

Whereas, on June 12, 2018, the European Union's High Representative for Foreign Policy, Federica Mogherini, and the European Union's Commissioner for Enlargement, Johannes Hahn, issued a joint statement wholeheartedly congratulating Prime Ministers Tsipras and ZaeV, their teams, and the people of the two countries, and further reaffirming that the European Union perspective of the Western Balkans remains the most stabilizing force for the region;

Whereas, on June 12, 2018, NATO Secretary General Jens Stoltenberg stated, "This historic agreement is testament to many years of patient diplomacy, and to the willingness of these two leaders to solve a dispute which has affected the region for too long.";

Whereas the agreement paves the way for Macedonia to begin accession talks to join NATO and the European Union;

Whereas, on July 5, 2018, Macedonia's parliament ratified the agreement to rename the country as the "Republic of North Macedonia," and under the terms of the agreement the Government of Macedonia may hold a public referendum and shall pass a constitutional amendment to rename the country, and the parliament of Greece must vote on ratification of the agreement;

Whereas Russia consistently seeks to undermine agreements that enhance European cohesion, broaden the NATO alliance, or strengthen transatlantic partnerships;

Whereas the Governments of both Greece and Macedonia have accused Russia of meddling in their domestic affairs to undermine the name agreement, including by organizing public protests and deepening ties with nationalist organizations;

Whereas, on July 11, 2018, the Government of Greece announced the expulsion of two Russian diplomats and barred the entry of two additional Russian diplomats due to their involvement in funding public protests to undermine the name deal;

Whereas Greece is a longstanding NATO member and valued United States ally, contributing 2.6 percent of its gross domestic product (GDP) to defense and hosting United States Naval Support Activity at Souda Bay;

Whereas Macedonia joined NATO's Partnership for Peace in 1995, joined NATO's Membership Action Plan in 1999, and is one of the largest per-capita troop contributors to the NATO-led mission in Afghanistan;

Whereas, on July 11, 2018, NATO allies formally invited Macedonia to begin accession talks to join the alliance under the name "Republic of North Macedonia"; and

Whereas, on July 19, 2018, Macedonia's parliament unanimously adopted a declaration supporting the country's bid to join NATO: Now, therefore, be it

Resolved, That the Senate—

(1) welcomes the agreement between Greece and the Republic of Macedonia to resolve the name dispute and to strengthen bilateral relations for the benefit of both countries;

(2) congratulates Prime Ministers Alexis Tsipras and Zoran Zaev, Foreign Ministers Nikos Kotzias and Nikola Dimitrov, their teams, and the people of both countries for this historic achievement;

(3) affirms that stability in southeastern Europe is an important United States national security interest;

(4) condemns efforts by the Government of the Russian Federation to undermine the agreement and supports United States assistance to authorities in Athens and Skopje to counter malign Russian influence;

(5) urges Macedonia to continue implementing important reforms as it seeks to join NATO and the European Union, including those related to protecting freedom of expression, strengthening the rule of law, and fighting corruption; and

(6) encourages the United States Department of Commerce, Department of State, and other relevant agencies to support United States companies interested in investing in southeastern Europe.

SENATE RESOLUTION 603—DESIGNATING SEPTEMBER 2018 AS "SCHOOL BUS SAFETY MONTH"

Mrs. FISCHER (for herself and Mr. PETERS) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 603

Whereas, every school day in the United States, approximately 500,000 public and private school buses carry more than 26,000,000 children to and from school;

Whereas school buses comprise the largest mass transportation fleet in the United States;

Whereas 55 percent of all K–12 students ride a school bus, totaling 260,000,000 miles for each of the 180 school days in a year, or 46,800,000,000 miles driven annually;

Whereas the Child Safety Network, celebrating 29 years of national public service, supports the CSN Safe Bus campaign, which is designed to provide the latest technology and free safety and security resources to the school bus industry;

Whereas the designation of School Bus Safety Month will allow broadcast and digital media and social networking industries to make commitments to disseminate public service announcements that are produced in order—

