

into the legitimate channels of international commerce, threaten the integrity of the domestic and international financial systems on which the economies of many nations now rely.

For all of these reasons, I have determined that the actions of significant narcotics traffickers centered in Colombia, and the unparalleled violence, corruption, and harm that they cause in the United States and abroad, constitute an unusual and extraordinary threat to the national security, foreign policy, and economy of the United States. I have, accordingly, declared a national emergency in response to this threat.

The measures I am taking are designed to deny these traffickers benefit of any assets subject to the jurisdiction of the United States and to prevent United States persons from engaging in any commercial dealings with them, their front companies, and their agents. These measures demonstrate firmly and decisively the commitment of the United States to end the scourge that such traffickers have wrought upon society in the United States and beyond. The magnitude and dimension of the current problem warrant utilizing all available tools to wrest the destructive hold that these traffickers have on society and governments.

WILLIAM J. CLINTON.

THE WHITE HOUSE, *October 21, 1995.*

MEASURES REFERRED

The following concurrent resolution, previously received from the House of Representatives for the concurrence of the Senate, was read and referred as indicated:

H. Con. Res. 108. Concurrent resolution to correct technical errors in the enrollment of the bill H.R. 1594; to the Committee on Labor and Human Resources.

MEASURES PLACED ON THE CALENDAR

The following measure was read the second time and placed on the calendar:

H.R. 1715. An act respecting the relationship between workers' compensation benefits and the benefits available under the Migrant and Seasonal Agricultural Worker Protection Act.

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-1536. A communication from the Secretary of Agriculture, transmitting, pursuant to law, the annual Horse Protection Enforcement Report for fiscal year 1994; to the Committee on Agriculture, Nutrition, and Forestry.

EC-1537. A communication from the Secretary of Agriculture, transmitting, a draft of proposed legislation for the Conservation Title of the 1995 Farm Bill; to the Committee on Agriculture, Nutrition, and Forestry.

EC-1538. A communication from the Under Secretary of Defense, transmitting, pursuant to law, the report of a violation of the Antideficiency Act, case number 93-03; to the Committee on Appropriations.

EC-1540. A communication from the Secretary of the Panama Canal Commission, transmitting, pursuant to law, a notice of determination relative to contract awards; to the Committee on Armed Services.

EC-1541. A communication from the Chief of Legislative Affairs, Department of the Navy, transmitting, pursuant to law, notice of the intention to offer transfer by sale of three vessels; to the Committee on Armed Services.

EC-1541. A communication from the Director of the Office of Thrift Supervision, Department of the Treasury, transmitting, pursuant to law, the report entitled, "Flood Insurance Compliance"; to the Committee on Banking, Housing, and Urban Affairs.

EC-1542. A communication from the Secretary of Transportation, transmitting, a draft of proposed legislation to amend chapter 303 of title 49, United States Code, to provide for the transfer of selected National Driver Register functions to non-Federal management, to provide authorizations for appropriations for each of fiscal years 1996 and 1997, and for other purposes; to the Committee on Veterans' Affairs.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. DOMENICI, from the Committee on the Budget, without amendment:

S. 1357. An original bill to provide for reconciliation pursuant to section 105 of the concurrent resolution on the budget for fiscal year 1996.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

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

By Mr. BREAUX:

S. 1354. A bill to approve and implement the OECD Shipbuilding Trade Agreement; to the Committee on Finance.

By Mr. DORGAN (for himself, Mr. DASCHLE, Mr. CONRAD, Mr. LEVIN, Mr. REID, Mr. WELLSTONE, Mr. SIMON, Mr. FEINGOLD, Mr. KENNEDY, Mr. LEAHY, Mr. HARKIN, Mr. BYRD, Mr. FORD, Mr. KERREY, Mr. BUMPERS, and Mr. KERRY):

S. 1355. A bill to amend the Internal Revenue Code of 1986 to end deferral for United States shareholders on income of controlled foreign corporations attributable to property imported into the United States; to the Committee on Finance.

By Mr. PRESSLER:

S. 1356. A bill to amend the Shipping Act of 1984 to provide for ocean shipping reform, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. DOMENICI:

S. 1357. An original bill to provide for reconciliation pursuant to section 105 of the concurrent resolution on the budget for fiscal year 1996; from the Committee on the Budget; placed on the calendar.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. BREAUX:

S. 1354. A bill to approve and implement the OECD Shipbuilding Trade Agreement; to the Committee on Finance.

THE SHIPBUILDING TRADE AGREEMENT ACT

• Mr. BREAUX. Mr. President, I introduce legislation to approve and implement the Agreement Respecting Normal Competitive Conditions in the Commercial Shipbuilding and Repair Industry, also known as the OECD Shipbuilding Agreement. While not perfect, this agreement appears to be our last best chance to eliminate unfair subsidies, to counter injurious pricing policies, to reign in trade distorting export financing, and to institute an effective binding dispute settlement system for shipbuilding controversies. Because of this agreement, for the first time, U.S. shipyard workers will have safeguards against having to compete with continued funding from foreign treasuries.

My involvement with the issue of unfair foreign shipbuilding practices relates to my State of Louisiana being one of the premier shipbuilding States in the country. Over 27,000 Louisiana jobs are impacted by constructing or repairing ships. As has been the case nationwide, Louisiana's shipbuilding employment has suffered significantly since the 1980's. This situation is due to U.S. defense downsizing and to unfair foreign shipbuilding practices. Since 1989, I've been actively working to eliminate unfair foreign shipbuilding practices and to restore the U.S. commercial shipbuilding industry.

How did the United States get in this dilemma? From 1974 to 1987, worldwide overall demand for ocean going vessels declined 71 percent. During the same time span, United States merchant vessel construction dropped drastically from an average of 72 ships/year to an average of 21 ships/year. Also during this period governments in all the major shipbuilding nations, with the exception of the United States, dramatically increased aid to their shipyards and their associated infrastructure with massive levels of subsidies in virtually every form.

The U.S. Government, however, decided to unilaterally terminate commercial construction subsidies to U.S. yards. Instead, U.S. Defense shipbuilding increased. U.S. Defense shipbuilding construction rose from an average of 79 ships/year in the 1970's to an average of 95 ships/year in the 1980's. The net result was a virtual abandonment by the large U.S. Defense yards to subsidized foreign yards of the international commercial shipbuilding market. In 10 years, the number of major U.S. shipyards producing only commercial ships declined from 11 to 1.

The end of the 1980's saw a Department of Defense reevaluation of the need for a 600-ship navy. It also saw the U.S. shipbuilding industry reevaluate its need to compete for commercial ship construction orders in a subsidized world market. Consequently, in June of 1989, the U.S. shipbuilding industry,