

In November 1993, Dr. Satcher was appointed as the Director of the Centers for Disease Control and Prevention [CDC]. With policies he initiated, he has been credited with increasing child immunization rates from 52 percent to a record 78 percent in 1996, and improving the Nation's capacity to respond to emerging infectious diseases. During his tenure, the CDC has placed considerable emphasis on prevention programs as its breast and cervical cancer programs have now been expanded to all 50 States. In his current position, Dr. Satcher has garnered even more awards, including *Ebony* magazine's American Black Achievement Award in Business and the Professions, the Breslow Award for Excellence in Public Health, and recently the Dr. Nathan B. Davis Award for outstanding public service to advance the public health and the John Stearns Award for Lifetime Achievement in Medicine from the New York Academy of Medicine.

I believe HHS Secretary Dr. Donna Shalala described Dr. Satcher in the best manner, when she said that he brings "world-class stature, management skill, integrity, and preventive health care experience" to any office or title he may hold. President Clinton has stated that Dr. Satcher should concentrate heavily on reducing smoking, particularly among children. As an advocate for preventive health in family medicine, Dr. Satcher has worked to heighten awareness about all American's health and will continue to do so.

Mr. President, I believe that Dr. Satcher will bring the same professionalism, dedication, skill, and most of all character to this new position that he has shown throughout his professional career. I strongly urge my colleagues to support his nomination to the post of Surgeon General of the United States.●

SURFACE TRANSPORTATION EXTENSION ACT

● Mr. SESSIONS. Mr. President, I would like to express my gratitude to the diligent work of our leaders in the Senate Environment and Public Works Committee especially the chairman, Senator CHAFEE and ranking member, Senator BAUCUS along with the chairman of the Transportation Subcommittee, Senator WARNER in crafting a comprehensive, 6 year transportation bill. The bill unanimously passed by the Senate Environment and Public Works Committee makes progress towards building a more equitable formula for distributing Federal transportation funds to the States. It is unfortunate Congress did not have the opportunity to debate this bill during this session of Congress although I look forward to building upon progress made by the committee when the Senate reconvenes in January.

The law which authorizes our Federal transportation program expired on September 30 of this year. Thanks to the competent work of Gov. Fob

James, and Jimmy Butts, the director at the Alabama Department of Transportation, and Don Vaughn, Assistant Transportation Director, I was alerted early on that if Congress failed to act on passing a transportation bill, critical transportation programs such as Interstate Maintenance, the National Highway System, and needed bridge repair throughout Alabama would cease by December. In addition, the Federal Department of Transportation would have been forced to shut its doors and transportation contractors would have been forced to lay off workers as Alabama and many other States curtailed or ceased awarding of transportation maintenance and construction contracts. To avoid this crisis, the Senate has enacted a short term solution to allow transportation projects to continue by providing additional funding and increased flexibility of Federal transportation funds to States.

The temporary transportation resolution passed by the Senate on Tuesday will allow Alabama access to \$174,469,000 for critical highway programs. This amount represents half the amount of Federal highway funds Alabama was able to spend in fiscal year 1997. In addition, the Alabama Department of Transportation will have the flexibility to transfer funds between various transportation programs so that planning, maintenance and expansion can continue as a comprehensive, long-term transportation bill is passed by Congress early next year. Once a new long-term transportation bill is passed, the Secretary of Transportation will offset each State's fiscal year 1998 funding to reflect the funds used by each State as a result of this extension.

Again, I would like to personally thank and congratulate Senator BOND for putting this package together with our leaders of the Environment and Public Works Committee, Senator CHAFEE, WARNER, and BAUCUS. While many of my colleagues and myself would have preferred a long-term solution to our transportation needs, this short-term extension will allow Alabama and all States to continue their transportation planning, maintenance, and construction until a new, long-term bill is negotiated and passed hopefully early next year.●

YEAR 2000 PROBLEM STILL LOOMING, REQUIRES ACTION

● Mr. MOYNIHAN. Mr. President, as we approach the end of the 1st session of the 105th Congress, I would like to implore the Senate for one final time to consider the urgency of the year 2000 crisis. This matter has been much discussed and reported, but little action has taken place. In fact, the General Accounting Office last week released a report that the Social Security Administration, once thought to be at the fore of the solution, faces a possible crash of several crucial systems dealing with disability determination services.

This report is indicative of the enormity of the problem facing the computer systems of the Federal Government. I introduced S. 22 on the first day of this session to establish a bipartisan national commission to handle this problem—as a civil defense task force would. Try as they might, officials at the Office of Management and Budget simply cannot address the enormity of the task at hand.

Every few days I have attempted to keep my colleagues informed of the latest facets of the problem. On this last day of the first session let me add but one more twist to the immense but manageable problem. If only we would act. In the latest U.S. News and World Report, John Marks reports on the troublesome coincidence of converting to the new European currency at the time of the turn of the century. He writes:

Even before it is introduced on January 1, 1999, the long awaited euro threatens to cost American business \$30 billion or more to buy new software and recode old programs, as companies with interests on the other side of the Atlantic attempt to adapt to the new currency . . . the two problems would seem to be unrelated. But the coincidence in timing—the millennium bug and the currency change arrive within a year of each other—has transformed them into a larger single crisis for many companies.

Thus, international companies are forced to deal with two conversions in the next 2 years; and not surprisingly, experts predict there will be a drought in the supply of consultants who know how to do both.

Again, U.S. News:

Last year, after dire warnings of a technological disaster at the dawn of the new century, companies rushed to hire programmers to save the day. In doing so, they created a labor shortage at a critical moment. Work on both the millennium bug and the euro transition requires knowledge of outdated COBOL computer systems. So all of a sudden, most of the programmers who might be deployed to manage the transition to the euro already have day jobs.

As I have mentioned before on this floor, we must also consider the conversion to the Euro and the labor shortage created over the next few years when we consider the size of the problem at hand.

The year 2000 problem is now fairly well known; the need for action plainly clear. With the legislative year coming to a close, I am hopeful my colleagues will realize this fact in the restful period between now and January 27 and be eager to take action on my bill—S. 22 with 18 copponsors—in the year to come.

I ask that the article "Latest Software Nightmare" from the November 17, 1997, issue of U.S. News and World Report and "Social Security Gets Year 2000 Warning" from the November 5 Washington Post be printed in the RECORD.

The article follows: