

competition in the market for delivery of multichannel video programming and for other purposes.

S. 1530

At the request of Mr. HATCH, the names of the Senator from Oregon [Mr. SMITH] and the Senator from Vermont [Mr. JEFFORDS] were added as cosponsors of S. 1530, a bill to resolve ongoing tobacco litigation, to reform the civil justice system responsible for adjudicating tort claims against companies that manufacture tobacco products, and establish a national tobacco policy for the United States that will decrease youth tobacco use and reduce the marketing of tobacco products to young Americans.

S. 1618

At the request of Mr. MCCAIN, the names of the Senator from Massachusetts [Mr. KERRY] and the Senator from Hawaii [Mr. INOUE] were added as cosponsors of S. 1618, a bill to amend the Communications Act of 1934 to improve the protection of consumers against "slamming" by telecommunications carriers, and for other purposes.

S. 1677

At the request of Mr. CHAFEE, the names of the Senator from South Carolina [Mr. HOLLINGS] and the Senator from Alaska [Mr. MURKOWSKI] were added as cosponsors of S. 1677, a bill to reauthorize the North American Wetlands Conservation Act and the Partnerships for Wildlife Act.

S. 1684

At the request of Mr. HUTCHINSON, the name of the Senator from Alabama [Mr. SESSIONS] was added as a cosponsor of S. 1684, a bill to allow the recovery of attorneys' fees and costs by certain employers and labor organizations who are prevailing parties in proceedings brought against them by the National Labor Relations Board.

S. 1711

At the request of Mrs. HUTCHISON, the name of the Senator from North Carolina [Mr. HELMS] was added as a cosponsor of S. 1711, a bill to amend the Internal Revenue Code of 1986 to eliminate the marriage penalty tax, to increase the income levels for the 15 and 28 percent tax brackets, to provide a 1-year holding period for long-term capital gains, to index capital assets for inflation, to reduce the highest estate tax rate to 28 percent, and for other purposes.

S. 1724

At the request of Mr. DEWINE, the name of the Senator from Mississippi [Mr. COCHRAN] was added as a cosponsor of S. 1724, a bill to amend the Internal Revenue Code of 1986 to repeal the information reporting requirement relating to the Hope Scholarship and Lifetime Learning Credits imposed on educational institutions and certain other trades and businesses.

SENATE CONCURRENT RESOLUTION 65

At the request of Ms. SNOWE, the names of the Senator from New York [Mr. D'AMATO] and the Senator from

Ohio [Mr. GLENN] were added as cosponsors of Senate Concurrent Resolution 65, a concurrent resolution calling for a United States effort to end restriction on the freedoms and human rights of the enclaved people in the occupied area of Cyprus.

SENATE CONCURRENT RESOLUTION 71

At the request of Mr. NICKLES, his name was withdrawn as a cosponsor of Senate Concurrent Resolution 71, a concurrent resolution condemning Iraq's threat to international peace and security.

SENATE RESOLUTION 155

At the request of Mr. LOTT, the names of the Senator from Mississippi [Mr. COCHRAN] and the Senator from Texas [Mrs. HUTCHISON] were added as cosponsors of Senate Resolution 155, a resolution designating April 6 of each year as "National Tartan Day" to recognize the outstanding achievements and contributions made by Scottish Americans to the United States.

SENATE RESOLUTION 189

At the request of Mr. TORRICELLI, the names of the Senator from Hawaii [Mr. AKAKA], the Senator from New York [Mr. D'AMATO], the Senator from California [Mrs. FEINSTEIN], the Senator from Illinois [Ms. MOSELEY-BRAUN], and the Senator from New York [Mr. MOYNIHAN] were added as cosponsors of Senate Resolution 189, a resolution honoring the 150th anniversary of the United States Women's Rights Movement that was initiated by the 1848 Women's Rights Convention held in Seneca Falls, New York, and calling for a national celebration of women's rights in 1998.

AMENDMENT NO. 1724

At the request of Mr. DEWINE the name of the Senator from Montana [Mr. BAUCUS] was added as a cosponsor of Amendment No. 1724 proposed to S. 1173, a bill to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes.

SENATE CONCURRENT RESOLUTION 81—HONORING THE BERLIN AIRLIFT

Mr. COVERDELL submitted the following concurrent resolution; which was referred to the Committee on Foreign Relations:

S. CON. RES. 81

Whereas the date of June 26, 1998, marks the 50th anniversary of the commencement of the Allied effort to supply the people of Berlin, Germany, with food, fuel, and supplies in the face of the illegal Soviet blockade that divided the city;

Whereas this 15 month Allied effort became known throughout the free world as the "Berlin Airlift" and ultimately cost the lives of 78 Allied airmen, of whom 31 were United States fliers;

Whereas this heroic humanitarian undertaking was universally regarded as an unambiguous statement of Western resolve to thwart further Soviet expansion;

