

March 31, 2000; to the Committee on Governmental Affairs.

EC-9204. A communication from the Secretary of the Interior, transmitting, pursuant to law, the report of the Inspector General for the period October 1, 1999 through March 31, 2000; to the Committee on Governmental Affairs.

EC-9205. A communication from the Administrator of the General Services Administration, transmitting, pursuant to law, the report of the Inspector General for the period October 1, 1999 through March 31, 2000; to the Committee on Governmental Affairs.

EC-9206. A communication from the Secretary of Agriculture, transmitting, pursuant to law, the report of the Inspector General for the period October 1, 1999 through March 31, 2000; to the Committee on Governmental Affairs.

EC-9207. A communication from the Chairwoman of the Equal Employment Opportunity Commission, transmitting, pursuant to law, the report of the Inspector General for the period October 1, 1999 through March 31, 2000; to the Committee on Governmental Affairs.

EC-9208. A communication from the Executive Director of the Securities and Exchange Commission, transmitting, pursuant to law, the report of the Inspector General for the period October 1, 1999 through March 31, 2000; to the Committee on Governmental Affairs.

EC-9209. A communication from the Chairman and Chief Executive Officer of the Farm Credit Administration, transmitting, pursuant to law, the report of the Inspector General for the period October 1, 1999 through March 31, 2000; to the Committee on Governmental Affairs.

EC-9210. A communication from the Comptroller General of the United States, transmitting, pursuant to law, the report of General Accounting Office reports issued or released in April 2000; to the Committee on Governmental Affairs.

EC-9211. A communication from the Administrator of the General Services Administration, transmitting, pursuant to law, the Performance Plan for fiscal year 2001; to the Committee on Governmental Affairs.

## REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. CAMPBELL, from the Committee on Indian Affairs, without an amendment:

S. 1967. A bill to make technical corrections to the status of certain land held in trust for the Mississippi Band of Choctaw Indians, to take certain land into trust for that Band, and for other purposes (Rept. No. 106-307).

By Mr. SHELBY, from the Committee on Appropriations, without amendment:

S. 2720. An original bill making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes.

## INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

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

By Mr. HUTCHINSON:

S. 2713. A bill to amend title 23, United States Code, to require States to use Federal highway funds for projects in high priority corridors, and for others; to the Committee on Commerce, Science, and Transportation.

By Mrs. LINCOLN (for herself, Mr. HATCH, Mr. HUTCHINSON, Mr. JEFFORDS, and Mr. BREAUX):

S. 2714. A bill to amend the Internal Revenue Code of 1986 to provide a higher purchase price limitation applicable to mortgage subsidy bonds based on median family income; to the Committee on Finance.

By Mr. TORRICELLI:

S. 2715. A bill to amend title 18, United States Code, with respect to ballistic identification of handguns; to the Committee on the Judiciary.

By Mr. CAMPBELL:

S. 2716. A bill to prohibit the Secretary of Transportation and the Administrator of the Federal Motor Carrier Administration from taking action to finalize, implement, or enforce a rule relating to the hours of service of drivers for motor carriers; to the Committee on Commerce, Science, and Transportation.

By Mr. SCHUMER:

S. 2717. A bill to amend the Internal Revenue Code of 1986 to gradually increase the estate tax deduction for family-owned business interests; to the Committee on Finance.

By Mr. SMITH of New Hampshire:

S. 2718. A bill to amend the Internal Revenue Code of 1986 to provide incentives to introduce new technologies to reduce energy consumption in buildings; to the Committee on Finance.

By Mr. CAMPBELL (for himself, Mr. HATCH, and Mr. INOUE):

S. 2719. A bill to provide for business development and trade promotion for Native Americans, and for other purposes; to the Committee on Indian Affairs.

By Mr. SHELBY:

S. 2720. An original bill making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2001, and for other purposes; from the Committee on Appropriations; placed on the calendar.

