

Whereas, Andalex Resources is now proposing an underground coal mine on existing federal and school trust leases located in the Smoky Hollow area at the southern tip of the Kaiparowits coalfield, and the federal government has formally and officially determined that this area clearly and obviously does not qualify for wilderness designation; and

Whereas, The state of Utah Division of Oil, Gas and Mining has approved the Smoky Hollow Mine Permit Application Package and has determined that the mine can be constructed, operated and reclaimed in accordance with all necessary state and federal environmental protection laws and regulations; and

Whereas, The Utah Public Education Coalition, the Utah School Trust Administration, the Utah Association of Counties, and the Utah State Legislature have gone on record in support of responsible development of the Smoky Hollow coal reserves as is now being proposed by Andalex; therefore be it

Resolved, That the Utah Public Education Coalition hereby reaffirms its strong support for responsible development of the Smoky Hollow coal resources as proposed by Andalex; and be it further

Resolved, That the Utah Public Education Coalition supports and advocated an exchange of scattered School Trust coal lands located within the Kaiparowits wilderness study areas and the Alton unsuitability area for a block of land located in the Smoky Hollow area which could be developed as part of the Smoky Hollow underground coal mining operation; and be it further

Resolved, That the Utah Public Education Coalition urges the Board of Trustees of the School and Institutional Trust Lands Administration, the Utah Governor's office, and Utah's congressional delegation to jointly petition the US Department of Interior to expedite this exchange on an equal-value basis, subject to valid existing rights, as being in the best and highest interest of Utah's public education system and the people of the state of Utah and the United States.

Linda M. Sarkinson, Utah PTA; Brent Thurie, Utah School Superintendents Association; Mossi W. White, Utah School Boards Association; W. Lee Glad, Utah Association of Elementary School Principals; Janet A. Cannon, Utah State Board of Education; Phil Oyler, Utah Association of Secondary School Principals; Scott W. Bean, Utah State Office of Education; Kelly Atkinson, Utah School Employees Association; Phyllis Sorensen, Utah Education Association.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Tuesday, September 17, 1996 the Federal debt stood at \$5,190,807,990,011.88.

Five years ago, September 17, 1991, the Federal debt stood at \$3,625,799,000,000.

Ten years ago, September 17, 1986, the Federal debt stood at \$2,106,475,000,000.

Fifteen years ago, September 17, 1981, the Federal debt stood at \$976,369,000,000.

Twenty-five years ago, September 17, 1971, the Federal debt stood at \$415,338,000,000. This reflects an increase of more than \$4 trillion (\$4,775,469,990,011.88) during the 25 years from 1971 to 1996.

AIR BAG SAFETY AND EFFECTIVENESS

Mr. PRESSLER. Mr. President, I rise to make a few remarks concerning child passenger vehicle occupant protection.

Earlier this year, the Senate Committee on Commerce, Science, and Transportation held an oversight hearing on the safety and effectiveness of driver side and passenger side air bags. At the hearing, we learned that generally air bags are safe. They are credited with saving approximately 900 lives since 1987 and with reducing the severity of injury in many more instances. So it is abundantly clear that air bags are an important automotive safety device.

Unfortunately, there is a downside to air bag use. While usually minor in nature, in some cases they cause injuries. In the worst cases, they have caused death. This is especially true in the case of children with some data showing two children die because of a passenger side air bag deployment for every one saved by the deployment.

The Committee's oversight hearing highlighted issues like this and also explored actions underway at the National Highway Traffic Safety Administration (NHTSA) to improve child passenger safety. At the hearing, I stressed the need to publicize the importance of putting child safety seats in the back seat and not in a passenger seat equipped with an air bag.

Subsequent to our hearing, I was pleased that a coalition was formed to alert the public of passenger side air bag dangers to infants and children. I also have followed closely the initiatives at NHTSA to change federal air bag requirements, encourage the introduction of new air bag technology, and improve child restraint system performance.

These steps are needed and they hold promise for child passenger safety improvements. However, more comprehensive action is needed.

Yesterday, the National Transportation Safety Board (NTSB) released the findings of its 2-year child occupant safety study. Pointing to the dangers and risks to children posed by passenger-side air bags and improperly used child restraint systems, the NTSB called on NHTSA, State Governors, and automobile manufacturers to take steps to address continuing safety problems.

