

TRIBUTE TO SENATOR JOHNSTON

Mr. FEINGOLD. Mr. President, I rise today to bid farewell to the senior Senator from Louisiana, J. BENNETT JOHNSTON, and to acknowledge his long service in this body.

Senator JOHNSTON's political career spans 32 years, beginning in the Louisiana State legislature. Since his first election to the U.S. Senate in 1972, he has universally been regarded as a leader on issues affecting this Nation's energy policy. He has also built a reputation as a patient lawmaker, willing to listen and always cordial.

When he announced his retirement in January of 1995, Senator JOHNSTON delivered a ringing statement of his respect for this chamber, saying, "The United States Senate, with all its faults and criticisms, remains a bulwark of our democracy and a hallowed institution. I will stand up for it, will not bash it, and will defend it against those who do." He has contributed much to the deliberations and the workings of this body, as well as being dedicated to advancing the interests of Louisiana and his constituents.

I wish Senator JOHNSTON well after he leaves this body.

TRIBUTE TO SENATOR HATFIELD

Mr. FEINGOLD. Mr. President, I rise today to bid farewell to an outstanding U.S. Senator, MARK HATFIELD of Oregon, upon his retirement from this Chamber.

Serving in the U.S. Senate with MARK HATFIELD, who was one of my personal heroes long before I aspired to join this body, has been a very meaningful experience in my career in public service. Senator HATFIELD has made his mark as one of the finest Senators to serve in this body.

In a New York Times article 2 years ago, Senator HATFIELD characterized himself as having been out of step most of my political life. While it may perhaps be accurate that Senator HATFIELD was out of step with political fashion, he was always in step with his conscience, his view of right and wrong, and his personal sense of integrity.

As a student in Wisconsin during the turbulent Vietnam war era, MARK HATFIELD's courage and leadership were well known to me. His persistent opposition to the United States' involvement in that tragic conflict drew attention to the costs, material and spiritual, of the war, and he took a bold step toward trying to avert further tragedy with his joining then-Senator George McGovern in sponsoring the McGovern-Hatfield amendment to end the war.

This was the stance of a man who had himself seen the terrible costs of war up close. He commanded landing craft at Iwo Jima and Okinawa, and he was one of the first Americans to see Hiroshima after the dropping of the first atomic bomb in 1945.

A man of fiscal prudence, Senator HATFIELD has consistently advocated more reasonable levels of military spending, even during the 1980's, when a President from his own party was calling for the largest military expansion in our Nation's history. He voted for a nuclear freeze and voted against the gulf war resolution.

Mr. President, I have also admired Senator HATFIELD's unwavering opposition to the death penalty, even in a time when increasing numbers of political leaders are suggesting that capital punishment is the solution to crime.

Senator HATFIELD once reminded us that, "shallow symbols like the death penalty, only serve to further pummel the battered fabric of our decreasingly civilized society."

It has been an honor to stand with Senator HATFIELD, voting against measures that would expand this barbaric practice of executions.

Mr. President, I spoke moments ago of Senator HATFIELD as a man of fiscal prudence. He demonstrated his fidelity to that principle when he withstood great pressure and voted against a proposed balanced budget amendment to the Constitution, asserting that the amendment was nothing more than a procedural gimmick. Senator HATFIELD recognized that Congress must accept its responsibility to use its power to reduce spending and balance the budget.

Mr. President, when Senator HATFIELD announced his retirement, he said, "I felt the call to public service and believed in the positive impact government can have on the lives of people." For 40 years, MARK HATFIELD has been an example of a public servant who obeys the dictates of his conscience, who acts with the common good foremost in his mind, and who has tried to have a positive impact.

It truly has been an honor, Senator HATFIELD, one for which I thank you.

TRIBUTE TO SENATOR HEFLIN

Mr. FEINGOLD. Mr. President, I rise today to pay tribute to the senior Senator from Alabama, a dedicated public servant, a respected lawmaker and a man I am proud to call my colleague, HOWELL HEFLIN.

Mr. President, in three U.S. Senate terms, HOWELL HEFLIN has distinguished himself in many ways, and perhaps the most prominent has been in the area of judicial reform. He has always trusted and respected the American judicial system.

His passion for the highest standards in our judicial system was kindled long before HOWELL HEFLIN joined the U.S. Senate in 1978. During his tenure as Chief Justice of the Alabama State Supreme Court, he was recognized as one of the Nation's leaders on judicial reform.

