

Management Act; to the Committee on Commerce, Science, and Transportation.

EC-1190. A communication from the Chairman of the Federal Trade Commission, transmitting, pursuant to law, the annual report of the Commission for fiscal year 1992; to the Committee on Commerce, Science, and Transportation.

EC-1191. A communication from the Board of Directors of the U.S. Enrichment Corporation, transmitting, pursuant to law, a plan for the privatization of the USEC; to the Committee on Energy and Natural Resources.

EC-1192. A communication from the Secretary of Energy, transmitting, pursuant to law, a report relative to Exxon and stripper well oil overcharge funds as of March 31, 1995; to the Committee on Energy and Natural Resources.

EC-1193. A communication from the Secretary of Energy, transmitting, pursuant to law, a report relative to electric motor vehicles; to the Committee on Energy and Natural Resources.

EC-1194. A communication from the Chair of the State Energy Advisory Board, Department of Energy, transmitting, pursuant to law, a report relative to energy efficiency and renewable energy; to the Committee on Energy and Natural Resources.

EC-1195. A communication from the Secretary of Energy, transmitting, pursuant to law, a report entitled "Summary of Expenditures of Rebates from the Low-Level Radioactive Waste Surcharge Escrow Account for Calendar Year 1994"; to the Committee on Energy and Natural Resources.

EC-1196. A communication from the Inspector General of the Department of Health and Human Services, transmitting, pursuant to law reports required under the Superfund Amendments and Reauthorization Act of 1986; to the Committee on Environment and Public Works.

EC-1198. A communication from the Secretary of Health and Human Services, transmitting, pursuant to law, the National Institute of Environmental Health Sciences report on mercury; to the Committee on Environment and Public Works.

EC-1199. A communication from the Assistant Secretary of State (Legislative Affairs), transmitting, pursuant to law, a memorandum of justification for presidential determination regarding the drawdown of Department of Treasury commodities and services to support Serbia-Montenegro sanctions program enforcement efforts; to the Committee on Foreign Relations.

EC-1200. A communication from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting, pursuant to law, the text of international agreements, other than treaties, and background statements; to the Committee on Foreign Relations.

EC-1201. A communication from the General Counsel of the Department of Defense, transmitting a draft of proposed legislation to provide defense articles and services, including military training, to Jordan to enhance its security in the wake of signing a peace treaty with Israel; to the Committee on Foreign Relations.

EC-1202. A communication from the Assistant Secretary of State (Legislative Affairs), transmitting, pursuant to law, a memorandum of justification for presidential determination regarding the drawdown of defense articles and services for the rapid reaction force; to the Committee on Foreign Relations.

EC-1203. A communication from the Assistant Secretary of State (Legislative Affairs), transmitting, pursuant to law, a Presidential Determination with respect to Bosnia; to the Committee on Foreign Relations.

EC-1204. A communication from the Assistant Legal Adviser (Treaty Affairs), Department of State, transmitting, pursuant to law, the text of international agreements, other than treaties, and background statements; to the Committee on Foreign Relations.

EC-1205. A communication from the Assistant Secretary of State (Legislative Affairs), transmitting, pursuant to law, a Presidential Determination with respect to Haiti; to the Committee on Foreign Relations.

### PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-223. A joint resolution adopted by the Legislature of the State of Maine; to the Committee on Appropriations.

#### "JOINT RESOLUTION—

"Whereas, the Carlton Bridge between Bath and Woolwich, Maine, built in 1926, has structurally, mechanically and functionally deteriorated and is in dire need of replacement; and

"Whereas, the Carlton Bridge provides the only access along coastal Route 1 and supports more than 20,000 jobs critical for the mid-coast region; and

"Whereas, annual average daily traffic currently exceeds the bridge capacity and is projected to double over the next 20 years; and

"Whereas, the Carlton Bridge is located on Maine's most congested highway and provides an essential link for residents of and tourists to Maine's coastal communities and the Eastern United States; and

"Whereas, the economic impact of tourist travel through the mid-coast region, over the Carlton Bridge, annually exceeds \$350,000,000, generating more than \$80,000,000 in federal, state and local revenues annually; and

"Whereas, the Carlton Bridge provides the only access for emergency vehicles to and from regional hospitals and fire stations; and

"Whereas, the cost to replace the Carlton Bridge is more than double the total annual construction budget of the Maine Department of Transportation; and

"Whereas, federal, state, local and private support and innovative financing is critical to fund the replacement of the Carlton Bridge; and

"Whereas, the Carlton Bridge was recognized by Congress as a demonstration project under the Intermodal Surface Transportation Efficiency Act of 1991; now, therefore, be it

*Resolved*, That We, your Memorialists, respectfully recommend and urge the President and the Congress of the United States to provide financial assistance for the replacement of the Carlton Bridge and in particular to fund the discretionary bridge program at a level sufficient to allow for the replacement of this critical access bridge; and be it further

*Resolved*, That suitable copies of this Memorial, duly authenticated by the Secretary of State, be transmitted to the Honorable William J. Clinton, President of the United States, to the President of the Senate and the Speaker of the House of Representatives of the Congress of the United States and to each member of the Maine Congressional Delegation."

