

(iv) sinking vessels for development of artificial reefs;

(v) sales of vessels before they become obsolete;

(vi) results from the Navy Pilot Scrapping Program under section 8124 of the Department of Defense Appropriations Act, 1999; and

(vii) the Report of the Department of Defense's Interagency Panel on Ship Scrapping issued in April, 1998.

(2) **SELECTION OF SCRAPPING FACILITIES.**—Notwithstanding the provisions of the Toxic Substances Control Act (15 U.S.C. 2605 et seq.), a ship scrapping program shall be accomplished through qualified scrapping facilities whether located in the United States or abroad. Scrapping facilities shall be selected on a best value basis taking into consideration, among other things, the facilities's ability to scrap vessels—

(A) economically;

(B) in a safe and timely manner;

(C) with minimal impact on the environment;

(D) with proper respect for worker safety; and

(E) by minimizing the geographic distance that a vessel must be towed when such a vessel poses a serious threat to the environment.

(3) **AMENDMENT OF NATIONAL MARITIME HERITAGE ACT.**—Section 6(c)(1) of the National Maritime Heritage Act of 1994 (16 U.S.C. 5405(c)(1)) is amended—

(A) by striking “2001” in subparagraph (A) and inserting “2006”; and

(B) by striking subparagraph (B) and inserting the following:

“(B) in the most cost effective manner to the United States taking into account the need for disposal, the environment, and safety concerns; and”.

(4) **FUNDING FOR SCRAPPING.**—Section 2218(c)(1)(E) of title 10, United States Code, is amended by inserting “and scrapping the vessels of” after “maintaining”.

(c) **LIMITATION ON SCRAPPING BEFORE PROGRAM.**—Until the report required by subsection (b)(1) is transmitted to the Congress, the Secretary may not proceed with the scrapping of any vessels in the National Defense Reserve Fleet except the following:

(1) EXPORT CHALLENGER.

(2) EXPORT COMMERCE.

(3) BUILDER.

(4) ALBERT E. WATTS.

(5) WAYNE VICTORY.

(6) MORMACDAWN.

(7) MORMACMOON.

(8) SANTA ELENA.

(9) SANTA ISABEL.

(10) SANTA CRUZ.

(11) PROTECTOR.

(12) LAUDERDALE.

(13) PVT. FRED C. MURPHY.

(14) BEAUJOLAIS.

(15) MEACHAM.

(16) NEACO.

(17) WABASH.

(18) NEMASKET.

(19) MIRFAK.

(20) GEN. ALEX M. PATCH.

(21) ARTHUR M. HUDDALL.

(22) WASHINGTON.

(23) SUFFOLK COUNTY.

(24) CRANDALL.

(25) CRILLEY.

(26) RIGEL.

(27) VEGA.

(28) COMPASS ISLAND.

(29) DONNER.

(30) PRESERVER.

(31) MARINE FIDDLER.

(32) WOOD COUNTY.

(33) CATAWBA VICTORY.

(34) GEN. NELSON M. WALKER.

(35) LORAIN COUNTY.

(36) LYNCH.

(37) MISSION SANTA YNEZ.

(38) CALOOSAHATCHEE.

(39) CANISTEO.

(d) **BIANNUAL REPORT.**—Beginning 1 year after the date of enactment of this Act, the Sec-

retary of Transportation in coordination with the Secretary of the Navy shall report to Congress biannually on the progress of the ship scrapping program developed under subsection (b)(1) and on the progress of any other scrapping of obsolete government-owned vessels.

SEC. 5. REPORTING OF ADMINISTERED AND OVERSIGHT FUNDS.

The Maritime Administration, in its annual report to the Congress under section 208 of the Merchant Marine Act, 1936 (46 U.S.C. App. 1118), and in its annual budget estimate submitted to the Congress, shall state separately the amount, source, intended use, and nature of any funds (other than funds appropriated to the Administration or to the Secretary of Transportation for use by the Administration) administered, or subject to oversight, by the Administration.

SEC. 6. MARITIME INTERMODAL RESEARCH.

Section 8 of Public Law 101-115 (46 U.S.C. App. 1121-2) is amended by adding at the end thereof the following:

“(f) **UNIVERSITY TRANSPORTATION RESEARCH FUNDS.**—

“(1) **IN GENERAL.**—The Secretary may make a grant under section 5505 of title 49, United States Code, to an institute designated under subsection (a) for maritime and maritime intermodal research under that section as if the institute were a university transportation center.

“(2) **ADVICE AND CONSULTATION OF MARAD.**—In making a grant under the authority of paragraph (1), the Secretary, through the Research and Special Programs Administration, shall advise the Maritime Administration concerning the availability of funds for the grants, and consult with the Administration on the making of the grants.”.

SEC. 7. MARITIME RESEARCH AND TECHNOLOGY DEVELOPMENT.

