

be able to fire a gun. That means a person can't steal a gun and resell it and a kid can't play with a gun and hurt himself or someone else.

For reasons that cannot be explained, the gun lobby opposes gun safety technology, even calling for a boycott of any company that uses it. Now this administration is going to use its research dollars and purchasing power to promote safer gun technology. This could be a game changer when it comes to preventing gun accidents and deterring illegal trafficking.

I commend the President for the reasonable, commonsense steps he has taken to combat the epidemic of gun violence. The steps he announced will not prevent all gun deaths—no single measure can—but they will help.

I hope my colleagues in Congress will not take a step backward and try to undermine these basic, commonsense reforms with riders or appropriations restrictions. I am going to fight hard against the gun lobby if they try. I hope Congress will instead move forward, finish the job on background checks, and do all we can to reduce the high toll of gun violence in our communities.

Over the weekend, I was visiting with friends and former colleague Mark Pryor of Arkansas. I went down to Stuttgart, AR. Anyone who is a duck hunter in the Midwest or in America knows the name of that town. Stuttgart, AR, is probably the capital of duck hunting in the Midwest or in the United States. The local radio station there is KWAK, giving an idea of their commitment to duck season 60 days of the year when Stuttgart comes to life with hunters from all over the United States and all over the world.

Saturday afternoon I went to the largest sporting goods store, Mac's, and watched hundreds of men and some women in camouflage clothes getting ready to go out for the duck hunt. For them, it is not only a rite of passage, it is a way of life. They love it. You see the camouflage on everything in sight.

Of course, when you go into Mac's, there are plenty of firearms for sale and other equipment that is needed so that you can hunt effectively and safely. You go in the store, and if you want to be a duck hunter in Arkansas, you first have to buy a license, which I did. Then you go through the ritual of making sure you have all the right equipment and getting ready to go out to hunt for ducks.

There is not a single thing proposed by President Obama that will in any way slow down or stop those men and women who want to legally use their firearms for that sport—nothing. What the President is trying to do is to stop convicted felons and people who are so mentally unstable that they shouldn't be able to buy a firearm from having that opportunity.

It turns out an overwhelming majority of firearm owners agree with the President. You would never know it, would you, as you hear every single Re-

publican Presidential candidate condemn President Obama's actions.

What a chasm there is in the culture between the people who are firearm owners and who enjoy that opportunity and responsibility and those who are on the political scene and ignore the fact that to preserve that right we should pass commonsense changes in the law to make them even more effective and make certain that people who misuse firearms do not have that opportunity.

I hope to work with my colleagues in the Senate and both political parties to achieve the goal of protecting the rights of those who use firearms legally, safely, and responsibly within the confines of the law and to stop the illicit trafficking of guns that are taking over 30,000 lives each and every year.

I yield the floor.

The PRESIDING OFFICER (Mrs. ERNST). The Senator from Ohio.

TRANS-PACIFIC PARTNERSHIP

Mr. BROWN. Madam President, after months of delay, last fall we finally were able to see the text of the Trans-Pacific Partnership, text that corporate lobbyists had access to long before the American people and Members of Congress and their staffs did. After examining the provisions in this deal, it is clear that far too many of these provisions sell out American workers and American jobs.

In the months leading up to the release of this deal, I warned that too often our trade agreements as far back as NAFTA and the Permanent Normal Trade Relations with China—not a trade agreement per se, but it had the same effect in many ways—the Central American Free Trade Agreement, the South Korea Free Trade Agreement—these trade agreements amounted to corporate handouts and worker sellouts. I warned our negotiators that they needed to do more to ensure that the deal created a truly level playing field for American workers and American businesses. Unfortunately, that is not what happened, particularly when it comes to standing up for the American auto industry.

We hear often about the supposed opportunities that trade agreements will create: opportunities for more jobs, opportunities for small business, opportunities for more exports, and for economic growth. But when I look at the Trans-Pacific Partnership, I don't see these actual—let's call them offensive opportunities—and by "offensive opportunities" I mean opportunities for American products to break into new markets. This is not just playing defense, but playing offense so that we can export into these new markets.

Cheerleaders for this agreement—whether it is the Wall Street Journal editorial page, most Republicans in the Senate, or whether it is Republican leadership in the House, whether it is corporate CEOs or whether it is the

White House—say that new markets will be opened for American cars, but we have heard these empty promises before.

