

on the SAT. I also applaud the rest of the student body for its passion for learning and for taking advantage of this tremendous opportunity. I know that each student who graduates from the International School will leave with an outstanding education and greater understanding of our country, our world, and his or her place in it.

The International School's impressive performance on the SAT demonstrates that when given the flexibility to create a program, local educators will succeed. I believe that we must give control of federal education dollars to the states and local school districts because those who work with out children on a daily basis—their parents, teachers, principals, superintendents, and school board members—best understand the needs of our children and should have the most significant role in setting education policy and priorities in our schools.

Mr. President, I might be a bit disingenuous in sharing this praise with you if I were not to point out that my oldest grandchild, my granddaughter, Betsy Nortz, just won the lottery last spring and started last week as a sixth grader at Bellevue International. Already, in just a few days, she reports great interest in the intellectual challenges to which she is subjected. She and I and her parents look forward to a fine career in the single school, I believe, in the State of Washington in the public system with the highest SAT scores.

The students and educators at the International School of Bellevue deserve our recognition and I hope my colleagues will join me in applauding their achievements.

Mr. President, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative assistant proceeded to call the roll.

Mr. DEWINE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. GORTON). Without objection, it is so ordered.

#### THE UNITED STATES COAST GUARD

Mr. DEWINE. Mr. President, I rise this afternoon to talk for a few moments about the Transportation appropriations bill we just passed and about one major component of that bill, and that is the U.S. Coast Guard.

I rise this afternoon to make one point very clear. The U.S. Coast Guard needs our help and needs our support. The future of the Coast Guard depends on a continued congressional commitment to provide adequate resources to the Coast Guard to carry out its very important mission.

Now, Congress—only in the last few years, with the leadership of a number of my colleagues—has begun to devote resources toward rebuilding the readi-

ness of the Coast Guard. But we have to understand that this is a continuous process. These investments we have made have come at a time when we have seen the missions of this important agency increase and expand.

Let me pause to congratulate Senators SHELBY, LAUTENBERG, and the rest of the committee. They have been very supportive of the Coast Guard and have worked very hard to come up with the very scarce dollars that are needed for the Coast Guard. I appreciate their work. I understand very well that they know and understand the challenges the Coast Guard faces. They have supported investments in the Coast Guard and understand the important role it plays in fighting drug trafficking.

I also know that in crafting the Transportation appropriations bill, my colleagues were faced with very difficult budget constraints. It is essential, however, that our overall investment in the Coast Guard keeps pace with the demands we are now placing on the Coast Guard and that we build on the recent successes we have seen in regard to the Coast Guard. We simply, as a Congress and as a Nation, in very tough and difficult budget times, must make funding for the Coast Guard a top priority.

It is obvious why a Senator from Ohio would have an interest in the Coast Guard. In my home State of Ohio, the Ninth Coast Guard District performs many vital functions critical to human safety and economic development. With more than 2.3 million of America's 11.5 million recreational boaters residing in the Great Lakes region, the Ninth Coast Guard District search and rescue units handle close to 7,500 cases annually, saving hundreds and hundreds of lives.

Further, to facilitate commerce on the Great Lakes during the winter months, Coast Guard cutters work closely with the Canadian Coast Guard to clear the way for approximately \$62 million worth of commercial cargo annually. This Ninth District also maintains more than 3,300 buoys, navigational lights, and fixed aids throughout this critical shipping region.

In addition to this role of the Coast Guard in my State of Ohio, it plays a significant role in the international drug fight. This may not be what people have historically thought about regarding the Coast Guard, but let me tell you, based on my own experience in going out with the Coast Guard and seeing what they do, if we give them the money, if we give them the resources, they are not only capable but they are willing and eager to go out and fight our antidrug battle for us.

To quantify it, because of the Coast Guard, each year close to \$3 billion worth of drugs never reach our neighborhoods, never reach our schools, and never reach our children. They are stopped before they get there, and they are stopped by our Coast Guard.

I have spoken on the Senate floor on several occasions in the past about

U.S. counternarcotics policy. I have spoken about the Coast Guard's ability to enforce that policy. As I have said before, I believe we need a balanced program to attack the drug problem on all fronts. We need to invest in domestic reduction and law enforcement programs. But we also need to invest in international programs to increase interdiction and reduce production of illegal narcotics, and we need to do our best to stop drugs from ever reaching our shores.

