

Force Base in Texas over 30 years ago. Since then, his career flourished as he piloted the F-4, becoming a Veteran of conflicts from Vietnam to Operation Northern Watch. He is also a graduate of the legendary U.S. Air Force Fighter Weapons School.

Colonel Brandt joined the Missouri National Guard over 20 years ago. During that time he served in every capacity of Operations. He was the Squadron Commander of the 101st Fighter Squadron and the Operations Group Commander and Vice Wing Commander of the 131st Fighter Wing. His dedication and talents were recognized along the way and as a reward he was given ever increasing responsibility. He will now receive the ultimate reward, command of the 131st. There is no doubt he is the best choice to command the 131st. His exemplary record and knowledge of the Missouri National Guard, the Wing, and the community make him the right leader, ready to provide "Air Superiority—Anywhere, Anytime."

I am sure my colleagues will join me in thanking both Colonel Edmonds and Colonel Brandt for their service to this great Nation and extend our best wishes for continued success.●

#### TRIBUTE TO ROBERT W. KNECHT

● Mr. HOLLINGS. Mr. President, it is with great sadness that I rise today to commemorate the life of Robert W. Knecht, who passed away on Sunday at Georgetown University Hospital from colon cancer. Mr. Knecht's passing is a great loss to the coastal and marine policy community.

Mr. Knecht began his public service career not in the coastal management field, but working as an Upper Atmosphere Physicist for the National Bureau of Standards. He then went on to serve as Laboratory Director of the Environmental Services Administration. It was after holding those two posts, that he joined NOAA in 1967 as the Deputy Director of the Environmental Research Laboratories in Boulder, CO.

Working with him in the early 1970s, I recall Mr. Knecht's valuable contributions in crafting the Coastal Zone Management Act. It was with the passage of this landmark legislation in 1972, that Mr. Knecht was appointed as the first Director of the National Coastal Zone Management Program at NOAA. Working in this capacity for 7 years, he served to shape the first generation of State coastal zone management programs which continue today to protect our Nation's valuable coastal resources. Mr. Knecht was instrumental in the design and implementation of the National Coastal Management Program, particularly in enlisting coastal States to participate in this federal-state partnership. He also played a key role in the development of the coastal energy impact program amendments to the Coastal Zone Management Act in 1976 that dealt with oil and gas development.

In 1979, he became a Special Representative to the Secretary of Com-

merce on the United Nations Law of the Sea Negotiations. It was in this position that he developed and negotiated positions on the international management of seabed mineral resources. In 1980 and 1981, he was Director of the Office of Ocean Minerals and Energy at NOAA, working on the implementation of new legislation for ocean thermal energy conversion and deep seabed mining.

In 1981, Mr. Knecht left government service for academia, where he held positions at the University of Virginia, University of Rhode Island, Woods Hole Oceanographic Institution, and the University of California at Santa Barbara. In 1989, he joined the University of Delaware Graduate College of Marine Studies where he was the Co-director of the Center for the Study of Marine Policy for 12 years.

During his tenure at the University of Delaware, Mr. Knecht was a leader in promoting integrated coastal zone management, particularly on the international level where he also served as a consultant to the World Bank. He served as the Vice President of the International Coastal and Ocean Organization and was a member of the Marine Area Governance Committee of the Marine Board of the National Research Council. He also served as the Co-Editor-in-Chief for the international journal, *Ocean and Coastal Management*.

Mr. Knecht co-authored two books on ocean policy and integrated coastal zone management. In his most recent book on ocean policy, he identified the need for government integration of currently fragmented ocean policies, calling for a National Ocean Council that could set integrated national goals and ocean policies. I am pleased to say that this idea became a reality with the Oceans Act of 2000.

One of Mr. Knecht's most recent accomplishments was receiving the 1999 Julius A. Stratton Award for Leadership. This national award is bestowed biennially to the person or group that has made the greatest difference in leading the cause for the coast. Mr. Knecht was a true champion for the coast, fostering the development of the fledgling Coastal Zone Management Program in the early part of his career, to the latter part of his career that focused on developing integrated coastal zone management approaches at both national and international levels.

With Mr. Knecht's passing we have lost a great leader in marine and coastal protection. I would like to offer my deepest appreciation for Mr. Knecht's contributions to the Nation and send my sincerest condolences to his wife, Biliiana Cicin-Sain, and to his family, friends, and colleagues.●

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Williams, one of his secretaries.

#### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

#### REPORT ON THE AGREEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE SOCIALIST REPUBLIC OF VIETNAM ON TRADE RELATIONS—MESSAGE FROM THE PRESIDENT—PM 26

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Finance.

