

You are just saying you want something done, and either you haven't thought through what you actually want done or there is really nothing you want done. You just want to pretend and say it. That is political.

I think the second point of this resolution is to destroy our ability to pressure the Iranian regime by removing any offensive capabilities that we have in the region. I don't think they want an ability for us to go out there and say: We are going to hold this blockade over Iran because Iran has been attacking our ships, not just in the year 2026, but in the years 2025, 2024, and 2023, and well beyond. I have given the list on this floor numerous times of hundreds of attacks just in the 30 months before Epic Fury even took place.

Sometimes the only choice you have is you are going to hit back.

There have been a lot of questions asked on this floor. What I would like to know is: When are my Democrat colleagues going to have the stomach to hit back against an enemy that has been hitting us? Because, apparently, you don't have it.

□ 2110

You are unwilling to do so, and you are willing to come to the floor of the House and say things so untruthful, such as that there weren't any Americans killed prior to Epic Fury, to quote my colleague on the other side of the aisle, when just before that, I identified to my colleague three U.S. servicemembers who were killed, Sergeant Rivers, Sergeant Sanders, and Sergeant Moffett, and a list of hundreds who were injured by Iranian attacks.

All of those things were ignored so that they could say that there was nobody killed. Why ignore those things? Why ignore something so serious as servicemembers, our brothers and sisters, our brothers-and sisters-in-arms, being killed? Why ignore that? It is because it doesn't fit the political narrative. That is a sad thing.

I have the stomach to hit back our enemies. Some of my colleagues don't. That is the question on the floor here: Do you have the stomach to hit back our enemies, or are you going to throw up the flag of surrender and say: Remove these forces.

We don't know what they are. We don't know what they are doing. We don't know the capabilities that they bring. We don't know the increased danger that it puts other forces in to remove them. We don't know anything about it, but remove them because it is politically expeditious, instead of having the stomach to go out there and seek and destroy the enemies of the United States of America, as we trained to do.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. All time for debate has expired. Pursuant to the order of the House of today, the previous question is ordered on the concurrent resolution.

The question is on adoption of the concurrent resolution.

The question was taken; and the Speaker pro tempore announced that the yeas appeared to have it.

Mr. MOULTON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

RECOGNIZING RICKY PARKS

(Mr. DAVIS of North Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DAVIS of North Carolina. Mr. Speaker, Ricky Parks of Rocky Mount is a true servant whose life has been defined by duty, courage, and selfless service.

Ricky was honored with a special quilt, "A Thin Blue Line," from the Tar River Peacemakers Quilting Guild, honoring his service to the community, eastern North Carolina, and our State.

He was also instrumental in helping to start the Ride of Honor in Nash County, which honors our veterans.

For more than 37 years, Ricky has served in law enforcement, mostly on patrol. His commitment to public service continued when he was appointed marshal of the North Carolina Supreme Court.

Through every chapter of his life, Ricky has answered the call to serve.

I thank Ricky and his wife, Rebecca, for a lifetime of service, and I congratulate them on being great Americans.

RECOGNIZING TRUCKER APPRECIATION WEEK

(Under the Speaker's announced policy of January 3, 2025, Ms. HAGEMAN of Wyoming was recognized until 10 p.m. as the designee of the majority leader.)

Ms. HAGEMAN. Mr. Speaker, I am here and we have gathered this evening to talk about Trucker Appreciation Week.

Mr. Speaker, I rise today to honor the unsung heroes who spend their days hauling the American Dream across our Nation's highways.

America's truckers are the men and women who keep America moving. They drive for hours on end to make sure that our shelves are stocked. They rush in to deliver lifesaving supplies when disaster strikes. They keep our industries running by delivering the raw materials needed to build our country. Simply put, truckers are the reason Americans have and continue to live in an era of unprecedented prosperity.

Unfortunately, our truckers face challenges from the lingering consequences of years of open borders and political leaders who flooded the Nation's highways with unqualified, foreign drivers who undercut our home-

grown American labor. These new foreign drivers not only undermine wages and opportunities for American truckers but exacerbate the shortage of infrastructure to keep our goods moving.

Worst of all, however, are the deadly crashes caused by these unqualified drivers who have been killing Americans, all of which have been made possible by the intentional decision of some to disregard commonsense Federal safety standards.

