

see that we as legislators are writing the laws of this country. It is just a hope and intent.

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

The SPEAKER pro tempore (Mr. SUNUNU). The question is on the motion offered by the gentleman from Wisconsin (Mr. RYAN) that the House suspend the rules and pass the bill, H.R. 4924.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

FISHERMEN'S PROTECTIVE ACT AMENDMENTS OF 1999

Mr. SAXTON. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 1651) to amend the Fishermen's Protective Act of 1967 to extend the period during which reimbursement may be provided to owners of United States fishing vessels for costs incurred when such a vessel is seized and detained by a foreign country, and for other purposes.

The Clerk read as follows:

Senate amendment:

Page 13, line 3, strike out **[\$60,000,000.]** and insert: *\$60,000,000 for each of fiscal years 2002 and 2003.*

TITLE IV—MISCELLANEOUS

SEC. 401. USE OF AIRCRAFT PROHIBITED.

Section 7(a) of the Atlantic Tunas Convention Act of 1975 (16 U.S.C. 971e(a)) is amended—

(1) by striking "or" after the semicolon in paragraph (1);

(2) by striking "fish." in paragraph (2) and inserting "fish; or"; and

(3) by adding at the end the following:

"(3) for any person, other than a person holding a valid Federal permit in the purse seine category—

"(A) to use an aircraft to locate or otherwise assist in fishing for, catching, or retaining Atlantic bluefin tuna; or

"(B) to catch, possess, or retain Atlantic bluefin tuna located by use of an aircraft."

SEC. 402. FISHERIES RESEARCH VESSEL PROCUREMENT.

Notwithstanding section 644 of title 15, United States Code, and section 19.502-2 of title 48, Code of Federal Regulations, the Secretary of Commerce shall seek to procure Fisheries Research Vessels through full and open competition from responsible United States shipbuilding companies irrespective of size.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. SAXTON) and the gentleman from California (Mr. GEORGE MILLER) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. SAXTON).

GENERAL LEAVE

Mr. SAXTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material therein on H.R. 1651.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

Mr. SAXTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1651, the Fishermen's Protective Act Amendments of 1999. This bill makes a number of conservation and management improvements to several important fisheries laws.

Title I allows fishermen to be reimbursed if their vessel is illegally detained or seized by foreign countries.

Title II establishes a panel to advise the Secretaries of State and Interior on Yukon River salmon issues in Alaska. This section will provide much needed support in the conservation and management of Yukon River salmon.

Title III authorizes the Secretary of Commerce to acquire, purchase, lease, lease-purchase or charter and equip up to six fishery survey vessels. These vessels are one of the most important fishery management tools available to the Federal scientists. They allow for the collection of much-needed scientific data and to manage our Nation's fisheries.

Finally, the last title addresses the use of spotter aircraft in the New England-based Atlantic bluefin tuna fishery. This section was added in the other body which responded to concerns over use of planes which have accelerated the catch rates and closures in the general and harpoon categories.

Mr. Speaker, this is a well thought out, well drafted bill, and I urge an "aye" vote.

Mr. Speaker, I reserve the balance of my time.

Mr. GEORGE MILLER of California. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of this bill, H.R. 1651, which was passed by the House last year. As my colleague on the other side has explained, it contains several provisions intended to improve the fisheries conservation, management and data collection. It was approved unanimously by the Senate last month, and I urge the Members to support passage.

Mr. Speaker, I yield such time as he may consume to the gentleman from Maine (Mr. ALLEN).

Mr. ALLEN. Mr. Speaker, I rise in strong support of H.R. 1651, the Fishermen's Protective Act Amendments. H.R. 1651, as passed by the House, makes improvements in several important fisheries laws by enhancing conservation and management measures.

In the other body, this bill was amended to include a ban on the use of spotter planes to find Atlantic bluefin tuna. The Senate passed the amended bill by unanimous consent.

Mr. Speaker, I want to make clear how important this provision of the bill is to tuna fishermen in Maine.

Most of them have been shut out of the fishery this season, as well as in the recent past. Currently, the larger boats can afford the planes. They take in the allowable catch and force smaller boats to end their season. Without this ban, owners of these smaller boats will be unable to make a living and support their families.

Many strong opinions are the rule when fisheries issues are concerned. In this case, however, the Secretary of Commerce received a unanimous recommendation from the Highly Migratory Species Advisory Panel in 1998. The panel advised the Secretary to prohibit the use of spotter aircraft in the General and Harpoon categories of the Atlantic bluefin tuna fishery.

The use of these planes can increase the catch rates and closures in the general and harpoon categories. The scientific and conservation objectives of the Highly Migratory Species Fisheries Management Plan can be negatively affected by the increased catch rates. Two years ago, the National Marine Fisheries Service issued a proposed rule to adopt the Advisory Panel recommendation but the rule was not finalized. It has, therefore, become necessary to take legislative action.

Mr. Speaker, this is a regional issue that many in the New England delegation on both sides of the aisle support. I thank the gentleman from New Jersey (Mr. SAXTON) and the gentleman from California (Mr. GEORGE MILLER) for expediting action on this bill, and I urge Members to support this legislation.

Mr. GEORGE MILLER of California. Mr. Speaker, I thank the gentleman from Maine (Mr. ALLEN) for his work and his support of this legislation, and I yield back the balance of my time.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. SAXTON) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 1651.

The question was taken.

Mr. ALLEN. 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 and the Chair's prior announcement, further proceedings on this motion will be postponed.

OCEANS ACT OF 2000

Mr. SAXTON. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 2327) to establish a Commission on Ocean Policy, and for other purposes.

The Clerk read as follows:

S. 2327

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,