

And then, of course, a book has been finished. That has a unique title. The title of that book is "In the Old Gazoo: Observations From a Lifetime of Scrapping with the Press." And that book, of course, will be a remarkable document and certainly I will at least sell 50 copies because I shall assign it to my class. And so that will be at least—now, let us see, the royalty on that.

Well, there is no question about where we are headed here. So enough. The legacy that I have with Social Security is going to go on to JUDD GREGG, wonderful, picking it right up where I left off. The legacy of immigration will go on to JOHN KYL and DIANNE FEINSTEIN, and that is spirited and I am pleased. The legacy of the Veterans' Affairs Committee will go to ARLEN SPECTER and JAY ROCKEFELLER, and they are both dedicated, passionate people about veterans. In fact, almost too much so. That is why we will have some further discussions together on that.

But, I intend to work with young people. I intend to get involved with the Third Millennium. These are not antisenior people. These are young people. If people between 18 and 45 cannot figure out what is going to happen to them when they are 65, they will be picking grit with the chickens. We are going to work with them, we are going to talk about the entitlements and Social Security and Medicare.

I commend the leaders I have worked with, Senator NICKLES, TED STEVENS, Howard Baker, ROBERT BYRD, Al Cranston, WENDELL FORD, George Mitchell, TOM DASCHLE, TRENT LOTT—doing a tremendous job. I am very proud of him.

And particularly to the Wyoming people who allowed me to do this in my own way for 18 years—in my own unique way, however that is defined. But, to me it has been a true honor to represent this proud people of Wyoming, my native land, who are opinionated, thoughtful, articulate, and well read; who really let you know how they feel and don't mince words, and that is the way we do it out in the land of high altitude and low multitude.

Someone asked me, what would be the epitaph you would like at the end of public life? It did not take me long to think of the answer. The answer is, "You would have wanted him on your side." It has been a great run.

God bless you all.

Mr. President, it is very important that I relate the great pride I have in the fact that my father served in this U.S. Senate and what a sheer privilege and honor it has been to come here after him. He served here from 1962 to 1966 and retired because of arthritis and Parkinson's disease, and he lived to be 95. So I want to say that to carry on his legacy has been a moving thing. And as the passing parade of life goes on, in 18 years here, I want to recognize Bill, Colin, Susan, who are wonderful, dear, splendid people, all Ann's friends

and my friends—our children. Since I came here, Bill has married Debbie, and we could not have found one like that for him. They have given us two grandchildren in the passing years, Beth and Eric—just dazzlers, both of them. And then Susan is married to a wonderful man named John Gallagher. Again, if you could go shopping for those in-laws, sons-in-laws and daughters-in-law, those are two you would pick—Debbie and John. Colin is not linked up with anyone as yet. But he has had a great deal of hot pursuit over the years, in my time here. He is a wonderful, splendid man, the middle son.

So my parents are, too, joined now and gone since I came here. I close with three things my parents taught me that I leave with you.

No. 1, my mother said, "Humor is the universal solvent against the abrasive elements of life." It is, and you need it here.

No. 2 is our line of work, and Edmund Burke said it best. Listen to it:

Those who would carry the great public schemes must be proof against the most fatiguing delays, the most mortifying disappointments, the most shocking insults, and the worse of all—the presumptuous judgment of the ignorant beyond their design.

That is our work. That is what we do. But in the combat of the day, the best one of all, if you are doing anything, you are making enemies. If you are doing nothing, or just want to be loved, get into another line of work, because here it is, all in this little couplet:

You have no enemies, you say? My friend, your boast is poor. For anyone who has entered the fray of duty, where the brave endure, must have made foes. If he has none, small is the work that he has done; he has never cast a cup from perjured lips, he has never struck a trailer on the hip, never turned a wrong to right, or beat a coward in a fight.

I have lived that one. I commend it to you. Finally, on my wall in leather—appropriately, because leather is supple and tough—is this phrase:

Press on. Nothing in the world can take the place of persistence. Talent will not; nothing is more common than unsuccessful men with talent. Genius will not; unrewarded genius is almost a proverb. Education will not; the world is full of educated derelicts. Persistence and determination alone are omnipotent.

