

television should offend "decent-minded individuals everywhere." This is not a film where nudity and violence are gratuitous. This film is honest and direct, and that truth is often brutal and horrifying.

Mr. Speaker, may we show our respect for those who survived the Holocaust and perished in its wake by teaching our children about the dark moments in our shared history and by vowing that this will never ever happen again.

IN SUPPORT OF H.R. 668, AVIATION TRUST FUND TAX REINSTATEMENT

(Mr. FORD asked and was given permission to address the House for 1 minute.)

Mr. FORD. Mr. Speaker, I rise today urging my colleagues to support H.R. 668. This measure is critical to ensure that funds will continue to flow to the Aviation Trust Fund. The Memphis and Shelby County Airport Authority, located in my congressional district, is due to receive approximately \$11 million in airport improvement grants this fiscal year to complete construction of the third parallel runway at the Memphis International Airport. The airport authority is also expecting an additional \$4 million for the Noise Compatibility Program.

I believe it is irresponsible, Mr. Speaker, to further delay capital improvements and threaten aviation safety at our Nation's airports. Furthermore, any Member of the Congress with a large airport in her district understands the serious needs of airport area residents adversely affected by aircraft noise.

Mr. Speaker, my congressional district is one of the Nation's top distribution centers, in part because the largest cargo airline in the world operates from our international airport.

Mr. Speaker, H.R. 668 is essential to commerce not only in the Ninth Congressional District but throughout the Nation and the world. I urge my colleagues to vote for H.R. 668.

SUPPORT FOR PRESIDENT'S PROPOSALS ON EDUCATION

(Mr. DAVIS of Illinois asked and was given permission to address the House for 1 minute.)

Mr. DAVIS of Illinois. Mr. Speaker, I take this opportunity to commend President Clinton for making education a priority. I agree that education is indeed the key and we as a Nation must unlock the door of opportunity so that all of our citizens can participate. Therefore, the money that President Clinton is asking for his budget proposal for education must be made available.

Mr. Speaker, we cannot have good schools, good teachers and quality education unless we are willing to pay the price. I do not believe that there is any price too high to pay for our young

people to have an opportunity to direct the future of this Nation. Therefore, I urge that we support the education proposals that have been put forth by the President.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. SHAYS). Pursuant to the provisions of clause 5 of rule I, the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 4 of rule XV.

Such rollcall votes, if postponed, will be taken after debate is concluded on all motions to suspend the rules, but not before noon today.

ARMORED CAR RECIPROCITY AMENDMENTS OF 1997

Mr. TAUZIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 624) to amend the Armored Car Industry Reciprocity Act of 1993 to clarify certain requirements and to improve the flow of interstate commerce.

The Clerk read as follows:

H.R. 624

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Armored Car Reciprocity Amendments of 1997".

SEC. 2. CLARIFICATION OF STATE RECIPROCITY OF WEAPONS LICENSES ISSUED TO ARMORED CAR COMPANY CREW MEMBERS.

(a) IN GENERAL.—Section 3(a) of the Armored Car Industry Reciprocity Act of 1993 (15 U.S.C. 5902(a)) is amended to read as follows:

"(a) IN GENERAL.—If an armored car crew member employed by an armored car company—

"(1) has in effect a license issued by the appropriate State agency (in the State in which such member is primarily employed by such company) to carry a weapon while acting in the services of such company in that State, and such State agency meets the minimum requirements under subsection (b); and

"(2) has met all other applicable requirements to act as an armored car crew member in the State in which such member is primarily employed by such company;

then such crew member shall be entitled to lawfully carry any weapon to which such license relates and function as an armored car crew member in any State while such member is acting in the service of such company."

