

SEC. 2. ADJUSTMENT OF ANTIDUMPING DUTY IN CERTAIN PROCEEDINGS RELATING TO IMPORTS FROM NONMARKET ECONOMY COUNTRIES.

(a) IN GENERAL.—Section 777A of the Tariff Act of 1930 (19 U.S.C. 1677f-1) is amended by adding at the end the following:

“(f) ADJUSTMENT OF ANTIDUMPING DUTY IN CERTAIN PROCEEDINGS RELATING TO IMPORTS FROM NONMARKET ECONOMY COUNTRIES.—

“(1) IN GENERAL.—If the administering authority determines, with respect to a class or kind of merchandise from a nonmarket economy country for which an antidumping duty is determined using normal value pursuant to section 773(c), that—

“(A) pursuant to section 701(a)(1), a countervailable subsidy (other than an export subsidy referred to in section 772(c)(1)(C)) has been provided with respect to the class or kind of merchandise,

“(B) such countervailable subsidy has been demonstrated to have reduced the average price of imports of the class or kind of merchandise during the relevant period, and

“(C) the administering authority can reasonably estimate the extent to which the countervailable subsidy referred to in subparagraph (B), in combination with the use of normal value determined pursuant to section 773(c), has increased the weighted average dumping margin for the class or kind of merchandise,

the administering authority shall, except as provided in paragraph (2), reduce the antidumping duty by the amount of the increase in the weighted average dumping margin estimated by the administering authority under subparagraph (C).

“(2) MAXIMUM REDUCTION IN ANTIDUMPING DUTY.—The administering authority may not reduce the antidumping duty applicable to a class or kind of merchandise from a nonmarket economy country under this subsection by more than the portion of the countervailing duty rate attributable to a countervailable subsidy that is provided with respect to the class or kind of merchandise and that meets the conditions described in subparagraphs (A), (B), and (C) of paragraph (1).”.

(b) EFFECTIVE DATE.—Subsection (f) of section 777A of the Tariff Act of 1930, as added by subsection (a) of this section, applies to—

(1) all investigations and reviews initiated pursuant to title VII of that Act (19 U.S.C. 1671 et seq.) on or after the date of the enactment of this Act; and

(2) subject to subsection (c) of section 129 of the Uruguay Round Agreements Act (19 U.S.C. 3538), all determinations issued under subsection (b)(2) of that section on or after the date of the enactment of this Act.

Mr. REID. Mr. President, this is an extremely important piece of legislation we just adopted. It has had bipartisan support and we were able to do it quickly. We had hoped the House—and I am confident they will—would follow our example in passing this bill quickly.

MEASURE PLACED ON THE CALENDAR—H.R. 1837

Mr. REID. Mr. President, H.R. 1837 is at the desk and due for a second reading.

The ACTING PRESIDENT pro tempore. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (H.R. 1837) to address certain water-related concerns on the San Joaquin River, and for other purposes.

Mr. REID. I object to any further proceedings on the legislation at this time.

The ACTING PRESIDENT pro tempore. Objection is heard. The bill will be placed on the calendar.

SURFACE TRANSPORTATION ACT

Mr. REID. Mr. President, 56 years ago it took President Eisenhower a year to convince Congress and the country to make an unprecedented investment in America's highway system. After all, building 47,000 miles of interstate highways across the Nation would require an unparalleled effort and unprecedented investment. The project required enough concrete to build six sidewalks to the Moon at a cost of \$50 billion or the equivalent of almost \$½ trillion today.

The project was hugely successful. It created jobs, it connected farms and factories, tiny towns and towering cities, and allowed manufacturers and merchants to ship goods across our country for the first time in our Nation's history. Looking back on this effort to pass the first highway bill, President Eisenhower considered it the crowning accomplishment of his Presidency.

“More than any single action by the government since the end of the war, this one would change the face of America,” President Eisenhower wrote in his memoir. “Its impact on the American economy—the jobs it would produce in manufacturing and construction, the rural areas it would open up—was beyond calculation.”

Fifty-six years after his initial work, Congress once again is considering transportation legislation, an investment in this country's crumbling roads, bridges, and train tracks. But we have the benefit of history on our side. We know from 56 years of experience that investing in America's highways and railways will create and sustain jobs, and we have no doubt that building a world-class transportation system will help us rebuild our world-class economy.