The highway tragedies that have become so ubiquitous in the last couple of years have shone a spotlight on those collisions that could have been prevented but for the decisions by States like California, New York, and Illinois to unleash tens of thousands of unqualified drivers on our American freeways.

These high-speed, 80,000-pound guided missiles have been barreling down our highways at 80 miles an hour, leaving way too many victims in their wake, and these illegally licensed drivers who have killed our fellow American residents simply have no business being on our roads.

My home State of Wyoming, home to snow-covered and windswept highways built at elevations higher than the Sierra Nevada, suffers the highest rate of fatal truck crashes of any State. Threats to drivers anywhere are threats to families everywhere.

The status quo is unacceptable, and it is time to prioritize our hardworking American truckers while keeping every motorist safe.

I have introduced a series of bills to clean up our roads and crack down on bad actors who are exploiting loopholes in the system. I introduced the Commercial Motor Vehicle English Proficiency Act to require that all testing for commercial driver's licenses be administered in English.

I also introduced Connor's Law with Representative DAVE TAYLOR to codify the Trump administration's reinstatement of longstanding English proficiency requirements for anyone getting behind the wheel of a big rig. Understanding our national language to read our signs, adhere to warnings about hazardous conditions, and communicate with law enforcement should be the bare minimum to operate a commercial vehicle.

I introduced the SAFE Act, included in this year's surface transportation reauthorization package, to enhance the ability of Federal regulators to effectively detect and crack down on chameleon carriers.

Chameleon carriers are those that rack up safety violations yet continue to operate by adopting new identities to drive under the radar.

The SAFE Act has been endorsed by nearly a dozen major industry advocates, including the American Trucking Association, Owner-Operator Independent Drivers Association, Teamsters, Truckload Carriers Association, Truck Safety Coalition, American Truckers United, National Tank Truck

Carriers, Transportation Intermediaries Association, and American Bus Association.

I also introduced the ROUTE Act to expand opportunities for young CDL holders to operate across State lines.

Right now, an 18-year-old licensed to carry a load and travel 450 miles from Cheyenne to Jackson, Wyoming, is prohibited from making the same trip just 45 miles to Fort Collins, Colorado, because the latter journey crosses State lines.

Easing nonsensical regulatory barriers will help bring more young people into a promising profession without the burden of a costly college degree.

□ 2120

I most recently introduced the STOP Improper Licensing Act, requiring continued oversight of States issuing non-domiciled CDLs to drivers, ensuring that standards are properly adhered to. This bill withholds funds for any States refusing to comply with commonsense Federal safety standards.

America's truckers make our modern life possible, and they have improved our standard of living. They deserve leadership and support to make their profession safe and profitable.

By working together and passing this series of pieces of legislation, the Wild West of trucking undermining American truckers and threatening our families will finally be over.

I thank my colleagues for participating in this evening's Special Order, and I thank the Congressional Trucking Caucus and the group's chairman, Congressman DAVE TAYLOR of Ohio, for collaborating on these issues.

I also thank the industry groups which have supported our efforts to get critical legislation past the finish line to lift the men and women who keep America moving.

I thank every truck driver in this great country. We appreciate them and what they do for us.

I now yield to the gentleman from Ohio (Mr. TAYLOR) to address the body.

Mr. TAYLOR. Mr. Speaker, I rise today in honor of National Truck Driver Appreciation Week. It was established in 1988 by the American Trucking Association. This week gives communities across the United States a chance to honor the dedication truck drivers bring to their careers and the impact they have on our communities.

Truck drivers are critical to the United States' supply chain, often being the last mode of transportation delivering food to grocery stores, medical supplies to hospitals, and other vital goods to our constituents which they rely on every day. Virtually every time you purchase something, you can thank a truck driver for making it possible.

Annually, truck drivers haul more than 11 billion tons of goods and navigate over 330 billion miles across the United States, rain or shine, day and night, to ensure communities have access to the items we need.

Along with some of my colleagues, I am proud to have founded the first Congressional Trucking Caucus to provide a forum for lawmakers in Congress to suggest ideas and policies to support truck drivers across the United States. Earlier this year, the caucus introduced a resolution highlighting the administration's "Our Roads, Our Safety" campaign to promote safety tips on our Nation's roadways to keep all drivers safe.

I thank Congresswoman HAGEMAN for hosting this Special Order hour and members of the Congressional Trucking Caucus who came today to highlight truck drivers.

