

business owners are skeptical about DOT meeting its target date. Indeed, there is no legal assurance that DOT will finish what it has started. After all, Federal agencies are known to miss target dates for completing rulemakings or implementing regulations. DOT is no exception.

Small business owners have no way of knowing when or if the proposed materials of trade regulatory exceptions will be a reality. Therefore, we are introducing legislation today to address this uncertainty and impose a needed congressional directive. This bill would establish a deadline for DOT and help ensure unnecessary regulatory burdens on small business owners are lifted in a timely manner. The deadline for DOT to complete the small business exception final rule would be December 31, 1996. That is the same date DOT announced as its target.

Mr. President, I want to acknowledge the efforts going on in the other body to address the concerns I have just outlined. Representatives DELAY, EWING, BUYER, and POSHARD have been working on legislative measures very similar to the proposal Senator HARKIN and I are introducing. We share a common goal. Sound transportation and policy cannot be achieved by a one-size-fits-all approach.

I urge my colleagues to join in sponsoring this very important and necessary legislation and urge its swift passage.

ADDITIONAL COSPONSORS

S. 39

At the request of Mr. STEVENS, the name of the Senator from Rhode Island [Mr. PELL] was added as a cosponsor of S. 39, a bill to amend the Magnuson Fishery Conservation and Management Act to authorize appropriations, to provide for sustainable fisheries, and for other purposes.

S. 55

At the request of Mr. INOUE, the name of the Senator from California [Mrs. FEINSTEIN] was added as a cosponsor of S. 55, a bill to amend title 38, United States Code, to deem certain service in the organized military forces of the Government of the Commonwealth of the Philippines and the Philippine Scouts to have been active service for purposes of benefits under programs administered by the Secretary of Veterans Affairs.

S. 607

At the request of Mr. WARNER, the name of the Senator from Alaska [Mr. STEVENS] was added as a cosponsor of S. 607, a bill to amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to clarify the liability of certain recycling transactions, and for other purposes.

S. 880

At the request of Mrs. HUTCHISON, the name of the Senator from Wyoming [Mr. SIMPSON] was added as a cosponsor

of S. 880, a bill to enhance fairness in compensating owners of patents used by the United States.

S. 912

At the request of Mr. KOHL, the name of the Senator from California [Mrs. FEINSTEIN] was added as a cosponsor of S. 912, a bill to amend the Internal Revenue Code of 1986 with respect to the eligibility of veterans for mortgage revenue bond financing, and for other purposes.

S. 1379

At the request of Mr. SIMPSON, the name of the Senator from Montana [Mr. BURNS] was added as a cosponsor of S. 1379, a bill to make technical amendments to the Fair Debt Collection Practices Act, and for other purposes.

S. 1987

At the request of Mr. BROWN, the name of the Senator from Colorado [Mr. CAMPBELL] was added as a cosponsor of S. 1987, a bill to provide that members of the Armed Forces who performed services for the peacekeeping efforts in Somalia shall be entitled to tax benefits in the same manner as if such services were performed in a combat zone, and for other purposes.

S. 1987

At the request of Mr. FAIRCLOTH, the name of the Senator from Missouri [Mr. BOND] was added as a cosponsor of S. 1987, a bill to amend titles II and XVIII of the Social Security Act to prohibit the use of social security and medicare trust funds for certain expenditures relating to union representatives at the Social Security Administration and the Department of Health and Human Services.

S. 2054

At the request of Mr. COCHRAN, the name of the Senator from South Dakota [Mr. PRESSLER] was added as a cosponsor of S. 2054, a bill to amend the Higher Education Act of 1965 to exempt certain small lenders from the audit requirements of the guaranteed student loan program.

SENATE RESOLUTION 295—TO DESIGNATE OCTOBER 18, 1996, AS NATIONAL MAMMOGRAPHY DAY

Mr. BIDEN (for himself, Mr. ABRAHAM, Mr. AKAKA, Mr. BAUCUS, Mr. BINGAMAN, Mrs. BOXER, Mr. BRADLEY, Mr. BRYAN, Mr. BURNS, Mr. CHAFEE, Mr. COHEN, Mr. COVERDELL, Mr. D'AMATO, Mr. DOMENICI, Mr. DORGAN, Mr. FEINGOLD, Mrs. FEINSTEIN, Mr. FORD, Mr. FRIST, Mr. GLENN, Mr. GRASSLEY, Mr. GREGG, Mr. HATCH, Mrs. HUTCHISON, Mr. INOUE, Mr. JOHNSTON, Mrs. KASSEBAUM, Mr. LAUTENBERG, Mr. LEAHY, Mr. LEVIN, Mr. LIEBERMAN, Mr. LOTT, Mr. MACK, Mr. MCCAIN, Ms. MIKULSKI, Ms. MOSELEY-BRAUN, Mr. MOYNIHAN, Mr. MURKOWSKI, Mrs. MURRAY, Mr. PELL, Mr. REID, Mr. ROBB, Mr. ROCKEFELLER, Mr. ROTH, Mr. SARBANES, Mr. SIMON, Mr. SMITH, Ms. SNOWE, Mr. SPECTER, Mr. STEVENS, Mr. THOMAS, Mr. THURMOND, and Mr.

