

EC-2463. A communication from the Director of the Office of Regulatory Management and Information, Environmental Protection Agency, transmitting, pursuant to law, the report of a final rule (FRL-5461-1); to the Committee on Environment and Public Works.

EC-2464. A communication from the Director of the Office of Regulatory Management and Information, Environmental Protection Agency, transmitting, pursuant to law, the report of a final rule (FRL-5461-5); to the Committee on Environment and Public Works.

EC-2465. A communication from the General Counsel of the Department of Transportation, transmitting, pursuant to law, the report of a final rule (RIN 2135-AA00); to the Committee on Environment and Public Works.

EC-2466. A communication from the Director of the Office of Management and Budget, Executive Office of the President, transmitting, a draft of proposed legislation entitled "The Work First and Personal Responsibility Act of 1996"; to the Committee on Finance.

EC-2467. A communication from the Secretary of Health and Human Services, transmitting, pursuant to law, the report of a final rule (RIN 0938-AF14); to the Committee on Finance.

EC-2468. A communication from the Chief of the Regulations Branch, U.S. Customs Service, Department of the Treasury, transmitting, pursuant to law, the report of a final rule (RIN 1515-AB93); to the Committee on Finance.

EC-2469. A communication from the Inspector General, Social Security Administration, transmitting, pursuant to law, the report of final rules (RIN 0960-AE23); to the Committee on Finance.

EC-2470. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule (RIN 1545-AT55); to the Committee on Finance.

EC-2471. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule (RIN 1545-AT02); to the Committee on Finance.

EC-2472. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, a report relative to revenue procedure; to the Committee on Finance.

EC-2473. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, a report relative to revenue procedure; to the Committee on Finance.

EC-2474. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule (RIN 1545-A199); to the Committee on Finance.

EC-2475. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, a report relative to revenue procedure; to the Committee on Finance.

EC-2476. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule; to the Committee on Finance.

EC-2477. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a revenue ruling; to the Committee on Finance.

EC-2478. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a revenue ruling; to the Committee on Finance.

EC-2479. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of the summary of an announcement; to the Committee on Finance.

EC-2480. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule (RIN 1545-AQ65); to the Committee on Finance.

EC-2481. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule (RIN 1545-AT43); to the Committee on Finance.

EC-2482. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule; to the Committee on Finance.

EC-2483. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule (RIN 1545-AT33); to the Committee on Finance.

PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-573. A resolution adopted by the Council of the City of South Sioux City, Nebraska relative to the English language; to the Committee on Governmental Affairs.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mrs. HUTCHISON (for herself, Mr. FAIRCLOTH, Mr. SANTORUM, Mr. D'AMATO, Mr. KYL, and Mr. COVERDELL):

S. 1729. A bill to amend title 18, United States Code, with respect to stalking; to the Committee on the Judiciary.

By Mr. CHAFEE (for himself, Mr. LIEBERMAN, Mr. LAUTENBERG, and Mr. PELL):

S. 1730. A bill to amend the Oil Pollution Act of 1990 to make the Act more effective in preventing oil pollution in the Nation's waters through enhanced prevention of, and improved response to, oil spills, and to ensure that citizens and communities injured by oil spills are promptly and fully compensated, and for other purposes; to the Committee on Environment and Public Works.

By Mr. CRAIG (for himself, Mr. BENNETT, and Mr. BRYAN):

S. 1731. A bill to reauthorize and amend the National Geologic Mapping Act of 1992, and for other purposes; to the Committee on Energy and Natural Resources.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mrs. HUTCHISON (for herself, Mr. FAIRCLOTH, Mr. SANTORUM, Mr. D'AMATO, Mr. KYL, and Mr. COVERDELL):

S. 1729. A bill to amend title 18, United States Code, with respect to stalking; to the Committee on the Judiciary.

THE INTERSTATE STALKING PUNISHMENT AND PREVENTION ACT OF 1996

Mrs. HUTCHISON. Mr. President, I am introducing legislation today to strengthen the protections our society offers to stalking victims, those individuals whose stories we so often hear only after they end in tragedy.

My bill would make it a felony for a stalker to cross State lines with the intention of injuring or harassing the victim. It would make it a felony to place a stalking victim in reasonable fear of death or serious bodily injury in violation of a protective order by such travel. And it extends that protection of law to members of a victim's immediate family as well.

