The brownfields and MSW fixes are minor, but they are crucial for successful brownfields development, or to relieve those subjected to unfair and unintended litigation. And they offer significant economic and environmental benefits. The nation's Mayors estimate they lose between $200 and $500 million a year in tax revenues from these properties sitting idle, and that returning these sites to productive use could create some 236,000 new jobs.

I am therefore honestly trying to understand what, if any, objective criteria exist for determining which small Superfund fixes will be made in this session.

When I consider yesterday's surety amendment, along with Senator LOTT's recycling proposal (S. 2180), I can find nothing that distinguishes sureties or recyclers from brownfields or MSW. There is virtually nothing that makes the surety's or recycler's needs more urgent than those of our cities in need of brownfields revitalization, and their taxpayers and residents, who want cleanup and redevelopment; or those of the homeowners and small businesses mired in litigation at landfill sites. And it certainly cannot be argued that brownfields or MSW have enjoyed any less broad-based support than have fixes for recyclers or sureties.

As a Senator from a state with literally thousands of brownfields sites, as well as altogether too many instances of homeowners and small businesses dragged into Superfund litigation by their corporate peers (and not by EPA), it is my responsibility to lobby for those communities and individuals who don't have lobbyists representing them here in the Congress. We, as their elected representatives, are their lobbyists. We are their voice. There is no reason in the world why this Senate, and this Congress, should not move forward to make the minor, non-controversial, and eminently sensible changes to Superfund law that impede brownfields development and rob small businesses of their hard earned profits.

Now, Mr. President, some of my colleagues have claimed that passage of brownfields or MSW amendments are anathema to comprehensive Superfund reform. Or some of my colleagues have argued that precisely because the brownfields and MSW amendments are so popular, and enjoy such broad ranging support, and provide such significant benefits to the nation, that they should be held hostage to comprehensive Superfund reform—that we should see if they will succeed in driving parties back to the table to negotiate comprehensive Superfund reform for the fourth consecutive Congress.

Mr. President, with all due respect, I think it is wrong to prevent enactment of legislation that enjoys broad support, and would reap acknowledged benefits, as a tactical matter to achieve unrelated goals. This disserves the public and adds to public cynicism. For a variety of reasons, efforts to radically change Superfund, the nation's toxic waste cleanup program, have failed for six years running. Toward the end of each of the past two Congresses, many Senators, including this Senator, have argued that we should move ahead with achievable reforms that are non-controversial and permit our people, our communities, and our economy to benefit from their enactment. Today, as we head into the final week of this Congress, I make the same plea. Just as holding recyclers or sureties hostage to comprehensive Superfund reform has not gotten us any closer to producing an acceptable product that the President could sign, so holding brownfields development and persons who disposed of household trash hostage to other legislative goals is a failed strategy. It will not mitigate the controversy intrinsic to the broader issues raised by comprehensive legislation. But it will rob communities across the country of the jobs and tax ratables that flow from revitalized brownfields and will impose severe penalties on the individuals and small businesses caught up in a litigation nightmare through no fault of their own.

Mr. President, I call upon my esteemed colleagues to move brownfields and MSW amendments before this Congress ends. I believe otherwise we will all have a hard time explaining, when we return to our home states in October, why sureties and recyclers merited this body's attention, but our communities and our taxpayers and our small businesspeople were somehow less worthy.●

## ANNIVERSARY OF THE COUNCIL FOR RESPONSIBLE NUTRITION

● Mr. HATCH. Mr. President, I rise to offer my congratulations to the Council for Responsible Nutrition (CRN), which is now celebrating its 25th anniversary.

For over a quarter of a century, the members of CRN have been working to enhance the public's health by promoting wise dietary choices and the appropriate use of nutritional supplements. CRN's work with federal legislators and policy makers has helped to ensure that consumers have access to a variety of quality nutritional products and to accurate information about the health benefits of these products.

Over 100 million Americans are using dietary supplements daily. There is ample—and growing—scientific evidence that dietary supplements can help promote good health. To cite but one example, for many years, we have known that use of folic acid during pregnancy can reduce the risk of birth defects. Now it appears it can help prevent heart disease as well.

One of the most significant achievements of which I have been a part, as a Senator for the last 22 years, has been the passage of the Dietary Supplement Health and Education Act (DSHEA) of 1994. I worked closely with the CRN in passing this bill, and I am extremely grateful to them for their insights and expertise, which were integral to the success of this endeavor.