Lastly, I thank our American truck drivers for their hard work and dedication and recognize the role they play in our great Nation.

Ms. HAGEMAN. Mr. Speaker, I now yield to the gentleman from South Carolina (Mr. NORMAN) to address the body.

Mr. NORMAN. Mr. Speaker, I thank Congresswoman HAGEMAN for leading this charge.

As a proud member of the Congressional Trucking Caucus and as a Member who has had my CDL for 35 years or more, I rise today in recognition of National Truck Driver Appreciation Week and the hardworking men and women who keep America moving.

We talk a lot in this Chamber about what makes our economy work. Well, the answer is pretty simple. It takes people who are willing to work. American truck drivers do exactly that.

Nearly 3.6 million professional truck drivers are on our roads today, delivering the food on our tables, the medicine in our pharmacies, the materials on our construction sites, and the products that keep American businesses running.

In South Carolina, we know just how important these men and women are. Nearly 80 percent of South Carolina communities depend exclusively on trucks to move their goods. Trucks transport nearly 94 percent of our State's manufacturing tonnage, roughly 149,000 tons every single day.

There are more than 21,000 trucking companies located in South Carolina. The vast majority of them are small, locally owned businesses.

Those numbers tell the story. If the trucks stop moving, South Carolina stops moving. Behind every one of those trucks is a driver. These are men and women who wake up early, work long hours, spend time away from their families, and take on tremendous responsibility every time they get behind the wheel.

They do it because there is a job to be done. A lot of times bureaucrats don't understand that, and government should remember that.

Truckers already pay licensing fees and taxes while using our roads and bridges that are necessary to do their jobs. We should be making it easier for these hardworking Americans to earn a living, not piling on unnecessary costs and burdens on top.

While we stand up for our truck drivers, we also have a responsibility to protect the integrity of the profession. That is why I am proud to cosponsor the SAFE Driving Laws Act. This bill says States should not be handing out driver's licenses or commercial driver's licenses to those who cannot prove that they are a U.S. citizen or have a permanent residency, while at the same time refusing to cooperate with Federal immigration enforcement.

States that refuse to follow these basic standards could lose 50 percent of certain Federal highway funding. This is about accountability. A CDL is not just another piece of paper. When someone gets behind the wheel of an 80,000 pound truck, Americans have every right to expect that the driver was properly vetted, properly licensed, and qualified to be on the road. That principle goes far beyond any one bill.

More than 72 percent of our Nation's freight tonnage is moved by trucks, and more than 80 percent of American communities rely exclusively on trucks for their freight needs.

I thank the truckers in this country from the bottom of my heart. I thank them for the miles they drive. I thank them for the time they spend away from their home. I thank them for everything they do.

Ms. HAGEMAN. Mr. Speaker, I yield to the gentleman from Illinois (Mr. BOST) to address the body.

Mr. BOST. Mr. Speaker, I rise today in recognition of National Truck Drivers Appreciation Week.

This week means some very special things to me. I know this business firsthand. I was born and raised in the trucking business. My grandfather started a trucking business in 1933. My dad and my uncle moved and grew that business, and I spent my life growing up in that business.

I drove my first tractor-trailer across a lot when I was 9 years old. Now, I also first drove my first end-loader through the side of a new garage at about 6, but that is another story.

I spent my whole life around the trucking industry. I went off to the Marine Corps, but I came back home and ran the business for 10 years. My brother and my cousin now run it still. It started out as W.J. Bost & Sons, and it is now Bost Trucking.

I grew up in it, from washing trucks to I have never had a car license. When I was 16 years old, I got my license as a tractor-trailer license because it was before CDLs. Therefore, I started delivering goods and running and working in the business.

I know the business well. It is not an easy job. It is early mornings. It is late nights. It is long stretches far from home and a whole lot of responsibility. That is another reason why we need to make sure that the people who are doing it are well trained, are people who understand our language, who understand what it is to speak that language, and understand, when you are rolling down the road, how to be safe with 80,000 pounds-plus of vehicle.

During this National Truck Drivers Appreciation Week, I say a special thank you to the hardworking men and women behind the wheel, but I also want to say a special thank you to their families. Remember, those men and women behind the wheel, they miss a whole lot of baseball games, football games, basketball games, school plays, and Christmas concerts in grade school. They miss those things because they are making sure that those goods and services that we need every day are there when we walk into the grocery store or the auto parts store. Oh, when we go shopping for cars, those cars that are sitting there, and every other good that is in every business that we go into has been on somebody's truck, moving from point A to point B.

