

Fire Ant; Quarantined Areas and Treatment Dosage" (Docket # 99-078-2), received May 9, 2000; to the Committee on Agriculture, Nutrition, and Forestry.

EC-8929. A communication from the Office of Management and Budget, Executive Office of the President, transmitting, pursuant to law, a report of Pay-As-You-Go Calculations, Report Number 505, dated May 2, 2000; to the Committee on the Budget.

EC-8930. A communication from the Office of Regulatory Management and Information, Office of Policy, Planning and Evaluation, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled "Acquisition Regulation: To Amend the EPA Acquisition Regulation Clause 1552.216-70, Award Fee" (FRL # 6606-6), received May 9, 2000; to the Committee on Environment and Public Works.

EC-8931. A communication from the Office of Regulatory Management and Information, Office of Policy, Planning and Evaluation, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled "Approval and Promulgation of Implementation Plans; California State Implementation Plan Revision, Antelope Valley Air Pollution Control District" (FRL # 6606-3), received May 9, 2000; to the Committee on Environment and Public Works.

EC-8932. A communication from the Office of Regulatory Management and Information, Office of Policy, Planning and Evaluation, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled "Approval and Promulgation of Implementation Plans; Revision to the California State Implementation Plan, Monterey Bay Unified Air Pollution Control District" (FRL # 6602-7), received May 9, 2000; to the Committee on Environment and Public Works.

EC-8933. A communication from the Assistant Secretary for Fish and Wildlife and Parks, National Park Service, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled "36 CFR Part 51 Concession Contracts, Final Rule", received May 4, 2000; to the Committee on Energy and Natural Resources.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. BURNS (for himself, Mr. WYDEN, Mr. LIEBERMAN, Ms. LANDRIEU, and Mr. TORRICELLI):

S. 2542. A bill to protect individuals, families, and ISPs from unsolicited and unwanted e-mail; to the Committee on Commerce, Science, and Transportation.

By Mr. JEFFORDS (for himself and Mr. SCHUMER):

S. 2543. To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to include airplane and rail accidents within the meaning of the term "major disaster"; to the Committee on Environment and Public Works.

By Mr. ROCKEFELLER (for himself, Mrs. MURRAY, and Mr. DASCHLE):

S. 2544. A bill to amend title 38, United States Code, to provide compensation and benefits to children of female Vietnam veterans who were born with certain birth defects, and for other purposes; to the Committee on Veterans' Affairs.

By Mr. ROBERTS (for himself and Mr. KERREY):

S. 2545. A bill to provide for the enhancement of study, research, and other activities in the United States relating to information

technology and information protection technology; to the Committee on Health, Education, Labor, and Pensions.

By Mr. BOND (for himself, Mr. DURBIN, Mr. GRASSLEY, Mr. ASHCROFT, and Mr. FITZGERALD):

S. 2546. A bill to amend the Clean Air Act to prohibit the use of methyl tertiary butyl ether, to provide flexibility within the oxygenate requirement of the reformulated gasoline program of the Environmental Protection Agency, to promote the use of renewable ethanol, and for other purposes; to the Committee on Environment and Public Works.

By Mr. ALLARD (for himself and Mr. CAMPBELL):

S. 2547. A bill to provide for the establishment of the Great Sand Dunes National Park and the Great Sand Dunes National Preserve in the State of Colorado, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. ASHCROFT:

S. 2548. A bill to provide that extension of nondiscriminatory trade treatment to the People's Republic of China be contingent on the United States and People's Republic of China entering into a bilateral agreement relating to enforcement; to the Committee on Finance.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. LAUTENBERG:

S. Res. 305. A resolution commending participant in the Million Mom March; to the Committee on the Judiciary.

By Mr. HELMS:

S. Res. 306. A resolution expressing the sense of the Senate with respect to Mother's Day that the United States Senate should reject the United Nations Convention on the Elimination of Discrimination Against Women (CEDAW) as it demeans motherhood and undermines the traditional family; to the Committee on Foreign Relations.

By Mr. HELMS:

S. Res. 307. A resolution expressing the sense of the Senate with respect to Mother's Day that the United States Senate should reject the United Nations Convention on the Elimination of Discrimination Against Women (CEDAW) as it demeans motherhood and undermines the traditional family.

By Mr. GRASSLEY:

S. Con. Res. 112. A concurrent resolution to make technical corrections in the enrollment of the bill H.R. 434.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. JEFFORDS (for himself and Mr. SCHUMER):

S. 2543. A bill to amend the Robert R. Stafford Disaster Relief and Emergency Assistance Act to include airplane and rail accidents within the meaning of the term "major disaster"; to the Committee on Environment and Public Works.

AMENDMENT TO STAFFORD ACT TO COVER AIRLINE AND RAIL ACCIDENTS

Mr. JEFFORDS. Mr. President, today I am introducing legislation to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act. Senator Stafford, my Vermont colleague

whose seat in this body I am honored to hold today, authored the legislation creating FEMA more than 25 years ago. Thanks to his foresight and leadership in this area, the federal government has helped thousands of ordinary citizens recover from disasters and other incidents beyond their control.

Today we have a chance to build on the legacy of Senator Stafford by adding airline and rail accidents to the list of "major disasters" defined in the act that governs the Federal Emergency Management Agency.

While extremely rare occurrences, major airline and rail disasters place an incredible burden on the states and municipalities in which they occur. Due in part to the extraordinary level of national attention these accidents receive, states and municipalities face millions of dollars in unexpected and unbudgeted expenditures that often cripple local finances. Fees associated with initial response, security, and other health and safety measures often cost several million dollars.

This legislation standardizes procedure for federal reimbursement of affected communities. While the federal government has regularly reimbursed states and municipalities during the 1990s for their role in these most national of disasters, the process is an ad hoc one. This body has considered and approved at least three special line item appropriations for areas affected by the recent ValueJet, TWA, and COMAIR accidents. A bill to reimburse Rhode Island for its costs associated with last fall's Egypt Air disaster is currently working its way through the Congress as part of the appropriation for the National Transportation Safety Board.

This process causes needless headache and anxiety for local communities, as well as unnecessary chores for the NTSB and Congress. It forces states and municipalities to wait as reimbursement requests find their way through the complicated appropriations process while creating more work for our overburdened appropriators.

The numbers speak for themselves. States and local communities spend millions of dollars to respond to these accidents. While they are ultimately reimbursed by the federal government, the uncertainty and slow pace of the process often places affected communities in a financial bind. Money that could be spent on education, health care, or public safety is lost in an unnecessary limbo.

Under this bill, airline and rail accidents will be treated like any other disaster under the Stafford Act. Like an earthquake, blizzard or any other disaster, FEMA, upon the request of a governor, will examine the scene of such an accident and advise the President on whether federal reimbursement is appropriate.

Mr. President, this bill simply standardizes procedure for a commitment already made by the federal government. It requires to new costs or expenses