He was subsequently selected as this country's outstanding appellate jurist in 1975 and served as chairman of the National Conference of Chief Justices in 1976 and 1977.

I have worked alongside Senator HEFLIN on the Judiciary Committee and, in particular, on the Subcommittee on Administrative Oversight and the Courts. Throughout that association, I have appreciated his intelligence and his wisdom.

I will miss him, as, I am sure, will all his colleagues in the U.S. Senate, as he retires, I am told, to Tuscumbia, AL. I wish him all the best as he takes his leave.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business Friday, September 27, the Federal debt stood at \$5,199,074,786,599.17.

One year ago, September 27, 1995, the Federal debt stood at \$4,955,603,000,000.

Five years ago, September 27, 1991, the Federal debt stood at \$3,638,661,000,000.

Twenty-five years ago, September 27, 1971, the Federal debt stood at \$415,658,000,000. This reflects an increase of more than \$4 trillion—\$4,783,416,786,599.17—during the 25 years from 1971 to 1996.

TRIBUTE TO SENATOR JAMES EXON

Mr. DODD. Mr. President, I would like to take a few moments today to pay tribute to our departing colleague, Senator JIM EXON.

JIM EXON's retirement brings to a close 26 years of distinguished public service to the people of Nebraska. In Nebraska's proud political tradition, JIM EXON may be its most celebrated figure having served that State for more than a quarter century—8 years as Governor and 18 as Senator.

Over the past 16 years of my Senate tenure, I've had the privilege to serve alongside JIM EXON, and I will sorely miss his spirit of fairness, his sense of humor and his fiery independent streak.

Mr. President, one of the most stricken features of the U.S. Senate is the wonderful river of diversity that flows through this Chamber. Case in point; JIM EXON and CHRIS DODD.

JIM EXON and I come from far different backgrounds. We were born and raised in different parts of the country, he from South Dakota and Nebraska, I from Connecticut. My training is as lawyer, his as a small businessman. And of course we focus on many different issues here in the Senate, he on rural, agricultural and trade issues, me on children's, banking and foreign policy issues.

But that level of diversity is what makes this body and this Nation such a wonderful place. Ultimately, our recognition and appreciation for those with different backgrounds and divergent views is what bring such greatness to America.

It is in that spirit that while serving on the Budget Committee with JIM EXON I have come to truly cherish his

small-town, common sense, Midwestern values.

If any trait best epitomizes JIM EXON, it is his overriding desire to make the Federal Government live within its means. Democrats are often unfairly stereotyped as politicians who never met a spending program they didn't like. While I find that characterization unfair, I can guarantee one thing, no one will ever say it about JIM EXON.

JIM EXON is certainly no Johnny-come-lately to the issue of deficit reduction. His adherence to the notion of fiscal responsibility has characterized his career, from his days as a small businessman to the Nebraska Governor's Mansion and the U.S. Senate.

And, while I may have disagreed with his long-standing support for the balanced budget amendment, I've always deeply respected and appreciated his tireless efforts to trim the Federal deficit.

Because, Senator EXON always rallies behind ideas and beliefs and not partisan politics.

He has always been a champion of a strong military force. When not fighting to keep our military preparedness at the highest level, he worked to lessen American military dependence on foreign suppliers and stop foreign takeovers that threaten national security.

Yet, at the same time he advocated a strong military, he was working tirelessly to end U.S. nuclear testing. JIM EXON can take particular pride that due in part to his efforts, the United States signed on to a Comprehensive Nuclear Test Ban Treaty recently at the United Nations in New York. His unyielding pugnacity in bringing this issue to the fore deserves the appreciation of every American.

But, for all his legislative accomplishments his most enduring legacy may be his willingness to stretch out his hand in the name of compromise and bipartisanship. As the National Journal noted, JIM EXON's instincts run toward conciliation.

I fear that his intense dislike for conflict, partisan politics, and as he put it, the ever-increasing vicious polarization of the electorate, has hastened his departure from the Senate.

If anything, this is a body that must embody the spirit of men like JIM EXON and not turn them away from the legislative process.

But, Senator EXON has made the decision to return to his beloved Nebraska with his wife of 53 years, Patricia, and I join all my colleagues in wishing him the best of luck in his retirement.

Most of all, and I'm sure this is the way JIM would want it, I wish best of his luck to his beloved St. Louis Cardinals, champions of the National League Central division. I know he looks forward to the end of the 104th Congress so he can get out to the ballpark and cheer on the Cards.

Mr. President, for almost two decades JIM EXON's dedication, sincerity,

and commitment to public service have graced these Halls. I join all my colleagues in saying he will be sorely missed.

