

The three million miles of rivers and streams that travel through the United States have played a fundamental role in our culture and our heritage. Indeed, the health of America's rivers inextricably linked to our health as a nation. Our rivers contribute to commerce, food production and public recreation, and they enhance our well-being. Rivers also support fish, waterfowl, and other wildlife that need clean water to survive in their habitat.

The settlers in the eighteenth and nineteenth centuries were awed by our majestic rivers, curious mixtures of pristine and rugged beauty. Since colonial times, America's rivers have promoted our economic and social growth, as an energy source to spur industrialization and as a water supply resource.

Regrettably, in the late 1960's, although America had grown to be the most powerful industrial nation in the world, we had failed to protect the very resources that were responsible for our success. The Hudson River was a dumping ground for fuel and other industrial waste. The Cuyahoga River in Cleveland became so polluted that it caught fire. These terrible events prompted the call to reverse the trend and to clean up the nation's rivers and other waters.

Today, the cleanup of our rivers and streams has led to the economic revitalization of urban centers, neighborhoods, and towns all over America. From Boston to Chicago to Washington, D.C., Americans are cleaning up their rivers and using them for recreation, boating, tourism and leisure. America's rivers continue to serve as transportation links supporting commerce and industry. Their greatest contribution to the U.S. economy, however, is the 430 billion dollars generated annually from the tourists that visit our rivers. And more than 46 million international tourists visit our rivers each year.

The tide has turned significantly from the late 1960s and early 1970s, but we must continue to encourage ongoing protection and promotion of the nation's rivers. Designating the third Saturday in June of each year as "National Rivers Day" will inspire all Americans to get involved in the ongoing protection of our precious rivers and streams. I urge my colleagues to join me in supporting this important measure.●

#### AMENDMENTS SUBMITTED

#### NATIONAL TOBACCO POLICY AND YOUTH SMOKING REDUCTION ACT

#### JEFFORDS (AND BINGAMAN) AMENDMENT NO. 2710

(Ordered to lie on the table.)

Mr. JEFFORDS (for himself and Mr. BINGAMAN) submitted an amendment intended to be proposed by them to the bill (S. 1415) to reform and restructure

the processes by which tobacco products are manufactured, marketed, and distributed, to prevent the use of tobacco products by minors, to redress the adverse health effects of tobacco use, and for other purposes; as follows:

On page 159, line 8, strike "such sums as may be necessary" and all that follows through line 11, and insert "not less than 5 percent of such funds in fiscal year 1999, 10 percent of such funds in fiscal year 2000, 15 percent of such funds in fiscal year 2001, and 20 percent of such funds in fiscal year 2002 and each subsequent fiscal year, shall be used to expand existing support for epidemiological, behavioral, psychopharmacological, psychobiological, psychophysiological, health services and social science research related to the prevention and treatment of tobacco addiction. Research described in this paragraph shall include research on the effect of nicotine on brain and behavior as well as the behavioral etiology of tobacco use."

On page 159, line 13, strike "(d) may" and insert "(c) shall".

On page 160, line 17, strike "(h)" and insert "(f)".

On page 160, line 18, strike "may" and insert "shall".

On page 161, strike lines 1 through 3.

On page 161, between lines 3 and 4, insert the following:

"(3) annually prepare and submit to Congress a report containing a description of the research undertaken pursuant to subsection (c) and an assessment of whether the requirement of subsection (c) has been met with respect to the preceding year;"

On page 161, line 6, strike the period and insert "; and".

On page 161, between lines 6 and 7, insert the following:

"(5) use not less than \$10,000,000 of the funds made available under this section in each fiscal year to carry out this subsection."

On page 161, strike lines 12 through 15.

#### MCCAIN AMENDMENT NO. 2711

(Ordered to lie on the table.)

Mr. MCCAIN submitted an amendment intended to be proposed by him to the bill S. 1415, supra; as follows:

Beginning on page 367, strike line 19, and all that follows through line 19 on page 368, and insert the following:

(a) IN GENERAL.—It is unlawful for any person to sell, or ship or deliver for sale or shipment, or otherwise introduce in interstate or foreign commerce, or to receive therein, or to remove from Customs custody for use, any tobacco product unless such product is packaged and labeled in conformity with this section, in order to counter trafficking in tobacco contraband and for other purposes.

(b) LABELING AND TRACKING.—

(1) IDENTIFICATION.—Not later than 1 year after the date of enactment of this Act, the Secretary shall promulgate regulations that require each manufacturer or importer of tobacco products to place a unique serial number on all packages of tobacco products manufactured or imported for sale or distribution. The serial number shall be designed to enable the Secretary to identify the manufacturer or importer of the product, and the location and date of manufacture or importation of the product, and to track tobacco products through the stream of commerce. The Secretary shall determine the size, location, legibility and other characteristics of the serial number.