*To the Congress of the United States:*

In accordance with section 407 of the Trade Act of 1974, as amended (19 U.S.C. 2434) (the "Trade Act"), I am transmitting a copy of a proclamation that extends nondiscriminatory tariff treatment to the products of Vietnam. As an annex to the proclamation, I also enclose the text of the "Agreement Between the United States of America and the Socialist Republic of Vietnam on Trade Relations," which was signed on July 13, 2000, including related annexes and exchanges of letters.

Implementation of this Agreement will strengthen political relations between the United States and Vietnam and produce economic benefits for both countries. It will also help to reinforce political and economic reform in Vietnam.

I believe that the Agreement is consistent with both the letter and spirit of the Trade Act. The Agreement provides for mutual extension of non-discriminatory tariff treatment, while seeking to ensure overall reciprocity of economic benefits. The Agreement includes safeguard arrangements designed to ensure that imports from Vietnam will not disrupt the U.S. market.

The Agreement also facilitates and expands the rights that U.S. businesses will have in conducting commercial transactions both within Vietnam and with Vietnamese nationals and business entities, and includes provisions dealing with settlement of commercial disputes, investment, financial transactions, and the establishment of government commercial offices. Vietnam also agrees to adopt standards for intellectual property protection that match the standards set forth in the WTO Agreement on Trade-Related Aspects of Intellectual Property Rights.

On June 1, 2001, I waived application of subsections 402(a) and (b) of the Trade Act with respect to Vietnam. I urge that Congress act as soon as possible to approve, by a joint resolution referred to in section 151(b)(3) of the

Trade Act, the extension of non-discriminatory treatment to the products of Vietnam as provided for in the Agreement.

GEORGE W. BUSH,  
THE WHITE HOUSE, June 8, 2001.

#### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-2288. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled "OMB Approvals Under the Paperwork Reduction Act; Technical Amendment" (FRL6958-8) received on June 5, 2001; to the Committee on Environment and Public Works.

EC-2289. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled "Methyl Anthranilate; Exemption from the Requirement of a Tolerance" (FRL6780-9) received on June 5, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC-2290. A communication from the Deputy Chief of the Regulations Division, Bureau of Alcohol, Tobacco and Firearms, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled "Delegation of Authority for Part 70" (RIN1512-AC19) received on June 5, 2001; to the Committee on Finance.

EC-2291. A communication from the Chief of the Regulations Division, Bureau of Alcohol, Tobacco and Firearms, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled "Volatile Fruit-Flavor Concentrate Shipments and Alternation with Other Premises" (RIN1512-AB59) received on June 5, 2001; 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-91. A resolution adopted by the Legislature of the State of Minnesota relative to special education costs; to the Committee on Appropriations.

##### RESOLUTION NO. 2

Whereas, in 1975 the Congress passed Public Law Number 94-142, the Individuals with Disabilities Education Act, and provided a national framework for providing free, appropriate public education to all students regardless of the level or severity of disability; and

Whereas, Congress in its initial passage of the Individuals with Disabilities Education Act declared its intent to fund 40 percent of special education costs; and

Whereas, the federal government's share of funding for special education costs in Minnesota has never exceeded 15 percent of total special education costs; and

Whereas, since the passage of the Individuals with Disabilities Education Act, the states have been primarily responsible for providing funding for special education services; and

Whereas, special education services are being provided to all eligible children in the state of Minnesota; and

Whereas, many states, including Minnesota, must provide substantial state funding to fill the gaps left by Congress's unfunded promise; and

Whereas, the recent increases in federal funds for schools, including the increases in special education funding, have come with substantial mandates and limitations on the use of funds; and

Whereas, Congress is now currently debating the most effective ways to improve education among the states; and

Whereas, the federal government is now estimating a surplus of \$5,600,000,000 over the next ten years: Now, therefore, be it

*Resolved by the Legislature of the State of Minnesota*, That Congress should speedily adhere to the goal set forth in the Individuals with Disabilities Education Act and appropriate to the states significant, genuine assistance to meet the needs of students with disabilities and to relieve schools from the necessity of cross-subsidizing special education revenue with general education revenue. Be it further

*Resolved*, That the Secretary of State of the State of Minnesota is directed to prepare copies of this memorial and transmit them to the President of the United States, the President and Secretary of the Senate, the Speaker and Clerk of the House of Representatives, and Minnesota's Senators and Representatives in Congress.