OCEAN SHIPPING REFORM

Mr. PRESSLER. Mr. President, as we bring the 104th Congress to a close, I want to provide an update on our progress to enact ocean shipping reform legislation.

Last October, I introduced S. 1356, a companion bill to H.R. 2149. I did so to begin Senate discussion of this important reform proposal. In November, I chaired a Committee on Commerce, Science, and Transportation hearing on the bill. The hearing revealed numerous issues affecting all segments of the liner ocean shipping industry that required further consideration. On July 18, 1996, I placed a proposed amendment to S. 1356 in the RECORD for public review and comment. After several additional meetings with affected segments of the ocean shipping industry, we have made further progress in crafting acceptable legislation.

Today I will ask to have printed in the RECORD a revised version of that amendment to S. 1356. While there are a few issues requiring additional work, we have made substantial progress toward producing a bill that will gain broad support within the affected industries and the Congress.

I am pleased to be joined by Senators GORTON, LOTT, HUTCHISON, SNOWE, INOUE, EXON, and BREAUX as cosponsors in this amendment. This bipartisan approach demonstrates just how serious we are about achieving meaningful reform.

We have run out of time in the 104th Congress to complete this effort. However, I intend to introduce ocean shipping reform legislation early in the 105th Congress. With the support of my fellow Commerce Committee members and other Senators, we can pass ocean shipping reform legislation next year.

Mr. President, 95 percent of U.S. foreign commerce is transported via ocean shipping. Approximately half of this amount is shipped in bulk form, oil, grain, chemicals, and so forth, on an unregulated vessel charter basis. The remainder is shipped by container on liner vessels, regularly scheduled service under the Shipping Act of 1984, as regulated by the Federal Maritime Commission [FMC]. As the international liner shipping trade has evolved since 1984, many industry segments have requested changes in the Shipping Act of 1984 to keep pace with this evolution.

My amendment, the International Ocean Shipping Act of 1996, would improve the Shipping Act of 1984 in several key areas. First, it would eliminate the filing of common carrier tariffs with the Federal Government. Instead of requiring Government approval, tariffs would become effective upon publication through private systems. My amendment also would in-

crease tariff rate flexibility by easing restrictions on tariff rate changes and independent action by conference carriers.

Second, it would allow for greater flexibility in service contracting by shippers and ocean common carriers. The amendment would allow individual ocean common carriers and shippers to negotiate confidential service contracts.

Finally, responsibility for enforcing U.S. ocean shipping laws would be shifted to the Surface Transportation Board, which would be renamed the Intermodal Transportation Board. The Federal Maritime Commission would be terminated at the end of fiscal year 1998. A single independent agency would then administer domestic surface, rail, and water transportation and international ocean transportation regulations. The Government would catch up to the carriers and shippers, who are already thinking intermodally.

Mr. President, I ask unanimous consent that my proposed amendment to S. 1356 be printed in the RECORD at the end of my statement.

THE PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 1).

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

AMENDMENT NO. —

(Purpose: To amend the Shipping Act of 1984 to encourage competition in international shipping and growth of United States imports and exports, and for other purposes)

Strike out all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the "International Ocean Shipping Act of 1996".

SEC. 2. EFFECTIVE DATE.

Except as otherwise expressly provided in this Act, this Act and the amendments made by this Act take effect on October 1, 1997.

TITLE I—AMENDMENTS TO THE SHIPPING ACT OF 1984

SEC. 101. PURPOSE.

Section 2 of the Shipping Act of 1984 (46 U.S.C. App. 1701) is amended by—

(1) striking "and" after the semicolon in paragraph (2);

(2) striking "needs." in paragraph (3) and inserting "needs; and"; and

(3) adding at the end thereof the following:

"(4) to promote the growth and development of United States exports through competitive and efficient ocean transportation and by placing a greater reliance on the marketplace.".

SEC. 102. DEFINITIONS.

(a) IN GENERAL.—Section 3 of the Shipping Act of 1984 (46 U.S.C. App. 1702) is amended by—

(1) striking paragraph (5) and redesignating paragraph (4) as paragraph (5);

(2) inserting after paragraph (3) the following:

"(4) 'Board' means the Intermodal Transportation Board.";

(3) striking "the government under whose registry the vessels of the carrier operate;" in paragraph (8) and inserting "a government";

(4) striking paragraph (9) and inserting the following:

"(9) 'deferred rebate' means a return by a common carrier of any portion of freight