Whereas the Berlin Airlift was an unqualified success, both as an instrument of diplo-

macy and as a life saving rescue of the 1,000,000 inhabitants of West Berlin, with 2,326,205 tons of supplies delivered by 277,728 flights over a 462-day period;

Whereas historians and citizens the world over view the success of this courageous action as pivotal to the ultimate defeat of international tyranny, symbolized today by the fall of the Berlin Wall; and

Whereas this inspiring act of resolve must be preserved in the memory of future generations in a positive and dramatic manner: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That it is the sense of Congress that—

(1) the 50th anniversary of the Berlin Airlift should include the presentation of a suitable gift of representational art from the citizens of the United States to the citizens of the Federal Republic of Germany, commemorating the fall of the Berlin Wall and the reunification of the great city of Berlin; and

(2) civic and corporate leaders across the Nation are entrusted to fulfill the intent of paragraph (1) by using private subscription and volunteer effort with the encouragement and support of Congress.

SENATE RESOLUTION 193—DESIGNATING "NATIONAL CHILDREN'S MEMORIAL DAY"

Mr. REID submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 193

Whereas approximately 79,000 infants, children, teenagers, and young adults die each year in the United States;

Whereas the death of a child is one of the greatest tragedies suffered by a family; and

Whereas support and understanding are critical to the healing process of a bereaved family: Now, therefore, be it

Resolved, That the Senate—

(1) designates December 13, 1998, as "National Children's Memorial Day"; and

(2) requests that the President issue a proclamation designating December 13, 1998, as "National Children's Memorial Day" and calls on the people of the United States to observe the day with appropriate ceremonies and activities in remembrance of infants, children, teenagers, and young adults who have died.

Mr. REID. Mr. President, today I am submitting a resolution that would set aside December 13, 1998 as the National Children's Memorial Day to remember all the children who die in the United States each year. While I realize the families of these children deal with the grief of their loss every day, I would like to commemorate the lives of these children with a special day as well.

I have had many constituents share their heart wrenching stories with me about the death of their son or daughter. I have heard heroic stories of kids battling cancer or diabetes, and tragic stories of car accidents and drownings. Each of these families has had their own experience, but they must all continue with their lives and deal with the incredible pain of losing a child.

The death of a child at any age is a shattering experience for a family. By establishing a day to remember children that have passed away, bereaved families from all over the country will be encouraged and supported in the

positive resolution of their grief. It is important to families who have suffered such a loss to know that they are not alone. To commemorate the lives of these children with a special day would pay them an honor and would help to bring comfort to the hearts of their bereaved families.

AMENDMENTS SUBMITTED

THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1998

COLLINS AMENDMENTS NOS. 1730- 1732

(Ordered to lie on the table.)

Ms. COLLINS submitted three amendments intended to be proposed by her to amendment No. 1676 proposed by Mr. CHAFEE to the bill (S. 1173) to authorize funds for construction of highways, for highway safety, and for mass transit programs, and for other purposes; as follows:

AMENDMENT NO. 1730

At the appropriate place, insert the following:

SEC. 18. FUNDING TRANSFER.

Section 1103(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027) is amended in item 9 of the table by inserting “, Topsham-Brunswick Bypass, and improvements to the Carlton Bridge in Bath-Woolwich” after “Bridge”.

AMENDMENT NO. 1731

On page 106, line 15, strike “\$70,000,000” and insert “\$75,000,000”.

On page 107, line 3, insert “(including projects using structures made from wood fiber reinforced plastic hybrid composites)” after “bridge”.

On page 107, line 6, insert “(including projects using structures made from wood fiber reinforced plastic hybrid composites)” after “bridge”.

On page 123, line 25, strike “may” and insert “shall”.

On page 124, line 22, insert “(including reconstruction through use of structures made from wood fiber reinforced plastic hybrid composites)” after “reconstruct”.

AMENDMENT NO. 1732

On page 320, line 8, insert “, including technology relating to wood fiber reinforced plastic hybrid composites” before the semicolon.

On page 343, line 22, insert “(including technologies that rely on wood fiber reinforced plastic hybrid composites)” after “corrosion”.

On page 346, strike lines 15 through 18 and insert the following:

\$10,000,000 for fiscal year 1998, \$14,000,000 for fiscal year 1999, \$18,000,000 for fiscal year 2000, and \$20,000,000 for each of fiscal years 2001 through 2003.

On page 368, line 11, strike “and”.

On page 368, line 14, strike the period and insert “; and”.

On page 368, between lines 14 and 15, insert the following:

“(4) the implementation of bridge structures made from wood fiber reinforced plastic hybrid composites.

On page 369, line 1, strike “\$50,000,000” and insert “\$60,000,000”.

On page 370, line 19, insert “, including structures made from wood fiber reinforced

plastic hybrid composites” after “applications”.

