

WHY DREDGE?

Over 90 percent of the nation's top 50 ports in foreign waterborne commerce, including ports in Louisiana, require regular maintenance dredging. Together these ports move nearly 93 percent of the volume of all U.S. waterborne commerce. Routine maintenance dredging is necessary in many parts of the country to remove sediment from rivers and harbors that builds up due to tidal and other hydrographical forces. Without dredging, many port facilities and navigation channels would be rendered unsafe and non-navigable to users in less than a year. For example, the Columbia River accumulates sediment at a rate of five to six feet a year in some areas. Without routine dredging, areas of the navigation channel that serves the water highway for many ports in Oregon and Washington State could change from a 40-foot to a 35-foot deep channel in one year. Since 90% of the ship traffic use the maximum depth of the channel, such a dramatic change would prohibit many ships from entering the channel or force ships to carry only a fraction of their intended load, making their voyages expensive and inefficient.

Failure to adequately maintain navigation channels affects not only the local economy around the port, but has far-reaching impacts throughout the country. For example, agricultural and natural resource products such as grain or timber will be unable to reach export markets. In addition, imports such as clothing, consumer electronics, and automobiles will become more scarce and expensive. Since ships and ports provide the means to facilitate the flow of interstate and international commerce, the Federal Government should bear a large portion of the responsibility to ensure that these trade conduits remain viable.

THE ECONOMIC BENEFITS OF WATERBORNE SHIPPING ARE PLENTIFUL

The economic benefit of our waterborne system is nationwide: goods from 27 states leave the country through the ports in Louisiana alone. Midwestern grain supplies the Pacific rim market through ports in the Pacific Northwest. Crude oil that is brought to and refined in New Jersey and Pennsylvania reaches consumers on the entire East Coast—from Maine to Florida. Steel that travels to major Midwestern industrial centers is delivered cheaply and efficiently through ports on the Great Lakes. Ports on the West Coast handle high value goods destined for consumers throughout the country.

Costs associated with waterborne shipping are three to four times less per ton-mile than any other freight transportation, and waterborne shipping is the most cost effective method of freight movement. Our waterborne transportation efficiency contributes mightily to our ability to compete in the price sensitive bulk commodity markets. Grain and coal are just two examples of price-sensitive bulk commodities. Because shipping contracts

can hinge on a few tenths of a cent per bushel of grain or ton of coal, transportation costs can be the deciding factor for foreign buyers choosing between American or foreign bulk products.

Maintaining the right channel depth allows U.S. commodities to stay competitive. For each foot of draft vessel depth not dredged, vessels carry less product—making each voyage less efficient and more costly. For instance, maintaining a channel at 43 feet instead of 44 feet may mean the difference of 750 tons of additional coal capable of being loaded on a ship. Properly maintained channels can make or break a contract in the international marketplace.

SAFETY AND ENVIRONMENTAL BENEFITS OF DREDGING

Making waterways safe for navigation is one of the most important benefits of routine maintenance dredging. Deepened channels that accumulate sediment become dangerous because they increase the chance of ships running aground. Groundings are expensive not only in cargo and time lost, but groundings may also pollute the environment if ships' hulls are breached and cargo is spilled. The cost of responding to and cleaning up oil pollution impacts everyone. Well-maintained channels eliminate any surprise shoalings or buildups that may cause mishaps harmful to the environment.

When waterways are not regularly dredged, ships have to be lightered; that is, they have enough cargo removed to smaller, shallower vessels so that the primary ship is light enough to enter the harbor safely. Aside from the additional handling costs associated with the practice and the loss of time and potential productivity, lightering of bulk liquids increases the chance of spillage and pollution.

Waterborne freight transportation is also the most efficient mode of surface transportation in terms of fuel use per ton-mile. Waterborne commerce contributes the least amount of pollution in terms of hydrocarbons, carbon monoxide, and nitrous oxide emitted per ton-mile, and is also the safest in terms of death or injury per ton-mile. Waterborne shipping emits five times fewer hydrocarbons than trains and seven times fewer than trucks. A shift of less than 1 million tons of cargo from ship to truck would increase fuel use by a factor of ten, and probable accidents by a factor of six annually.

