

Federal and State law enforcement, victim services, forensic science practitioner, and health care communities to inform development of future best practices or clinical guidelines regarding the care and treatment of sexual assault survivors; and

(6) perform other activities, such as activities relating to development, dissemination, outreach, engagement, or training associated with advancing victim-centered care for sexual assault survivors.

(e) REPORT.—Not later than 2 years after the date of enactment of this Act, the Working Group shall submit to the Attorney General, the Secretary, and Congress a report containing the findings and recommended actions of the Working Group.

SEC. 8. CIVIL REMEDY FOR SURVIVORS OF CHILD SEXUAL EXPLOITATION AND HUMAN TRAFFICKING.

Section 2255(b) of title 18, United States Code, is amended—

(1) by striking “three years” and inserting “10 years”; and

(2) by inserting “ends” before the period at the end.

The PRESIDING OFFICER. The Senator from Mississippi.

MORNING BUSINESS

Mr. WICKER. Mr. President, I ask unanimous consent that the Senate be in a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

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

The Senator from Ohio.

50TH ANNIVERSARY OF THE GENERAL MOTORS LORDSTOWN PLANT

Mr. BROWN. Mr. President, on Saturday I visited the General Motors Lordstown plant near Youngstown to celebrate its 50th anniversary. For half a century, this plant has been an anchor of the Mahoning Valley. It has supported good, middle-class union jobs through good times and bad. Seven Ohioans—get this—seven workers at that plant have been there for all 50 of those years. Albert Gifford, Mossco Dubose, John Brincko, Robert Polansky, Thomas Koppel, John Rosa, and Stephen Gazdik have helped build 21 different General Motors models since 1966, starting with the Chevy Impala.

The car they make now is the Chevy Cruze. My wife and I are proud Chevy Cruze owners. I drove to the plant in one. I was proud to be at GM Lordstown in 2010 to see the very first Chevy Cruze roll off the assembly line. The first three Cruzes were painted red, white, and blue. They represented the determination of a community and a country—think about the auto industry and the state of the economy back in 2010. They represented the determination of the country to bounce back and succeed in the face of long odds and national naysayers who wanted to write off this plant and that community.

It has been a rough few years for that industry. Think about where we were

less than a decade ago. Auto sales were down 40 percent, 1 million jobs were at risk of being lost, on top of the 8 million jobs we had already lost as President Obama took office. We heard rightwing politicians on the news calling the American auto industry dead, but what they meant was they didn't believe it was worth saving. They wanted to bet against American companies and against American workers.

The workers at Lordstown and at plants like it across Ohio—in Toledo, in Defiance and Cleveland and Walton Hills and Avon Lake—and across the country proved them wrong. Working together with President Obama, we invested in rescuing the American auto industry. Right now, because of the auto rescue, because of workers in Lordstown, in Parma and Cleveland and across the Midwest, the American auto industry is roaring back to life. GM posted 5 percent gains in sales last year.

Let's be clear. Ohio and much of the Midwest would be close to a depression if the doubters and the naysayers had their way. But we refused to let the auto industry collapse, and history has proven it was the right thing to do. The people of Northeast Ohio know how important it was. So do people across the whole State. So do people across that region. The cars made in Lordstown epitomize how central the auto industry is to Ohio's economy. The Chevy Cruze features components made at plants all across Ohio. The engine blocks are manufactured in Defiance, the transmissions are assembled in Toledo, the wheels for the Chevy Cruze Eco are made by Alcoa in Cleveland, and parts are stamped in Parma and also in Lordstown.

Ever since the first Chevy Impala rolled off the lot in 1966, the Mahoning Valley has depended on Lordstown. This is the industry and the company on which the great American middle class was built.

On Saturday, anyone could see how central this plant is to its community. GM estimates that more than 10,000 people—young and old, families with their children, vintage car buffs, former workers—turned out to watch the parade, stroll through the car show, and tour the plant. The line to get into the plant stretched down the street and around the block. That is what this plant and this auto industry mean to the communities they serve.

I know this community and this State will continue to depend on auto workers for another 50 years and beyond.

Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from Mississippi.

USDA CATFISH INSPECTION PROGRAM

Mr. WICKER. Mr. President, tomorrow, apparently the Senate is going to have an opportunity to weigh in on the issue of whether it is good policy to

allow uninspected, adulterated Vietnamese catfish into the United States. That will be the issue before us in the form of a resolution to disapprove a USDA regulation.

The Senate will vote on whether it is a good idea to expose American consumers to catfish containing illegal antibiotics, heavy metals, and other carcinogens. I think the Senate will once again say that we need to protect American consumers from these harmful contents of imported catfish, and we need to protect them by continuing a new U.S. Department of Agriculture catfish inspection program.

What happened before we had the USDA catfish inspection program? Under previous law, the Food and Drug Administration inspected catfish coming into the United States, principally Vietnamese catfish. What we found out in this program is that only 2 percent of the catfish coming in got inspected. The other 98 percent came through without the Federal Government taking a look at it. What we learned from the information given to us was that some of the catfish coming in did have these harmful chemicals in them. So the farm bill passed by the Congress changed the inspection regime from the FDA to where it is now—the U.S. Department of Agriculture. Under the Department of Agriculture program, almost all of the catfish will be inspected to make sure it is free of these harmful substances.

The people who are trying to go back to the old method of inspection make some claims. They say the new USDA rule is duplicative. They say it is a WTO violation. They say it is costly.

I will tell my colleagues—and I want my colleagues listening in their offices to understand this—there will not be a duplicative program. FDA is out of the catfish inspection business as of March 1 of this year. The only inspections being carried out now are through USDA. So the argument that this new program is duplicative is factually incorrect. You can say it as many times as you want to; that doesn't make it true. There is no duplication.

Furthermore, there is no WTO violation. The equivalent standards are being applied both to imported and domestic fish, so the standards are the same. We just want to make sure they are safe. We are pretty sure about domestic catfish. A lot of it is grown in my State of Mississippi. A lot of it is grown in Missouri, Arkansas, and Alabama. Those catfish farms are inspected. The fish are not caught out in a river somewhere; they are inspected where they are grown and are harvested under very controlled conditions. We just want all fish consumed in the United States to be as safe as domestically produced fish.

Thirdly, they say the new rule is costly. Well, the entire program is going to cost \$1.1 million a year through USDA. I would say \$1 million a year to protect the American consumers is a reasonable price to pay. It is not costly in the scheme of things.