On page 373, strike lines 9 through 14 and insert the following:

“(i) \$15,000,000 for fiscal year 1998;

“(ii) \$25,000,000 for fiscal year 1999;

“(iii) \$30,000,000 for fiscal year 2000; and

“(iv) \$35,000,000 for each of fiscal years 2001 through 2003.

GORTON AMENDMENT NO. 1733

(Ordered to lie on the table.)

Mr. GORTON submitted an amendment intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

On page 99, line 22, strike “and”.

On page 99, between lines 22 and 23, insert the following:

(J) the level of traffic delays at at-grade highway crossings of major rail lines in the trade corridor for which application for the grant is made; and

On page 99, line 23, strike “(J)” and insert “(K)”.

On page 101, between lines 9 and 10, insert the following:

(C) INFRASTRUCTURE CONSTRUCTION.—

(i) IN GENERAL.—For each fiscal year, not less than 25 percent of the amounts made available under paragraph (5) shall be used to make grants to improve transport and supporting infrastructure, and construct new infrastructure, in trade corridors experiencing serious delays in the movement of people and goods.

(ii) CONSIDERATION OF COST-EFFECTIVENESS.—In selecting States, metropolitan planning organizations, and projects to receive infrastructure construction grants under this subparagraph, the Secretary shall consider the cost-effectiveness of the proposed construction, including—

(I) the volume of commercial and non-commercial highway and rail traffic that would benefit from the construction;

(II) the speed with which the grant recipient would commence the construction; and

(III) the level of matching funds available for the construction from State, local, and private sources.

On page 101, strike lines 21 through 24 and insert the following:

(5) AUTHORIZATION OF CONTRACT AUTHORITY.—

(A) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) to carry out this subsection \$125,000,000 for each of fiscal years 1998 through 2003.

(B) CONTRACT AUTHORITY.—Funds authorized under this subsection shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of a project under this subsection shall be determined in accordance with subsection (f).

BOND AMENDMENT NO. 1734

(Ordered to lie on the table.)

Mr. BOND submitted an amendment intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the appropriate place in subtitle H of title I, insert the following:

SEC. 18. SENSE OF SENATE CONCERNING THE OPERATION OF LONGER COMBINATION VEHICLES.

(a) FINDINGS.—Congress finds that—

(1) section 127(d) of title 23, United States Code, contains a prohibition that took effect

on June 1, 1991, concerning the operation of certain longer combination vehicles, including certain double-trailer and triple-trailer trucks;

(2) reports on the results of recent studies conducted by the Federal Government describe, with respect to longer combination vehicles—

(A) problems with the adequacy of rearward amplification braking;

(C) the difficulty in making lane changes; and

(D) speed differentials that occur while climbing or accelerating; and

(3) surveys of individuals in the United States demonstrate that an overwhelming majority of residents of the United States oppose the expanded use of longer combination vehicles.

(b) LONGER COMBINATION VEHICLE DEFINED.—In this section, the term “longer combination vehicle” has the meaning given that term in section 127(d)(4) of title 23, United States Code.

(c) SENSE OF THE SENATE.—It is the sense of the Senate that the prohibitions and restrictions under section 127(d) of title 23, United States Code, as in effect on the date of enactment of this Act, should not be amended so as to result in any less restrictive prohibition or restriction.

CLELAND AMENDMENT NO. 1735

(Ordered to lie on the table.)

Mr. CLELAND submitted an amendment intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

At the end of subtitle H of title I, add the following:

SEC. 18. ADDITIONS TO APPALACHIAN REGION.

Section 403 of the Appalachian Regional Development Act of 1965 (40 U.S.C. App.) is amended in the undesignated paragraph relating to Georgia—

(1) by inserting “Elbert,” after “Douglas,”; and

(2) by inserting “Hart,” after “Haralson,”.

HOLLINGS AMENDMENTS NOS.

1736-1737

(Ordered to lie on the table.)

Mr. HOLLINGS submitted two amendments intended to be proposed by him to amendment No. 1676 proposed by Mr. CHAFEE to the bill, S. 1173, supra; as follows:

AMENDMENT NO. 1736

On page 129, beginning with line 1 strike through line 23 on page 133, and insert the following: shall not apply to any driver of a utility service vehicle during an emergency period of not more than 30 days declared by an elected State or local government official under paragraph (2) in the area covered by the declaration.

“(2) DECLARATION OF EMERGENCY.—The regulations described in subparagraphs (A), (B), and (C) of paragraph (1) do not apply to the driver of a utility service vehicle operated—

“(A) in the area covered by an emergency declaration under this paragraph; and

“(B) for a period of not more than 30 days designated in that declaration, issued by an elected State or local government official (or jointly by elected officials of more than one State or local government), after notice to the Regional Director of the Federal Highway Administration with jurisdiction over the area covered by the declaration.

“(3) INCIDENT REPORT.—Within 30 days after the end of the declared emergency period the