

ship: *Tenacious* (T-AGOS 17); sale, \$7.7 million.

To the Government of Portugal: One *Stalwart* class ocean surveillance ship: *Audacious* (T-AGOS 11); grant, \$13.7 million.

To Taiwan (the Taipei Economic and Cultural Representative Office in the United States): Three *Knox* class frigates: *Aylwin* (FF 1081), *Pharris* (FF 1094), and *Valdez* (FF 1096); sale, \$8.2 million. One *Newport* class tank landing ship: *Newport* (LST 1179); lease, no rent lease.

To the Government of Thailand: One *Knox* class frigate: *Ouellet* (FF 1077); sale, \$2.7 million.

According to the Department of Defense, the Chief of Naval Operations has certified that these naval vessels are not essential to the defense of the United States.

As detailed above, the United States plans to transfer eight naval vessels by sale pursuant to section 21 of the Arms Export Control Act; one of the vessels will be transferred as a lease pursuant to chapter 6 of the Arms Export Control Act; and one of the vessels will be transferred as a grant pursuant to section 519 of the Foreign Assistance Act of 1961, as amended.

The United States will incur no costs for the transfer of the naval vessels under this legislation. The foreign recipients will be responsible for all costs associated with the transfer of the vessels, including maintenance, repairs, training, and fleet turnover costs. Any expenses incurred in connection with the transfers will be charged to the foreign recipients.

Through the sale of these naval vessels, this legislation generates \$71.7 million in revenue for the U.S. Treasury. In addition, through repair and reactivation work, service contracts, ammunition sales, and savings generated from avoidance of storage/deactivation costs, the Navy estimates this legislation generates an additional \$525 million in revenue for the U.S. Treasury and private U.S. firms.

Accordingly, I commend this bill to the Members of the House and ask for their support for its final step in the legislative process prior to sending it to the President.

Mr. HAMILTON. Mr. Speaker, continuing my reservation of objection, I want to join the distinguished chairman of the House Committee on International Relations in expressing appreciation to Senators HELMS and PELL and SARBANES for their work in moving this bill forward.

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I also want to thank the chairman, the gentleman from New York [Mr. GILMAN], for his outstanding leadership on this bill. It is a good bill. It makes improvements in the current law, as the chairman has said. It is supported by the administration. It is a bipartisan bill.

Mr. BROWNBACK. Mr. Speaker, let me begin by congratulating Chairman GILMAN for

the hard work he and his staff have done in reforming the defense and security assistance provisions incorporated in H.R. 3121.

H.R. 3121 represents a commonsense approach to advancing our foreign policy goals of promoting global stability, ensuring the security of U.S. citizens and U.S. allies around the world, and encouraging democracy.

However, the bill achieves these goals while effectively reducing the amount of excess defense articles that will be transferred to our allies on a grant or no-cost lease basis.

We need to use the grant and no-cost lease options sparingly so that these programs recover as much money for the taxpayers as possible.

H.R. 3121 will force the Defense Department to drastically reduce the number of no-cost leases and grants that are used to transfer excess defense articles to our allies.

The bill creates a national security interest determination that the President will have to invoke in order to provide a no-cost lease for excess defense articles.

H.R. 3121 also requires the Pentagon to evaluate whether excess defense articles should be transferred on a grant basis or on a sales basis, depending upon what the potential proceeds would be from a sale, what the likelihood of selling a defense article would be, and what the foreign policy benefits of a transfer would be?

This is a good bill and I am glad that this body has adopted it.

Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore (Mr. SHAW). Is there objection to the original request of the gentleman from New York?

There was no objection.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. GILMAN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks on the legislation just considered.

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

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to the provisions of clause 5 of rule I, the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 4 of rule XV.

Such rollcall votes, if postponed, will be taken on Wednesday, July 10, 1996.

ARMORED CAR INDUSTRY RECIPROCITY IMPROVEMENT ACT OF 1996

Mr. OXLEY. Mr. Speaker, I move to suspend the rules and pass the bill,

H.R. 3431, to amend the Armored Car Industry Reciprocity Act of 1993 to clarify certain requirements and to improve the flow of interstate commerce.