WELLSTONE) submitted the following resolution; which was referred to the Committee on the Judiciary:

S.RES. 295

Whereas according to the American Cancer Society, 184,300 women will be diagnosed with breast cancer in 1996, and 44,300 women will die from this disease;

Whereas in the decade of the 1990's, it is estimated that about 2,000,000 women will be diagnosed with breast cancer, resulting in nearly 500,000 deaths;

Whereas the risk of breast cancer increases with age, with a woman at age 70 having twice as much of a chance of developing the disease than a woman at age 50;

Whereas at least 80 percent of the women who get breast cancer have no family history of the disease;

Whereas mammograms, when operated professionally at a certified facility, can provide a safe and quick diagnosis;

Whereas experts agree that mammography is the best method of early detection of breast cancer, and early detection is the key to saving lives; and

Whereas mammograms can reveal the presence of small cancers of up to 2 years or more before regular clinical breast examination or breast self-examination (BSE), savings as many as 30 percent more lives: Now, therefore, be it.

Resolved, That the Senate designates October 18, 1996, as "National Mammography Day". The Senate requests that the President issue a proclamation calling upon the people of the United States to observe such day with appropriate programs and activities.

Mr. BIDEN. Mr. President, I submit a resolution designating October 18, 1996 as National Mammography Day.

Over the course of the past 3 years, I have submitted resolutions that designate a special day to encourage women to get mammograms as part of the early detection process in the fight against breast cancer. Historically this day has been designated as October 19, but because it falls on a Saturday this year, October 18 will be National Mammography Day.

In 1992 and 1993 a joint resolution was adopted by the Congress and signed into law by the President. And, last year, even though the House refused to take up commemoratives, this resolution was approved by the Senate. I feel that the Senate should again go on record to continue to educate and raise the consciousness about the importance of early detection and the value of mammography.

Mr. President, according to the American Cancer Society, national figures on breast cancer indicate that, in 1996 alone, 184,300 women will be diagnosed with breast cancer. Forty-four thousand three hundred women will succumb to this disease.

My home State of Delaware still ranks among the worst in breast cancer mortality among the 50 states, with an estimated 660 new breast cancer cases and over 160 breast cancer deaths for 1996.

Although a cure for breast cancer may be some time away, early detection and treatment are crucial to ensure survival. Studies have shown and experts agree, that mammography is

one of the best methods to detect breast cancer in its early stages. Mammograms can reveal the presence of small cancers up to 2 years before regular clinical breast examinations or breast self-examinations [BSE], saving as many as a third more lives of those diagnosed with the disease.

With 50 percent of the breast cancer cases occurring in women over age 65, no women can be considered immune from the disease; in fact, at least 80 percent of the women who get breast cancer have no family history of the disease.

Mr. President, the resolution I am submitting today sets aside 1 day in the midst of National Breast Cancer Awareness Month to encourage women to receive or sign up for a mammogram, as well as to bring about greater awareness and understanding of one of the key components in fighting this disease.

AMENDMENTS SUBMITTED

THE FEDERAL AVIATION REAUTHORIZATION ACT OF 1996

DOMENICI AMENDMENT NO. 5368

Mr. DOMENICI proposed an amendment to the bill (S. 1994) to amend title 49, United States Code, to reauthorize programs of the Federal Aviation Administration, and for other purposes; as follows:

On page 119, line 1, strike all after "activities", through "collections" on line 2.

BRYAN AMENDMENT NO. 5369

Mr. BRYAN proposed an amendment to the bill, S. 1994, supra; as follows:

At the appropriate place, insert the following:

SEC. . SPECIAL FLIGHT RULES IN THE VICINITY OF GRAND CANYON NATIONAL PARK.

The Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration, shall take such action as may be necessary to provide 30 additional days for comment by interested persons on the special flight rules in the vicinity of Grand Canyon National Park described in the notice of proposed rulemaking issued on July 31, 1996, at 61 Fed. Reg. 40120 et seq.

ROTH (AND MOYNIHAN) AMENDMENT NO. 5370

Mr. ROTH (for himself and Mr. MOYNIHAN) proposed an amendment to the bill, S. 1994, supra; as follows:

At the appropriate place, insert the following:

TITLE —EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY

SEC. . EXPENDITURES FROM AIRPORT AND AIR- WAY TRUST FUND.

Section 9502(d)(1) of the Internal Revenue Code of 1986 (relating to expenditures from Airport and Airway Trust Fund) is amended by—

(1) striking "1996" and inserting "1997"; and

(2) inserting "or the Federal Aviation Reauthorization Act of 1996" after "Administration Authorization Act of 1994".

