

If you don't know whether the heroin that is on the street contains these deadly synthetic drugs, you need to be extremely, extremely careful. As Coroner Sammarco in Hamilton County puts it, every time you buy heroin or every time you inject it, "you may be literally gambling with your life."

These drugs that are devastating Ohio don't come from Ohio. They don't come from any of our States. We are told they come from overseas, primarily from China. There are laboratories in China that are developing this poison—this fentanyl and carfentanil. Some of the labs, we are told, also are in India.

The drugs that are coming from China and India then come through the U.S. mail. It comes from their postal system and our postal system into the United States. It is unbelievable, but the poison is coming in the mail to our communities. It is easy to do. Because unlike private carriers, such as UPS or FedEx, in the mail system a package can be sent without having any information attached to it. It shouldn't be that easy, and it doesn't have to be. We want to close this loophole. It is a commonsense idea that will help to keep our streets safer and help prevent some of these deadly overdoses from synthetic heroin.

Customs and Border Protection has told us that if we had advance electronic data on these packages from overseas, like we must have from private carriers, such as UPS or FedEx, it would help to ensure that these dangerous drugs wouldn't end up in the hands of the drug traffickers or, worse yet, in the hands of our family members and friends.

That is why we introduced the Synthetics Trafficking and Overdose Prevention Act, or STOP Act. It is very simple. It is to help keep this poison off the streets by closing a loophole and requiring that same advance electronic data to come with all these packages coming from overseas showing where it is coming from, what is in it, and where it is going. They are using the mail system because they don't have to provide that now.

This legislation goes hand in hand with the Comprehensive Addiction and Recovery Act that we talked about earlier, which both Houses passed by nearly unanimous votes and the President signed in July. This legislation is a tremendous step forward and is very comprehensive, dealing with the prevention, intervention, treatment, and recovery and helping to provide law enforcement officers with the Narcan they need. It helps in getting the drugs off the shelves with the take-back program. It is a good bill, but I think this is complementary to it—to deal with it now and to stop this new surge of fentanyl and carfentanil.

I urge the administration, especially in light of these tragic events recently and during this Prescription Opioid and Heroin Epidemic Awareness Week to implement the CARA legislation as

soon as possible. There are a number of new programs that must be implemented for our veterans and for pregnant women and the babies born with dependency to ensure they are getting the funding that they need. The President and the administration, if they get these programs up and running, will be able to make a bigger difference sooner.

Let's also increase the funding for opioid programs. We have a 47-percent increase in the funding for this year, the fiscal year we are in right now. But we are coming to the end of the fiscal year. CARA has another \$181 million per year in authorized funding per year going forward for this opioid issue—heroin, prescription drugs, fentanyl. We should make a down payment for that in this continuing resolution. I know it is only a short-term continuing resolution that we are talking about on the floor here today in order to keep the funding going. We need to make a down payment to ensure CARA is funded.

If you are one of the 92 Senators who supported the CARA Act, I hope you will look at the STOP Act. It is complementary to CARA. It will help deal with the very real problems we face by limiting the supply of these dangerous drugs. It is a bipartisan bill. Last week, PATRICK TIBERI and RICHARD NEAL introduced the STOP Act in the House. So we have a companion bill in the House that is bipartisan. They both have a real passion for this issue, and I appreciate them.

Everything that we are doing in this area is important right now. Every Senator should be involved. If you are tough on crime, you should care about the increase in crime that is being created by this. If you are concerned about the innocent victims of an addiction epidemic, you should support this legislation to help protect those children who are being born with addictions. If you want to be tougher on China or if you want better border security, you should support this legislation to try to shut off this poison coming into our States from other countries. If you care about—

The PRESIDING OFFICER. The Senator has used 10 minutes.

Mr. PORTMAN. Mr. President, I ask unanimous consent for 1 additional minute.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. PORTMAN. Mr. President, again, this is an issue that has brought us all together in the past. Let's continue to work together on this on a bipartisan basis to begin to turn the tide on this epidemic before it is too late, before we lose more of our young people, before we have more communities devastated by this crisis.