The Clerk read as follows:

H.R. 3431

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Armored Car Industry Reciprocity Improvement Act of 1996".

SEC. 2. CLARIFICATION OF STATE RECIPROCITY OF WEAPONS LICENSES ISSUED TO ARMORED CAR COMPANY CREW MEMBERS.

(a) IN GENERAL.—Section 3(a) of the Armored Car Industry Reciprocity Act of 1993 (15 U.S.C. 5902(a)) is amended to read as follows:

"(a) IN GENERAL.—If an armored car crew member employed by an armored car company—

"(1) has in effect a license issued by the appropriate State agency (in the State in which such member is primarily employed by such company) to carry a weapon while acting in the services of such company in that State, and such State agency meets the minimum requirements under subsection (b); and

"(2) has met all other applicable requirements to act as an armored car crew member in the State in which such member is primarily employed by such company;

then such crew member shall be entitled to lawfully carry any weapon to which such license relates and function as an armored car crew member in any State while such member is acting in the service of such company."

(b) MINIMUM STATE REQUIREMENTS.—Section 3(b) of such Act (15 U.S.C. 5902(b)) is amended to read as follows:

"(b) MINIMUM STATE REQUIREMENTS.—A State agency meets the minimum State requirements of this subsection if—

"(1) in issuing an initial weapons license to an armored car crew member described in subsection (a), the agency determines to its satisfaction that—

"(A) the crew member has received classroom and range training in weapons safety and marksmanship during the current year; and

"(B) the receipt or possession of a weapon by the crew member would not violate Federal law, determined on the basis of a criminal record background check conducted during the current year; and

"(2) in issuing a renewal of a weapons license to an armored car crew member described in subsection (a), the agency determines to its satisfaction that—

"(A) the crew member has received continuing training in weapons safety and marksmanship from a qualified instructor for each weapon that the crew member is licensed to carry; and

"(B) the receipt or possession of a weapon by the crew member would not violate Federal law, as determined by the agency."

SEC. 3. EFFECTIVE DATE.

The amendments made by section 2 shall take effect 30 days after the date of the enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio [Mr. OXLEY] and the gentleman from New York [Mr. MANTON] each will control 20 minutes.

The Chair recognizes the gentleman from Ohio [Mr. OXLEY].

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

Mr. Speaker, I rise in strong support of H.R. 3431, the Armored Car Industry Reciprocity Improvement Act. All we need to do is watch the evening news to be aware of the problems faced by the Nation's law enforcement and security personnel. We live in increasingly dangerous times where a badge is a target, and the lives of people wearing those badges are placed in grave danger on a daily basis.

Those who guard armored cars are no exception. During fiscal year 1995, the violent crime section of the FBI investigated 68 robberies or attempted robberies of armored vehicles. My subcommittee received testimony that there were well over 100 such incidents during the 1995 calendar year. Over the past several years, just one of the major armored car companies has had five armored car crewmembers killed in the line of duty, four of whom were slain here in the Washington, DC area.

There is no question that there is a strong need for these individuals to be armed. When this committee reported the Armored Car Industry Reciprocity Act in the 103d Congress, it recognized that fact. However, it also recognized that we need to keep weapons out of the hands of criminals and the untrained. While most States require substantial training in the safe and legal use of their weapons before they issue crewmembers weapons permits, we reiterated that sentiment when we required regular training and criminal background checks before a State's weapons permit would be entitled to reciprocity.

Mr. WHITFIELD's legislation, H.R. 3431, the Armored Car Industry Reciprocity Improvement Act of 1996, simply makes some technical changes in the original statute to better conform its requirements to the procedures in place in the majority of States today. It still requires regular training and criminal background checks for armored car crewmembers, but allows States the necessary flexibility to issue permits according to their own procedures and their own timetable.

It is a little known fact that the single largest interstate customer of the armored car industry is the Federal Government. Private companies annually transport billions of dollars in currency, coin, food stamps, and other negotiable documents. Because we entrust these companies with the Nation's valuables, we have an obligation to ensure that their job in protecting those valuables is as easy as possible. That is why we need to enact H.R. 3431.

