

estate tax bill. While I support estate tax relief that addresses family farms, small businesses, and principal residences, the approach taken by the majority in Congress is part of a \$2 trillion tax plan that would take us back to the days of deficits, high interest rates, and fiscal irresponsibility. This is a misguided bill that provides a huge tax cut for the most well-off Americans at the expense of working families. It is a key ingredient of a Republican tax plan that would leave nothing for Social Security, Medicare, education, or a voluntary, affordable prescription drug benefit.

This back-loaded bill explodes in cost from \$100 billion from 2001–10 to \$750 billion from 2011–20, just when Medicare and Social Security will come under strain. It benefits only 2 percent of all estates in America and provides half of its benefits to about 3,000 families annually, while more than 10 million Americans wait for an increase in the minimum wage and tens of millions of seniors lack dependable prescription drug coverage. Furthermore, studies by economists have found that repealing the estate tax would reduce charitable donations by \$5 billion to \$6 billion per year.

If the congressional leadership is serious about estate tax relief for small businesses, family farms, and principal residences of middle-class families that have increased in value, they should work with me in a fiscally responsible manner as Democrats in Congress have proposed. Together, we can strengthen Social Security and Medicare, invest in key priorities, and pay off the debt by 2012. This is the right priority for America.

**Statement on the Report of the
Interagency Commission on Crime
and Security in United States
Seaports**

September 7, 2000

I am pleased to receive the report of the Interagency Commission on Crime and Security in U.S. Seaports. In April 1999, I directed the Secretary of the Treasury, the Attorney General, and the Secretary of Transportation to establish the Commission

to undertake a comprehensive study of the nature and extent of crime in our seaports and the state of security in those seaports. I also direct the Commission to review the ways in which Federal, State, and local governments are responding to the problem and develop recommendations for improving law enforcement and crime prevention.

Seaports are a key component of our Nation's Marine Transportation System and serve as major gateways for international commerce. As barriers to trade and travel are reduced and volumes of international cargo and passengers continue to grow, opportunities for criminals to exploit or disrupt maritime commerce increase. It is thus essential that we maintain effective security and border control measures to thwart criminals seeking to use our seaports for terrorism, fraud, theft, or smuggling of illegal drugs, migrants, weapons, and other contraband.

The Commission's report documents the current crime problem in seaports, identifies present and projected security threats, and recommends a number of useful measures aimed at reducing the vulnerability of maritime commerce and its supporting infrastructure. The Chief of Staff has initiated a review of the Commission's recommendations, with a view to implementing them as appropriate.

I would like to commend Secretary Summers, Attorney General Reno, and Secretary Slater for their leadership in this important initiative. I would also like to express my appreciation to cochair Commissioner Ray Kelly of the U.S. Customs Service, Administrator Clyde Hart of the U.S. Maritime Administration, and Assistant Attorney General Jim Robinson, Department of Justice, to their fellow commissioners, and to the professional staff for their vision and hard work in carrying out this initiative.

**Exchange With Reporters Prior to
Discussions With President Jiang
Zemin of China in New York City**

September 8, 2000

**Permanent Normal Trade Status for
China/National Missile Defense System**

Q. Can you offer any assurances to President Jiang on the China trade bill, that it