

experts, including the Architectural Historian for the Architect, William Allen, historian Pellegrino Nazzaro, art historian Francis V. O'Connor, and conservators Bernard Rabin, Constance Silver, Christiana Cunningham-Adams and George W. Adams, to provide additional perspectives. The book includes information about other painters working with Brumidi, a chronology of Brumidi's life and work, and a list of known works by him. The Government Printing Office is to be commended for the special care it took in the design and printing.

REAUTHORIZATION OF THE SURFACE TRANSPORTATION BOARD

• Mr. JOHNSON. Mr. President, the Surface Transportation Board (STB) was established in 1996 by act of Congress as a quasi-independent body within the Department of Transportation. The STB adjudicates disputes and regulates interstate surface transportation including the restructuring of railroad lines.

Although the authorization of the STB expired this year, a reauthorization bill has not been scheduled. It was my intention to offer an amendment to the reauthorization relating to railroad lines, or at least engage in a colloquy with the manager of the bill. However, because no amendments, or even colloquies, will be agreed to by the managers of the reauthorization of the STB, I offer these comments for the record.

It is my understanding that under section 10901 of title 49 of the U.S. Code, relating to the construction and operation of railroad lines, the STB is required to issue a certificate authorizing the construction or extension of a railroad line, unless it finds that such activity is "inconsistent with the public convenience and necessity."

Because the construction of railroad lines can cause significant adverse environmental impacts such as noise, safety and quality of life on local communities, my amendment would have sought to direct the STB to require applicants for the construction or extension of railroad lines to use all reasonable means to route them away from population centers in compliance with the above provision.

Although I am disappointed that I will not be able to offer my amendment, I have been assured by the Chairman of the Surface Transportation Board that "regardless of whether or not language is inserted into our reauthorization bill, the Board must, and will, consider local interests in assessing the DM&E construction case."

Mr. President, I appreciate Chairman Morgan's assurances, and I look forward to working with the STB on this and other issues in the next Congress.●

THE OCEANS ACT OF 1998

• Mr. MCCAIN. Mr. President, I rise in support of the Oceans Act of 1998 and

several other fisheries issues included in the legislation. In addition to the Oceans Act, this bill approves the Governing International Fishery Agreements between the government of the United States and the governments of the Republics of Lithuania and Estonia. These agreements will permit large processing vessels from these countries to enter the United States Exclusive Economic Zone and process fish caught by U.S. fishermen in fisheries where American processors have insufficient capacity. These privileges have been authorized this year for vessels of Poland and Latvia as well. I support these agreements because they provide needed markets for American fishermen to sell their catch. However, I believe we have inadvertently worked an injustice upon a large U.S. vessel, the *Atlantic Star*.

The *Atlantic Star* is a U.S.-owned, U.S. flag fishing vessel that was refitted last year for the herring and mackerel fisheries off the East Coast. The vessel had received all necessary permits to enter these fisheries. Because the Regional Fishery Management Councils had not then developed plans or plan amendments addressing the entry of large vessels into these fisheries, Congress enacted an appropriations rider which voided the permits for this specific vessels and imposed a one-year moratorium on the entry of the *Atlantic Star* into any U.S. fishery in order to give the Councils time to examine the issue. Meanwhile, the vessel has had to leave the United States in order to operate at all.

The Councils held hearings and carefully reviewed the issues. Recently, the Mid-Atlantic Council recommended size limitations on large harvesting vessels engaged in the mackerel fishery, but has not decided to extend similar limitations to processing vessels. This would allow U.S. flag vessels, such as the *Atlantic Star* to process fish caught by U.S. fishermen, just as the foreign flag vessels we are allowing in today will be able to do. By providing another market for U.S. fishermen it would also provide employment and economic benefits to the region. Moreover, unlike foreign vessels, U.S. flag processing vessels must pay U.S. income taxes, employ Americans and are subject to U.S. labor and environmental laws, requirements that benefit all Americans.

Unfortunately, during deliberations on the Commerce-Justice-State Appropriations Act of 1999, which will be included in the Omnibus Appropriations bill for 1999, the Senate accepted language creating a blanket exclusion of the *Atlantic Star*. We are now in the awkward position of authorizing the entry of foreign vessels to process U.S.-caught fish, while excluding our own U.S. processing vessels. Ironically, if the *Atlantic Star* were to give up her U.S. flag and operate under Lithuanian or Estonian flag, she could come into the United States and operate as a processing vessel in these U.S. fish-

eries, free from U.S. income tax, employing all foreign crew and exempt from other U.S. laws.

I support the development of our American fishing industry, while ensuring the long-term health and management of the resource. The principles of the Magnuson-Stevens Act—the primary fisheries law of the land—long ago established the priority to be afforded American vessels to harvest and process fish inside the U.S. Exclusive Economic Zone. Excluding U.S. processing vessels in the face of the Council's contrary judgment and while allowing foreign processing vessels into the same fishery does a disservice, not only to American catcher-vessel fishermen who seek markets for the fish and to the crew and owners of the *Atlantic Star*, but to all Americans. Frankly, it is a policy that simply makes no sense. I hope my colleagues will join me in revisiting this issue early in the new Congress.●

THE DAMAGE OF HURRICANE GEORGES IN PUERTO RICO

• Mr. CRAIG. Mr. President, as you know, hurricane Georges recently caused great damage to the island of Puerto Rico. I would like to take this opportunity to personally express my sympathies to those who suffered loss due to this natural disaster. I would also like to clear up some confusion regarding the Federal Emergency Management Agency (FEMA), the federal agency currently working to alleviate the pain and suffering caused by the hurricane.

I recently learned that erroneous reports regarding the funding of FEMA have been circulating in Puerto Rico. A few elected officials in the commonwealth have stated to the press that funding for the FEMA program is obtained from local taxes and user fees within Puerto Rico. These reports are simply not true.

On the contrary, the Appropriations Subcommittee on VA, HUD and Independent Agencies has sole jurisdiction over the funding of FEMA, and the funds appropriated by the committee come from the general fund. The general fund is composed of the collection of federal taxes and user fees from tax-paying citizens of the United States.

The United States Congress is committed to continuing our efforts to aid our fellow American citizens in Puerto Rico in their time of need. We will continue to seek additional emergency disaster relief funding for FEMA before Congress adjourns.●

SECURITIES LITIGATION UNIFORM STANDARDS ACT OF 1998

• Mr. D'AMATO. Mr. President, I strongly supported Senate passage of the conference report on S. 1260, the Securities Litigation Uniform Standards Act of 1998. This bill extends the efforts which we undertook in 1995 to curb abusive securities class action