POM-224. A resolution adopted by the Council of the City of Cleveland Heights, Ohio relative to the Community Development Block Grant Program; to the Com-

mittee on Banking, Housing, and Urban Affairs.

POM-225. A resolution adopted by the Township of Robinson, Crawford County, Illinois relative to the Metric System; to the Committee on Commerce, Science, and Transportation.

POM-226. A resolution adopted by the Chamber of Commerce of High Point, North Carolina relative to Amtrak; to the Committee on Commerce, Science, and Transportation.

POM-227. A resolution adopted by the Council of the City of Baltimore, Maryland relative to the U.S. Coast Guard Yard at Curtis Bay; to the Committee on Commerce, Science, and Transportation.

POM-228. A joint resolution adopted by the Legislature of the State of Maine; to the Committee on Commerce, Science, and Transportation.

"Whereas, the current territorial sea limit for the State of Maine is 3 miles; and

"Whereas, waters within the 3-mile territorial sea limit are regulated by the State of Maine with respect to marine fisheries and the waters outside the 3-mile territorial sea limit are not within the jurisdiction of the State; and

"Whereas, the United States Government has extended territorial limits to 12 miles for purposes other than marine fisheries; now, therefore, be it

*Resolved*, That We, your Memorialists, respectfully recommend and urge the Congress of the United States to extend the territorial sea limit of the State of Maine from 3 miles to 12 miles for the purposes of marine fisheries so that the State of Maine can more effectively manage its marine fisheries resources; and be it further

*Resolved*, That suitable copies of this Memorial, duly authenticated by the Secretary of State, be transmitted to the Honorable William J. Clinton, President of the United States, the President of the Senate and the Speaker of the House of Representatives of the Congress of the United States and to each member of the Maine Congressional Delegation."

POM-229. A resolution adopted by the Legislature of the State of Nebraska; to the Committee on Commerce, Science, and Transportation.

"Whereas, the people of the State of Nebraska enjoy a sister-state relationship with Taiwan; and

"Whereas, commercial interaction with Taiwan has grown substantially in recent years to the mutual benefit of both our citizenry; and

"Whereas, Taiwan has made progress in the democratic political system in recent years; and

"Whereas, Taiwan has had a role in international development programs and humanitarian relief operations; and

"Whereas, the active cultural exchange by and between the sister-states has a positive educational value. Now, therefore, be it

*Resolved* by the members of the Ninety-Fourth Legislature of Nebraska, First Session:

"1. That the ongoing commercial relationship of the State of Nebraska, with the people of Taiwan should be recognized as serving our mutual interests in an equitable and reciprocal manner.

"2. That the Clerk of the Legislature transmit a copy of this resolution to the Speaker of the House of Representatives, to the President of the Senate of the Congress of the United States, to all members of the Nebraska delegation to the Congress of the United States, and to the President of the United States with the request that it be officially entered in the Congressional Record as memorial to the Congress of the United States."

POM-230. A joint resolution adopted by the Legislature of the State of Nevada; to the Committee on Commerce, Science, and Transportation.

#### JOINT RESOLUTION 25

"Whereas, Air and highway travel is becoming increasingly congested in the Western United States as populations continue to increase in those areas; and

"Whereas, Such congestion may result in an increase in the number of fatal automobile and airplane accidents and in the amount of harmful contaminants released in to the atmosphere; and

"Whereas, The technology to build super-speed trains which operate by magnetic levitation is available and if employed would help eliminate the congested conditions on the highways and in the air and therefore help reduce the rate of fatal accidents and the levels of air pollution; and

"Whereas, Super-speed trains which operate by magnetic levitation can travel in excess of 180 miles per hour and therefore for many trips would be of comparable efficiency to that of most commercial airlines; and

"Whereas, The estimated fare for passengers of such super-speed trains is only about two-thirds of the prevailing fare for passengers of commercial airlines; and

"Whereas, The cost of construction of such a super-speed train system is estimated to be lower per mile than building traditional highways or airports in urban areas; now, therefore, be it

*Resolved* by the Assembly and Senate of the State of Nevada, jointly, That the President of the United States and Congress are hereby urged to support all federal and state efforts to build and operate super-speed trains which operate by magnetic levitation and to support financially, through grants or otherwise, the development of a national corridor for the travel of such super-speed trains; and be it further

*Resolved*, That the Chief Clerk of the Assembly prepare and transmit a copy of this resolution to the President of the United States, the Vice President of the United States as the presiding officer of the Senate, the Speaker of the House of Representatives and each member of the Nevada Congressional Delegation; and be it further

*Resolved*, That this resolution becomes effective upon passage and approval."

#### REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. HATFIELD, from the Committee on Appropriations:

Special Report entitled "Allocation to Subcommittees of Budget Totals from the Concurrent Resolution for Fiscal Year 1996" (Rept. No. 104-115).

By Mr. MACK, from the Committee on Appropriations, with amendments:

H.R. 1854. A bill making appropriations for the Legislative Branch for the fiscal year ending September 30, 1996, and for other purposes (Rept. No. 104-114).