□ 2130

They are sacrificing their time. Yes, they get paid, but some of those things they give up can't be gotten back, like time with their families.

We do want to say thank you to them for every mile they drive. Thank you for supplying all of these store shelves and growing our economy, and thank you for keeping America moving every single day.

Ms. HAGEMAN. Mr. Speaker, I thank the gentleman for his remarks.

Mr. Speaker, I yield to the gentlewoman from Illinois (Mrs. MILLER) to address the body.

Mrs. MILLER of Illinois. Mr. Speaker, I thank my good friend and colleague from Wyoming, Representative HAGEMAN, for hosting this important Special Order.

Mr. Speaker, I rise today representing central Illinois, a region that sits at the crossroads of our Nation's transportation network.

Illinois is one of our Nation's most important hubs for interstate commerce, driven in large part by a thriving trucking industry. Trucking supports nearly 340,000 jobs in my home State. Ninety-five percent of Illinois' manufactured goods are transported by trucks. Seventy percent of the State's towns and communities depend exclusively on trucks to move their products.

Looking at the combined total of all commercial shipments, Illinois is the third busiest freight State and fourth by tonnage. With that type of volume comes an enormous responsibility to keep our roads and transported goods safe.

I believe this is a matter of national security. Every American deserves to travel our roads without the threat of an illegal alien behind the wheel of a commercial vehicle who cannot understand road signs. Congress has a duty and an obligation to ensure our laws establish strong standards for commercial drivers and give law enforcement the tools necessary to keep unqualified drivers off our roads.

Multiple sanctuary States, including my home State of Illinois, are issuing driver's licenses and CDLs to illegals.

This creates an extreme level of risk for all those on the road. The consequences can be deadly.

Last year, an Illinois-based company, JKC Trucking, sounded the alarm about the rampant abuse of our licensing system and the growing threat of illegal truckers on American roads. The company showed this issue not only leads to decreased safety, but also leads to the closure of many honest, professional American trucking businesses because they are unable to compete against illegal companies and illegal drivers.

Those are the men and women I want to recognize today, the professional truck drivers who don't cut corners, who work long hours to make sure our communities have what they need. The food on grocery store shelves, medicine and prescription drugs in our pharmacies, the materials used to build our homes all depend on a reliable trucking industry.

America moves forward because of our truckers. America survives its harshest winters and hottest summers because of our truckers. These men and women are often away from their families for days or weeks at a time, all so communities like mine are well stocked and ready for the day ahead. They deserve a Congress that respects their work and stands up for an industry that is essential to our economy and our way of life.

I want to pay a special thanks to Representatives TAYLOR, HAGEMAN, HARRIGAN, and FIGURES for joining me in launching the bipartisan Congressional Trucking Caucus. For the first time in U.S. history, we have a caucus focused directly on addressing the issues related to America's trucking industry and on policies that promote integrity, safety, and growth in industry.

I look forward to working with my colleagues on the caucus to defend our hardworking American truckers and to keep our roads safe.

Mr. Speaker, I thank Representative HAGEMAN for her continued friendship and leadership on this issue.

Ms. HAGEMAN. Mr. Speaker, I thank Representative MILLER for her remarks.

Mr. Speaker, I yield to the gentleman from Kansas (Mr. MANN) to address the body.

Mr. MANN. Mr. Speaker, I thank the gentlewoman from Wyoming, my friend, for hosting this well-deserved recognition for a group of fantastic people.

Mr. Speaker, I rise today to recognize National Truck Driver Appreciation Week and the hardworking men and women who keep Kansas and our great country moving.

Across America, 3.6 million professional truck drivers spend their days on the road delivering the food, fuel, equipment, and countless goods that families and businesses rely on every day.

In Kansas, the trucking industry supports roughly 84,000 jobs, one out of

every 14 jobs in our State. Trucks move 63 percent of Kansas freight by tonnage, including more than \$21 billion worth of beef and poultry.

For an agriculture State like Kansas, this is especially vital. Our farmers and ranchers raise the best wheat, corn, sorghum, cattle, and other commodities in the world, but we still need dependable truck drivers and reliable roads to get those products to markets across the country and around the globe.