Freedom from fear is one of the most cherished advantages we are supposed to enjoy in our country, but stalking victims have been robbed of that freedom.

Their victimization is made worse because currently, restraining orders against stalkers issued in one State cannot be enforced in another State. If the victim leaves the State—to work, to travel, to escape—they lose their protection. Many times victims are told to put some distance between themselves and their stalker, perhaps they are even counseled to move far away.

Under such circumstances, stalking victims must go through the time-consuming process of obtaining another restraining order in a different jurisdiction. We all know the wheels of justice grind slowly. Time is what many stalking victims don't have. In such situations, time is what determines whether they live or die.

The legislation I am introducing today will give stalking victims that time they need. It will protect victims regardless of where they go. Victims will no longer be trapped in their own states in order to benefit from the shelter of law. In addition, this bill allows the resources of the FBI to be applied against interstate stalkers to prevent the intimidation of victims, or their coming to actual harm.

Just as importantly, this legislation goes beyond last year's domestic violence legislation by expanding the definition of a stalking victim from offender's spouse or intimate partner to simply victim. Many people are stalked by someone other than a spouse or intimate partner, often someone they know only slightly or don't know at all. Common sense tells us they need protection as much as those stalked by a spouse or romantic partner. This provision alone would double the protection we now can provide stalking victims.

Mr. President, I want to make it clear to my colleagues that we are not federalizing the crime of stalking. Stalking is and will remain a State crime, subject to State jurisdiction and

sanction. But under the bill I am proposing, if a stalker crosses State lines, then Federal resources can be brought to bear to ensure the stalker is caught and stopped, the same protection we provided last year for victims of domestic violence.

The legislation also protects victims who live or work on Federal property: military bases, post offices, national parks, and other locations.

This bill sends an unmistakable message. Its penalty provisions are stiff. We will be putting predators on notice that if they are convicted of crossing State lines to stalk a victim, they risk: 5 years in prison; 10 years if their victim comes to serious harm or if a dangerous weapon is used; 20 years if stalking results in permanent disfigurement or life-threatening injury; or life in prison if their victim dies.

Mr. President, this bill bridges the gap between law enforcement authorities in different States. It will allow us to stop stalkers who might otherwise duck under the net when they cross State lines, doing great damage to their victims.

If our society is serious about stopping the intimidation and actual injury that result from stalking in countless communities every day, this law is long overdue.

By Mr. CHAFEE (for himself, Mr. LIEBERMAN, Mr. LAUTENBERG, and Mr. PELL):

S. 1730. A bill to amend the Oil Pollution Act of 1990 to make the act more effective in preventing oil pollution in the Nation's waters through enhanced prevention of, and improved response to, oilspills, and to ensure that citizens and communities injured by oilspills are promptly and fully compensated, and for other purposes; to the Committee on Environment and Public Works.

THE OILSPILL PREVENTION AND RESPONSE
IMPROVEMENT ACT

Mr. CHAFEE. Mr. President, today I am introducing a bill entitled the "Oil-spill Prevention and Response Improvement Act."

As its name suggests, the bill has two purposes. First, it will help to prevent oilspills. Second, it will improve the response to the environmental and economic injuries from oilspills that do occur. It does this by increasing access to funds and by providing measures to make sure that both types of injuries are redressed.

Before getting into the substance of the bill in more detail, let me describe briefly how it came to be.

Generally speaking, the bill is a response to lessons learned from a number of recent oilspills that have spurred requests for oil pollution reforms. Of these spills, the one of most interest to me occurred a little over 3 months ago when a barge, the *North Cape*, ran aground just off of the coast of my State of Rhode Island. Despite valiant efforts by the Coast Guard and others, the grounding resulted in the largest oilspill in Rhode Island's history.

By the time the leak was contained, nearly 800,000 gallons of oil had poured into our coastal waters. Of course, much of the spilled oil ended up on our beaches, along with the carcasses of many fish, birds, and thousands of lobsters.

As chairman of the committee with jurisdiction over oil pollution—Environment and Public Works—I convened the committee twice to examine Federal oil pollution legislation in light of the *North Cape* incident and the other recent oilspills.

The first time was for a field hearing that took place in Narragansett, RI. It examined the Nation's oilspill pollution laws in the context of how they operated during the *North Cape* spill. The principal law we evaluated was the Oil Pollution Act, better known as OPA, which was enacted in 1990, after the infamous *Exxon Valdez* spill.