That is why the senior Senator from Oklahoma, Mr. INHOFE, and one of the most liberal Members of the Senate, the junior Senator from California, Mrs. BOXER, have joined hands to advance this bipartisan Transportation bill before this body. The bill is comprised of four measures reported out of the Environment and Public Works Committee and the Banking, Commerce and Finance Committees—all with bipartisan support. Both sides agreed to a package of 37 amendments in addition to this that is now part of the measure that is before the Senate.

This is the legislation, as I have indicated, that is in the Senate now. If the filibuster ended and we passed the bill before us, it would be a huge step forward. Pass what we have now, vote on it, and we could call it a good day for America, a real good day. But in today's political climate, bipartisan sup-

port is not enough to keep good legislation alive. In today's political climate, 85 votes to begin debate on a measure is not enough to guarantee the measure will become law.

The Transportation legislation under consideration is truly bipartisan. It will create or sustain 3 million badly needed construction jobs. Yet Republican leaders have wasted almost a month of the Senate's time obstructing this valuable measure—for political reasons, obviously.

Unfortunately, Democrats cannot keep construction crews working to repair 70,000 collapsing bridges across the country without Republican cooperation. Without Republican cooperation we cannot expand the Nation's mass transit system to accommodate tens of thousands of new riders every year. Without Republican cooperation we cannot create and save 3 million jobs repairing crumbling pavement and building safer sidewalks. It will take bipartisan effort to advance this bipartisan legislation.

Frank Turner, a former Federal Highway Administrator, said work on this country's transportation system “will never be finished because America will never be finished.” Although the work is never finished, it is up to Congress to sustain the effort to move it forward. Unless Congress acts this month work on highways, bridges, and train tracks will come to a grinding halt. Unless Congress acts, the American economy will pay the price for partisan bickering.

What we have before the body now is the measure reported out of the four committees I talked about plus 37 bipartisan amendments. We should pass that. We should invoke cloture on it and just pass that and wait for the House to pass whatever they do and go to conference. That would be a tremendous step forward for us.

I am hopeful my Republican colleagues will join Democrats to put American jobs ahead of these procedural games we are having so much trouble with and help us advance this vital transportation legislation.

RECOGNITION OF THE MINORITY LEADER

The ACTING PRESIDENT pro tempore. The Republican leader is recognized.

FRIDAY'S TORNADOES

Mr. MCCONNELL. Mr. President, last Friday evening tornadoes hit several counties across Kentucky, including Magoffin, Menifee, Morgan, Laurel, Martin, Johnson, and Trimble. I might say these were not just tornadoes, these were very severe tornadoes all over the southern and midwestern part of our country leaving an incredible trail of devastation across many of our States.

In my State the storm caused at least 20 fatalities and more than 300

people in Kentucky were injured. Forty-eight Kentucky counties suffered damage from the storms and tornadoes Friday evening. I am told that about 19,000 people were without power yesterday. This morning my colleague Senator PAUL and I sent a letter to the President urging him to approve Gov. Steven Beshear's request for Federal assistance.

Yesterday I had a chance to visit arguably the hardest hit of our communities, West Liberty, KY. It was a scene of total devastation. The whole community has either been evacuated or is in the process of being evacuated. The county judge—in our State the county judge is like the county executive in a number of States—Tim Conley, and Mayor Rupe, the mayor of West Liberty, and I toured, frankly, what little is left of the community. I ran into the county attorney there. Not only had her home been wiped out, her office had been wiped out.

The most poignant story of the day was when one of the local residents came up to one of my assistants and said: Here, I found \$70. It doesn't belong to me. I want you to take it and see to it that it is used for the community.

My assistant said: No one knows where the \$70 came from or who it belongs to and you are wiped out. Why don't you keep it?

This citizen of West Liberty, KY, said: "I just wouldn't feel right about it."

"I just wouldn't feel right about it." Those are the kind of people who are in West Liberty, KY. Those are the kind of people today who are homeless, who have lost friends and relatives. Of course, in a town that is devastated there are no jobs. Where do people go to work when their place of business has been wiped out?

FEMA is on the ground, and we will do everything we can to try to help these good folks rebuild their lives. Similar stories are the case in a number of other Kentucky counties, but West Liberty I singled out because it was probably the most devastated of any of our communities.