FUTURE ROLE OF U.S. AT STAKE

Since the first wooden vessels arrived on our shores, this nation has relied on and prospered due to its access to water and thereon to the rest of the world. Both economically and strategically, thereby are no greater national assets than our ports and federal navigation channels—our water connections to the global marketplace and our means of projecting our national defense.

Until 1986, the Federal Government fully funded the maintenance of our Nation's navigation channels, main-

taining a partnership with state and local port authorities. Contributing to, and relying on this partnership, these local port agencies have invested billions of dollars in land-side terminals to develop the array of ports along our three sea coasts, Great Lakes, and inland waterways. The HMT, instituted in 1986 to recover first 40%, then 100%, and more, of dredging maintenance costs, has been ruled unconstitutional as applied to exports by the U.S. Supreme Court. Based both on this decision and the rancorous debate during the 1980s, any alternative trade tax/user fee funding mechanism will have significant legal and political challenges to overcome.

With the United States' future role in the global economy at stake, it is critical that we approach this issue delicately, and I would urge the Administration to carefully review this issue and not rush to any judgment. This issue has too many different constituencies with an important stakeholder interest.

Accordingly, I have written to Secretary Slater to request his assistance in establishing a private sector task force to review the issues confronting any reformulated approach to maintenance dredging. At a minimum, this task force should include various carrier and shipper interests and port and port-related labor interests and should allow the affected interests to air their concerns and make recommendations. The problem that we face with the potential elimination of the HMT is severe, and any action to replace it, or reformulate it, should be done only after an informed airing of the issues from affected parties. Mr. President, this issue is critical not only to Louisiana but to the entire country. I look forward to working with all interested parties to develop a workable solution.●

PRESIDENT CLINTON NAMES CLYDE J. HART AS ADMINISTRATOR OF THE MARITIME ADMINISTRATION

● Mr. TORRICELLI. Mr. President, I rise today in support of Clyde J. Hart's nomination as Administrator of the Maritime Administration. Mr. Hart is originally from my home state of New Jersey and I am proud to stand with him as he prepares for his confirmation process before the Senate.

Mr. Hart is currently the senior Democratic Counsel for the Committee on Commerce, Science, and Transportation, Surface Transportation and Merchant Marine Subcommittee in the Senate. I have had the great privilege of working with him in the past on the issue of hazardous waste transportation, and have found him to be very intelligent and extremely effective.

Before coming to work for the Senate, Mr. Hart had extensive experience in a variety of fields. He has practiced law here in Washington, D.C., taught courses at the University of Virginia

and served his nation in uniform from 1965–1969. He is a scholar and a patriot.

I commend President Clinton for such an excellent choice for Maritime Administrator and look forward to working closely with Mr. Hart as he assumes control of this critical agency. I join my colleagues in support of this nomination and am confident of Mr. Hart's prompt approval by the full Senate. •

DEATH OF THE HONORABLE BARRY GOLDWATER

Mr. MCCAIN. I ask unanimous consent that the Senate proceed to the immediate consideration of S. Res. 241, which was submitted earlier today.

The PRESIDING OFFICER. The clerk will report the resolution.

The bill clerk read as follows:

A resolution (S. Res. 241) relative to the death of the Honorable Barry Goldwater, formally a Senator from the State of Arizona.

Resolved, That the Senate has heard with profound sorrow and deep regret the announcement of the death of the Honorable Barry Goldwater, formerly a Senator from the State of Arizona.

Resolved, That the Secretary of the Senate communicate these resolutions to the House of Representatives and transmit an enrolled copy thereof to the family of the deceased.

Resolved, That when the Senate recesses today, it stand recessed as a further mark of respect to the memory of the deceased Senator.

The PRESIDING OFFICER. Is there objection to the immediate consideration of the resolution?

There being no objection, the Senate proceeded to consider the resolution.