By Mr. THOMAS (for himself, Mr. SHELBY, Mr. REID, Mr. BREAUX, and Mr. CONRAD):

S. 2721. A bill to amend the Internal Revenue Code of 1986 to restore the deduction for lobbying expenses in connection with State legislation; to the Committee on Finance.

By Mr. AKAKA (for himself and Mr. LEVIN):

S. 2722. A bill to authorize the award of the Medal of Honor to Ed W. Freeman, James K. Okubo, and Andrew J. Smith; considered and passed.

By Mr. INHOFE:

S. 2723. A bill to amend the Clean Air Act to permit the Governor of a State to waive oxygen content requirement for reformulated gasoline, to encourage development of voluntary standards to prevent and control releases of methyl tertiary butyl ether from underground storage tanks, to establish a program to phase out the use of methyl tertiary butyl ester, and for other purposes; to the Committee on Environment and Public Works.

By Mr. JEFFORDS:

S. 2724. A bill to direct the Secretary of the Army to carry out an assessment of State, municipal, and private dams in the State of Vermont and to make appropriate modifications to the dams; to the Committee on Environment and Public Works.

By Mr. SMITH of New Hampshire (for himself, Mr. DURBIN, Mr. KERREY, Mr. LAUTENBERG, and Mr. JEFFORDS):

S. 2725. A bill to provide for a system of sanctuaries for chimpanzees that have been designated as being no longer needed in research conducted or supported by the Public Health Service, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

## SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. BAYH (for himself, Mr. DOMENICI, Mr. ABRAHAM, Mr. AKAKA, Mr. ASHCROFT, Mr. BINGAMAN, Mr. BOND, Mr. BREAUX, Mr. BROWNBACK, Mr. L. CHAFEE, Mr. DODD, Mr. EDWARDS, Mr. GORTON, Mr. GRAHAM, Mr. GRAMM, Mr. GRAMS, Mr. GREGG, Mr. INHOFE, Mr. JOHNSON, Mr. KERREY, Ms. LANDRIEU, Mr. LIEBERMAN, Mr. MURKOWSKI, Mr. SMITH of New Hampshire, Mr. STEVENS, Mr. THURMOND, and Mr. VOINOVICH):

S.Res. 322. A resolution encouraging and promoting greater involvement of fathers in their children's lives and designating June 18, 2000, as "Responsible Father's Day"; considered and agreed to.

## STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mrs. LINCOLN (for herself, Mr. HATCH, Mr. HUTCHINSON, Mr. JEFFORDS, and Mr. BREAUX):

S. 2714. A bill to amend the Internal Revenue Code of 1986 to provide a higher purchase price limitation applicable to mortgage subsidy bonds based on median family income; to the Committee on Finance.

## THE HOME OWNERSHIP MADE EASY (HOME) ACT

Mrs. LINCOLN. Mr. President, today I am introducing the Home Ownership Made Easy (HOME) Act, which will expand home ownership opportunities for low- and moderate-income, first-time home buyers.

Providing affordable, fair, and quality housing for all people is important. Home ownership is not only the American Dream, it also increases pride in community, schools, and safety. Too often, however, American workers who make too much money to qualify for public assistance and too little money to afford a home on their own are stuck in the middle. These families are stuck in substandard housing or in neighborhoods that are far from their jobs. Fortunately, in the early 1980's, Congress established the Mortgage Revenue Bond (MRB) program, which allowed state and local governments to issue tax-exempt bonds to finance mortgages at below-market interest rates to first-time home buyers. Unfortunately, as sometimes happens in government programs, administrative barriers have rendered the program less effective in recent years.

The Internal Revenue Service and the Department of Housing and Urban Development have been unable to collect and maintain statistical data on average area purchase prices in all states. In Arkansas for instance, the MRB Program is based on an average area purchase price that was established in 1993. This means that, while housing prices are going up, the

threshold for homeowners to qualify for an MRB loan has stayed the same.

The HOME Act reduces the administrative burden on the Internal Revenue Service and the Department of Housing and Urban Development. It will allow state and local housing finance agencies to use a multiple of income limits, which are readily available and updated annually. Relying on already established MRB income requirements is a natural fit because families generally purchase homes within their income range.