Nearly one-half of Kansas communities rely exclusively on trucks to move their goods. In rural communities throughout the Big First District, truck drivers are a critical link connecting farms, ranches, small businesses, manufacturers, and families with the rest of America.

Their work often means long hours, early mornings, late nights, and days spent away from their families, yet they continue showing up and delivering for the rest of us.

During National Truck Driver Appreciation Week, I say thank you to the professional drivers in Kansas and across the country who keep our supply chains moving, our rural communities connected, and our economy running.

We appreciate all that they do.

Ms. HAGEMAN. Mr. Speaker, I thank Representative MANN for his comments.

Mr. Speaker, I yield to the gentleman from Indiana (Mr. SHREVE) to address the body this evening.

Mr. SHREVE. Mr. Speaker, Indiana is the Crossroads of America. This National Truck Driver Appreciation Week, and I thank the professional drivers who deliver what our farms grow, our factories make, and our families need.

They work long hours, they miss time with their families, and they take seriously the responsibility that comes with driving a big rig.

Last month, I hosted our Nation's top trucking safety official in Indiana to hear directly from our Hoosier drivers and trucking businesses.

Truckers who follow the rules of the road shouldn't have to compete with operators who cut corners, and the families traveling beside them deserve to know that every commercial driver is properly trained, licensed, and qualified.

Whether someone is behind the wheel of a semi or riding in the family car, they deserve to get home safely. To the drivers who make that their business every day, I thank you.

Ms. HAGEMAN. Mr. Speaker, I thank Representative SHREVE for his words.

In summary, I think that the message to be taken away this evening, Mr. Speaker, is that we all have an enormous amount of respect for our trucking companies and our truck drivers who make this country run.

I have just a few anecdotes about Wyoming. We are the least populated State in the Nation. We became a State in 1890.

I have had the opportunity to meet with several family-owned businesses in Wyoming, family-owned trucking companies. One of them was one of the very first trucking companies that was ever formed in the State in the late 1800s. They used horses and wagons to haul goods from the oil fields to their destination. This is a family-owned business for over 130 years.

Another interesting tidbit about Wyoming is that we can have terribly treacherous roads. I-80 crosses Wyoming. It is one of the longest continental highways in the United States. It goes from the East Coast to the West Coast. In Wyoming the very highest point is between Cheyenne and Laramie, and it is over 8,000 feet.

There are many occasions when highway I-80 is closed because of the snow and the wind, and it is non-traversable. We have truck drivers who are some of the first ones on any scene of an accident, and they are the ones who continue to move the goods across this country.

□ 2140

That is also one of the reasons why it is imperative, as so many have spoken about this evening, that we have people who are well-trained, that understand our English language, that can read our variable speed and variable signs as they drive down the highway in Wyoming and other States.

Again, that is why I so appreciate our trucking companies and our truckers for the work that they do. Oftentimes, they take their own lives in their hands when they are crossing Wyoming to deliver goods from the East Coast to the West Coast, and they provide a valuable service.

Mr. Speaker, in this Trucker Appreciation Week, one more time, I thank the men and women who have made this profession their own for the work that they do.

Mr. Speaker, I yield back the balance of my time.

ADJOURNMENT

Ms. HAGEMAN. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 40 minutes p.m.), under its previous order, the House adjourned until tomorrow, Tuesday, September 15, 2026, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC-4671. A letter from the Administrator, Agricultural Marketing Service, Specialty Crops Program, Department of Agriculture, transmitting the Department's final rule — Walnuts Grown in California; Changes to Administrative Requirements [Doc. No.: AMS-SC-24-0076] received September 1, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-

121, Sec. 251; (110 Stat. 868); to the Committee on Agriculture.

EC-4672. A letter from the Administrator, Agricultural Marketing Service, Specialty Crops Program, Department of Agriculture, transmitting the Department's final rule — Honey Packers and Importers; Increased Assessment Rate [Doc. No.: AMS-SC-25-0122] received September 1, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Agriculture.

EC-4673. A letter from the Alternate OSD Federal Register Liaison Officer, Office of the Secretary, Department of Defense, transmitting the Department's final rule — DoD Assistance to Non-Government, Entertainment-Oriented Media Productions [Docket ID: DoD-2024-OS-0006] (RIN: 0790-AL71) received August 7, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Armed Services.