(b) MINIMUM STATE REQUIREMENTS.—Section 3(b) of such Act (15 U.S.C. 5902(b)) is amended to read as follows:

"(b) MINIMUM STATE REQUIREMENTS.—A State agency meets the minimum State requirements of this subsection if—

"(1) in issuing an initial weapons license to an armored car crew member described in subsection (a), the agency determines to its satisfaction that—

"(A) the crew member has received classroom and range training in weapons safety and marksmanship during the current year

from a qualified instructor for each weapon that the crew member will be licensed to carry; and

"(B) the receipt or possession of a weapon by the crew member would not violate Federal law, determined on the basis of a criminal record background check conducted during the current year;

"(2) in issuing a renewal of a weapons license to an armored car crew member described in subsection (a), the agency determines to its satisfaction that—

"(A) the crew member has received continuing training in weapons safety and marksmanship from a qualified instructor for each weapon that the crew member is licensed to carry; and

"(B) the receipt or possession of a weapon by the crew member would not violate Federal law, as determined by the agency; and

"(3) in issuing a weapons license under paragraph (1) or paragraph (2), as the case may be—

"(A) the agency issues such license for a period not to exceed two years; or

"(B) the agency issues such license for a period not to exceed five years in the case of a State that enacted a State law before October 1, 1996, that provides for the issuance of an initial weapons license or a renewal of a weapons license, as the case may be, for a period not to exceed five years."

SEC. 3. EFFECTIVE DATE.

The amendments made by section 2 shall take effect 30 days after the date of the enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Louisiana [Mr. TAUZIN] and the gentleman from New York [Mr. MANTON] each will control 20 minutes.

The Chair recognizes the gentleman from Louisiana [Mr. TAUZIN].

Mr. TAUZIN. Mr. Speaker, I yield myself such time as I may consume.

(Mr. TAUZIN asked and was given permission to revise and extend his remarks.)

Mr. TAUZIN. Mr. Speaker, I rise in strong support of H.R. 624, the Armored Car Reciprocity Amendments. All we need to do is watch the evening news to be aware of the problems faced by the Nation's law enforcement and security personnel. We live in increasingly dangerous times, where a badge is now a target and the lives of people wearing those badges are placed in grave danger on a daily basis.

Those who guard armored cars are no exception. Both the FBI and the armored car industry agree that there are more than 6 robbery attempts against armored cars every month. Sometimes these attempts result in the injury or death of the guard.

There is no question there is a strong need for these individuals to be armed. When this committee reported the Armored Car Industry Reciprocity Act in the 103d Congress, it recognized that fact. However, it also recognized that we need to keep weapons out of the hands of criminals and the untrained. While most States require substantial training in the safe and legal use of their weapons before they issue crew members weapons permits, we reiterated that sentiment when we required regular training and criminal background checks before a State's weapons permit could be entitled to reciprocity under our act.

The legislation of the gentleman from Kentucky [Mr. WHITFIELD], H.R. 624, the Armored Car Reciprocity Amendments of 1997, simply makes some technical changes in the original statute to better conform its requirements to the procedures in place in the majority of the States today. It still requires regular training and criminal background checks for armored car crew members, but allows States the necessary flexibility to issue permits according to their own procedures and their own timetables.

In fact, it differs from the House-passed bill in only one substantive respect, and that was in response to criticisms leveled by some Members of the other body who failed to pass this legislation during the last Congress.

It is a little known fact that the single largest interstate customer of the armored car industry is the Federal Government. Private companies annually transport billions of dollars in currency, coin, food stamps, and other negotiable documents. Because we entrust these companies with the Nation's valuables, we have an obligation to ensure that their job in protecting these valuables is as easy as possible.

Mr. Speaker, that is why we need to enact H.R. 624. The gentleman from Kentucky [Mr. WHITFIELD] should be commended for his hard work in seeing this bill through. I would also like to thank the gentleman from New York [Mr. MANTON], the ranking minority member of the subcommittee, and the gentleman from Ohio [Mr. OXLEY] for their support in bringing this legislation to the floor.

Mr. Speaker, I urge all of my colleagues to support the legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. MANTON. Mr. Speaker, I yield myself such time as I may consume.