The second hearing in Washington, DC, took a broader approach. It looked at the issues raised during the Rhode Island hearing and assessed the possibility of improving OPA to prevent and better respond to oilspills.

In these hearings we learned that, overall, OPA is working pretty well. In comparing a similar oil spill that occurred in Rhode Island waters in 1989, the *World Prodigy* spill, with this year's *North Cape* spill, the hard work of Rhode Islanders was evident in both cases. However, such efforts clearly met with better results in the *North Cape* spill. The difference was OPA.

The clear consensus of all witnesses who testified before the Environment and Public Works Committee is that OPA is a valuable piece of legislation. It has produced faster and more effective spill responses throughout the last 6 years.

Nevertheless, there is room for improvement. On the prevention side, for example, several witnesses suggested how OPA can be strengthened so that we can avoid having to respond to an oilspill at all. The general consensus was that equipping oil-carrying tank vessels with double hulls is far and away the best way to prevent oilspills.

The other set of issues that emerged related to response. For example, agencies have struggled to coordinate and agree on how to proceed with decisions related to the reopening of closed fishing grounds. Lobstermen and fishermen have found it difficult to secure short-term financial assistance under the act. Finally, questions have been raised about the availability of the \$1 billion oilspill liability trust fund to pay for the toll on fish and wildlife injured by a spill.

The issues raised during our hearings set the stage for the bill introduced today. Let me now explain how the bill addresses these issues and how it improves prevention and response to oilspills.

First, the bill reduces the likelihood that oilspills will occur in the future. It does so through the use of both carrots, or incentives, and sticks, or regulations.

On the incentive side, the bill recognizes the key role of double hulls in spill prevention. Indeed, this is why OPA mandates that all major vessels be double-hulled no later than the year 2015. But the bill also recognizes that converting the Nation's oil-carrying fleet will be costly.

The bill gets around financial concerns by providing an inducement to those operators who take the initiative and convert to double hulls before the mandate kicks in. Currently, there is a cap in OPA establishing a ceiling on the amount of liability for a vessel that spills oil. However, there are a host of exceptions to that limit, which has led some oil shippers to assert that the liability cap is meaningless. This bill greatly reduces the chances that an oil carrier who converts to a double-hull vessel will have to pay more than the liability cap established in OPA. It does this by limiting the conditions under which the cap can be exceeded for such an operator to those in which the operator has been grossly negligent or has engaged in willful misconduct.

The bill directs the Coast Guard to issue operational rules within the next 3 months and structural rules within the next 8 months for single-hulled tankers and barges. It also requires final rules to be issued for the tug boats that tow such barges. The purpose of these rules is to enhance protection of the marine environment by reducing the likelihood of an oilspill.

OPA as originally enacted required the Coast Guard to issue the rules for tankers and barges nearly 5 years ago. This bill says: Enough is enough when it comes to delay. If the Coast Guard does not get out the rules when it says it will, interim prevention measures such as requiring a vessel to have an operable anchor and man on board, or an emergency barge retrieval system, will automatically go into effect. In addition, minimum under-keel clearances also will be required.

On the response side, the bill will reduce the economic hardship and environmental damage caused by a spill. To limit financial injury, for example, it requires that advance procedures are developed for the reopening of affected fishing grounds. These procedures will make sure that such reopening occurs as quickly as possible consistent with public health and safety. Advanced planning also will ensure that bureaucratic in-fighting does not hold up reopening.

To mitigate environmental harm, the bill provides greater access to the oilspill liability trust fund, to information, and to scientific expertise. This will allow response personnel to better minimize harm to the marine environment in the aftermath of a spill.

Finally, the bill will help make financial assistance available right away for those whose livelihoods are affected by a spill. It achieves this purpose in two ways.

First, it makes clear that a person injured by a spill may receive a partial

settlement in the short term without waiving the right to full compensation. Injured parties will no longer have to wait before pursuing a claim while their rent and grocery bills pile up.

Second, the bill allows major oil spills to be declared major disasters and thus, to qualify for Federal major disaster relief. Such relief carries with it the availability of immediate funding.

Overall then, the Oilspill Prevention and Response Improvement Act builds on the successes of OPA, yet it addresses the lessons learned from OPA's shortcomings. While the bill puts tougher prevention measures in place, it also gives operators the necessary incentives to take such measures. And in the event an oilspill does occur, it creates a response scheme that truly addresses economic and environmental losses.

