

Senate, or any of the committees of the Congress, when failure to do so might do an injustice.

Today it is appropriate to correct such a record, having to do with information presented to the Subcommittee on National Security Economics of the Joint Economic Committee, meeting at 10 a.m. on Wednesday, December 21, 1988. The record of the hearing was published in a collection of hearings of subcommittees of the Joint Economic Committee, Senate Hearing 100-1059 beginning at page 559.

The hearing in question concerned trafficking in classified documents of the Department of Defense, and how the Department of Defense and the Department of Justice dealt with those problems during the period 1983-88.

A staff report prepared by the staff of the Joint Economic Committee Subcommittee on National Security Economics and the investigative staff of my office was included in the hearing. The staff report contains some information, supplied by officials of the Defense Criminal Investigative Service, which is not correct.

It has been brought to my attention that some of that information may have cast an undeserved cloud upon one of the persons named in the report. Two individuals are named in this information, on page 2 of the staff report, in the following paragraph:

The Ohio investigation revealed evidence of widespread trafficking in classified documents, involving at least ten contractors and 30 Pentagon officials, including high level civilian and military officials. The investigation resulted in the indictments of two officials, John McCarthy, who was then director of NASA Lewis Research Center, and James R. Atchison, an Air Force employee at the Wright-Patterson Base in Dayton, Ohio. McCarthy plead guilty in 1983 to a charge of filing false claims in connection with travel to Washington, D.C. Atchison resigned from the government and was not brought to trial.

Mr. President, I would like to correct several of the statements about Mr. James R. Atchison.

Mr. Atchison has never been indicted on any charges. This is confirmed in a letter to the Joint Economic Committee of October 6, 1992, from Mr. Derek J. Vander Schaaf, Deputy Inspector General of DOD.

Mr. Vander Schaaf notes that the focus of the investigative effort that led to Mr. Atchison was the unauthorized trafficking in classified documents. But there was no evidence resulting from any DOD or NASA investigation involving Mr. Atchison in any wrongdoing relating to classified documents. The Air Force took an adverse employee action against Mr. Atchison for other reasons.

Mr. Atchison has asked that the statements about him be corrected in the record, to the extent possible. I agree, Mr. President, that the record must be corrected, and that is what I have attempted to do here today. •

#### RECOGNIZING THE DEDICATION AND SERVICE OF THE NEW JERSEY STATE FIRST AID COUNCIL

• Mr. BRADLEY. Mr. President, I rise today to pay tribute to the New Jersey State First Aid Council which is holding its 67th annual convention from October 5 through October 8.

The New Jersey State First Aid Council has its roots in Belmar, NJ where at the scene of a fire in 1929, Charles Measure, the council's founder, saw a badly injured police officer receive only blank stares and helpless shrugs from a crowd of onlookers who did not know what to do to help staunch the flow of blood. Although someone eventually stepped forward and saved the officer's life, the incident convinced Measure that there was a need for organized emergency response to such crisis situations. From the ashes of that confused and terrifying scene arose a new sense of security and purpose in the State, as the New Jersey State First Aid Council was born.

Developing a statewide organization was not easy, but Measure and his associates persisted until their idea became reality. In November of 1931, the eight squads came together to form the first district, and the council swung into action. Measure's decision to step forward and pioneer this first operation resulted in New Jersey trailblazing a path in first aid work in the United States.

Mr. President, for the last 64 years, the council has served our State in countless ways. They have faithfully followed the tenets of their original constitution: " \* \* \* to bring together all first aid and safety squads; to organize and promote first aid in a systematic manner; to assist all squads in the purchase of supplies and equipment; to standardize all equipment, especially inhalators; and to further advance first aid instruction in conjunction with the Red Cross." Over the last six decades, the council's membership has swelled to 448 squads with over 14,000 members throughout the State. The council has also worked to promote community education and awareness regarding significant health issues. In recent years, the council has worked tirelessly in support of legislation to fund the training of emergency medical technicians and in 1992 the First Aid Technician's Act was passed. The act assesses \$0.50 for every moving motor vehicle violation for a fund to pay for training and recertification of EMT's. The council has over \$4 million in its coffers that will eventually be disbursed for training.

I have often emphasized the inadequacy of relying purely on political means to solve problems in our society. Solutions are not to be found solely in maintaining alliance to a party, or in voting for a particular candidate, but are to be found in the development of a strong civic society and in confronting our problems at the community and family level. Therefore, I am happy to recognize the New Jersey State First

Aid Council as an example of the volunteer spirit which I believe does more to strengthen our communities than many a bill or amendment.