I commend that to my colleagues. I thank the Chair.

The PRESIDING OFFICER. The Senator from Oklahoma.

Mr. NICKLES. Mr. President, I wish to congratulate the very distinguished senior Senator from Wyoming. I will say, for one who has been in combat with my colleague from Wyoming, I would always say that I want him on my side. I look forward to reading his books.

You might note, you will have at least 51 copies I know you will be enriched by the royalties of. We have all been enriched by your humor and participation in this body, one of the most colorful Members, one of the most hu-

morous Members, one of the most dedicated Members, I think, to serve in the Senate—and with courage too, taking on little issues, tough issues, like entitlements and Social Security and so on.

I just compliment my colleague from Wyoming, and I can speak on behalf of all my colleagues, we certainly value his contributions to this body and to our country. We wish you and your lovely bride, Ann, all the best in the future.

Mr. SIMPSON. That is very nice. Thank you.

Mr. NICKLES. Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from South Dakota.

Mr. PRESSLER. Mr. President, I want to join the tribute to AL SIMPSON, the Senator from Wyoming. I came here with him and there is almost nobody I admire more than AL SIMPSON. I enjoyed that speech very much. I wish I could be in your class at Harvard. I think that would be fun. But stay with in the subject matter.

Mr. SIMPSON. Buy the book.

THE FEDERAL AVIATION AUTHORIZATION BILL

Mr. PRESSLER. Mr. President, as chairman of the conference on H.R. 3539, the Federal Aviation Authorization Act of 1996, I rise to urge my colleagues to permit the Senate to immediately proceed to consideration of the conference report for this critically important legislation. H.R. 3539 is a bipartisan, omnibus aviation bill which reauthorizes the Airport Improvement Program [AIP], reforms the Federal Aviation Administration, improves aviation safety and security, and provides long overdue assistance to the families of victims of aviation disasters.

Mr. President, it is absolutely imperative that the Senate approves this conference report before we adjourn and that the President signs the report. Yesterday, the House met its responsibility to the American traveling public by passing this legislation. If the Senate fails to approve this excellent legislation which represents another significant legislative accomplishment for this body, we will have failed to meet our responsibility to the American traveling public. For example, if we do not approve this report, airports across the country will not receive Federal funding which is vital for safety-related repairs and other improvements.

If we fail to pass this report, the Senate will have neglected our responsibility to ensure the United States maintains the safest and most secure aviation system in the world. For example, the conference report implements many of the aviation security recommendations made by the White House Commission on Aviation Safety and Security earlier this month.

Mr. President, there are dozens of important provisions in this legislation,

but I would like to focus my remarks on four main areas.

First, aviation security. Air transportation in this country is safe. Indeed, it remains the safest form of travel. However, we can and we must do more. This legislation facilitates the replacement of outdated air traffic control equipment. It puts in place a mechanism to evaluate FAA's long-term funding which is critically important at a time in which enplanements continue to increase yet Federal budget constraints limit the ability of the FAA to respond to the increased needs of our aviation system. Additionally, this legislation eliminates the FAA's dual mandate. It ensures the FAA finally focuses solely on aviation safety.

A second area I want to highlight is aviation security. This conference report contains numerous provisions designed to improve security at our Nation's airlines and airports. The measure before us today incorporates many of the recommendations of the White House Commission on Aviation Safety and Security of which I am a member. In fact, this legislation provides statutory authority requested by the President to implement several of the Commission's recommendations. Passage of this bill will improve aviation security by: speeding deployment of the latest explosive detection devices; enhancing passenger screening processes; requiring criminal history record checks on screeners; requiring regular joint threat assessments; and encouraging other innovative procedures to improve overall aviation security such as automated passenger profiling.