The bill also reflects an attempt to respond to calls to reform the Nation's oil pollution laws in an expeditious and effective, yet deliberate and precise, way. I am confident that the bill is broad enough to bring about meaningful reform yet narrow enough to enlist the support necessary to become law.

In closing, I would like to thank the two primary cosponsors of the bill, Senator LIEBERMAN of Connecticut and Senator LAUTENBERG of New Jersey. Both of these colleagues of mine on the Environment and Public Works Committee have worked diligently with me to make it a better product.

Mr. LAUTENBERG. Mr. President, I am pleased to join with Senators CHAFEE and LIEBERMAN in introducing legislation to reduce the risks of oil spills.

Mr. President, as the terrible Exxon Valdez incident demonstrated in 1989, oil spills can have disastrous consequences for our environment and our communities. I visited Alaska soon after the Exxon Valdez accident, and the devastation was overwhelming. Nobody could leave that site without feeling a great sense of responsibility for preventing any similar disasters.

Congress passed the Oil Pollution Act of 1990 to prevent a recurrence of similar disasters. Among other things, the act established tough new standards for vessels carrying oil. Under the act, all such vessels must have double hulls by the year 2015. In addition, the Act required the Coast Guard to issue regulations to improve the seaworthiness and spill prevention capabilities of single hull vessels by 1991.

Mr. President, on March 30, 1996, the Environment and Public Works Committee held a hearing on the implementation of this Act. What we learned was very discouraging. The structural requirements for single hull regulations are 4 years overdue. The Coast Guard, despite admitting that it had sufficient funds to implement that requirement, could not give the Committee a rationale for the delay.

The recent spills of single hull tankers point to the need for better operations and better structural measures to reduce oil spills.

The bill we are introducing today will require several common-sense improvements on single hull ships. These improvements include:

Requiring that barges over 5,000 gross tons in the open ocean or coastal waters have at least one crew member on board and an operable anchor;

Requiring the presence of an emergency system on a vessel towing a barge that would allow the vessel to retrieve the barge should the tow line be ruptured; and

Requiring vessels to meet minimum under-keel clearance levels when entering or leaving a port.

In addition, the bill will require the Coast Guard to issue final regulations to improve the seaworthiness and spill prevention capabilities of single-hull vessels no later than July 18, 1996; 5 years after the original deadline. If the regulations are not promulgated by that date, then proposed regulations already developed by the Coast Guard would automatically become effective. These proposed regulations would require all vessels to have double-hulls on their sizes or their bottoms. Alternatively, vessels could include hydrostatic loading systems, which help prevent spills by equalizing the pressure of the oil on the vessel with the outside water pressure. Under hydrostatic loading, in the case of a rupture, water enters the ship rather than the cargo of oil entering the ocean.

In addition, the bill includes incentives to convert the present single-hull fleet to the safer double-hull vessels. Under the bill, any ship that is replaced by a double-hull vessel before double-hulls are required will be subject to a liability cap that can only be waived if there is gross negligence or willful misconduct.

Mr. President, anyone who saw the devastation of Prince William Sound—such an invaluable natural resource—will understand the importance of preventing oil spills in the future. This is true not just in Alaska, but also on the Delaware River, in New York Harbor, and in the Rhode Island Sound, and throughout our rivers and coasts.

The rivers and channels around my State of New Jersey are very vulnerable to spills. Because of inadequate channel depths, most of the crude oil in large ships moving into the Port of Newark must be transferred to smaller vessels, a practice called lightering. These transfers at sea between ships increase the likelihood of spills. It is only the exceptional abilities of the pilots serving the Port of New York and New Jersey that have prevented repeated spills in our region.

Nevertheless, lightering increases the threat of frequent oil spills. To reduce that threat, the bill requires the Coast Guard to develop requirements for lightering operations that are to provide substantial protection to the environment as is economically and technologically feasible.

Mr. President, the Committee on Environment and Public Works will hold hearings on this legislation this year. I look forward to working with Senators

CHAFEE and LIEBERMAN, and the other members of the Committee, to make any needed refinements in the legislation, and to approve the bill without delay.

Mr. PELL. Mr. President, earlier this year I shared with my colleagues news on what has been identified as the worst oilspill in Rhode Island's history.

That January spill was the genesis for the legislation that I am joining the Senator from Rhode Island [Mr. CHAFEE] in introducing today.