A balanced program means international drug interdiction. It means domestic law enforcement. It also means prevention, education, and treatment. We have to do all of these, and we have to do all of them all the time.

Sadly, though, for the last 7 years this administration has pursued an antidrug strategy that I believe is clearly out of balance—a strategy that has failed to reverse a dramatic rise in youth drug use and a strategy that has allowed drug trafficking organizations to become a dominant source of political instability in Latin America and countries to our south.

Before the Clinton administration took office, almost a third of our entire antidrug Federal budget was committed to stopping drugs from ever getting into our borders—international drug interdiction and eradication. We invested in a 24-hour-a-day, 7-day-a-week antidrug operation in the Caribbean. It worked. Drug prices increased and drug consumption went down.

But tragically this all changed in 1993 when the Clinton administration came into power and began to change things. Our counternarcotics budget dedicated to international eradication and interdiction efforts went from one-third of the total budget in the late 1980s and early 1990s to less than 14 percent by 1995. This change in policy meant significant cuts in the Coast Guard. In fact, Coast Guard funding for counternarcotics decreased from \$443 million in 1992 to \$301 million in 1995, almost a one-third reduction. As a consequence, the number of ship days that were devoted to overall counterdrug activities declined from 4,872 in 1991 to 1,649 in 1994—a huge decrease.

As a result, with the reduced Coast Guard presence, more and more drugs are making their way into our country through the Caribbean. That is the main reason why drugs are more affordable. It is also one of the reasons why youth drug use in this country is dramatically higher now than at the beginning of the Clinton administration.

Last year, as I have shared with Members of the Senate before, I saw firsthand what the Coast Guard can do. I went with the Coast Guard to see the counterdrug operations off the coast of Haiti, off the coast of the Dominican Republic, and off the coast of Puerto Rico. These personal visits convinced me that the Coast Guard can do more if we simply provide the right levels of

material and manpower to fight drug trafficking. They are ready to do it. They just need the resources. These visits also convinced me that this Congress had to address the state of drug-fighting readiness in our country.

Thanks to the majority leader, Senator LOTT, thanks to the Senate Appropriations Committee, and thanks to my colleagues, Senator COVERDELL, Senator GRAHAM of Florida, Congressman McCOLLUM, and Speaker HASTERT, who all share my dedication to fighting drugs, we passed, last year, the Western Hemisphere Drug Elimination Act. This act authorizes a \$2.7 billion, 3-year investment to rebuild our drug-fighting capability outside our borders to stop drugs, quite frankly, where it is easiest to stop them—at the source and in transit.

This new law that Congress passed is about reclaiming the Federal Government's sole responsibility to prevent drugs from ever reaching our borders. Last year, Congress made an \$800 million downpayment for this initiative, including \$375 million for the Coast Guard.

Why is it significant? It is significant because international drug interdiction—stopping drugs at the border, stopping them on the high seas, stopping them at the source—is the sole responsibility of the Federal Government. It is not a shared responsibility with the States or the local communities. Every other facet of our anti-drug effort—whether it is treatment, prevention, education, or domestic law enforcement—are all shared responsibilities between us in Congress, the President, the Federal Government, and the local communities. But when we are talking about stopping drugs on the high seas, when we are talking about funding the Coast Guard, that is solely the responsibility of this body, the House, and the President of the United States.

This year, thanks to this added investment that Congress made last year for the Coast Guard, we are seeing results.

Just this week, the national media has focused, highlighted, and put considerable attention on the Coast Guard's successful use of force capability to disable the drug trade's "go-fast" boats. These are boats I have talked about before on the Senate floor. These "go-fast" boats are souped-up motorboats capable of outrunning most ships in the Coast Guard fleet. They now carry more than 85 percent of all maritime drug shipments—85 percent goes in these "go-fast" boats. These boats typically carry drug shipments from the northern coast of Colombia, for example, to the southern tip of Haiti, to the southern tip of that great island, Hispaniola. Drug traders use the boats along the coasts of the United States to pick up drugs dropped into the ocean by small aircraft.