The Mortgage Revenue Bond program is a state administered program that works. The HOME Act will continue to expand the MRB's track record and success.

Mr. President, I ask unanimous consent that the text of this legislation be printed in full in the RECORD.

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

S. 2714

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

**SECTION 1. INCREASE IN PURCHASE PRICE LIMITATION UNDER MORTGAGE SUBSIDY BOND RULES BASED ON MEDIAN FAMILY INCOME.**

(a) IN GENERAL.—Paragraph (1) of section 143(e) of the Internal Revenue Code of 1986 (relating to purchase price requirement) is amended to read as follows:

“(1) IN GENERAL.—An issue meets the requirements of this subsection only if the acquisition cost of each residence the owner-financing of which is provided under the issue does not exceed the greater of—

“(A) 90 percent of the average area purchase price applicable to the residence, or

“(B) 3.5 times the applicable median family income (as defined in subsection (f)(4)).”.

(b) EFFECTIVE DATE.—The amendment made by this section shall apply to obligations issued after the date of the enactment of this Act.

By Mr. TORRICELLI:

S. 2715. A bill to amend title 18, United States Code, with respect to ballistic identification of handguns; to the Committee on the Judiciary.

BALLISTICS FINGERPRINTS ACT OF 2000

• Mr. TORRICELLI. Mr. President, I rise today to introduce the “Ballistics Fingerprints Act of 2000” which will help reduce gun violence in our communities. Despite recent progress in reducing gun violence, the number of people killed or injured each year in this country remains too high. Each year more than 32,000 Americans are killed by gunfire. This means that each day, almost 90 Americans, including almost 12 young people under the age of 19, die from gunshot wounds. For each fatal shooting, three more people are injured by gunfire. These grim statistics require all of us to do more to further reduce gun violence.

History has shown that coordinated law enforcement strategies involving the public and private sector are the most effective tools in reducing gun violence. This includes targeting the illegal shipment of firearms and imple-

menting strategies to keep guns out of the hands of criminals. It also includes using advanced technologies, such as computer ballistic imaging, to assist law enforcement in investigating and identifying violent criminals.

Like fingerprints, the barrel of a firearm leaves distinguishing marks on a bullet and cartridge case and no two firearms leave the same marks. Computer ballistic imaging technology allows these distinguishing marks or characteristics to be maintained in a database where they can be rapidly compared with evidence from a crime scene for possible matches. The ATF and FBI have been using this technology since 1993 to help state and local crime laboratories across the country link gun-related crimes and recently these agencies entered into an agreement to create one unified system. In 1999 alone, a total of 2,026 matches were made with this unified system which represents the linkage of at least 4,052 firearm related crimes.

The “Ballistics Fingerprints Act” would take this innovative approach to crime fighting one step further by creating a national registry of ballistic fingerprints. Under this legislation, every gun manufacturer will be required to obtain the ballistic fingerprints or identifying characteristics for every gun manufactured prior to distribution so that guns used in the commission of a crime can be easily traced and identified. The bill also requires the Department of Treasury to inspect this information and create a national registry of ballistic fingerprints. With the help of this information, police will be better able to locate and identify the guns used in criminal activity and to prosecute the criminals who use these guns.

The saturation of guns in American communities and the frequency of gun related violence calls upon all of us to do more to combat gun related violence. Common sense tells us that one way to further reduce firearm violence is to identify the guns used in committing these crimes so that the criminals who use these can be brought to justice. Regardless of where one stands on gun control, we all should be able to unite behind this simple but highly effective crime fighting tool. I look forward to working with my colleagues to see this legislation enacted into law.

Mr. President, I ask unanimous consent that the full text of the legislation appear in the RECORD.

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

S. 2715

*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 “Ballistic Fingerprints Act of 2000”.