(2) ADDITIONAL MARKING REQUIREMENTS FOR EXPORTS.—Each package of a tobacco prod-

uct that is exported shall be marked for export from the United States. The Secretary shall promulgate regulations to determine the size and location, and other characteristics, of the mark and under what circumstances a waiver of this paragraph shall be granted.

#### CHAFEE AMENDMENT NO. 2712

(Ordered to lie on the table.)

Mr. CHAFEE submitted an amendment intended to be proposed by him to the bill S. 1415, supra; as follows:

On page 195, line 15, strike "and".

On page 195, line 17, strike the period and insert "; and".

On page 195, between lines 17 and 18, insert the following:

"(v) activities related to the national education and outreach campaign under section of title V."

At the appropriate place in title V, insert the following:

#### SEC. \_\_\_\_ . EDUCATION AND OUTREACH.

(a) NATIONAL EDUCATION AND OUTREACH CAMPAIGN.—The Administrator shall use amounts made available under section 451(b)(2)(C) in each fiscal year to establish a national education and outreach campaign relating to the effect on individuals of exposure to tobacco smoke and ways to minimize such exposure. In establishing such campaign, the Administrator shall—

(1) focus on children's exposure to environmental tobacco smoke in the home; and

(2) coordinate activities with the Secretary of Health and Human Services and other Federal agencies as determined appropriate by the Administrator.

(b) PEER REVIEW.—The Administrator shall use amounts made available under section 451(b)(2)(C) in each fiscal year to carry out research, and provide for peer review studies of research, related to the exposure of individuals to environmental tobacco smoke.

(c) FUNDING.—There shall be made available from the Public Health Allocation Account established under section 451(b) to the Administrator—

(1) \$50,000,000 for each of the fiscal years 1999 through 2003 to carry out subsection (a); and

(2) \$5,000,000 for each of the fiscal years 1999 through 2003 to carry out subsection (b).

#### AUTHORITY FOR COMMITTEES TO MEET

##### COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

Mr. GREGG. Mr. President, I ask unanimous consent that the Committee on Banking, Housing, and Urban Affairs be authorized to meet during the session of the Senate on Wednesday, June 17, and Thursday, June 18, 1998, to conduct a hearing on H.R. 10, the Financial Services Act of 1998.

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

##### COMMITTEE ON FINANCE

Mr. GREGG. Mr. President, the Finance Committee requests unanimous consent to conduct a hearing on Wednesday, June 17, 1998, beginning at 10 a.m. in room 215 Dirksen.

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

##### COMMITTEE ON FOREIGN RELATIONS

Mr. GREGG. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized

to meet during the sessions of the Senate on Wednesday, June 17, 1998, at 11:30 a.m. and 2 p.m. to hold two hearings.

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

#### COMMITTEE ON GOVERNMENTAL AFFAIRS

Mr. GREGG. Mr. President, I ask unanimous consent on behalf of the Governmental Affairs Committee to meet on Wednesday, June 17, 1998, at 9:30 a.m. for a business meeting.

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

#### COMMITTEE ON THE JUDICIARY

Mr. GREGG. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate on Wednesday, June 17, 1998, at 9 a.m. in room 226 of the Senate Dirksen Office building to hold a hearing on: "Drug Abuse Among Our Children: A Growing National Crisis."

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

#### SELECT COMMITTEE ON INTELLIGENCE

Mr. GREGG. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, June 17, 1998, at 2:30 p.m. to hold a closed hearing on Intelligence Matters.

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

#### SUBCOMMITTEE ON COMMUNICATIONS

Mr. GREGG. Mr. President, I ask unanimous consent that the Communications Subcommittee of the Senate Committee on Commerce, Science, and Transportation be authorized to meet on Wednesday, June 17, 1998, at 9:30 a.m. on Spamming and S. 2107.

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

#### SUBCOMMITTEE ON CONSTITUTION, FEDERALISM, AND PROPERTY RIGHTS

Mr. GREGG. Mr. President, I ask unanimous consent that the Subcommittee on Constitution, Federalism, and Property Rights, of the Senate Judiciary Committee, be authorized to meet during the session of the Senate on Wednesday, June 17, 1998, to hold a business meeting, off the floor, in the Capitol Building, following the first vote.

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

#### SUBCOMMITTEE ON FORESTS AND PUBLIC LAND MANAGEMENT

Mr. GREGG. Mr. President, I ask unanimous consent that the Subcommittee on Forests and Public Land Management of the Committee on Energy and Natural Resources be granted permission to meet during the session of the Senate on Wednesday, June 17, for purposes of conducting a subcommittee hearing which is scheduled to begin at 2 p.m. The purpose of this hearing is to receive testimony on S. 1253, the Public Land Management Act of 1997.