I am pleased to have had such a positive relationship with CRN and look forward to working with this fine Association for many years in the future to help Americans live healthier lives. Again, my congratulations to the Council for Responsible Nutrition.●

## OCEAN SHIPPING REFORM ACT

● Mr. BREAUX. Mr. President, last night, after several years of effort, the Senate passed S. 414, the Ocean Shipping Reform Act, and I strongly urge the President to sign this important piece of legislation into law.

The Ocean Shipping Reform Act of 1998 modifies our existing shipping regulatory scheme by bringing it up to date with the industry as it operates today. It provides more flexibility for carriers and shippers to agree on transportation arrangements. It authorizes the privatized publication of rate information. It gives individual carrier conference members more leeway in taking independent actions and in entering service contracts, and thus makes the current system more competitive.

Yet the bill also preserves the basic system and principles of common carriage, and maintains protections for ocean transportation users against unfair or unreasonable actions by transportation providers. Importantly, S. 414 preserves the Federal Maritime Commission as an independent regulatory agency, which is vitally important as that agency enforces this program while it additionally ensures that our trades remain free from restrictive foreign shipping practices that impede our oceanborne foreign commerce.

The reason this bill was so long in coming is that the Senate took great care to make the legislative process an open one. I was critical of shipping legislation passed in the other body three years ago, because it did not reflect the diversity of concerns reflected in the broad spectrum of shipping interests. It was, as I noted at a Commerce Committee hearing, ''conceived in darkness.'' By contrast, the legislation ultimately agreed to by both the House and Senate is truly a compromise, in which all industry interests were heard from and all sectors had input. No one got everything they wanted in this legislation, and no one's interests were completely disregarded. This legislation is a carefully crafted balance of the many interests at stake. When it was necessary, members of all segments sat down and negotiated a compromise. Not everyone is completely pleased with all aspects of the legislation, but it is incumbent upon us to move forward.

I would also like to take this opportunity to thank a number of members of both the House and Senate for their efforts on this bill including; Congressmen SHUSTER, OBERSTAR, GILCHREST

and CLEMENT in the House, and Senators MCCAIN and HOLLINGS, the Subcommittee Chairwoman Senator HUTCHISON and of course, Senator LOTT in the Senate. I would also like to thank Jim Sartucci of Senator MCCAIN's staff and my counsel, Carl Bentzel, for their long hours of hard work and industry constituent service as they pieced this bill together. Without the efforts of Senate staffers, Amy Henderson, Jeanne Bumpus and Carl Biersack, and Mark Ashby of my staff, and House staffers John Cullather and Rebecca Dye we would not have been able to move this bill. I would also commend the FMC for its objective assessments and contributions to this project, particularly FMC Chairman Hal Creel, General Counsel Tom Panebianco and Legislative Counsel Dave Miles. When we needed expertise, they provided us with help.

I am particularly pleased that the Federal Maritime Commission will continue its mission as a nonpartisan, independent agency. The Commission, under Chairman Hal Creel, and with fellow Commissioners Ming Hsu, Joe Scroggins and Del Won, has done an excellent job administering our shipping laws in a firm but even-handed manner. I urge the FMC to keep up the good work, and to keep Congress informed of how the new legislation is working. I am particularly interested in whether the protections afforded the smaller shippers and intermediaries against unreasonable practices prove to be sufficient. To this end, I ask that the FMC pay particular attention to these parties' concerns about the new law and advise us of any recommended amendments to the legislation that may prove to be in order.

Again, I encourage the President to sign the Ocean Shipping Reform Act of 1998 into law.●

## AMENDMENT TO VARIOUS REGULATIONS OF THE COMMITTEE ON RULES AND ADMINISTRATION

● Mr. WARNER. Mr. President, I would like to give notice to Members and staff of the Senate that the Committee on Rules and Administration has approved amendments to four Committee regulations, as noted below.

A. Committee Regulations Governing Franked Mail were amended by adding the following:

In section 8 (c), add the phrase ''in excess of 500 notices per town meeting'' after the phrase ''Town meeting notices'', so that it reads ''Town meeting notices in excess of 500 notices per town meeting may not be sent fewer than 60 days immediately before the date of any primary or general election (whether regular, special, or runoff) for any Federal, State, or local office in which a Member of the Senate is a candidate for election, unless the candidacy of the Senator in such election is uncontested.

EXPLANATION: The statutory prohibition on mass mailing (2 USC 3210) prohibits mailings in excess of 500 and completely exempts town meeting notices from this restriction. However, Committee regulations prohibited the use of town meeting notices during the 60 day period before a primary or general election regardless of the number of such notices that might be sent. This created the anomaly that a member may send less than 500 letters which include notice of a town meeting but may not send a simple, and less costly, town meeting notice. This amendment will permit town meeting notices less than 500 in number during the 60 day moratorium period.