**SEC. 2. HANDGUN BALLISTIC IDENTIFICATION.**

(a) IN GENERAL.—Section 923 of title 18, United States Code, is amended by adding at the end the following:

“(m) HANDGUN BALLISTIC IDENTIFICATION.—“(1) DEFINITIONS.—In this subsection—

“(A) the term ‘projectile’ means the part of handgun ammunition that is, by means of an explosion, expelled through the barrel of a handgun; and

“(B) the term ‘shell casing’ means the part of handgun ammunition that contains the primer and propellant powder to discharge the projectile.

“(2) INCLUSION OF HANDGUN IDENTIFIERS IN MANUFACTURER SHIPMENTS.—A licensed manufacturer shall include, in a separate sealed container inside the container in which a handgun is shipped or transported to a licensed dealer—

“(A) a projectile discharged from that handgun;

“(B) a shell casing of a projectile discharged from that handgun; and

“(C) any information that identifies the handgun, projectile, or shell casing, as may be required by the Secretary by regulation.

“(3) REQUIREMENTS RELATING TO DEALERS.—A licensed dealer shall—

“(A) upon receipt of a handgun from a licensed manufacturer, notify the Secretary regarding whether the manufacturer complied with the requirements of paragraph (2); and

“(B) upon the sale, lease, or transfer of a handgun shipped or transported in accordance with paragraph (2), transfer to the Secretary the sealed container included in the container with the handgun pursuant to that paragraph.

“(4) DUTIES OF SECRETARY.—The Secretary shall establish and maintain a computer database of all information identifying each projectile, shell casing, and other information included in a sealed container transferred to the Secretary under paragraph (3).”.

(b) REGULATIONS.—Not later than 180 days after the date of enactment of this Act, the Secretary of the Treasury shall promulgate final regulations to carry out the amendment made by subsection (a).

(c) EFFECTIVE DATE.—The amendment made by subsection (a) shall take effect on the date on which the Secretary of the Treasury promulgates final regulations under subsection (b).•

By Mr. CAMPBELL:

S. 2716. A bill to prohibit the Secretary of Transportation and the Administrator of the Federal Motor Carrier Administration from taking action to finalize, implement, or enforce a rule relating to the hours of service of drivers for motor carriers; to the Committee on Commerce, Science, and Transportation.

THE MOTOR CARRIER FAIRNESS ACT OF 2000

Mr. CAMPBELL. Mr. President, today I am introducing the Motor Carrier Fairness Act of 2000. This legislation would prohibit the Secretary of Transportation and Administrator of the Federal Motor Carrier Safety Administration from taking action to finalize, implement, or enforce a rule relating to the hours of service of drivers for motor carriers.

Trucking is the backbone of the U.S. economy. The industry transports approximately 80 percent of the nation's freight, and well over 70 percent of communities in the United States depend solely on trucking to deliver their goods. The hours of service are arguably the single most important rule

governing how trucking companies and truck drivers operate. However, the Department's proposed rules fail to consider the impact of the proposal on the nation's economy as well as the drivers.

The fundamental change in hours is a shift from an 18 hour, to a 24-hour clock. Under DOT's proposed rules, a driver's basic workday would be 12 hours on, 12 hours off with mandatory two consecutive days off. I was amazed to find out that by imposing these changes and increasing the number of off-duty hours DOT creates the need for a 50 percent increase in the number of refrigerated and dry van trucks. This in turn translates into an additional 180,000 drivers and trucks on already crowded roads, just to keep the current economy moving. I know, from speaking to freight carriers in my home state of Colorado, that the job market is already short approximately 80,000 drivers, and these trucking companies are experiencing substantial problems finding the necessary number of drivers for their operations.

There are many reasons why this bill is necessary. For example DOT's proposals would:

Reduce driver's salaries since they are paid per mile. By reducing the overall working time from 15 to 12 hours, salaries will also decrease. A 12-hour day will not allow drivers to take advantage of income opportunities that fluctuating freight volumes provide. Furthermore, as an article in the Denver Post reported today, the mandatory weekend time off could result in thousands of dollars of lost income per year for drivers.