The third area I wish to highlight is how this legislation will help small community air service and small airports. The legislation before us today reauthorizes the Essential Air Service Program at the level of \$50 million. This program is vital to States such as South Dakota. By adjusting the formula for AIP funds, we would now ensure that all airports receive virtually all their entitlement funds in addition to being eligible for discretionary funds. This is great news for small airports which in recent years have received far less than their full and fair share of these funds. Also, the legislation directs the Secretary of Transportation to conduct a comprehensive study on rural air service and fares. For too long, small communities have been forced to endure higher fares as a result of inadequate competition. The Department of Transportation will now look into this issue as a result of this conference report. This follows on the important work that I instructed the General Accounting Office to initiate last year.

Mr. President, the final area I wish to highlight is the compassionate measures this legislation would put in place for the families of victims of aviation disasters. Last week, I chaired a hearing of the Commerce Committee in which the families of victims of five aviation tragedies courageously told

the committee of their harrowing experiences. I promised those witnesses, as well as other families of victims in the room, that Congress finally would act this year to put in place measures to improve the treatment families receive, protect their privacy in a time of grief, ensure they receive timely and accurate information, and address a number of other concerns they eloquently voiced to the committee. The family advocacy and assistance provisions in this conference report are supported by these families and I hope the Senate will help me keep my promise to families who already have suffered enough. I hope we do not disappoint them.

Mr. President, despite all the vitally important aviation safety and security provisions in this legislation, I understand a very small group of Senators are concerned about one provision in the legislation which makes a technical correction affecting Federal Express. I refer to the amendment the ranking member of the Commerce Committee, Senator HOLLINGS, offered in conference to correct a technical error in the Interstate Commerce Commission Termination Act of 1995. It is time we reach an agreement on this issue.

The Hollings amendment, which I strongly support, is not the partisan provision these Senators believe it to be. All five Senate conferees—Senator MCCAIN, Senator STEVENS, Senator HOLLINGS, Senator FORD and I—voted in favor of that amendment because, despite all the rhetoric, it is simply a technical correction which fairness dictates the Congress make.

I would like to briefly discuss the rhetoric that has clouded the Hollings amendment issue and, regrettably, has transformed the Hollings amendment into an issue which some now feel is more important than enhancing aviation safety and security. When the House debated the conference report, I heard a number of Members make blanket statements that the Hollings amendment is not truly a technical correction. Those same Members claimed their statements were based on their purported knowledge of the Senate's intent when it considered and overwhelmingly passed the ICC Termination Act. With all due respect to those Members of the House, I authored the ICC Termination Act and can unequivocally say they are dead wrong. The Hollings amendment is nothing more than a technical correction.

Let me explain. Prior to the Interstate Commerce Commission Termination Act of 1995, the Railway Labor Act had jurisdiction over carriers including express companies. A conforming amendment in the ICC Termination Act inadvertently dropped express companies from the scope of the Railway Labor Act. As the author of the ICC Termination Act, I can say unequivocally that the Senate never intended to strip Federal Express or any

person of rights without the benefit of a hearing, debate, or even discussion. Section 10501 of the ICC Termination Act makes that point crystal clear. Section 10501 states "[t]he enactment of the ICC Termination Act of 1995 shall neither expand nor contract coverage of employees or employers by the Railway Labor Act."

Mr. President, fairness dictates we correct that inadvertent technical error. That is precisely what the Hollings amendment does. It is exactly why I supported it in conference. It is why I continue to strongly support it. Contrary to what some Senators have claimed, it is my understanding the Hollings amendment will not create any new labor protections which Federal Express did not have prior to enactment of the technical error in the ICC Termination Act. Nor will it broaden labor protections Federal Express previously had. The amendment is precisely what it purports to be, a technical correction.

The conference report should be on the floor for consideration and we should be debating a truly historic piece of aviation legislation which reflects the outstanding work Congress does when it proceeds on a bipartisan basis. Unfortunately, instead of discharging our duty to the American traveling public, the Senate is bogged down in procedural maneuvers by a small group of Senators to prevent the conference report accompanying H.R. 3539 from being considered by the Senate. Why? We cannot consider this vital legislation because a small group of Senators does not support the Hollings amendment which is contained in just 5 lines of a 189-page bill. All too often, Congress is criticized for losing sight of the big picture. Today, regrettably, the Senate is reinforcing that perception.