As many of you may know from news accounts, the barge *North Cape*, carrying a cargo of about 4 million gallons of heating oil, and the tug *SCANDIA* grounded off the southern Rhode Island coast.

The grounding followed a fire that broke out on the tug, later engulfed the vessel and required the subsequent last-minute evacuation of the captain and crew by the U.S. Coast Guard.

That evacuation was successful because of the enormous courage and skill of the Coast Guard rescue team, who did not hesitate to put themselves at great personal risk to rescue the captain and crew.

It was under extraordinarily difficult winter storm conditions that the Coast Guard effected the rescue and attempted, unsuccessfully, to prevent the barge and burning tug from running aground. The barge, dragging the burning tug, grounded in shallow water off Matunuck Point Beach, near Point Judith.

Pounded by strong winds and high seas, the 340-foot, single-hull barge began to spill oil from holes in at least two places.

Transportation Secretary Frederico Peña joined me and other Federal officials in Rhode Island to evaluate the spill, as efforts continued to contain the escaping oil and off-load what oil remained aboard the barge.

Rhode Island Gov. Lincoln Almond called for Federal help, declared a state of emergency and said the spill was "the worst in Rhode Island's history and one of the worst ever off the coast of New England."

The toll on marine life was heavy. Thousands of oil-coated lobsters, dead and living, washed up along several hundred yards of beach near the barge.

Dozens of seabirds died and scores more were coated in oil and their habitats fouled.

The barge grounded close to Moonstone Beach, a breeding ground for the endangered piping plover and the Turstom Pond National Wildlife Refuge, an environmentally fragile habitat.

Fishing was banned in hundreds of square miles, from Point Judith south to waters east of Block Island. In addition a number of shellfishing areas were closed and both took a long time to reopen.

The good news is that Rhode Islanders rose to the occasion. Hundreds of Rhode Islanders, their efforts coordinated by Save the Bay, helped by

cleaning everything from beaches to birds.

Additional good news came with a phone call from President Clinton to Governor Almond, assuring him that funds would be made available for the cleanup and fishing industries.

Mr. President, I raised a number of questions at the time and observed how unfortunate it was that the barge was not of the new double hulled design, which I have long advocated.

I understand that the barge leaked from 9 of its 14 containment holds. A double-hull might have made all the difference between an incident and a disaster.

At the time, I also observed that everyone would benefit from a thorough review of the coordination of our emergency response to oilspills.

The bill we are introducing today is a result of such an inquiry, conducted by the Senate Environment and Public Works Committee under Senator CHAFEE's excellent leadership.

Our bill offers insurance incentives for oil barge owners who expedite conversion of their barges to double-hulled vessels. It also sets a deadline for the U.S. Coast Guard to issue new standards for oil barge design and operation.

The bill requires oil barges to have crews and workable anchors or a retrieval mechanism. It gives oilspill victims and scientists easier access to the oilspill liability trust fund and sets standards for the closing and reopening of fishing grounds after a spill.

Although it is not a panacea and will not prevent future oilspills, our bill goes a long way toward improving the safety of oil barges and setting a clear course for the response when a spill does occur. As we all know, those who do not learn from history are doomed to repeat it. This bill codifies what we have learned and lessens the chance that the tragedy that struck us in January will be repeated.

By Mr. CRAIG (for himself, Mr. BENNETT and Mr. BRYAN):

S. 1731. A bill to reauthorize and amend the National Geologic Mapping Act of 1992, and for other purposes; to the Committee on Energy and Natural Resources.

THE NATIONAL GEOLOGIC MAPPING
REAUTHORIZATION ACT OF 1996

• Mr. CRAIG. Mr. President, my purpose here today is to introduce on behalf of myself and my cosponsors Senators BRYAN and BENNETT, a bill to reauthorize the highly successful National Geologic Mapping Act of 1992. The act established a cooperative geologic mapping program among the U.S. Geological Survey, State geological surveys, and geological programs at institutions of higher education in the United States. The goal of this program is to accelerate and improve the efficiency of detailed geologic mapping of critical areas in the Nation by coordinating and using the combined talents of the three participating groups.

Detailed geologic mapping is an indispensable source of information for a

broad range of societal activities and benefits, including the delineation and protection of sources of safe drinking water; assessments of coal, petroleum, natural gas, construction materials, metals, and other natural resources; understanding the physical and biological interactions that define ecosystems, and that control, and are a measure of, environmental health; identification and mitigation of natural hazards such as earthquakes, volcanic eruptions, landslides, subsidence, and other ground failures; and many other resource and land-use planning requirements.