(Mr. MANTON asked and was given permission to revise and extend his remarks.)

Mr. MANTON. Mr. Speaker, I rise today in support of this noncontroversial bipartisan legislation that will go a long way toward solving some of the problems currently confronting the armored car industry. These vehicles, privately or federally owned and operated, provide a valuable service for our Nation's financial institutions and businesses.

Unfortunately, this is an industry which not surprisingly is often the target of violent criminals. Attacks on armored cars not only result in the loss of untold amounts of property but all too often ends with crew members being seriously injured or killed. Every day millions of dollars of currency, food stamps, and other valuables are carried by armored cars on our Nation's highways, roadways, and local streets. The nature of this work requires these vehicles and their crews to cross State lines in order to make deliveries, pickups, and provide other essential services.

This legislation will facilitate the interstate transmittal of valuable car-

gos by providing armored crew members the authority to carry firearms across State lines. The bill grants reciprocity for necessary service licenses as long as all requirements of the crew's primary State have been met and that they have passed the requisite criminal background checks.

Mr. Speaker, over the last several years there has been a marked increase in the number of ATM machines and other financial service sites in this country. This in turn has led to more currency being transmitted on our roads, increasing the likelihood of attempted robberies and exposing crew members performing their duties to ever greater dangers. This legislation will ensure that armored car crews are able to adequately protect themselves, but will not in any way change Federal requirements for possession of a weapon or make it easier for anyone to receive a weapons license.

During hearings on this issue, we learned of a rather ludicrous situation where armored car crew members were actually taken into police custody because their weapons permits were found to be invalid in that particular State. As a result, not only were these employees inconvenienced but their armored car was actually left defenseless by the side of the highway for an inordinate length of time. Such examples highlight the importance of solving the current problems of inconsistent application of license requirements and renewal processes among the various States.

Mr. Speaker, I would like to thank both the gentleman from Kentucky [Mr. WHITFIELD] for crafting this legislation and Chairman TAUZIN for moving this bill so expeditiously through the Committee on Commerce. As an original cosponsor of H.R. 624, I urge all of my colleagues to support this commendable legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. TAUZIN. Mr. Speaker, I yield such time as he may consume to the gentleman from Kentucky [Mr. WHITFIELD], the author of the legislation.

Mr. WHITFIELD. Mr. Speaker, I am pleased today that the House is taking up our legislation, the Armored Car Reciprocity Amendments of 1997, which is essentially the same legislation passed by the House without opposition during the 104th Congress. Unfortunately, time ran out in the Senate and they did not complete their work.

In the United States, armored cars are used to transport millions of dollars in currency, coins, food stamps, and other valuable property for both private entities and the Federal Government, and because of the value of the cargo, armored cars are often, as we would expect, the targets of crime.

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This legislation addresses the problems encountered by the States in three ways. First, it grants reciprocity

for both weapons licenses and any other permits or licenses required in a particular State so long as the crew member has met all of the requirements in the State in which he or she is primarily employed; second, it makes clear that it is the State which should conduct criminal background checks and permits the States to do so in whatever manner they deem appropriate; and third, it eliminates the requirement in the original act that renewal permits be reissued annually and permits States to follow their own timetables. These changes represent a major step forward in achieving the objectives of the original act.

Under the act as originally signed into law, only Illinois, Louisiana, Maryland, North Carolina, and Virginia met the requirements for reciprocity. With the changes under H.R. 624, 28 other States will qualify, and this will truly ease the flow of these valuable goods and interstate commerce.

It is important to note that there is nothing in this bill which makes it easier for someone to get a gun that should not have one in the first place. If the person is prohibited from possessing a weapon under Federal law, there is nothing in this bill to change that. Further, it continues to require regular criminal background checks and weapons training for armored car crew members. In short, it simply eases the regulatory burden on armored car crews and companies, makes their job easier while effectively maintaining public safety.