Some members of the American public watching these proceedings either from the gallery or on C-SPAN will understandably ask themselves "has the Senate lost sight of the goal of ensuring the safety and security of air travel in the United States?" Others will ask themselves "has the Senate forgotten the importance of safety-related repairs and other improvements at our Nation's airports?" And the family members of aviation disaster victims will correctly ask "why has the Senate failed to listen to our pleas to put in place measures to improve the treatment of families of future aviation disaster victims?"

And, Mr. President, each and every one of these questions is perfectly valid. If we fail to pass this conference report before we adjourn, I would hate to be in the position of having to answer them.

We owe it to the American public to preempt these questions by resisting the invitation to lose sight of the bigger picture. Today, we are trying to pass an historic aviation safety and security bill. Let us get the job done for the American public. I urge that the

Senate immediately take up for consideration the conference report to accompany H.R. 3539.

Let me add that I pledge to join whatever efforts the Senator from Alaska, who is in the chair, or others take to ensure this conference report passes before we adjourn. This legislation is yet another example of the excellent bipartisan cooperation of the Commerce Committee. The Hollings amendment enjoys the bipartisan support of all of the Senate conferees. In that bipartisan spirit, I urge Senators from both sides of the aisle to join our effort to pass the FAA conference report.

CLEAN FUEL VEHICLE ACT OF 1996

Mrs. BOXER. Mr. President, in June of this year, along with my colleagues Senators INOUE, FEINSTEIN, KENNEDY, KERRY, and JEFFORDS, I introduced legislation (S. 1848) to provide temporary tax incentives to spur the market for clean fuel vehicles, including natural gas and electric vehicles. While this Congress has no time remaining to consider this proposal, I intend to introduce the legislation in the 105th Congress, and I urge my colleagues to then consider the measure and join me and others in promoting the transformation of our transportation system to cleaner forms of energy.

This proposal calls for targeted tax incentives that would, first, remove clean fuel vehicles from the luxury automobile classification for luxury excise tax and depreciation purposes; second, remove the limitations on the availability of credits and deductions for use of electric vehicles by governmental units; third, provide deductions for large electric vans and buses; fourth, adopt a straight, rather than graduated, tax credit for electric vehicles; and fifth, exempt liquefied natural gas from certain taxes.

Recently, the Joint Committee on Taxation provided a revenue estimate of those provisions of the bill that provide tax incentives for clean fuel vehicles. The committee previously reported to me that my provision to levy the same rate of excise tax on liquified natural gas as already is levied on compressed natural gas would result in a revenue loss of only \$4 million from 1997 to 2002. I urge my colleagues to note, significantly, the committee estimated that for the other provisions, items one through four above, for the 5-year period between 1997 and 2001 the total revenue impacts would equate to no more than \$15 million. Even more important, for this modest cost, we can spur the development of vehicles that produce no tailpipe emissions.

Zero emission vehicles are not a pipeless dream so to speak. Many are in use today, and they are scheduled to be in Saturn dealer showrooms later this fall and soon on the lots of other automakers. Again, let me state that we are not describing some far out in time technology; the world's largest auto-

mobile manufacturer—General Motors—intends to market an electric vehicle in the showrooms of one of its most successful product lines.

General Motor's Saturn dealerships in southern California and Phoenix/Tucson, AZ will begin selling electric vehicles this fall. Next year, General Motors will offer, through Chevrolet dealers, an electric light duty truck; Toyota and Honda will begin selling EV's; and Chrysler has proposed to sell electric minivans to the U.S. Government. In 1998, Ford Motor Co. will introduce a vehicle for the U.S. market, as will Chrysler and Nissan. Many other companies in California and throughout the United States also are actively involved in clean fuel vehicle development.