For instance, the NTSB study found inadequacies in NHTSA's proposed rulemaking on smart air bags and air bag warning labels. On August 1, 1996, NHTSA proposed changes to federal air bag requirements to encourage the introduction of new air bag technology. If automobile manufacturers do not provide the so-called smart air bags, the NHTSA proposal would require manufacturers to post new and more prominent air bag warning labels inside the vehicle.

The safety study, however, concluded that the NHTSA proposal will not ac-

celerate the development of more intelligent systems. As a result of its review of the proposed rulemaking, the NTSB called on NHTSA to do more to encourage automobile manufacturers to install intelligent air bag systems and specifically recommended that NHTSA establish an implementation timetable.

In another area, the NTSB safety study investigated air bag deployment rates and recommended that NHTSA's technical air bag deployment threshold standards be reevaluated. The recommendation urges the consideration of technical standards for less aggressive air bag deployment, particularly for those on the passenger side of motor vehicles.

Its my recollection that NHTSA has said the technology for less aggressive air bag deployment currently is not available. However, technically it can be done. Canada, as I understand it, is on the verge of requiring less aggressive deployment standards for air bags in any car sold in Canada. Until "smart" air bags are available, this may be the best interim solution and NHTSA should carefully investigate this possibility. The NTSB recommendations make clear the lack of testing that was done prior to putting passenger side air bags into the automotive fleet.

The NTSB also asked NHTSA to revise several motor vehicle safety standards governing air bags and passenger restraint systems. As revisions are made, testing and performance standards that reflect an actual accident environment must be developed.

Quick action on these recommendations is required because there are nearly 22 million vehicles currently on the road with passenger-side air bags. NHTSA's proposed rulemaking will not affect these vehicles. Also, an estimated 13 million additional vehicles will be sold yearly before the new standards take effect.

Something must be done to protect children in vehicles like these. Changes in air bag deployment rates and the installation of on-off deployment switches are two of the options that could be evaluated.

The NTSB's safety study also explores in detail the difficulties parents and care givers have in securing a child restraint system properly in vehicles. Inadequacies in the design of child restraint systems themselves and the need to improve seatbelt fit for children were singled out by the NTSB as an area in which safety improvements can be made.

These problems warrant action and I encourage NHTSA to act swiftly on the NTSB recommendations. I will continue to follow this safety issue closely and plan on holding a hearing early in the next Congress to examine the NTSB's safety study.

Mr. President, finally we need to get a simple message to parents. We must tell parents that until less aggressive passenger side air bags or "smart" air

bags are available there is something they can do to protect their children. Specifically, they should consider placing all children under 12 in the back seat of their vehicles whenever the vehicle is in motion. Studies have shown the back seat to be the safest place for children in passenger vehicles. In fact, Germany already requires this by law.

I want to applaud the NTSB's call for educational campaigns emphasizing the importance of transporting children in the back seat of passenger vehicles. I know of one car manufacturer that recently developed an advertising campaign urging this safety measure as part of its efforts to raise public awareness on the dangers of passenger side air bags to children. We must improve vehicle occupant protection and initiatives like these offer significant safety benefits.

TRIBUTE TO SENATOR MICHAEL ANTHONY FIGURES

Mr. HEFLIN. Mr. President, Alabama State Senator Michael Anthony Figures, of Mobile, passed away on Friday, September 13, 1996. He was President Pro Tem of the State Senate, making him the highest-ranking African-American in the State legislature.

This is the second highest-ranking position in the Alabama Senate and one of the most powerful and visible posts in State government. Senator Figures was the first black to ever hold the job and was exceptionally effective and politically astute. He could dissect an issue and get to its essence very quickly and directly. He was very close to Lieutenant Governor Don Siegelman, President of the Senate, and was instrumental in carrying out his legislative agenda.

Senator Figures, who was only 48 years of age, was almost universally admired by the people who knew and worked with him. Both friends and political adversaries admired and appreciated his honesty, integrity, and work ethic.

Senator Figures was born on October 13, 1947, the youngest of three sons of Reverend Coleman and Mrs. Augusta Mitchell Figures. He attended Stillman College and the University of Alabama Law School. He was first elected to the State Senate in 1978 as a Democrat, at that time only the third black person to serve in the Senate. He represented District 33, which includes part of Mobile and Prichard.

Over the years, he built a solid legislative record on local and statewide issues. He worked long and hard to ensure minority representation while helping to create a "strong" mayoral position in Mobile's city government. Many view his finest legislative accomplishment the 1994 Senate passage of former Governor Jim Folsom's "Alabama First" education reform plan. Although it did not pass the House, it received 32 out of 35 votes in the Senate, due largely to Senator Figures' tenacious leadership and persuasion.