I applaud the work of the first responders. There were people from all over my State who immediately came to the site, some of them with some official responsibility—they were with the Red Cross or they were with the National Guard. In fact, there were 400 National Guard troops mobilized across the State in these severely hit areas. But many of the people I ran into in West Liberty, KY, were simply people who got in their cars, loaded them up with bottled water and whatever food they could come up with, and went there to be helpful.

There was one restaurant in another town that sent in a very large number of barbecue sandwiches just to try to feed the people who were there trying to help get started. I went to the command center. Of course, one of the biggest questions in a situation such as

that is, what do you do first? Obviously, the first effort to get the power back on. The AEP, the power company, was there trying to get the power up and running. Then they had a priority chart: What do you do second? What do you do third?

I want to express to them and say again on the Senate floor today, we are going to be there for these good folks not only in West Liberty but in the other counties that were hit in our State. That is why FEMA exists. They do a good job. Hopefully, it will not require any additional funding for us to have to appropriate. Hopefully, they will have enough funds in their budget to take care of this, but if there is a shortfall we will be there to be helpful.

I wanted to share with my colleagues today the devastation to which we were subjected last weekend. It is reminiscent of a tornado that hit Kentucky in the 1970s. I remember it went into my mother and father's neighborhood. The house next door to them was obliterated. The houses across the street were obliterated. Amazingly enough, my mothers and father's house seemed largely untouched. There were very few homes in West Liberty, KY, yesterday or Friday night that were untouched. It came through there with a stunning force.

I heard one story I will also relate. The county judge was in a building and literally grabbed somebody by the leg and pulled him inside the building as the storm was attempting to suck him out into the street. He was able to save that person. So the incredible force of these massive tornadoes is truly destructive, and we will help local residents get their lives back together as soon as we possibly can.

I yield the floor.

MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved. Under the previous order, there will now be a period of morning business, with Senators permitted to speak therein up to 10 minutes each.

Mr. MCCONNELL. I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

The ACTING PRESIDENT pro tempore. The Senator from Arizona.

Mr. MCCAIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded and that I be allowed to speak in morning business for as much time as I may consume.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

SYRIA

Mr. MCCAIN. Mr. President, after a year of bloodshed, the crisis in Syria

has reached a decisive moment. It is estimated that more than 7,500 lives have been lost. The United Nations has declared that Syrian security forces are guilty of crimes against humanity, including the indiscriminate shelling of civilians, the execution of defectors, and the widespread torture of prisoners.

Bashar al-Asad is now doing to Homs what his father did to Hama. Aerial photographs procured by Human Rights Watch show a city that has been laid to waste by Asad's tanks and artillery. A British photographer who was wounded and evacuated from the city described it as "a medieval siege and slaughter." The kinds of mass atrocities that NATO intervened in Libya to prevent in Benghazi are now a reality in Homs. Indeed, Syria today is the scene of some of the worst state-sponsored violence since Milosevic's war crimes in the Balkans or Russia's annihilation of the Chechen city of Grozny.

What is all the more astonishing is that Asad's killing spree has continued despite severe and escalating international pressure against him. His regime is almost completely isolated. It has been expelled from the Arab League, rebuked by the United Nations General Assembly, excoriated by the U.N. Human Rights Council, and abandoned by nearly every country that once maintained diplomatic relations with it. At the same time, Asad's regime is facing a punishing array of economic sanctions by the United States, the European Union, the Arab League, and others—measures that have targeted the assets of Asad and his henchman, cut off the Central Bank and other financial institutions, grounded Syria's cargo flights, and restricted the regime's ability to sell oil.

This has been an impressive international effort, and the administration deserves a lot of credit for helping to orchestrate it.

The problem is the bloodletting continues. Despite a year's worth of diplomacy backed by sanctions, Asad and his top lieutenants show no signs of giving up and taking the path into foreign exile. To the contrary, they appear to be accelerating their fight to the finish and they are doing so with the shameless support of foreign governments, especially in Russia, China, and Iran. A steady supply of weapons, ammunition, and other assistance is flowing to Asad from Moscow and Tehran. As the Washington Post reported yesterday, Iranian military and intelligence operatives are likely active in Syria, helping to direct and sharpen the regime's brutality. The Security Council is totally shut down as an avenue for increased pressure, and the recently convened Friends of Syria contact group, while a good step in principle, produced mostly rhetoric but precious little action when it met last month in Tunisia. Unfortunately, with each passing day, the international response to Asad's atrocities is being overtaken by events on the ground in Syria.