federal Government.

One of my greatest concerns with the bill, which I believe the sponsors of the bill share with me, and I appreciate their interest in working with me to address this issue, is that any payments that may result from this provision not come at the expense of the American taxpayer.

I would like to ask the Senator this question: is it correct that it is not his intent that any costs or remunerations triggered by this legislation come at the expense of U.S. taxpayer dollars?

Mr. THUNE. That is correct, it has always been my intent, and it is shared by the Congressional Budget Office, and the Secretary of Transportation, who will have the primary responsibility of implementing this legislation.

According to the CBO, ''enacting S. 1956 would have no significant impact on the federal budget.''

I ask unanimous consent at this time to have their entire report printed in the RECORD.

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

AUGUST 1, 2012.

Hon. JOHN D. ROCKEFELLER IV,
Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for S. 1956, the European Union Emissions Trading Scheme Prohibition Act of 2011.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

DOUGLAS W. ELMENDORF.

Enclosure.

S. 1956—European Union Emissions Trading Scheme Prohibition Act of 2011

The European Union (EU) has established the European Union Emissions Trading Scheme (ETS), a regulatory framework related to greenhouse gas emissions. Currently, the ETS covers emissions from air carriers that operate flights within, to, and from EU member states. Negotiations between the U.S. government and the EU about the applicability of the ETS to U.S. air carriers are ongoing, and the potential outcome of those negotiations is unclear.

S. 1956 would direct the Secretary of Transportation to prohibit U.S. air carriers from participating in the ETS if the Secretary believes such a prohibition to be in the public interest. The bill would direct federal agencies to continue negotiations in pursuit of a worldwide approach to addressing aviation-related emissions and would authorize the Secretary to use existing authorities to ensure that U.S. air carriers are held harmless for any costs they incur if they participate in the ETS.

CBO estimates that enacting S. 1956 would have no significant impact on the federal budget. We expect that the bill would not alter the scope of diplomatic efforts currently underway or federal agencies' costs to participate in those efforts, which are subject to appropriation. The bill would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

S. 1956 contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would not affect the budgets of state, local, or tribal governments.

S. 1956 would impose a private-sector mandate, as defined in UMRA, if U.S. air carriers would be prohibited from participating in the ETS. The cost of the mandate would depend on how the prohibition is administered by the Department of Transportation. Because information about how the prohibition would be implemented is not available, CBO has no basis for estimating the cost, if any, to U.S. air carriers. Consequently, CBO cannot determine whether the cost of the mandate would exceed the annual threshold established in UMRA for private-sector mandates ($146 million in 2012, adjusted annually for inflation).