POM-92. A resolution adopted by the Legislature of the State of Minnesota relative to the improvement and rehabilitation of waterways; to the Committee on Environment and Public Works.

##### RESOLUTION NO. 4

Whereas, waterway transportation is the most efficient means of transporting bulk commodities, transports more tons per gallon of fuel than either rail or truck while causing fewer accidents, less noise pollution, and fewer fatalities and traffic delays, provides a positive quality of life to the citizens of Minnesota, and is the most environmentally sound mode of transportation available; and

Whereas, because of its geographic location, Minnesota is disadvantaged by the distance commodities must travel when transported between Minnesota and domestic and international markets; and

Whereas, farm products, petroleum, coal, aggregates, fertilizer, salt, iron ore, metal products, and other bulk commodities needed by agriculture, industry, and the public sector are essential components of commerce and vital to the continued health of our national, local, and state economies; and

Whereas, the inland waterway lock and dam system provides recreational and ecotourism opportunities to Minnesota, a reliable water source of 25 billion gallons per year for residential and industrial use in the Twin Cities area, and a cooling source for power plants which provide over 4,800 Minnesota jobs; and

Whereas, our transportation infrastructure enables agricultural products and other exported commodities to compete successfully in international markets and leads toward a favorable balance of trade for our national economy; and

Whereas, our waterway transportation infrastructure shares the public waters with the natural environment; and

Whereas, the natural environment provides public benefits such as recreation, tourism, domestic and industrial water supply, and scientific and educational opportunities which are also important elements to Minnesota's economy; and

Whereas, the Upper Mississippi River is a natural resource of statewide, regional, na-

tional, and international importance due to its status as one of the largest floodplain areas in the world, its importance as a migratory corridor for 40 percent of all North American Waterfowl and the sanctuary it provides to more than 200 species of threatened, endangered, or rare plants and animals; and

Whereas, the Great Lakes Seaway serves Minnesota by moving its bulk products to domestic and foreign destinations, amounting to over 65 million tons annually, including 43 million tons of Minnesota iron ore to steel mills in Michigan, Indiana, Ohio, and Pennsylvania; and

Whereas, although dredging and maintenance of the seaway system is financed by the users, financing of the new Sault Ste. Marie Lock (owned and operated by United States Army Corps of Engineers) will be shared by the federal government and the eight seaway states on a prorated tonnage basis, requiring an estimated \$18 million from the state to be paid over a 50-year period; and

Whereas, the inland waterway system moves 17 million tons of bulk commodities annually between Minnesota and the eastern seaboard and Gulf states, including approximately 10 million tons of agricultural products exported through gulf ports; and

Whereas, dredging and maintenance costs of the inland waterway are paid out of federal funds, and financing of capital improvements to the inland waterway system is 50 percent from federal funds and 50 percent from the Inland Waterways Trust Fund, funded by a 20 cent per gallon fuel tax paid by waterway shippers; and

Whereas, the river industry has been taxed on fuel since 1980, and since the Inland Waterways Trust Fund was instituted in 1986, the Upper Mississippi River basin has contributed 40 percent of the funds and received only 15 percent return for capital improvements, making the Upper Midwest a tax donor region to the Ohio River valley and others; and

Whereas, the Port Development Assistance Program is the vehicle to rehabilitate Minnesota's public ports on the Mississippi River and Lake Superior; and

Whereas, this program updates and improves the operation and efficiency of the ports to keep them viable and competitive; and

Whereas, the 1996, 1998, and 2000 Minnesota legislatures appropriated funds for this program, and the 2001 legislature will be requested to appropriate an additional \$3 million to this program: Now, therefore, be it

*Resolved*, That the Minnesota Legislature supports Minnesota's pro rata participation in financing new construction at the Sault Ste. Marie Lock. Be it further

*Resolved*, That the Legislature formally recognizes the Upper Mississippi River as a river of statewide significance for natural, navigational, and recreational benefits. Be it further

*Resolved*, That the Legislature recognizes the critical habitat restoration and rehabilitation needs on the Upper Mississippi River. Be it further

*Resolved*, That the Legislature recognizes the importance of inland waterway transportation to Minnesota agriculture and to the economy of the state, the region, and the nation and urges Congress to authorize funding to improve transportation efficiency and restore the ecological values of the Upper Mississippi River System. Be it further

*Resolved*, That the Legislature supports the continued funding of the Port Development Assistance Program in recognition of the essential and fundamental contribution the Great Lakes and inland waterway transportation systems make to Minnesota's economy and to sustainable environmental programs. Be it further