I want to thank particularly the gentleman from Louisiana [Mr. TAUZIN] and the gentleman from Ohio [Mr. OXLEY] and the gentleman from New York [Mr. MANTON] for their work on this legislation. I urge my colleagues on both sides of the aisle to support the legislation and thank them.

Mr. TAUZIN. Mr. Speaker, I commend the author of the legislation and now yield such time as he may consume to the gentleman from Ohio [Mr. OXLEY], who, by the way, is the only serving former member of the FBI.

(Mr. OXLEY asked and was given permission to revise and extend his remarks.)

Mr. OXLEY. Mr. Speaker, I feel compelled to quote the great Yogi Berra and point out that consideration of this bill feels like *deja vu* all over again. It was just last year that I stood on the floor, managed legislation virtually identical to the bill before us today. That is why I am pleased to join our friend, the gentleman from Kentucky [Mr. WHITFIELD] and the gentleman from New York [Mr. MANTON] again as cosponsor of H.R. 624, the Armored Car Reciprocity Amendments of 1997, and thank the gentleman from Louisiana [Mr. TAUZIN] for his leadership in this issue.

Armored car crew members have a very dangerous job. They transport billions of dollars' worth of valuables

every year, which makes them an increasingly ripe target for attack by everyone from militias to drug gangs to common criminals. In fiscal year 1995, the FBI investigated nearly 70 armored car robberies. In the first 6 months of 1996, they investigated more than 30 new cases of robbery attempts against armored cars and their crews, and I know that it comes as no surprise that there were injuries and fatalities in a number of these cases, as pointed out by previous speakers.

Armored car crews are trained professionals who need to be able to protect themselves and their cargo against attack. This bill simply makes it easier for these companies and employees to operate safely and legally and safely in interstate commerce, and that is why I have supported this legislation in the past, why I continue to support it today.

Mr. Speaker, I urge all of my colleagues to support this important legislation.

Mr. TAUZIN. Mr. Speaker, I yield such time as he may consume to the gentleman from Florida [Mr. STEARNS].

(Mr. STEARNS asked and was given permission to revise and extend his remarks.)

Mr. STEARNS. Mr. Speaker, I wish to congratulate my colleague from Kentucky [Mr. WHITFIELD] for what he has done on this bill and the gentleman from Louisiana [Mr. TAUZIN] for bringing this bill to the House floor.

In the United States armored cars are used to transport millions and millions of dollars in currency, coins, food stamps, and other valuable property. The Federal Government remains the largest customer to the armored car industry. As a result of their cargo, armored cars are often a target of crime. In order to protect the safety of both the cargo and the individuals responsible for its transport, we are once again considering amendments to the Armored Car Industry Reciprocity Act.

Mr. Speaker, I was pleased to have been an original cosponsor of similar legislation which passed the House unanimously during the 104th Congress.

The need for these amendments can be illustrated by an incident, a case in New Jersey, in which the operation of an armored car across the State lines almost ended in the loss of \$40 million in very valuable Federal property. The armored car was stopped by a policeman for a traffic violation, and when the licenses were checked of the armored car guards, it is found that they did not have the proper permit, and they were arrested for carrying a weapon without a permit in that State. The armored car remained on the side of the highway overnight, containing \$40 million worth of very valuable property. Had the amendments we are considering today been in place, the potential for a financial detrimental situation could have been avoided altogether.

I think it important, Mr. Speaker, to emphasize that these amendments do

not place weapons in the hands of additional people. The reciprocity of the licenses extends only to those professionals who have obtained a weapons license in that primary State of employment, and of course when they get this permit, they must commit to a safety test, and their record is checked and a background check is made.

Since the genesis of this legislation involves the reciprocity of weapons licenses, I want to briefly mention legislation that I have introduced to allow reciprocity for concealed weapons, licenses that would be given to individuals. H.R. 339 establishes the right-to-carry parameters across State lines. It is my hope that my colleagues will join me in support of further reciprocity for gun owners.