Mr. WHITFIELD should be commended for his hard work in seeing this bill through. I would also like to thank my distinguished ranking member for all of his support in bringing this legislation to the floor. I urge all of my colleagues to support this legislation.

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

Mr. MANTON. Mr. Speaker, I yield myself such time as I may consume. Mr. Speaker, I rise today in strong sup-

port of this bipartisan legislation that will help solve many problems currently confronting the armored car industry. These vehicles, privately or federally owned, are often subject to violent crime that results in the loss of crewmembers' lives, not to mention untold amounts of valuable property.

Armored cars provide an essential service in this country by transporting millions of dollars in currency and other valuables belonging to both the Federal Government and private entities. Because these vehicles are often the target of crime, it is crucial that we provide armored car guards with the ability to protect themselves and their cargo without risk of criminal liability for simply doing their job.

Mr. Speaker, 5 years ago an armored car crewmember by the name of John Hirdt was shot to death while loading cash into a van outside of Macy's department store in Elmhurst, Queens. Mr. Hirdt was 65 years old and a retired New York City police officer employed by a private armored car service. Such incidents highlight the importance of providing armored car crewmembers with adequate protection.

This bill, ensures that crewmembers can carry their weapons across State lines so long as they have met all the requirements of their primary State and have passed a criminal background check. Without this modification in current law, crewmembers could be in violation of State weapons licensing laws when performing their job and traveling across State lines. This legislation does not in any way change Federal requirements for possession of a weapon or make it easier for anyone to receive a weapons license.

Mr. Speaker, I would like to thank my colleague, Mr. WHITFIELD, for crafting this legislation. I believe that H.R. 3431 will solve the problems of inconsistent application of license requirements and renewal processes among the States. As the ranking minority member of the Commerce, Trade, and Hazardous Material Subcommittee which originally considered this bill, I urge all of my colleagues to support this commendable legislation.

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

Mr. OXLEY. Mr. Speaker, I yield such time as he may consume to the gentleman from Kentucky [Mr. WHITFIELD], the author of this important legislation.

Mr. WHITFIELD. Mr. Speaker, I am pleased that today the House is taking up this legislation, the Armored Car Industry Reciprocity Improvement Act of 1996. This is important legislation for many reasons. As we all know, armored cars and their crews have long been targets of crime, and it is imperative that these highly trained and dedicated men and women be armed to protect their cargo and, more importantly, their own lives.

The Federal Government is the single largest customer of the armored car industry, and we are obligated to ensure

that efforts to protect the taxpayers' cargo and the lives of the armored car crews are as unhindered as possible.

This legislation addresses the problems encountered by the States in three ways: First, it grants reciprocity for both weapons licenses and any other permits or licenses required in a particular State so long as the crew member has met all of the requirements in the State he or she is primarily employed.

Second, it makes clear that it is the State which should conduct criminal background checks and permits the States to do so in whatever manner they deem appropriate.

Third, it eliminates the requirement in the original act that renewal permits be reissued annually and permits States to follow their own timetables.

These changes represent a significant step forward in achieving the objectives of the original act. Under the act, as originally signed into law, only Illinois, Louisiana, Maryland, North Carolina, and Virginia met the requirements for reciprocity. With the changes under this bill, 28 other States will qualify, truly easing the flow of these valuable goods in interstate commerce.

This legislation has been supported in the past by the armored car industry and numerous State, national, and local law enforcement associations. Further, neither the NLRA nor Handgun Control had any objections to the original legislation. Since H.R. 3431 does not change the original intent of the legislation at all, I see no reason why this legislation would not enjoy similar support.

Mr. Speaker, I wish to thank the gentleman from Ohio, Chairman OXLEY, the gentleman from Florida, Mr. STEARNS, the gentleman from New York, Mr. MANTON, and the gentlewoman from Illinois, Mrs. COLLINS, for their work on this legislation in years past. I urge my colleagues on both sides of the aisle to support this legislation.

Mr. MANTON. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. OXLEY. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio [Mr. OXLEY] that the House suspend the rules and pass the bill, H.R. 3431.

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.

GENERAL LEAVE

Mr. OXLEY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H.R. 3431.