The volunteers of the New Jersey State First Aid Council display an enormous amount of compassion and respect for their fellow human beings, as well as a tireless commitment to creating a safer living environment in our State. Robert W. Snowfield, president of the council, has said that being a volunteer EMT is "something you must possess in your heart and mind." This is undoubtedly true, since the only reward these volunteers receive at the end of a long day is the satisfaction that their sacrifices have helped to make their own community a better place to live.

Mr. President, I applaud the efforts of this dynamic organization and its selfless, dedicated members and congratulate them on the occasion of their 67th annual convention. •

#### PEACE IN THE MIDDLE EAST

• Mr. DODD. Mr. President, earlier today I had the privilege of being present at the White House to witness the historic signing of the Interim Agreement on the West Bank and Gaza by Prime Minister of Israel Yitzhak Rabin and PLO Chairman Yasser Arafat. With the stroke of their pens, they have taken their people and all the peoples of the Middle East one step closer to lasting peace. Today is truly a day for celebration and prayers of thanks.

All of the efforts of those who were the enemies of peace could not deter these two brave leaders from their goal of finding the common ground that made this agreement a reality. Nor were President Clinton, Secretary Christopher, or Ambassador Dennis Ross prepared to cease their efforts as honest brokers to bridge last minute disagreements that stood in the way of finalizing the deal. I for one would like to commend the President, the Secretary, and all those who worked non-stop during this negotiating process—without their dedication, today's event would not have been possible.

Since the establishment of the State of Israel more than 47 years ago, the people of Israel have sought to live in peace with their neighbors in the Middle East. For too long Israeli efforts to reach out for peace and dialogue with its Arab counterparts were met with rejection and terrorism. Fortunately, that has now largely changed.

It is particularly fitting that Egyptian President Hosni Mubarak was among the leaders present at today's signing ceremony. After all, it was the Government of Egypt that was courageous enough to engage in the search for peace in that war-torn region. I remember the excitement, the hope, the inspiration that resulted from the signing of the 1978, Camp David Accords and the subsequent entry into force of the Israel-Egypt peace treaty in 1979.

Regrettably, it would take more than a decade before additional efforts to find a formula that would hold out the possibility of resolving the complex issues with Israel's other Arab neighbors would bear fruit. Certainly the break up of the Soviet Union and the gulf war were defining moments that totally reshaped the political landscape in the Middle East and improved the prospect for peace. The seeds of today's agreement were clearly sown during the 1991 Madrid Conference with the road map outlined for resolving both bilateral and multilateral issues within the context of the Madrid Framework.

The key provisions of the interim agreement include elections of an 82-member Palestinian Council that will oversee most aspects of Palestinian life in the West Bank and Gaza, the elimination of offensive clauses from the Palestinian covenant that call for the elimination of Israel, assignment of responsibility for religious sites, the temporary deployment of an international observer delegation to Hebron, the redeployment of most Israeli troops from Palestinian cities and towns, and the staged release of prisoners.

This interim agreement is to remain in force through May 1999 and builds upon the September 1993 Declaration of Principles, in which Israel and the PLO exchanged mutual recognition, and the May 1994 Cairo agreement, which established a framework for Palestinian self-rule in the Gaza Strip and Jericho.

We can all be justly proud of the enormous progress that has been made to undo the destruction and distrust that are the byproduct of decades of hatred and havoc. I for one am confident that the trust and good will that has been created by the peace process thus far will energize all parties to resolve all the remaining issues that stand in the way of a permanent agreement.

I do not seek to minimize the difficulties of the issues that remain to be resolved. They include matters related to boundaries, to the nature of the Palestinian entity, to the future of Jewish settlements in Palestinian areas, to the disposition of refugees, and finally to the status of Jerusalem. However, it is clear to me that the people of the Middle East are committed to finding a comprehensive solution to all the disagreements that have stood in the way of a permanent and lasting peace. I believe that we in the United States stand ready to do all that we can to facilitate that effort. •

#### WORLD MARITIME DAY 1995

• Mr. STEVENS. Mr. President, as you may know, World Maritime Day 1995 will be observed this week, and the theme this year focuses on the achievements and challenges of the International Maritime Organization [IMO].

The IMO was created under the auspices of the United Nations in 1948, and over the past 47 years has led the way

to significant improvements in safety in the maritime industry and reductions in marine pollution around the world.

I ask that the letter sent to me by Coast Guard Capt. Guy Goodwin, which brought World Maritime Day 1995 to my attention, be printed in the RECORD.

Captain Goodwin provided me with a copy of the message delivered by IMO Secretary-General William O'Neil to commemorate World Maritime Day, and I ask that this, too, be printed in the RECORD.