Under TPP, many of these new markets will not be opened day one—as in the case of Malaysia and Vietnam. They won't be open in day two or year one or year two. It will be more than a decade until American automakers have full access to these closed markets.

The TPP will do nothing to level the playing field with our top competitor, Japan, or to change Japan's distinction as the most closed auto market in the world. We know it has been that in the past. We know it is that today. There is nothing in here that would change or open Japan's market, to sell into the Japanese auto market.

Carmakers in Ohio and carmakers across the country will compete with huge numbers of Japanese imports. We don't have it today, and under TPP we won't have the same opportunity to export to Japan. That is because for decades Japan has used barriers other than tariffs to keep their markets closed. Tariffs are one way. They charge huge tariffs, causing the price of the product that you import—let's say into Japan—to be too high for the Japanese to afford, but that is not what Japan does. Their tariffs are already at zero, so an agreement on tariffs will do nothing to create a level playing field. Japan keeps our products out in much more creative ways than tariffs.

We have seen this in the wake of the Korean Free Trade Agreement. Even after our trading partners promised to remove these barriers to allow American cars into their market, they often don't. Opening up Japan's market didn't work in the 1980s, it didn't work in the 1990s, and it didn't seem that it will be any different under the Trans-Pacific Partnership.

If there aren't new offensives—offensives in the sense of selling into those countries—then I would expect our negotiations at least make sure this trade agreement protected American carmakers and workers from a flood of cheap foreign competition. I would hope they made sure the benefits of the agreement would only go toward its members who have been part of the negotiating process and made concessions, but it is not. It is not just the TPP countries.

That is now how I read the text, particularly when it comes to something called the rules of origin for autos. These rules of origin provide provisions to determine how much of a car is made in the TPP region, and TPP rules are weaker than NAFTA's. That means how much of the car is actually made in the TPP countries, how much of the car must be made in the TPP countries to count as a TPP product.

That means 62.5 percent of a vehicle must be made in the NAFTA region in order for it to qualify for the benefits of the NAFTA agreement. But only 45

percent—much less than NAFTA and in some cases even less than that—of a car has to be made in the TPP region to qualify for the benefits of the agreement. Think about that. Under TPP, less than half a car has to be made in TPP countries, which include Canada, Mexico, and the United States, to receive the benefits of TPP.

So what does that mean? That means more than half of the components in the car—more than half of the car—can be made in China. So China can backdoor much of its supply chain into the Trans-Pacific Partnership. Then these cars, mostly made in China, will get the benefits of the Trans-Pacific Partnership, even though they aren't in the Trans-Pacific Partnership. As more countries join TPP, that 45-percent rule will become an even weaker standard, and fewer and fewer of our cars will come from the U.S. auto supply chain.

I never thought I would be able to say this, but this agreement makes NAFTA—an agreement I fought hard to defeat 20 years ago—look good. TPP's auto rules were written for Japanese automakers to the benefit of China and at the expense of American auto jobs.

TPP will jeopardize the livelihoods of thousands of Americans, including up to 600,000 Ohioans, whose jobs depend on the U.S. auto supply chain. These aren't just statistics. We are talking about real workers in real plants in real companies in real communities, in Ohio and across the country, with bills to pay and families to feed.

They fought hard to bring the American auto industry back to life. Their hard work made the auto rescue a success. Last year, 2015, was a record year for automakers. We can't pull the rug out from under them now with a trade deal that sells out American auto jobs.

Think of what we have done. In 2010, only—maybe fewer than this—10 million vehicles were made in the United States. Today that number is close to 17 million. Chrysler posted 7 percent gains in sales last year. GM and Ford were not far behind with 5 percent. I am proud to say the best-selling American vehicle for 34 years running, the Ford-150, runs on engines produced in Lima, OH. Five years ago the American President, President Obama, did the right thing when he personally committed to saving the American auto industry.

If you ask people in Ohio, in Toledo, in Avon Lake, in Cleveland, in Warren, in Lordstown, they know how important the auto rescue was. We were losing hundreds of thousands of jobs a month at the beginning of President Obama's term. Since the auto rescue, the next year—we have seen job growth in this country for 70 months in a row, 70 consecutive months of job growth starting with the auto rescue.

Now I hope the President will do the right thing again and go back to the drawing board on the aspects of this trade deal that we know will cost American auto jobs.