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. STEVENS:

S. 1046. A bill to authorize the Secretary of Transportation to issue certificates of docu-

mentation with appropriate endorsements for employment in the coastwise trade of the United States for 14 former U.S. Army hovercraft; to the Committee on Commerce, Science, and Transportation.

By Mr. STEVENS (for himself and Mr. HOLLINGS):

S. 1047. A bill to authorize the Secretary of Transportation to issue certificates of documentation and coastwise trade endorsements for the vessels ENCHANTED ISLES and ENCHANTED SEAS; to the Committee on Commerce, Science, and Transportation.

By Mr. PRESSLER (for himself and Mr. BURNS):

S. 1048. A bill to authorize appropriations for fiscal year 1996 to the National Aeronautics and Space Administration for human space flight; science, aeronautics, and technology; mission support; and Inspector General; and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. HEFLIN:

S. 1049. A bill to amend the National Trails Systems Act to designate the route from Selma to Montgomery as a National Historic Trail, and for other purposes; to the Committee on Energy and Natural Resources.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. STEVENS:

S. 1046. A bill to authorize the Secretary of Transportation to issue certificates of documentation with appropriate endorsements for employment in the coastwise trade of the United States for 14 former U.S. Army hovercraft; to the Committee on Commerce, Science, and Transportation.

By Mr. STEVENS (for himself and Mr. HOLLINGS):

S. 1047. A bill to authorize the Secretary of Transportation to issue certificates of documentation and coastwise trade endorsements for the vessels *Enchanted Isles* and *Enchanted Seas*; to the Committee on Commerce, Science, and Transportation.

#### JONES ACT WAIVERS LEGISLATION

Mr. STEVENS. Mr. President, today I am introducing two bills to authorize the Secretary of Transportation to issue certificates of documentation for certain vessels.

#### HOVERCRAFT

The first bill would authorize the issuance of certificates of documentation with appropriate endorsements for employment in the coastwise trade of the United States for 14 hovercraft formerly owned by the U.S. Army.

These hovercraft were built for the U.S. Army by Bell Aerospace Co. in Buffalo, NY, between 1982 and 1986.

The vessels are 76 feet in length and capable of hauling 30 tons of cargo each.

After being declared surplus by the U.S. Army in 1994, the hovercraft were acquired by Champion Constructors, Inc., a subsidiary of Cook Inlet Region, Inc., of Anchorage, AK.

The hovercraft are intended to be used for transporting cargo and passengers between points in Alaska.

It is my understanding that most of the major components of the hover-

craft were constructed and assembled in the United States, but that because some components were constructed in Canada, the hovercraft have been determined by the Coast Guard to be ineligible to operate in the coastwise trade of the United States.

The first bill I am introducing today would allow these vessels to be operated in the U.S. coastwise trade.

I ask unanimous consent that this bill be printed in the RECORD.

#### VESSELS

Senator HOLLINGS joins me as a cosponsor of the second bill I am introducing today, which would authorize the Secretary of Transportation to issue certificates of documentation with appropriate endorsements for employment in the coastwise trade of the United States for two cruise ships that were built in the United States but that are currently being operated under the Panamanian flag.

It is my understanding that the *Enchanted Isle* and *Enchanted Seas* were built in the 1950's in Mississippi, and that they can carry approximately 1,000 passengers each.

The vessels left the United States coastwise trade and began flying the Panamanian flag in 1972.

A U.S. flag company, International Marine Carriers, is in the process of acquiring the vessels, and would like to employ them in trade in the Gulf of Mexico and along the east coast.

The vessels will provide jobs for U.S. seamen, and it is my understanding that U.S. maritime unions support waiving them into the U.S. trade. The Coast Guard authorization bill passed in the House earlier this year included waivers for the two ships.

I ask unanimous consent that this bill be printed in the RECORD.

There being no objection, the bills were ordered to be printed in the RECORD, as follows:

#### S. 1046

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That notwithstanding section 12106, 12107, and 12108 of title 46, United States Code, and section 27 of the Merchant Marine Act, 1920 (46 App. U.S.C. 883), as applicable on the date of enactment of this Act, the Secretary of Transportation may issue certificates of documentation with appropriate endorsements for employment in the coastwise trade of the United States for the fourteen former U.S. Army hovercraft with serial numbers LACV-30-04, LACV-30-05, LACV-30-07, LACV-30-09, LACV-30-10, LACV-30-13, LACV-30-14, LACV-30-15, LACV-30-16, LACV-30-22, LACV-30-23, LACV-30-24, LACV-30-25, and LACV-30-26.

#### S. 1047

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That notwithstanding section 27 of the Merchant Marine Act, 1920 (46 U.S.C. App. 883), the Act of June 19, 1886 (46 U.S.C. App. 289), section 12106 of title 46, United States Code, section 506 of the Merchant Marine Act, 1936 (46 U.S.C. App. 1156), and any agreement with the United States Government, the Secretary of Transportation may issue certificates of documentation with a coastwise endorsement for the