Overcrowded rest stops. There are an estimated 187,000 parking stalls in truck stops around the country and the 2.5 to 3 million Class 8 trucks, and the result is overcrowded rest stops. Most drivers will be forced to use public rest stops, gas stations or even highway ramps to comply with the proposed rules. In fact the DOT held a field hearing yesterday at the Jefferson County Fairgrounds in Colorado. Truckers there specifically warned of the re-emergence of thieves, scam artists, and prostitutes who linger around truck stops, preying on resting truckers.

These rules would inevitably crowd the highways with more trucks. Since waiting time at loading docks is considered "on-duty" hours, refrigerated carriers will need 70 percent more trucks in order to meet delivery times and dry-freight haulers another 50 percent. This means that 600,000 to 700,000 more trucks will be needed in order to keep with the current delivery pace. In another example from the afore mentioned article, a mozzarella cheese maker in Denver will have to add 23 new truck tractors in order to compensate for the down time of drivers forced to idle because of these new rules. I might also add that this proposal claims to reduce the number of highway fatalities, but as we can see the need to add more trucks to our

roads will only increase the possibility of highway accidents occurring. The number of truck related accidents has actually decreased 34 percent in the last 10 years, so we should not allow the DOT to reverse this trend through its proposed rule.

Another area of concern regards the issue of the "electronic onboard recorders" that will track the drivers hours. The cost of equipping Type I and II long haul trucks with these devices is most certainly going to be passed on for the companies to bear. These devices, at approximately \$1,000 apiece, could put some smaller hauling companies out of business.

Mr. President, I have been and still am a trucker. In fact, I just renewed my commercial drivers license last year. I understand first hand the concerns that most workers in this industry have with the proposed regulations. The trucking industry provides millions of Americans with on-time delivery. Our economy is dependent on this, and I believe that these proposed rules have not taken the impact of this aspect into consideration.

The cost of DOT's plan is not limited to the trucking industry as a whole, but will disrupt our nation's supply chain which consequentially will have a ripple effect on the rest of our economy, not to mention American jobs. Therefore, I urge my colleagues to join in support of this legislation.

Mr. President, I ask unanimous consent that the bill be printed in the RECORD.

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

S. 2716

*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 "Motor Carrier Fairness Act of 2000".

#### SEC. 2. PROHIBITION OF ACTION TO FINALIZE, IMPLEMENT, OR ENFORCE RULE ON HOURS OF SERVICE OF DRIVERS.

Neither the Secretary of Transportation nor the Administrator of the Federal Motor Carrier Safety Administration may take any action to finalize, implement, or enforce the proposed rule entitled "Hours of Service of Drivers" published by the Federal Motor Carrier Safety Administration in the Federal Register on May 2, 2000 (65 Fed. Reg. 25539), and issued under authority delegated to the Administrator under section 113 of title 49, United States Code.

By Mr. THOMAS:

S. 2721. A bill to amend the Internal Revenue Code of 1986 to restore the deduction for lobbying expenses in connection with State legislation; to the Committee on Finance.

#### GRASSROOTS ADVOCACY TAX

• Mr. THOMAS. Mr. President, today I introduce legislation, along with my colleagues Senators SHELBY, BREAUX, CONRAD and REID to make it easier for Americans to participate in the decision-making process in their state capitols. Current tax law denies main street business the ability to deduct le-

gitimate expenses incurred while advocating their positions at the state level of government. This legislation will remove both the financial and administrative penalties imposed by this "grassroots advocacy tax."

As part of the Budget Reconciliation Act of 1993, Congress approved a proposal recommended by President Clinton to deny the deductibility of expenses incurred to lobby on legislative issues. As passed, the bill created an "advocacy tax" by denying a business tax deduction for expenses incurred to address legislation at both the state and federal levels. Expenses incurred regarding the legislative actions of local governments, however, are exempt from this tax.

When the deductibility for lobbying expenses was partially repealed in 1993, the debate centered on activities at the federal level. The fact that lobbying at the local level is exempt indicates that the original authors of this proposal did not intend to cover all lobbying activities. Although lobbying at the state level was not part of the debate, it was included in the final legislation that was approved by Congress. This grassroots advocacy tax is an unwarranted intrusion of the federal government on the activity of state governments. We should not make it harder for Americans to participate in the decision making process in their state capitols.