(1) to provide resources designed to safeguard children; and

(2) to recognize school bus drivers and professionals;

Whereas key leaders who are deserving of recognition during School Bus Safety Month and beyond have provided security awareness training materials to more than 14,000 public and private school districts, trained more than 100,000 school bus operators, and provided more than 110,000 counterterrorism guides to individuals who are key to providing both safety and security for children in the United States; and

Whereas School Bus Safety Month offers the Senate and the people of the United States an opportunity to recognize and thank all of the school bus drivers in the United States and the professionals who are focused on school bus safety and security: Now, therefore, be it

Resolved, That the Senate designates September 2018 as "School Bus Safety Month".

SENATE RESOLUTION 604—TO AUTHORIZE DOCUMENT PRODUCTION BY THE SELECT COMMITTEE ON INTELLIGENCE IN UNITED STATES V. MARIIA BUTINA (D.D.C.)

Mr. MCCONNELL (for himself and Mr. SCHUMER) submitted the following resolution; which was considered and agreed to:

S. RES. 604

Whereas, the prosecution and the defendant in *United States v. Mariia Butina*, Cr. No. 18–218, currently pending in the United States District Court for the District of Columbia, have requested copies of a transcript of an interview of the defendant conducted by the Select Committee on Intelligence;

Whereas, by the privileges of the Senate of the United States and Rule XI of the Standing Rules of the Senate, no evidence under

the control or in the possession of the Senate can, by administrative or judicial process, be taken from such control or possession but by permission of the Senate;

Whereas, when it appears that documents, papers, and records under the control or in the possession of the Senate may promote the administration of justice, the Senate will take such action as will promote the ends of justice consistent with the privileges of the Senate: Now, therefore, be it

Resolved, That the Chairman and Vice Chairman of the Senate Select Committee on Intelligence, acting jointly, are authorized to provide to the parties in *United States v. Mariia Butina*, under appropriate security procedures, copies of the transcript of the interview of the defendant taken by the Committee.

Mr. MCCONNELL. Mr. President, on behalf of myself and the distinguished Democratic leader, Mr. SCHUMER, I send to the desk a resolution on documentary production by the Select Committee on Intelligence, and ask for its immediate consideration.

Mr. MCCONNELL. Mr. President, the Select Committee on Intelligence has received requests from the Department of Justice and from the defendant in a pending criminal case for copies of a transcript of an interview that the Committee staff conducted of the defendant in April 2018 for use in preparation for trial.

This resolution would authorize the Chairman and Vice Chairman of the Select Committee on Intelligence, acting jointly, to provide copies of the interview transcript, under appropriate security procedures, to both parties in response to this request.

SENATE RESOLUTION 605—DESIGNATING THE FIRST WEEK IN AUGUST AS "WORLD BREASTFEEDING WEEK"; AND DESIGNATING AUGUST AS "NATIONAL BREASTFEEDING MONTH"

Mr. MERKLEY (for himself, Ms. DUCKWORTH, Mr. BLUMENTHAL, Mr. CARDIN, Mr. CARPER, Mr. MARKEY, Mr. BROWN, Mr. KING, Mr. NELSON, Ms. CANTWELL, Mr. DURBIN, Mr. WYDEN, and Ms. HIRONO) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 605

Whereas the American Academy of Pediatrics recommends that breastfeeding continue for at least 12 months after the birth of a baby and for as long as the mother and baby desire;

Whereas the World Alliance for Breastfeeding Action has designated the first week of August as "World Breastfeeding Week", and the United States Breastfeeding Committee has designated August as "National Breastfeeding Month";

Whereas National Breastfeeding Month focuses on how data and measurement can be used to build and reinforce the connections between breastfeeding and a broad spectrum of other health topics and initiatives;

Whereas World Breastfeeding Week and National Breastfeeding Month provide important opportunities to address barriers to breastfeeding faced by families across the United States;

Whereas, according to the 2016 Breastfeeding Report Card of the Centers for

Disease Control and Prevention, 81.1 percent of mothers in the United States, or about 4 out of every 5 mothers in the United States, start breastfeeding their babies at the birth of their baby;