Mr. MCCAIN. I yield to the Senator from Virginia.

Mr. WARNER. I wish to commend my distinguished friend and colleague for this resolution, and I ask that I be listed as a cosponsor.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. WARNER. I had the privilege of serving with the distinguished Senator Goldwater for many years and worked with him diligently these years as an understudy, if I may say with great humility, on the Armed Services Committee. He was truly a man who left a profound impact on this humble Senator, as he did many others.

I wish to commend my colleague from Arizona.

Mr. MCCAIN. I want to thank my friend from Virginia concerning his kind remarks.

I know that Senator Goldwater considered Senator WARNER of Virginia one of his dear and close friends. As I have remarked on several occasions, the Goldwater-Nichols Act was the product of many individuals, but the Senator from Virginia played a key role in assisting Senator Goldwater in the completion of legislation that played a major role in our victory in Operation Desert Storm.

Mr. President, I ask unanimous consent the resolution be agreed to and the motion to reconsider be laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 241) was agreed to.

JUSTICE JOHN MCKINLEY FEDERAL BUILDING

Mr. MCCAIN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of calendar No. 375, S. 1298.

The PRESIDING OFFICER. The clerk will report.

The bill clerk read as follows:

A bill (S. 1298) to designate a Federal building located in Florence, Alabama, as the "Justice John McKinley Federal Building."

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. MCCAIN. Mr. President, I ask unanimous consent that the bill be considered read the third time, passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be placed in the RECORD at the appropriate place as if read.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 1298) was considered read the third time, and passed, as follows:
S. 1298

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

SECTION 1. DESIGNATION OF JUSTICE JOHN MCKINLEY FEDERAL BUILDING.

The Federal building located at 210 North Seminary Street in Florence, Alabama, shall be known and designated as the "Justice John McKinley Federal Building".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building referred to in section 1 shall be deemed to be a reference to the "Justice John McKinley Federal Building".

RICHARD C. LEE UNITED STATES COURTHOUSE

Mr. MCCAIN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of calendar No. 376, S. 1355.

The PRESIDING OFFICER. The clerk will report.

The bill clerk read as follows:

A bill (S. 1355) to designate the United States courthouse located in New Haven, Connecticut, as the "Richard C. Lee United States Courthouse."

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. MCCAIN. Mr. President, I ask unanimous consent that the bill be considered read the third time, passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be placed in the RECORD at the appropriate place as if read.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 1355) was considered read the third time, and passed, as follows:

S. 1355

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

SECTION 1. DESIGNATION OF RICHARD C. LEE UNITED STATES COURTHOUSE.

The United States courthouse located in New Haven, Connecticut, shall be known and designated as the "Richard C. Lee United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the United States courthouse referred to in section 1 shall be deemed to be a reference to the "Richard C. Lee United States Courthouse."

JOSEPH P. KINNEARY UNITED STATES COURTHOUSE

Mr. MCCAIN. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of calendar No. 377, S. 1800.

The PRESIDING OFFICER. The clerk will report.

The bill clerk read as follows:

A bill (S. 1800) to designate the Federal building and United States Courthouse located at 85 Marconi Boulevard in Columbus, Ohio, as the "Joseph P. Kinneary United States Courthouse."

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. MCCAIN. Mr. President, I ask unanimous consent that the bill be considered read the third time, passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be placed in the RECORD at the appropriate place as if read.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 1800) was considered read the third time, and passed, as follows:

S. 1800

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

SECTION 1. DESIGNATION OF JOSEPH P. KINNEARY UNITED STATES COURT- HOUSE.

The Federal building and United States courthouse located at 85 Marconi Boulevard in Columbus, Ohio, shall be known and designated as the "Joseph P. Kinneary United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building and United States courthouse referred to in section 1 shall be deemed to be a reference to the "Joseph P. Kinneary United States Courthouse".

RONALD V. DELLUMS FEDERAL BUILDING

Mr. MCCAIN. Mr. President, I ask unanimous consent that the Senate