I yield the floor.

The PRESIDING OFFICER (Mr. HOEVEN). The Senator from Michigan.

## AUTOMATED VEHICLES

Mr. PETERS. Mr. President, I rise today to speak about the incredible future of mobility in this country. Earlier this week, the Department of Transportation, or DOT, made history by releasing its official Federal policy for automated vehicles. This marks a major milestone in the effort to bring driverless cars to American roads and to ensure that our country remains the world leader in the next generation of transportation.

DOT's Federal policy contains four key components. The first outlines a 15-point safety assessment for the safe design, development, testing, and deployment of automated vehicles. This is a meaningful first step, the first Federal guidance for automotive manufacturers seeking to develop and deploy these new technologies.

The second component outlines the distinct Federal and State roles for regulation of automated vehicles, moving us toward a uniform national framework for the regulation in this space.

Third, the policy makes a Federal commitment to expedite the safe introduction of automated vehicles into the marketplace. The Department of Transportation will streamline its procedures to be more responsive to consumers and innovative manufacturers alike.

Finally, the policy presents a number of novel considerations that Congress should closely examine. This includes new tools and authorities that the DOT might need in the future as automated vehicle technology advances and we begin to see deployment on a much wider scale.

Last year, over 35,000 lives were lost in motor vehicle crashes. We saw the largest annual percentage rise in deaths on our roads for the past 50 years—50. This is simply unacceptable. Connected and automated vehicle technologies have the potential to drastically reduce this troubling statistic and help ensure that at the end of the day, our children, our parents, and all of our family and friends are able to travel on our roads and make it home safe and sound.

We need to roll up our sleeves and do our part to ensure successful implementation of this policy. Many of our existing laws and regulations were enacted long before modern vehicles. Now is the time to consider updating policies from a time when the most advanced onboard electronics in our cars and trucks were AM radios. We need to do this the right way and ensure that these cars and trucks are introduced safely as we work through the challenges facing wide-scale deployment and the adoption of these absolutely revolutionary technologies. This means we need to take a hard look at issues such as automotive liability, consumer education, data and cyber security, and the future of the American workforce.

As a member of Senate Commerce Committee and as the cofounder of the

Smart Transportation Caucus, I am committed to leading these important discussions on Capitol Hill. As a start, I would like to take a moment to highlight some of what I believe are the key aspects of DOT's four-part Federal policy. Safety, of course, is paramount, and the new safety assessment emphasizes consumer education and awareness. Just as prior generations had to adapt to the innovation of stoplights and the construction of interstate highways, Americans in the coming months and years will learn how to operate and share the road with automated vehicles.

To save lives, consumers must trust that the technology underpinning this revolution in transportation is completely safe. It will require public-private cooperation to improve consumer understanding and adoption of these technologies. We also cannot ignore the new threats facing modern vehicles, as they are increasingly connected to each other and to the infrastructure.

It is critical that the 15-point assessment promotes built-in cyber security from the very start of vehicle development lifestyle. I am encouraged that DOT is addressing data recording, data sharing, and data privacy. We need to know how these automated systems work and what happens when they don't. We also need to ensure that this data is shared and protected.

Finally, I support DOT's emphasis on continuing collaborative work among industry, government, academic, and R&D communities to advance automated vehicles. In Michigan, we have already seen the benefits of such collaborative work at the Mcity testing facility in Ann Arbor. Soon, joint advanced research will take place on a much larger scale at the American Center for Mobility in Ypsilanti, where we will be testing, validating, and certifying the vehicles that will be driving America in the coming years.

I look forward to the continued partnership with DOT to help advance the innovation that is driving the future of mobility, and I want to thank Secretary Foxx and Administrator Rosekind for their focus and hard work that made this week's historic announcement possible.

This guidance demonstrates that America will be the global leader in the development and deployment of advanced vehicle technologies. You know, just 8 years ago, people were predicting the financial ruin of the auto industry here in America. Today, not only have we had the auto industry come roaring back with record sales, but we are now working to produce some of the greatest and most important innovations in American manufacturing history.