Whereas by the end of 6 months after the birth of a baby, breastfeeding rates for mothers in the United States fall to 51.8 percent, and only 22.3 percent of babies in the United States are exclusively breastfed at 6 months of age;

Whereas 2 of every 3 mothers report that they are unable to reach their personal breastfeeding goals;

Whereas there are substantial racial and ethnic disparities in breastfeeding initiation and duration;

Whereas, in 2014, 85.7 percent of non-Hispanic White infants were breastfed, as compared to—

(1) 68.0 percent of non-Hispanic Black infants; and

(2) 79.5 percent of non-Hispanic American Indian and Alaska Native infants;

Whereas the Healthy People 2020 objectives for breastfeeding are that—

(1) 82 percent of babies are breastfed at some time;

(2) 61 percent of babies continue to be breastfed at 6 months; and

(3) 34 percent of babies continue to be breastfed at 1 year;

Whereas breastfeeding is a proven primary prevention strategy that builds a foundation for life-long health and wellness;

Whereas the evidence of the value of breastfeeding to the health of women and children is scientific, solid, and continually reaffirmed by new research;

Whereas, during the first year of the life of a baby, a family that follows optimal breastfeeding practices can save between \$1,200 and \$1,500 in expenses on infant formula;

Whereas a 2016 study of maternal and pediatric health outcomes and associated costs based on 2012 breastfeeding rates indicates that if 90 percent of infants were breastfed according to medical recommendations, 3,340 deaths, \$3,000,000,000 in medical costs, and \$14,200,000,000 in costs relating to premature death would be prevented annually;

Whereas the great majority of pregnant women and new mothers want to breastfeed but face significant barriers in community, health care, and employment settings; and

Whereas a 2016 study found that universal breastfeeding—

(1) could prevent 800,000 child deaths per year across the world; and

(2) is an invaluable tool for mothers to provide essential nutrients to protect newborns against infectious diseases in developing countries: Now, therefore, be it

Resolved, That the Senate—

(1) designates the first week of August 2018 as “World Breastfeeding Week”;

(2) designates August 2018 as “National Breastfeeding Month”;

(3) supports the goals of National Breastfeeding Month; and

(4) supports policies and funding to ensure that all mothers who choose to breastfeed can access a full range of appropriate support from child care and health care institutions, health care insurers, employers, researchers, and government entities.

SENATE CONCURRENT RESOLUTION 42—SUPPORTING AMERICA'S CLEAN CAR STANDARDS AND DEFENDING STATE AUTHORITY UNDER THE CLEAN AIR ACT TO PROTECT THEIR CITIZENS FROM HARMFUL AIR POLLUTION

Ms. HARRIS (for herself, Mrs. FEINSTEIN, Mr. SCHUMER, Mr. MARKEY, Mr. WHITEHOUSE, Mr. SCHATZ, Mr. VAN HOLLEN, Mr. WYDEN, Mr. MERKLEY, Mr. BLUMENTHAL, Mr. BENNET, Mr. SANDERS, Mr. CARPER, Ms. HASSAN, Mr. COONS, Mrs. GILLIBRAND, Mrs. MURRAY, Ms. SMITH, Ms. HIRONO, Ms. CANTWELL, Mr. MENENDEZ, Mr. CARDIN, Mr. REED, Mr. UDALL, Ms. CORTEZ MASTO, Ms. BALDWIN, Mr. DURBIN, Ms. KLOBUCHAR, Mr. CASEY, Mrs. SHAHEEN, Mr. BOOKER, Mr. LEAHY, Ms. DUCKWORTH, and Mr. NELSON) submitted the following concurrent resolution; which was referred to the Committee on Environment and Public Works:

S. CON. RES. 42

Whereas Congress enacted the Clean Air Act, requiring the Environmental Protection Agency (EPA) to set standards controlling air pollutant emissions from motor vehicles and preventing the endangerment of public health and welfare;