EC-4674. A letter from the General Counsel, National Credit Union Administration, transmitting the Administration's final rule — Limits on Loans to Other Credit Unions (RIN: 3133-AF72) received August 25, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

EC-4675. A letter from the General Counsel, National Credit Union Administration, transmitting the Administration's final rule — Credit Union Service Contracts (RIN: 3133-AF83) received August 25, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

EC-4676. A letter from the Administrative Assistant, United States Coast Guard, Department of Homeland Security, transmitting the Department's temporary final rule — Safety Zone; Sandusky Bay, Sandusky, OH [Docket Number: USCG-2026-0872] (RIN: 1625-AA00) received September 3, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC-4677. A letter from the Acting Branch Chief, Regulatory Management Branch, Environmental Protection Agency, transmitting the Agency's final rule — Air Plan Approval; New York; Interstate Transport Requirements for the 2010 SO₂ NAAQS [EPA-R02-OAR-2025-1047; FRL-13227-02-R2] received September 9, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC-4678. A letter from the Acting Branch Chief, Regulatory Management Branch, Environmental Protection Agency, transmitting the Agency's final rule — Air Plan Approvals; Indiana; Prong 4 (Visibility) for the 2015 Ozone National Ambient Air Quality Standard [EPA-R05-OAR-2018-0788; FRL-13249-02-R5] received September 9, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC-4679. A letter from the Acting Branch Chief, Regulatory Management Branch, Environmental Protection Agency, transmitting the Agency's final rule — Renewable Fuel Standard (RFS) Program: Extension of 2025 Compliance Reporting Deadline [EPA-HQ-OAR-2026-7195; FRL-11947.1-01-OAR] (RIN: 2060-AX06) received September 3, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC-4680. A letter from the Congressional and Public Affairs Specialist, Bureau of Industry and Security, Department of Commerce, transmitting the Department's final rule — Removal From the Entity List [Docket No.: 260818-0012] (RIN: 0694-AK52) Sep-

tember 3, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Foreign Affairs.

EC-4681. A letter from the Congressional and Public Affairs Specialist, Bureau of Industry and Security, Department of Commerce, transmitting the Department's final rule — Revisions to the Entity List [Docket No.: 260818-0014] (RIN: 0694-AK49) received September 3, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Foreign Affairs.

EC-4682. A letter from the Wildlife Biologist, Migratory Bird Program, U.S. Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Process for Authorizing Seasonal Migratory Game Bird Hunting [Docket No.: FWS-HQ-MB-2024-0206; FF09M32000-267-FXMB1231099BFP0] (RIN: 1018-BI04) received September 3, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC-4683. A letter from the Chief, Branch of Domestic Listing, Fish and Wildlife Service, Department of the Interior, transmitting the Office's final rule — Endangered and Threatened Wildlife and Plants; Revised Designation of Critical Habitat for the Contiguous U.S. Distinct Population Segment of the Canada Lynx [Docket No.: FWS-R6-ES-2024-0142; FXES1111090FEDR-267-FF09E21000] (RIN: 1018-BH59) received September 1, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC-4684. A letter from the Branch Chief, Branch of Domestic Listing, Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Rayed Bean, Sheepsnose, Snuffbox, and Spectaclecase Mussels [Docket No.: FWS-R3-ES-2024-0144; FXES1111090FEDR-267-FF09E21000] (RIN: 1018-BH73) received September 1, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC-4685. A letter from the Chief, Branch of Domestic Listing, Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Rusty Patched Bumble Bee [Docket No.: FWS-R3-ES-2024-0132; FXES1111090FEDR-267-FF09E21000] (RIN: 1018-BH72) received September 1, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC-4686. A letter from the Manager, Branch of Delisting and Foreign Species, Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Reclassification of the Hawaiian Stilt (Kukulu'ae'o or Ae'o) From Endangered to Threatened With a Section 4(d) Rule [Docket No.: FWS-R1-ES-2020-0079; FXES1113090FEDR-267-FF09E22000] (RIN: 1018-BE02) received September 1, 2026, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC-4687. A letter from the Manager, Branch of Delisting and Foreign Species, Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Reclassification of the Razorback Sucker From Endangered to Threatened With a Section 4(d) Rule [Docket No.: FWS-R6-ES-2020-0057;