Senator Figures was a founder of the Alabama New South Coalition, started in the 1980's to promote progressive causes and candidates. This influential political caucus has been instrumental in bringing blacks and whites in Alabama together. Senator Figures's wife, Vivian Davis Figures, is a member of the Mobile City Council. They had four sons together, Jelani Anthony, Shomari Coleman, Akil Michael, and Derrick.

Senator Figures was a visionary and progressive leader who will be sorely missed by the people of Alabama. He had considerable ability, intellect, and drive. As one of the most influential politicians in Alabama's government, he had an unyielding desire to correct what he perceived as wrongs in society. He was an outstanding orator and had a quick mind and will be impossible to replace. He had an uncommon ability to smooth over disagreements and build bridges. Other members of the Senate really listened to him and responded to his arguments.

Much of his success was rooted in his high degree of integrity. He was a stickler for following the Senate's procedural rules, even if bending those rules might have helped his side prevail. He never compromised his honesty or credibility as he quickly ascended to the heights of power and influence.

The sad and untimely death of State Senator Michael Figures is an immeasurable loss for my State. He was an uncommon force for justice and progress who accomplished a great deal in a relatively short time. I extend my sincerest condolences to Vivian and their entire family in the wake of this loss. I hope they find some solace in the fact that he truly made Alabama a better state and better place to live. His many lasting contributions will stand as his personal legacy and as a testament to his ideals and leadership.

WHY TAMPER WITH AN ENVIRONMENTAL SUCCESS STORY

Mr. LOTT. Mr. President, I am pleased to note that, once again, American business has succeeded in significantly reducing the amount of chemicals released into the environment. According to the most recent report from the Toxic Release Inventory (TRI) Data Release of 1994, releases of chemicals declined nearly nine percent between 1993 and 1994. Since the TRI began in 1988, overall chemical releases have dropped more than 44 percent. This decline is particularly impressive because it has occurred in tandem with economic growth. This is an environmental success story.

This successful reduction affirms that an approach to environmental protection which encourages the participation of states and businesses can and does work. It argues for a continuation of approaches to environmental protection that use voluntary solutions, technological innovations and

increased flexibility. As the report shows, we should have confidence in this successful public policy strategy.

Unfortunately, though, these promising statistics have been ignored. The TRI facts have not deterred the Clinton Administration from considering further burdens on America's society.

The Environmental Protection Agency (EPA) has announced that it plans to require businesses to file new extensive reports about how chemicals are used in the manufacturing process. This proposal is called "Materials Accounting," and it is flawed for several reasons.

First, the proposal to track materials would place a new and very costly hardship on the business community. Initial estimates indicate that the additional cost to our Nation's businesses in direct reporting paperwork costs alone could be as much as \$800 million. In addition to being extremely costly, this proposal is completely at odds with the President's pledge in March 1995 to simplify and ease paperwork burdens on American businesses.

I'm even reminded of the President's recent speech in Kalamazoo, MI, where he reaffirmed this goal to reduce administrative burdens. Well, for me, nearly \$1 billion is real money. It is a real cost for America's business community. It is a real paperwork burden that cannot be ignored.

Already TRI generates 80,000 reports per year. And, it takes EPA nearly 2 years to provide this existing information to the communities nearest to the facilities producing these reports. It seems very basic—before EPA unilaterally increases the size of its two-inches thick report and further delays its publication, specific statutory authority should be provided. The EPA's actions to expand it reporting requirements are not authorized in law. How can EPA be responsive and concerned about the risks faced by communities living near the reporting facilities, when it requires a 2-year detour of the data with its Washington bureaucrats?

Apart from the billion-dollar administrative cost, Materials Accounting will jeopardize America's global competitiveness by putting our most innovative technologies at risk. Our country's position in the world's economy is dependent upon the development of superior technology and the ability to protect that technology from competitors, both international and domestic. Information about the amounts of chemicals used in and created during a production process will provide competitors with access to trade secrets. This does not make good business sense. In fact this seriously endangers the confidentiality of proprietary business information which is essential in the marketplace.

Third, this approach would make sense only if substantial, tangible and quantified environmental benefits clearly exceeded the costs. However, I have seen no analysis which supports this premise. On the contrary, I believe