Whereas Congress enacted section 209 of the Clean Air Act allowing the State of California to set vehicle emissions standards that meet or exceed Federal emission regulations;

Whereas Congress enacted section 177 of the Clean Air Act to allow States besides California to adopt California's stronger standards in lieu of Federal requirements;

Whereas the EPA has authority under the Clean Air Act to regulate greenhouse gas (GHG) emissions from vehicles;

Whereas the States of California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington have elected to set vehicle emissions standards that are more stringent than otherwise applicable Federal vehicle emission standards and can do so based on principles of cooperative federalism pursuant to the Clean Air Act;

Whereas Congress enacted the Energy Policy and Conservation Act and the Ten-in-Ten Fuel Economy Act (42 U.S.C. 6201 et seq.), requiring the Administrator of the National Highway Traffic Safety Administration to set maximum feasible corporate average fuel economy standards with the ultimate goal of promoting energy savings and reducing oil consumption;

Whereas Congress enacted legislation requiring the National Highway Traffic Safety Administration to set Corporate Average Fuel Economy Standards with the ultimate goal of promoting energy savings and reducing oil consumption;

Whereas the Federal Government, the State of California, and the auto industry agreed to a coordinated set of regulations, called the One National Program, that aligned these light-duty vehicle GHG emissions and fuel economy standards as closely as possible and set achievable standards of increasing stringency through model year 2025;

Whereas the EPA, together with the National Highway Traffic Safety Administration and the California Air Resources Board, collaborated on extensive analysis that clearly demonstrated that the existing standards are technically feasible and can be met at reasonable cost;

Whereas in January 2017, the EPA issued a final determination to maintain the existing GHG emissions standards for vehicles of model years 2022 through 2025, based on the extensive technical record showing the standards are appropriate and achievable;

Whereas the administration must adhere to cooperative federalism principles by meeting with key State stakeholders before impacting their State goals on emissions and public health;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards support over 288,000 auto manufacturing jobs across 1,200 facilities in the United States;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards are keeping United States auto companies competitive globally and protecting American consumers from dirtier and more costly technology, as other countries adopt strict clean car policies;

Whereas transportation has now surpassed the energy sector as the largest source of GHG emissions in the United States;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards, if fully implemented through model year 2025, will—

(1) reduce American consumption of oil by 2,400,000 barrels per day;

(2) save American consumers \$130,000,000,000 at the pump by 2030; and

(3) reduce GHG emissions by 470,000,000 metric tons by 2030;

Whereas America's light-duty vehicle GHG emissions and fuel economy standards protect low-income communities and communities of color from disproportionate public health and economic burden; and

Whereas 87 percent of Americans support maintaining strong clean car standards and want automakers to continue to improve fuel economy for all types of vehicles: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That Congress—

(1) supports the existing One National Program, agreed to with State stakeholders, with the goals of reducing GHG emissions and oil usage, protecting national security, and protecting human health and welfare; and

(2) supports policies to achieve that goal that will—

(A) achieve maximum feasible oil use reductions and reduce GHG emissions from mobile sources;

(B) recognize the rights and importance of States in cooperative federalism to set and follow stronger vehicle emissions standards under the Clean Air Act if they so choose; and

(C) ensure the administration, Department of Transportation, and Environmental Protection Agency solicit input from State parties impacted by any changes to the existing GHG emissions standards for light-duty vehicles and the associated standards for corporate average fuel economy.

AMENDMENTS SUBMITTED AND PROPOSED

SA 3687. Mr. HEINRICH submitted an amendment intended to be proposed by him to the bill H.R. 4, to reauthorize programs of the Federal Aviation Administration, and for other purposes; which was ordered to lie on the table.

SA 3688. Mr. McCONNELL (for Mr. DONNELLY) proposed an amendment to the bill S. 2101, to award a Congressional Gold Medal, collectively, to the crew of the USS Indianapolis, in recognition of their perseverance, bravery, and service to the United States.

SA 3689. Mr. WYDEN submitted an amendment intended to be proposed by him to the