The Coast Guard traditionally has been cautious in using lethal airpower

to stop these boats due to the high likelihood of casualties. But thanks to a combination of technology and funding from this Congress, the Coast Guard has now demonstrated success in being able to target precisely the engines of "go-fast" boats and forcibly disable them, thus allowing the capture of the perpetrators and the ceasing of the illicit cargo, all while minimizing the risk to human life. It is because of these and other operations that cocaine seizures are now at an all-time high of 53 tons, with a street value of \$3.7 billion.

We must continue to invest in Coast Guard readiness if we are to see this kind of success over the long run. It has been a challenge for Congress, given the fact the administration has not made readiness and well-being of the Coast Guard a national priority.

The fact is, despite the recent successes, readiness remains a problem. According to Adm. James Loy, Commandant of the Coast Guard, the Coast Guard is being stretched very thin. Aircraft deployments have more than doubled, with helicopter deployments increasing by more than 25 percent. These increases did not happen with extra manpower and resources. These increases were achieved by working existing crews harder. In some cases, crews were working continuous 72-hour shifts. The Pacific area alone increased its temporary duty travel by 70 percent just to maintain the pace of routine operations.

So what we are saying is that we are asking the Coast Guard to do more. We began to give them significant resources last year. They are doing more. They are having successes. But unless we continue to support the Coast Guard, unless we continue to give them the resources they need, they will not be able to do the job we are asking them to do. It is as simple as that.

In placing these additional demands upon our service members, we have to worry about safety. I understand lost workdays and shore injuries are up 29 percent and aircraft ground mishaps are up almost 50 percent from previous years. This is something we need to be concerned about. We are talking about human lives. Further, downtime of air and marine craft is on the rise.

The demands on the Coast Guard are simply not decreasing; they are increasing. They have to have our support. This is why I will continue to call for the strongest investment possible for our Coast Guard. I applaud my colleagues who worked with me, including the Senator from Georgia, Mr. COVERDELL, and the Senator from Florida, Mr. GRAHAM, who stepped up to the challenge to gain additional investments last year. They and others in the House and the Senate and our Appropriations Committee particularly in the Senate deserve a great deal of the credit for the recent successes we are seeing in drug interdiction. These successes simply would not have happened but for what Congress did last year.

However, this is not a one-shot deal. This is not something we can do in 1 year and think it is done. We have to continue year after year. The additional 1999 funding is simply not the sole cure. It is just the downpayment.

We must have a sustained, multiyear effort if we expect our Coast Guard to be able to meet daily challenges and if we expect them to provide the critical services the American people expect and demand. Unless we continue with the investments we began last year, we will be sending a signal to the drug lords that this is just a temporary, maybe even a headline-grabbing effort, a politically expedient exercise. In fact, the writing is on the wall. If we fail to maintain and build on our support for the Coast Guard, these drug dealers will not believe we are serious and the Coast Guard will not be able to continue the current level of counterdrug operations in the future.

The bottom line is we need to continue more resources. I applaud the efforts of my colleagues on the Appropriations Committee. I know they tried to allocate a more sizable portion of the budget. They were faced with daunting challenges. As a Congress and as a people we must do more. We have to. As further opportunities in this Congress present themselves, we must take those opportunities and try to provide additional funds. As I said, adequate funding for the Coast Guard should be a top national priority. So much hinges on it.

I urge my colleagues to join me in sending a message to all of the hard-working men and women of the U.S. Coast Guard that we do not take them for granted. We will continue to make sure they have the tools necessary to accomplish the many demanding missions we ask of them on behalf of our country.

#### AMAZING GRACE

Mr. DEWINE. Mr. President, I am troubled today. I am troubled because I find myself standing on the Senate floor once again raising an issue that cuts to the very core of human cruelty and moral disregard. I have stood here before, many of my colleagues have stood here before, repeatedly speaking about my strong belief that the partial-birth abortion procedure is wrong. Not only is it wrong, it is evil. The procedure is a reprehensible act of human violence, violence against a human being.

I recently stood here not too many weeks ago and told Members of the Senate about a helpless baby named "Hope." On April 6, 1999, Baby Hope's mother entered a Dayton, OH, abortion clinic with the intention of having her pregnancy terminated through a partial-birth abortion. However, the abortion did not succeed.

Here is what happened: Dr. Haskell, who we have heard so much about on the Senate floor, the infamous Dayton abortionist, started the procedure as