Even with this degree of very promising activity, the market is uncertain because the number of first-time buyers is uncertain. The short-term tax incentives in my proposal will go far toward helping to encourage the initial market. All of the tax provisions will sunset at the end of the year 2004. Most important, we have an opportunity to assist in creating new forms of personal transportation—ones that produce little or no tailpipe emissions and that rely upon domestically produced fuels. And, ones that use advanced computer-based technologies that position U.S. industries to lead the transportation sector into the next century.

This legislation has been endorsed by the Union of Concerned Scientists, the Electric Transportation Coalition, the Natural Gas Vehicle Coalition of the USA, the city of Los Angeles and Potomac Electric Power Co. I urge my colleagues to join me in this effort for a clean-fuel 21st century and support my legislation next year.

I ask unanimous consent that a copy of the letter from the Joint Taxation Committee be printed in the RECORD.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

CONGRESS OF THE UNITED STATES,
JOINT COMMITTEE ON TAXATION,
Washington, DC, September 24, 1996.

Hon. BARBARA BOXER,
U.S. Senate,
Washington, DC.

DEAR SENATOR BOXER: This completes our response to your request for a revenue estimate corresponding to a draft bill to provide certain tax incentives for electric vehicles and other clean-fuel vehicles (the "Clean Fuel Vehicle Stimulus Act of 1996").

In our letter of June 24, 1996, we provided you with a revenue estimate for section 6 of your draft bill, which would exempt liquified natural gas ("LNG") from the Highway Trust Fund component of the special motor fuels excise tax.

This letter contains a revenue estimate for sections 2 through 5 of your draft bill. These sections of the bill would (a) remove clean-fuel vehicles from the luxury automobile classification for luxury excise tax purposes and exempt such vehicles from depreciation limitations, (b) remove current restrictions on the availability of credits and deductions for electric vehicles used by governmental units, (c) provide certain deductions for

large electric trucks, vans, and buses in lieu of the credit for electric vehicles, and (d) modify the credit for electric vehicles and allow the credit to be applied against the alternative minimum tax. The modifications to the electric vehicle credit and the alternative minimum tax would be effective for taxable years beginning after December 31, 1996. In general, the remaining provisions would be effective for property placed in service after the date of enactment.

For the purpose of preparing a revenue estimate for sections 2 through 5 of your draft bill, we have assumed that the bill will be enacted on October 1, 1996. The following is a revenue estimate for sections 2 through 5 of the bill:

Item	FISCAL YEARS							
	1997	1998	1999	2000	2001	2002	1997-2001	1997-2006
(In millions of dollars)								
Sections 2 through 5 of the Clean Fuel Vehicle Stimulus Act	-2	-3	-3	-4	-4	-3	-15	-22

Note: Details may not add to totals due to rounding.

I hope this information is helpful to you. If we can be of further assistance in this matter, please let me know.

Sincerely,

KENNETH J. KIES.

RETIRING SENATORS

Mrs. BOXER. Mr. President, 13 dedicated people are leaving the U.S. Senate this year. Each of them will leave a mark on this institution. Each has contributed to its accomplishments. Each has been an able and honorable representative of his or her State.

I count them all as friends, and I hope that the friendship I have shared with them will continue after they leave public life. I wish them all godspeed, good health, and long happy lives after the Senate.

CLAIBORNE PELL

Around the Senate, we often hear the word "distinguished" used to describe our colleagues. But in the case of the senior senator from Rhode Island, the description truly fits the man. CLAIBORNE PELL has served in this body for 36 years. Only two other Senators have served longer.

In addition to his almost four decades of devoted service to the people of Rhode Island, Senator Pell has an unsurpassed record of legislative accomplishments—a legacy that will benefit Americans all over the Nation for generations to come.

CLAIBORNE PELL is the father of Pell grants, the Nation's premier assistance program for needy college students. For many years, he has also been one of the Senate's leading voices in support of the National Endowments for the Arts and the Humanities, which promote and sustain so much of the creative life of this country.

Throughout his career in the Senate, CLAIBORNE PELL has been deeply involved in foreign policy issues. He