I believe both Captain Goodwin and IMO Secretary-General O'Neil make important points about the need to continue to strive for safer shipping and cleaner oceans, and I encourage other Senators to read these messages.

The material follows:

DEPARTMENT OF TRANSPORTATION,  
U.S. COAST GUARD,

Hon. TED STEVENS,

*Chairman, Subcommittee on Oceans on Commerce, Science, and Transportation, U.S. Senate, Washington, DC.*

DEAR MR. CHAIRMAN: The International Maritime Organization has announced that World Maritime Day 1995 will be observed during the week of September 25 to 29, 1995. The theme for this year's observance is "50th Anniversary of the United Nations: IMO's Achievements and Challenges". As you know, Mr. Chairman, IMO has succeeded in winning the support of the Maritime world by being pragmatic, effective and above all by concentrating on the technical issues related to safety at sea and the prevention of pollution from ships, topics that are of most concern to its member states IMO's priorities are often described in the slogan "safer shipping and cleaner oceans."

Until recently the indications were that IMO'S efforts to improve safety and reduce pollution were paying off. The rate of serious casualties was falling and the amount of all and other pollutants entering the sea was decreasing quite dramatically. But recently there has been a disturbing rise in accidents and our fear is that, if nothing is done, the progress we have diligently fought for over the last few decades will be lost. To avert this danger, IMO has taken a number of actions including establishing a sub-committee to improve the way IMO regulations are implemented by flag States, encouraging the establishment of regional port State control arrangements, adopting a new mandatory International Safety Management Code, and adopting amendments to the convention dealing with standards of training, certification and watchkeeping for seafarers. When these and other measures are added together they make an impressive package that should make a significant contribution to safety and pollution prevention in the years to come. The Coast Guard has been an active player at IMO regarding these and other matters.

Enclosed is a message from the Secretary-General of the IMO, Mr. W. A. O'Neil, marking the observance of World Maritime Day 1995.

Sincerely,

G. T. GOODWIN,  
*Captain, USCG,*  
*Chief, Congressional Affairs.*

Encl: World Maritime Day Message of Secretary General O'Neil. —

WORLD MARITIME DAY 1995

Fifty years ago the United Nations was created. When people consider the United

Nations today, most think only of the headquarters in New York or peacekeeping missions around the world. Very few people know that the United Nations indeed has another side.

This side, of course, consists of the specialized agencies of the U.N. system which deal with such matters as the development of telecommunications, the safety of aviation, the peaceful uses of nuclear energy, the improvement of education, the world's weather, and international shipping, the particular responsibility of the International Maritime Organization.

IMO was established by means of a convention which was adopted under the auspices of the United Nations in 1948 and today has 152 Member States. Its most important treaties cover more than 98 percent of world shipping.

IMO succeeded in winning the support of the maritime world by being pragmatic, effective and above all by concentrating on the technical issues related to safety at sea and the prevention of pollution from ships, topics that are of most concern to its Member States. IMO's priorities are often described in the slogan "safer shipping and cleaner oceans."

But today I do not want to focus on past successes. Instead I would like to talk to you about the future. Nobody can predict precisely what will happen in the shipping world during the next few years but there are indications that, from a safety point of view, we should be especially vigilant.

The difficult economic conditions of the last two decades have discouraged shipowners from ordering new tonnage and there is evidence that, in some cases, the maintenance of vessels has suffered. The combination of age and poor maintenance has obvious safety implications. Shipping as an industry is also undergoing great structural changes that have resulted in the fleets of the traditional flags declining in size while newer shipping nations have emerged.

IMO has no vested interest in what flag a ship flies or what country its crew members come from. But we are interested in the quality of the operation. We certainly can have no objection to shipowners saving money—unless those savings are made at the expense of safety or the environment. If that happens then we are very concerned indeed.

Until recently the indications were that IMO's efforts to improve safety and reduce pollution were paying off. The rate of serious casualties was falling and the amount of oil and other pollutants entering the sea was decreasing quite dramatically. But recently there has been a disturbing rise in accidents and our fear is that, if nothing is done, the progress we have diligently fought for over the last few decades will be lost. To avert this danger IMO has taken a number of actions.

We have set up a special sub-committee to improve the way IMO regulations are implemented by flag States.

We have encouraged the establishment of regional port State control arrangements so that all countries which have ratified IMO Conventions and have the right to inspect foreign ships to make sure that they meet IMO requirements can do this more effectively.

We have adopted a new mandatory International Safety Management Code to improve standards of management and especially to make sure that safety and environmental issues are never overlooked or ignored.

We have recently adopted amendments to the convention dealing with standards of training, certification and watchkeeping for seafarers. The Convention has been modernized and restructured, but most important of