A copy of the Committee Regulations Governing Franked Mail, as amended, is at attachment A.

B. Committee Public Transportation Subsidy Regulations for the United States Senate were amended by substituting as follows:

Substitute $40 for $21 in the first sentence of section 2 of so that it reads ''. . .a value not exceeding $40.00 per month.''

EXPLANATION: Committee regulations implementing the Tax Reform Act of 1986 authorize $21 per month as a tax free ''de minimis fringe benefit'' for employees using public transportation. This amount has not been increased since 1992. This amendment increases the benefit to $40, which approximates the average subsidy given by federal agencies within the DC area.

A copy of the Committee Public Transportation Subsidy Regulations, as amended, is at attachment B.

C. Committee Regulation For The Display Of Flags and State Seals In the Hallways Outside Senators' Offices was amended by deletion and substitution as follows:

Delete current paragraph one and substitute the following: Two wooden flagpoles, 8 feet in heights by 1–5/32'' in diameter, mounted in bright brass finished stands weighing at least 15 pounds, for flying 3 foot by 5 foot state and United States flags, at the Senator's option, are permitted in the hallway outsides a Senator's office. The flagpoles and stands must be placed inside the office at night.

EXPLANATION: Committee regulations currently permit only one flag, either the United States or individual state flag, to be flown outside a member's office. This amendment will permit the flying of both the United States and the individual state flags outside a member's office.

A copy of the Committee Regulation For The Display Of Flags and State Seals In the Hallways Outside Senators' Offices, as amended, is at attachment C.

D. Committee Regulations Governing Advance Payments were amended by adding new section (k) as follows:

(k) state office rents, up to 1 year in advance

EXPLANATION: Committee regulations permited advance payment of numerous obligations but did not include advance payments for state office rents. This amendment authorizes a 1 year advance payment for state office rents to facilitate the processing of rent vouchers in a timely manner, consistent with good business practices.

A copy of the Committee Regulations Governing Advance Payment, as amended, is at attachment D.

I ask that the regulations be printed in the RECORD.

The Regulations follow:

### ATTACHMENT A

### REGULATIONS GOVERNING OFFICIAL MAIL

(Adopted by the Committee on Rules and Administration, United States Senate, October 30, 1997; Amended on September 30, 1998)

#### DEFINITIONS

SEC. 1. As used in these regulations—

(a) the term ''election fiscal year'' means a Federal fiscal year in which regular biennial general elections of Senators are held;

(b) the term ''final printing and mailing clearance'' means an approval of a blue line, color key, or other page proof giving final authorization to print and mail material submitted by a Senate office to the Sergeant at Arms;

(c) the term ''franked mail'' as defined in section 3201(4) of title 39, United States Code means: ''. . . mail which is transmitted in the mail under a frank.''

(d) the term ''mass mailing'' as defined in section 3210(a)(6)(E) of title 39, United States Code, as amended by the Legislative Branch Appropriations Act, 1995 (P.L. 103-283) means: ''. . . with respect to a session of Congress, a mailing of more than five hundred newsletters or other pieces of mail with substantially identical content (whether such mail is deposited singly or in bulk, or at the same time or different times), but does not include any mailing—(i) of matter in direct response to a communication from a person to whom the matter is mailed; (ii) to other Members of Congress, or to Federal, State, or local government officials; or (iii) of a news release to the communications media; or (iv) of a town meeting notice, but no such mailing may be made fewer than 60 days immediately before the date of any primary election or general election (whether regular, special, or runoff) for any Federal, State, or local office in which a Member of the Senate is a candidate for election, or (v) of a Federal publication or other item that is provided by the Senate to all Senators or made available by the Senate for purchase by all Senators from official funds specifically for distribution.'' With respect to (i), a franked mailing made specifically and solely in response to, and mailed not more than 120 days after the date of receipt of a written request, inquiry, or expression of opinion or concern from the person to whom it is addressed is not a mass mailing. S.Res. 212 (101st Congress)

(e) the term ''name addressed mail'' means any mailing sent to named individuals at specific addresses;

(f) the term ''newsletter'' means any professionally photocomposed mailing consisting of documents which set forth, in textual and graphic form (or both), factual information and commentary on prospective, pending, or past issues of public policy;

(g) the term ''non-election fiscal year'' means a Federal fiscal year other than an election fiscal year;

(h) the term ''postal patron mail'' means any mailing prepared and mailed pursuant to section 3210(d) of title 39, United States Code;

(i) the term ''official mail costs'' means the equivalent of—

(1) postage on, and fees and charges in connection with, mail matter sent through the mail under the franking privilege; and