EXON (AND OTHERS) AMENDMENT NO. 5371

Mr. EXON (for himself, Mr. DASCHLE, Mr. DORGAN, and Mr. PRESSLER) proposed an amendment to the bill, S. 1994, supra; as follows:

On page 95 at the end of line 11 insert the following new sentence: "Services for which costs may be recovered included the costs of air traffic control, navigation, weather services, training and emergency services which are available to facilitate safe transportation over the United States, and other services provided by the Administrator or by programs financed by the Administrator to flights that neither take off nor land in the United States."

DORGAN (AND PRESSLER) AMENDMENT NO. 5372

Mr. DORGAN (for himself and Mr. PRESSLER) proposed an amendment to the bill, S. 1994, supra; as follows:

At the appropriate place, insert the following: "Notwithstanding any other provision of law, the Surface Transportation Board shall not increase fees for services in connection with rail maximum rate complaints pursuant to 49 CFR Part 1002, STB Ex Parte No. 542."

GRAHAM AMENDMENT NO. 5373

Mr. FORD (for Mr. GRAHAM) proposed an amendment to the bill, S. 1994, supra; as follows:

At the appropriate place, insert the following new section:

SEC. . ADVANCE ELECTRONIC TRANSMISSION OF CARGO AND PASSENGER INFOR- MATION.

(a) CARGO INFORMATION.—

(1) IN GENERAL.—Section 431(b) of the Tariff Act of 1930 (19 U.S.C. 1431(b)) is amended—
(A) by striking "Any manifest" and inserting "(1) Any manifest", and

(B) by adding at the end the following new paragraph:

"(2)(A) Every passenger air carrier required to make entry or to obtain clearance under the customs laws of the United States (or the authorized agent of such carrier) shall provide by electronic transmission cargo manifest information described in subparagraph (B) in advance of such entry or clearance in such manner as the Secretary shall prescribe.

"(B) The information described in this subparagraph is as follows:

"(i) The airport of arrival or departure, whichever is appropriate.

"(ii) The airline prefix code.

"(iii) The carrier code.

"(iv) The flight number.

"(v) The date of scheduled arrival or date of departure, whichever is appropriate.

"(vi) The permit to proceed to the destination, if applicable.

"(vii) The master and house air waybill numbers and quantities.

"(viii) The first airport of lading of the cargo.

"(ix) A description and weight of the cargo.

"(x) The shipper's name and address from all air waybills.

"(xi) The consignee name and address from all air waybills.

"(xii) Notice that actual boarded quantities are not equal to air waybill quantities.

"(xiii) Transfer or transit information.

"(xiv) Warehouse or other location of the cargo.

"(xv) Any other data that the Secretary may by regulation prescribe."

(2) CONFORMING AMENDMENT.—Subsection (d)(1)(A) of section 431 of such Act is amended by inserting before the semicolon "or subsection (b)(2)".

(b) PASSENGER INFORMATION.—The Part II of title IV of the Tariff Act of 1930 is amended by inserting after section 431 the following new section:

"SEC. 432. PASSENGER MANIFEST INFORMATION REQUIRED FOR AIR CARRIERS.

"(a) IN GENERAL.—Every passenger air carrier required to make entry or obtain clearance under the customs laws of the United States (or the authorized agent of such carrier) shall provide by electronic transmission passenger manifest information described in subsection (b) in advance of such entry or clearance in such manner and form as the Secretary shall prescribe.

"(b) INFORMATION DESCRIBED.—The information described in this subsection is as follows:

"(1) Full name of each passenger.

"(2) Date of birth and citizenship of each passenger.

"(3) Passport number and country of issuance of each passenger.

"(4) Passenger name record.

"(5) Any additional data that the Secretary, by regulation, determines is reasonably necessary to ensure aviation safety pursuant to the Customs laws of the United States."

(c) DEFINITION.—Section 401 of the Tariff Act of 1930 is amended by adding at the end the following new subsection:

"(t) PASSENGER AIR CARRIER.—The term 'passenger air carrier' means an air carrier (as defined in section 40102(a)(2) of title 49, United States Code) or foreign air carrier (as defined in section 40102(a)(21) of such title 49) that provides transportation of passengers to or from any place in the United States."

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect 45 days after the date of the enactment of this Act.

MCCAIN AMENDMENT NO. 5374

Mr. MCCAIN proposed an amendment to the bill, S. 1994, supra; as follows:

On page 111, beginning with line 16, strike through line 10 on page 115 and insert the following:

(c) CONSIDERATION IN SENATE.—An implementing bill introduced in the Senate shall be referred to the Committee on Commerce, Science, and Transportation. The Committee on Commerce, Science, and Transportation shall report the bill with its recommendations within 60 days following the date of introduction of that bill. Upon the reporting of the bill by the Committee on Commerce, Science, and Transportation, the reported bill shall be referred sequentially to the Committee on Finance for a period of 60 legislative days.

On page 116, strike lines 3 through 9.

BROWN AMENDMENT NO. 5375

(Ordered to lie on the table.)

Mr. BROWN submitted an amendment intended to be proposed by him to the bill, S. 1994, supra; as follows:

At the appropriate place in title VI, insert the following new section:

SEC. 6 . REQUIREMENTS FOR PROCUREMENT CONTRACTS.

(a) GRANTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, neither the Secretary