I yield the floor.

The PRESIDING OFFICER. The Senator from Arkansas

LAW ENFORCEMENT APPRECIATION DAY

OFFICER SHAWN BAKR AND DEPUTY SONNY
SMITH

Mr. COTTON. Madam President, this past Saturday, January 9, was Law Enforcement Appreciation Day, a day set aside to honor the men and women who work in law enforcement, keeping our communities safe and enforcing the rule of law, which underpins any free and just society. Recently we have heard a great deal about controversies and scrutiny surrounding law enforcement in many parts of our country. It is easy to be distracted by these stories, but it is important to remember that many are inaccurate, and even the true ones are the exception, not the rule.

The rule is officers such as Little Rock Police Officer Shawn Bakr. On Saturday, Officer Bakr spent his Law Enforcement Appreciation Day and his night off working as a security guard at a local restaurant. During his shift, three armed men entered a restaurant and pointed a gun at an employee in an attempted robbery. Officer Bakr's law enforcement instincts kicked in, and he reacted with calm dispatch. He confronted the suspects, who subsequently shot him in the shoulder, yet he bravely managed to return fire and injure one of the robbers. The other two suspects fled but have since been apprehended after a standoff with Little Rock police earlier today.

The rule is also county sheriffs such as Johnson County Reserve Deputy Sonny Smith, who died in the line of duty last year after he was shot while responding to a burglary. Deputy Smith confronted danger head-on to protect his fellow Arkansans, and he gave the full measure of devotion to duty that only those called to serve in the front lines can fully understand.

The rule is also the large group of Deputy Smith's law enforcement colleagues who stood to the right of the stage, just hours after his death—a place typically reserved for parents—and saluted during his son's high school graduation ceremony so he would feel the support and love of the law enforcement community to which his dad belonged.

As a soldier in Iraq and Afghanistan, my soldiers and I knew what it meant to face our enemy head-on, but at the end of our tours, we went home. Many of us worked in much less dangerous jobs at military bases around the country until our next tour or we left the service.

For law enforcement officers, there is no end to the tour. They take risks every single day, often for the lengths of their careers. Officer Bakr's and Deputy Smith's actions are heroic by any definition, but to them and to countless other law enforcement offi-

cers across the country, that is simply part of the job description. Each day that they go to work, our law enforcement personnel around the country put themselves in harm's way to keep us and our communities safe.

So to all of our law enforcement officers, the men and women who serve with the selfless dedication of Shawn Bakr and Sonny Smith, thank you for your service and for your sacrifice. May God bless you and your families and keep you safe.

I yield the floor.

The PRESIDING OFFICER. The Senator from Arkansas.

REMEMBERING DALE BUMPERS

Mr. BOOZMAN. Madam President, I am here today with my colleague Senator COTTON to honor Dale Bumpers, a longtime advocate of Arkansas, who passed away on January 1 at the age of 90 after a long life of dedicated public service.

He was a soldier and a statesman who came from the small town of Charleston, AR. He did things not because of political pressure but because he believed they were the right things to do. He had a good foundation to understand the needs of Arkansans. He was a businessman, taking over operations at his father's former hardware, furniture, and appliance store, and he was a rancher and an attorney in Charleston, serving, as his memoirs indicate, as "the best lawyer in a one-lawyer town."

Following the Supreme Court's decision in the 1954 case *Brown v. Board of Education*, which outlawed segregation in schools, he advised compliance with the ruling, making it the first school district in the South to fully integrate.

He ran against incumbent Governor Winthrop Rockefeller to become the 38th Governor of the State of Arkansas. Four years later, he defeated longtime Senator William Fulbright in a primary before winning a seat in the Senate, a position he held for 24 years. He served as the chairman of the committee on small business from 1987 to 1994 and has a long list of accomplishments.

While he ended his Senate service more than a decade before I started serving in this Chamber, my colleagues who served alongside him regularly recall their memories of Senator Bumpers, a legendary orator who had a true gift for public speaking and who would tell stories in a way only a Southern gentleman with a keen sense of humor from smalltown Arkansas could. He was passionate about his convictions and spoke from his heart about matters that he believed in. In tributes to him on the floor during the last days of the 105th Congress, his colleagues described him as one of the most respected Members of this body. He was a champion of the environment, a supporter of the National Institutes of Health, funding the fight against HIV and AIDS, and a constant proponent