At the state level, there is more active outside participation in the legislative process. This is partly because state legislatures have smaller staffs and meet less frequently than the U.S. Congress. In most states, the job of state legislator is part-time. In addition, many governors appoint "Blue Ribbon Commissions" and other advisory groups to recommend legislative solutions to problems peculiar to a specific state. These advisory groups depend on input from members of the business, professional and agricultural community knowledgeable about particular issues.

However, the record keeping requirements and penalties associated with this tax discourage and penalize participation in the legislative process by businesses in all fifty states. This is especially true for the many state trade associations, most of whom are small operations not equipped to comply with the pages and pages of confusing federal regulations implementing this law. Compliance is both time consuming and complicated, and detracts from the legitimate and necessary work and services they perform for their members, who are primarily small businesses that depend on these associations to look after their interests.

This bill is very simple. It restores the deductibility of business expenses incurred for activities to deal with legislation at the state level, and gives them the same treatment that exists under current law for similar activities at the local level. This change will help ensure that the voices of citizen advocates and main street businesses will

be heard in their state capitols. It is good legislation and it should be enacted into law.●

By Mr. JEFFORDS:

S. 2724. A bill to direct the Secretary of the Army to carry out an assessment of State, municipal, and private dams in the State of Vermont and to make appropriate modifications to the dams; to the Committee on Environment and Public Works.

#### VERMONT DAM LEGISLATION

● Mr. JEFFORDS. Mr. President, I rise today to speak of a pressing problem that affects not only the streams and rivers of Vermont, but the land and people who live and work along their winding routes. Vermont is home to over 2,000 dams of all sizes that clog Vermont's 5,000 river miles. Many of these dams were built in the eighteenth and nineteenth centuries, when industries were located along rivers to utilize dams for running machinery, dispose of waste, and transport raw materials and goods. Currently, most of these dams no longer serve any commercial purpose and sit in disrepair, posing a significant safety threat and fundamentally altering the surrounding environment.

There are 150 dams in Vermont listed as either "high" or "significant" hazard, meaning that the failure of one of these dams presents a real threat to human life, property, and the environment. Last week, a Vermont newspaper highlighted the extreme danger if one of these dams were to fail by describing the 80 feet high wall water that would crash down the river valley if the Waterbury dam were to fail. Such a structural failure would mean that 22 square miles would be flooded, and a 15 foot high wall of water would hit the city of Burlington.

A disaster of this scope would be caused by the breakage of only a few dams across the state, but serious and extensive damage could also be caused by many smaller, similarly weak dams. Not only could damage occur due to failure, but many of the dams pose a significant threat to people using rivers for recreational purposes. The dams contain broken concrete, protruding metal, rotted timber cribbing and other hazards that threaten fisherman, boaters and swimmers with a serious threat of injury or death.

Not only are people and property at risk, but significant harm is being inflicted on the environment. Dams alter the basic characteristics of the rivers in which they are constructed and directly affect the features that comprise a riverine habitat. Non-functioning dams unnecessarily block wildlife, including fish that are attempting to migrate to spawn.

The Vermont Dam Remediation and Restoration Program allows the Army Corps of Engineers to enter into partnership with State, municipal, and private dam owners to assess and modify dams. The expertise and resources of the Corps would provide the much

needed assistance to dam owners who would otherwise be unable to properly assess and modify dangerous, structurally unsound or environmentally harmful dams. I urge my colleagues to join me in addressing this critical problem and quickly pass this much needed authorizing legislation.●

By Mr. SMITH of New Hampshire (for himself, Mr. DURBIN, Mr. KERREY, Mr. LAUTENBERG, and Mr. JEFFORDS):

S. 2725. A bill to provide for a system of sanctuaries for chimpanzees that have been designated as being no longer needed in research conducted or supported by the Public Health Service, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