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

### ADDITIONAL STATEMENTS

#### CHINA'S MARITIME PRACTICES

• Mr. HOLLINGS. Mr. President, our country's relationship with the People's Republic of China is currently receiving a great deal of attention. One aspect of that relationship which is not getting enough attention is shipping.

The United States has an open door to Chinese shipping. Chinese companies can call at any U.S. port. They do not need any government agency to approve their schedule, their ships, or changes to those deployments. They can open branch offices anywhere in the U.S. that they wish. They can provide vessel agency services to their own vessels. This U.S. policy has allowed Chinese shipping companies to be quite free and successful. COSCO, for example, which is owned by the People's Republic of China, is by far the largest ocean carrier in the U.S.-China trade and is a major carrier in other U.S. trades. The Chinese government wants the most favorable treatment for COSCO here in the U.S.; yet it continues to deny U.S. carriers operating in China the opportunities and privileges Chinese carriers receive here.

Not only does Chinese shipping policy seek to control the trade rather than allow market forces to operate, but restrictions are becoming increasingly problematic. This lack of reciprocity is unfair.

For example, access to ostensibly open ports in China is now solely at the discretion of the Chinese Ministry of Communications. While American carriers must endure long waits for an uncertain approval of whether and where they can operate, Chinese carriers are free to call at U.S. ports without having to face such conditions. Recent Chinese regulations make this process even more burdensome and contain the potential for huge penalties.

U.S. carriers face restrictions on a host of normal commercial activities in China that Chinese carriers don't face here. For example, branch offices are restricted or prohibited. U.S. carriers cannot even provide normal vessel agency services to their own ships. This results in a considerably higher cost base for U.S. carriers versus their Chinese competitors.

The Federal Maritime Commission and the Administration have been working on and encouraging a resolution of these problems, but insufficient progress has been made. Therefore, I have written to the FMC to encourage it to use the full range of its authority to investigate these matters.

What is additionally very troubling to me—and what should be very troubling to the Chinese government if they value the government-to-government negotiation process as a way to resolve differences—is the recent turn of events in the maritime bilateral negotiations between our governments. In December of last year some progress

was made. An agreement was reached on some of the outstanding issues. The U.S. government has fulfilled its promises by the FMC giving COSCO an exemption from some of the Controlled Carrier Act restrictions. But the Chinese government has not yet honored its commitments, even though it had agreed to act simultaneously with the U.S. government. The Administration recognizes this. The FMC recognizes this. The Congress recognizes this.

China's relationship with the U.S. is undermined when it fails to fulfill its promises. Our willingness to treat China favorably is undermined if the Chinese government's promises are illusory.

Not only do I urge the FMC to investigate and take appropriate action in these maritime issues, but I urge the State Department to convey to the Chinese government the damaging effect of its current maritime posture on improved trade relations.

Both our countries' trade relations are benefited by a liberalized shipping environment. An unbalanced lack of reciprocity cannot be sustained.

Mr. President, I ask that my letters to Secretary Slater at the Department of Transportation and Chairman Creel at the Federal Maritime Commission be printed in the RECORD.

#### The letters follow:

U.S. SENATE, COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,

Washington, DC, June 16, 1998.

Hon. RODNEY E. SLATER,  
Secretary, U.S. Department of Transportation,  
Washington, DC.

DEAR MR. SECRETARY: I am writing with regard to the recent trend toward maritime protectionism in the People's Republic of China. Your Department, particularly the Maritime Administration, has been actively engaged in negotiations with the Chinese to eliminate many of the restrictions faced by U.S. carriers in China. It is my understanding that, unfortunately, progress has been slow. I find particularly troubling the fact that the Chinese have failed to implement a gentlemen's agreement arrived at last December with your acting Maritime Administrator, John Graykowski.

I am attaching a letter which I have sent to Harold Creel, Chairman of the Federal Maritime Commission (FMC), asking the FMC to investigate this matter. I am certain you will agree that if the Chinese restrictions enumerated in this letter are not addressed through bilateral consultation, the FMC should act to impose countervailing sanctions on Chinese carriers doing business in the United States. Hopefully, a resolution can be reached before such steps are necessary.

I trust that resolving these China maritime issues will be among the Maritime Administration's highest priorities. The Department and the Maritime Administration have my full support in your continuing efforts to eliminate restrictions which hinder the competitiveness of U.S. carriers in China.

With kindest regards, I am  
Sincerely,

ERNEST F. HOLLINGS,  
Ranking Democrat.