to put that money into the fund. What I am suggesting is that we do put the money from the settlement for tobacco into Medicare and at the same time we begin to collect the statistics from the Medicare fund that show how many of the illnesses that are going into that fund, that are drawing money out of the fund, are smoking related.

I looked at targeting them, decided that we can keep track of what is smoking related and what is not smoking related, so we will even have enough statistics that we would be able to establish a smokers' compensation fund where the smoking money goes to take care of the smoking problems and so there is money for the people who are there.

This is going to be a long process. I don't think we will reach a settlement this year. When I was flying back on the plane last weekend, I started making a list of the complications that are going to keep a tobacco settlement from happening. It only takes 51 votes out of the 100 here to stop anything. It is much harder to pass anything in a legislative body than it is to stop it, because when you pass something, it has to go through a whole series of processes starting with the committees, and at any one time in that process, if there is less than a majority vote, it is dead.

It will have to go through that process here, too. If 51 people don't like the deal that's put together, it is not going to happen. When I was listing those things, I got up to three pages, single spaced, of outline only, of the problems that look to me to be rather insurmountable in dealing with the tobacco settlement. So I don't think anybody will get really excited about what is going to happen and whether it will happen. But one thing they can be assured is we are going to raise prices on tobacco one way or another. So we ought to be both thanking the smokers and asking how we can reduce smoking and how we can take care of the people who are going to be paying the bill on this, which is the smokers.

Mr. President, I yield the floor and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. LOTT. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

## OCEAN SHIPPING REFORM ACT OF 1998

Mr. LOTT. Mr. President, I am pleased that today the Senate is considering the Ocean Shipping Reform Act. This legislation provides a major step forward in reforming America's public policy on maritime issues.

When the Senate adopts this legislation, it will make America's maritime container shipping industry more competitive in the global marketplace.

The bill is a fair and responsible balance for all the parties affected by this policy change.

This bill will increase competition in the ocean liner shipping industry and it will help American exporters, from every state in the nation. Every American exporter and the American maritime industry will have a better chance to compete in the world market.

Just last night I was working with Senator HARKIN to address his concern with the bill—Iowa farmers who export produce wanted to make sure we got the bill right. This is just another illustration that all states have a stake in making sure this maritime reform is completed.

Maritime policy affects all Americans. If an American company exports, it is likely that its goods are sent overseas by container ships. That is why it is especially important that the United States have a shipping system that allows American carriers to compete on a level playing field.

S. 414 provides America that system.

This evolving legislative effort started back in the 104th Congress. While it has taken the Senate and all the stakeholders' time to develop an equitable solution, we have ultimately reached an historic balance between the needs of shippers, carriers, ports, and labor.

My colleagues, who helped get to this point, will all tell you the ocean liner shipping world includes many different and difficult competing segments. But, every one of them genuinely wanted legislative reform.

In the end it meant all sides had to accept compromise. And, they did.

These stakeholders' rolled-up their sleeves and worked to reach a consensus.

I am proud of their efforts to look beyond their own self-interests. I am also proud of the leadership and support provided by my colleagues in the Senate for working in a bipartisan way to reach a consensus on this important initiative.

Again, I think it is important to recognize that affected stakeholders are solidly behind the changes in maritime policy called for by this Act.

The list of stakeholders included the National Industrial Transportation League, Sea-Land Service, APL Limited, Crowley Maritime, the Council of European and Japanese National Shipowners' Association, the Association of American Port Authorities, the International Longshoreman's Association, the International Longshoreman's and Warehouseman's Union, the Transportation Trades Department of the AFL-CIO, among others.

This is a divergent group that normally does not hang out together. Their interests often pit these groups at each other in adversarial relationships. But, they came to the table in the search of a much needed legislative solution. This is a signal of just how important Ocean Shipping Reform Act is to correcting America's maritime policy.

Not only did the group find a solution; they strongly support this legislative conclusion. It demonstrates that when they work together, the maritime industry can accomplish meaningful reform. Reform that is good for America.

I hope we can build on this effort and achieve additional reform.

Before I go further, I want to pause and salute my friend and colleague Senator GORTON for his participation in this reform effort. Mr. GORTON is the author of the 1984 Act which this legislation is amending. He fully recognizes that maritime reform is an incremental process because of the complexity of the interacting segments. His guidance was essential.

Senator GORTON has an amendment that affects the balance and the compromise achieved by the bill and its manager's amendment. I am opposed to this amendment. I feel it is in our best interest to proceed with Senator HUTCHISON's bill

Senator HUTCHISON has done an excellent job of advancing this needed maritime reform. She is a sponsor of the Ocean Shipping Reform Act, and its amendments. She will provide a response to why Senator GORTON's proposal should not be adopted.

I want to end by congratulating all of my Senate colleagues, on both sides of the aisle, for their efforts to advance this real maritime reform. Their staff's also worked hard on the Ocean Shipping Reform Act of 1998, and they too are a part of this successful effort.

I want to specifically point out Mr. James Sartucci of the Senate's Commerce Committee for his professional diligence and honest brokerage respected by all sides of the debate. He has kept faith with all the groups over the past three years. He was instrumental in making sure the policy changes were coherent and fair to everyone. He worked in a truly bipartisan manner which is a hallmark of why the Commerce Committee consistently produces successful legislative solutions.

Mr. President, I now call upon the House of Representatives to complete the legislative process on maritime reform this year so the nation's consumers, businesses, and shipping industry can reap the benefits of a reformed ocean liner system.

Mr. President, I ask unanimous consent that the vote in relation to the Gorton amendment No. 2287 occur at 10 a.m. on Tuesday, April 21, with 20 minutes under the previous consent agreement commencing at 9:40 a.m.

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

## MORNING BUSINESS

Mr. LOTT. Mr. President, I ask unanimous consent that there now be a period for the transaction of morning business with Senators permitted to speak for up to 5 minutes each.

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