#### CHIMPANZEE HEALTH IMPROVEMENT, MAINTENANCE AND PROTECTION ACT

● Mr. SMITH of New Hampshire. Mr. President, today I rise along with Senators DURBIN, KERREY, LAUTENBERG, and JEFFORDS to introduce the Chimpanzee Health Improvement, Maintenance and Protection (C.H.I.M.P.) Act. This legislation will create a nonprofit sanctuary system for housing chimpanzees that federal researchers have decided are no longer needed for their research. Our bill, establishes a public/private matching fund which will provide for the permanent retirement of these animals. This is a wonderful opportunity for the Senate to support the sanctuary concept which is backed by many distinguished scientists, including Dr. Jane Goodall and humane people across the country. Mr. President, in the wild, the chimpanzee is an endangered species. We are fortunate that we have an opportunity now to provide decent, humane care for a species which is, sadly, on the decline in its natural habitat.

At this point in time we have a tremendous surplus of research chimpanzees in the United States. It began in the 1980's, when the terrible AIDS epidemic first appeared. Researchers in Federal agencies created breeding colonies of chimpanzees in five regional chimp centers. The hope was that chimpanzees, because of their genetic similarity to humans, would be a good model for various AIDS vaccine experiments. Scientists discovered, however, that although the chimpanzees proved to be carriers of the virus, that once it was injected into them, the chimps do not develop full-blown AIDS.

For this reason, many researchers are, in their own words, getting out of the chimp business. The chimpanzee does not serve as a model for how the disease progresses in humans and the researchers want to divest themselves of these intelligent animals. The problem is that there is really no place for the chimpanzees to go. Many of the chimps will live to be 50 years old! It is estimated that several hundred of the approximately 1,500 chimps currently in labs are ready to be sent to sanctuaries, but that we lack the sanctuary space to house them.

In a sanctuary the chimps can be put in small groups rather than living in isolation as many do in labs. Small social groups enable the chimps to recover from research more quickly both physically and mentally, and it is far more cost-effective than housing them in the present laboratory system. We should remember that taxpayers are currently footing the bill for what is basically the "warehousing" of these animals in expensive and inhumane labs.

I have based many of the features of the C.H.I.M.P. bill on a report entitled "Chimpanzees in Research: Strategies for Their Ethical Care, Management, and Use," that was published in 1997 by the National Research Council. In this study of research chimps, the well-respected National Academy of Sciences (NAS) reported that there may be approximately 500 chimpanzees that are no longer needed in research. The NAS recommended that NIH initiate a breeding moratorium for at least 5 years, that surplus chimps be placed in sanctuaries rather than be euthanized, and that animal protection organizations, along with scientists, have input into the standards of care and the operation of the sanctuaries.

Our bill has addressed all these issues and is supported by The American Society for the Prevention of Cruelty to Animals, The American Anti-Vivisection Society, The Humane Society of the United States, The National Anti-Vivisection Society and The Society for Animal Protective Legislation. I want to again point out that our bill does not interfere with any ongoing medical experiments involving chimps. The bill allows for the retirement of chimps only after the researchers themselves have decided that a chimp is no longer useful in research. This is the humane, ethical, and fiscally responsible way to handle the question of what to do with a surplus of intelligent animals who have contributed to the knowledge of science and the health and well-being of humanity. This really should be a nonpartisan issue and I am proud to ask for the support of all my Senate colleagues.●

#### ADDITIONAL COSPONSORS

S. 312

At the request of Mr. MCCAIN, the name of the Senator from North Carolina (Mr. EDWARDS) was added as a cosponsor of S. 312, a bill to require certain entities that operate homeless shelters to identify and provide certain counseling to homeless veterans, and for other purposes.

S. 345

At the request of Mr. ALLARD, the name of the Senator from Arizona (Mr. MCCAIN) was added as a cosponsor of S. 345, a bill to amend the Animal Welfare Act to remove the limitation that permits interstate movement of live birds, for the purpose of fighting, to States in which animal fighting is lawful.