(The remarks of Mr. PETERS pertaining to the introduction of S. 3381 are printed in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

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

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. COATS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### WASTEFUL SPENDING

Mr. COATS. Mr. President, I have put this poster up for Waste of the Week to address waste, fraud or abuse of taxpayers' hard-earned dollars, and this is week 51.

Today I am here to draw attention to the \$2.3 billion owed to the United States from uncollected anti-dumping and countervailing duties. These are nations that have violated our trade laws, that signed up through trade laws or trade agreements, and then violated those—or companies from those countries that have violated those. There are laws that prohibit that and enforce that, and this is what it ought to be.

Let me say at the outset here that I do support international trade. It bolsters our economy; the statistics show that. It creates new opportunities for American businesses overseas, and it enhances America's security and global roles.

Trade raises economic prosperity; it has been a proven fact. Just take my State of Indiana. In recent years, Indiana has exported over \$34 billion in goods and services. Hoosier manufacturers export automobiles, auto parts, industrial machinery, medical devices, and much more. Indiana is a national leader in pharmaceutical and agricultural exports. In 2014, our State had the highest share of manufacturing employment per capita and the highest manufacturing income share relevant to the total income of any State in our country.

According to statistics, more than one in four—actually one in five—jobs in Indiana are due to our ability to export overseas. That has a significant impact on our economy here in Indiana. It is vital for our State to have strong trade laws that prevent other countries from engaging in unfair trade so that Hoosier companies can compete with them on a level playing field.

Having said that, I support international trade for all of the benefits to my State and to our country. I also strongly support the use of our trade laws to protect American companies against dumped or subsidized imports from foreign countries, China in particular.

Under Federal law, anti-dumping duties are special fees that are placed on products shipped to the United States at unfairly low prices. Sometimes this occurs when a foreign manufacturer sells a product in the United States for less than it cost to even make that profit. They are not even trying to regain their costs. They want our market share, so they dump products into the

United States that undercut our American-made goods. I will not stand for that. I will not support that.

Some who support trade laws say that we shouldn't be enforcing these, that it will ultimately work itself out. I don't believe that. The law is the law. The agreements are the agreements. They need to be enforced. Countervailing duties are fees placed on products imported into the United States that are made in countries where the foreign government unfairly subsidizes the product to lower their sale price.

We are a free enterprise system here in America. Yes, there have been some subsidies, and we should not be a violator of that in terms of unfairly breaking the laws, and we generally are not in that situation. But many countries, we have found and proven through a process, a judicial process, have unfairly subsidized their products, and we need to impose the fees and penalties against these countries and these companies.

Both anti-dumping and countervailing duties are how we fight the predatory practices of foreign nations that unfairly hurt American manufacturers by making American-made products more expensive than a foreign competitor's product. In order to level the playing field for American companies and their workers, the U.S. Department of Commerce calculates the duties that should be placed on the imported product to make up for these predatory trade practices. Once Congress calculates the money owed to the United States, the U.S. Customs and Border Protection agency—CBP, which oversees all imports into the United States—is responsible for collecting these fees that are imposed.

Even though CBP is legally directed to collect all of these fees, recently the Government Accountability Office discovered that from the years 2001 to 2014, the CBP failed to collect about \$2.3 billion in anti-dumping and countervailing duties. There are a number of reasons CBP has trouble collecting these fees, but one key reason the Government Accountability Office highlighted is that CBP simply does not assess the fees once the item is initially imported or once Commerce determines how much is owed. Basically, they are just behind the curve. So the agency that is responsible for collecting these fees simply is not doing its job successfully enough. CBP is supposed to collect the fees within the first 6 months of entry of the product or assessment, but in its accountability process, the GAO found that of the 41,000 uncollected bills—41,000 uncollected bills—the median age of the bills was 4.5 years, and they were supposed to do it in the first 6 months. Clearly, we have some dysfunction here. Clearly, we have some waste that needs to be corrected so that we can enforce these trade laws. Otherwise, we are sending a signal: Go ahead and do it. Chances are we will get away with it. Their assessment system is not