Only about 20 percent of the Nation is mapped at a scale adequate to meet these critical needs. Additional high-priority areas for detailed geologic mapping have been identified at State level by State-map advisory committees, and include Federal, State, and local needs and priorities.

Funding for the program is incorporated in the budget of the U.S. Geological Survey. State geological surveys and university participants receive funding from the program through a competitive proposal process that requires 1:1 matching funds from the applicant.

Mr. President, I urge my colleagues to join me to ensure the continued efficient collection and availability of this fundamental Earth-science information. •

ADDITIONAL COSPONSORS

S. 1183

At the request of Mr. HATFIELD, the name of the Senator from West Virginia [Mr. ROCKEFELLER] was added as a cosponsor of S. 1183, a bill to amend the Act of March 3, 1931 (known as the Davis-Bacon Act), to revise the standards for coverage under the Act, and for other purposes.

S. 1233

At the request of Ms. MIKULSKI, the names of the Senator from Oregon [Mr. HATFIELD] and the Senator from West Virginia [Mr. ROCKEFELLER] were added as cosponsors of S. 1233, a bill to assure equitable coverage and treatment of emergency services under health plans.

S. 1271

At the request of Mr. CRAIG, the name of the Senator from Arizona [Mr. MCCAIN] was added as a cosponsor of S. 1271, a bill to amend the Nuclear Waste Policy Act of 1982.

S. 1592

At the request of Mr. LAUTENBERG, the name of the Senator from Oregon [Mr. WYDEN] was added as a cosponsor of S. 1592, a bill to strike the prohibition on the transmission of abortion-related matters, and for other purposes.

S. 1612

At the request of Mr. HELMS, the name of the Senator from Missouri [Mr. ASHCROFT] was added as a cosponsor of S. 1612, a bill to provide for increased mandatory minimum sentences

for criminals possessing firearms, and for other purposes.

S. 1639

At the request of Mr. DOLE, the names of the Senator from Nevada [Mr. REID], and the Senator from Idaho [Mr. CRAIG] were added as cosponsors of S. 1639, a bill to require the Secretary of Defense and the Secretary of Health and Human Services to carry out a demonstration project to provide the Department of Defense with reimbursement from the medicare program for health care services provided to medicare-eligible beneficiaries under TRICARE.

S. 1646

At the request of Mr. DOMENICI, the name of the Senator from Wyoming [Mr. THOMAS] was added as a cosponsor of S. 1646, a bill to authorize and facilitate a program to enhance safety, training, research and development, and safety education in the propane gas industry for the benefit of propane consumers and the public, and for other purposes.

S. 1650

At the request of Mr. HARKIN, the name of the Senator from Washington [Mrs. MURRAY] was added as a cosponsor of S. 1650, a bill to amend the Fair Labor Standards Act of 1938 to prohibit discrimination in the payment of wages on account of sex, race, or national origin, and for other purposes.

S. 1661

At the request of Mr. PRESSLER, the names of the Senator from Iowa [Mr. GRASSLEY] and the Senator from Kentucky [Mr. MCCONNELL] were added as cosponsors of S. 1661, a bill to specify that States may waive certain requirements relating to commercial motor vehicle operators under chapter 313 of title 49, United States Code, with respect to the operators of certain farm vehicles, and for other purposes.

SENATE JOINT RESOLUTION 49

At the request of Mr. KYL, the name of the Senator from Kentucky [Mr. MCCONNELL] was added as a cosponsor of Senate Joint Resolution 49, a joint resolution proposing an amendment to the Constitution of the United States to require two-thirds majorities for bills increasing taxes.

SENATE RESOLUTION 85

At the request of Mr. CHAFEE, the name of the Senator from New York [Mr. D'AMATO] was added as a cosponsor of Senate Resolution 85, a resolution to express the sense of the Senate that obstetrician-gynecologists should be included in Federal laws relating to the provision of health care.

NOTICE OF HEARING

SUBCOMMITTEE ON OVERSIGHT AND INVESTIGATIONS

Mr. THOMAS. Mr. President, I would like to announce for the information of the Senate and the public that a hearing has been scheduled before the Oversight and Investigations Subcommittee