Mr. Speaker, today we are faced with an easy task. By passing H.R. 624 we will remove the barriers that currently inhibit interstate travel of armored cars. It is senseless that armored car guards who have met the professional licensing requirements to carry a weapon in one State should be required to obtain a license in every State that they travel through when they are transporting their cargos.

So I urge passage of this bill and I again compliment the gentleman from Louisiana [Mr. TAUZIN] and the gentleman from Kentucky [Mr. WHITFIELD].

Mr. MANTON. Mr. Speaker, we have no more requests for time, so I yield back the balance of my time.

Mr. TAUZIN. Mr. Speaker, I yield myself such time as I may consume merely to again thank the gentleman from New York [Mr. MANTON] for his extraordinary help and cooperation in moving this bill forward, and all the members of our subcommittee of the Committee on Commerce who participated in this effort, and I urge final passage of the bill.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise today to speak in support of H.R. 624, the Armored Car Reciprocity Improvement Act.

In the United States, armored cars are used everyday to transport millions of dollars in currency, coins, food stamps, and other valuable property for both private entities and the Federal Government. The value of this cargo is not in dispute, but the ability of those charged with the responsibility of transporting it is.

The legitimacy of those who currently transport cargo by armored car across State lines, must be universally recognized by all States. H.R. 624 will go a long way in accomplishing this goal.

This bill will accomplish several important functions for the armor car industry and its customers, who depend on the ability of armored cars and their attendants to function across the State lines.

The bill requires that a criminal background check be conducted on an individual applying for a firearms license only when that person applies for his or her initial license, and it clarifies that it is the State that must conduct the initial criminal background check, and not some third party.

Finally, this bill would establish that reciprocity be granted for both weapons licenses

and any other permits or licenses required in a State, if the crew member has met all relevant requirements for working as an armored car crew member in the State in which he or she is primarily employed.

Currently, only five States meet the eligibility requirements for reciprocity under the Armored Car Industry Reciprocity Act of 1993. It is estimated that the change in the law proposed by this bill would enable 28 other States to become immediately eligible for reciprocity.

Mr. TAUZIN. Mr. Speaker, I have no other requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. (Mr. SHAYS). The question is on the motion offered by the gentleman from Louisiana [Mr. TAUZIN] that the House suspend the rules and pass the bill, H.R. 624.

The question was taken.

Mr. TAUZIN. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5 of rule I and the Chair's prior announcement, further proceedings on this motion will be postponed.

GENERAL LEAVE

Mr. TAUZIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 624 and to insert extraneous material into the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

REPEALING FEDERAL CHARTER OF GROUP HOSPITALIZATION AND MEDICAL SERVICES, INC.

Mr. DAVIS of Virginia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 497) to repeal the Federal charter of Group Hospitalization and Medical Services, Inc., and for other purposes.

The Clerk read as follows:

H.R. 497

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. REPEAL OF FEDERAL CHARTER OF GROUP HOSPITALIZATION AND MEDICAL SERVICES, INC.

(a) REPEAL OF FEDERAL CHARTER.—

(1) IN GENERAL.—The Act entitled “An Act providing for the incorporation of certain persons as Group Hospitalization, Inc.”, approved August 11, 1939 (53 Stat. 1412), is repealed.

(2) AUTHORIZATION TO FILE ARTICLES OF INCORPORATION.—Group Hospitalization and Medical Services, Inc. is hereby authorized to file articles of incorporation under the District of Columbia Nonprofit Corporation Act.

(3) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect upon the filing and effectiveness of articles of incorporation of Group Hospitalization and Medical Services, Inc. under the District of Columbia Nonprofit Corporation Act.

(b) EFFECTS OF BECOMING A DISTRICT OF COLUMBIA NONPROFIT CORPORATION.—Effective