(a) **IN GENERAL.**—The Secretary of Transportation shall conduct a study of maritime research and technology development, and report its findings and conclusions, together with any recommendations it finds appropriate, to the Congress within 9 months after the date of enactment of this Act.

(b) **REQUIRED AREAS OF STUDY.**—The Secretary shall include the following items in the report required by subsection (a):

(1) The approximate dollar values appropriated by the Congress for each of the 5 fiscal years ending before the study is commenced for each of the following modes of transportation:

(A) Highway.

(B) Rail.

(C) Aviation.

(D) Public transit.

(E) Maritime.

(2) A description of how Federal funds appropriated for research in the different transportation modes are utilized.

(3) A summary and description of current research and technology development funds appropriated for each of those fiscal years for maritime research initiatives, with separate categories for funds provided to the Coast Guard for marine safety research purposes.

(4) A description of cooperative mechanisms that could be used to attract and leverage non-federal investments in United States maritime research and technology development and application programs, including the potential for the creation of maritime transportation research centers and the benefits of cooperating with existing surface transportation research centers.

(5) Proposals for research and technology development funding to facilitate the evolution of Maritime Transportation System.

(c) **AUTHORIZATION OF APPROPRIATIONS.**—There are authorized to be appropriated \$100,000 to carry out this section.

SEC. 8. AUTHORITY TO CONVEY NATIONAL DEFENSE RESERVE FLEET VESSEL, GLACIER.

(a) **AUTHORITY TO CONVEY.**—Notwithstanding any other law, the Secretary of Transportation

may, subject to subsection (b), convey all right, title, and interest of the United States Government in and to the vessel in the National Defense Reserve Fleet that was formerly the U.S.S. GLACIER (United States official number AGB-4) to the Glacier Society, Inc., a corporation established under the laws of the State of Connecticut that is located in Bridgeport, Connecticut.

(b) **TERMS OF CONVEYANCE.**—

(1) **REQUIRED CONDITIONS.**—The Secretary may not convey the vessel under this section unless the corporation—

(A) agrees to use the vessel for the purpose of a monument to the accomplishments of members of the Armed Forces of the United States, civilians, scientists, and diplomats in exploration of the Arctic and the Antarctic;

(B) agrees that the vessel will not be used for commercial purposes;

(C) agrees to make the vessel available to the Government if the Secretary requires use of the vessel by the Government for war or national emergency;

(D) agrees to hold the Government harmless for any claims arising from exposure to asbestos, polychlorinated biphenyls, or lead paint after the conveyance of the vessel, except for claims arising from use of the vessel by the Government pursuant to the agreement under subparagraph (C); and

(E) provides sufficient evidence to the Secretary that it has available for use to restore the vessel, in the form of cash, liquid assets, or a written loan commitment, financial resources of at least \$100,000.

(2) **DELIVERY OF VESSEL.**—If the Secretary conveys the vessel under this section, the Secretary shall deliver the vessel—

(A) at the place where the vessel is located on the date of conveyance;

(B) in its condition on that date; and

(C) at no cost to the United States Government.

(3) **ADDITIONAL TERMS.**—The Secretary may require such additional terms in connection with the conveyance authorized by this section as the Secretary considers appropriate.

(c) **OTHER UNNEEDED EQUIPMENT.**—If the Secretary conveys the vessel under this section, the Secretary may also convey to the corporation any unneeded equipment from other vessels in the National Defense Reserve Fleet or Government storage facilities for use to restore the vessel to museum quality or to its original configuration (or both).

(d) **RETENTION OF VESSEL IN NDRF.**—The Secretary shall retain in the National Defense Reserve Fleet the vessel authorized to be conveyed under this section until the earlier of—

(1) 2 years after the date of the enactment of this Act; or

(2) the date of the conveyance of the vessel under this section.

Mr. GRAMS. Mr. President, I ask unanimous consent that the committee substitute be agreed to, the bill be read the third time and passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be printed in the RECORD.

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

The committee amendment in the nature of a substitute was agreed to.

The bill (S. 2487), as amended, was read the third time and passed.

VESSEL WORKER TAX FAIRNESS ACT

Mr. GRAMS. Mr. President, I ask unanimous consent that the Senate now proceed to the consideration of Calendar No. 830, S. 893.

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows: A bill (S. 893) to amend title 46, United States Code, to provide equitable treatment with respect to State and local income taxes for certain individuals who perform duties on vessels.

There being no objection, the Senate proceeded to consider the bill.

Mr. McCAIN. Mr. President, today the Senate is considering S. 893, the Vessel Worker Tax Fairness Act. The bill will provide men and women working our nation's inland waterways the same treatment with respect to State and local income taxes as other men and women employed in interstate transportation of commerce receive. This measure was passed unanimously out of the Senate Commerce Committee on June 15 of this year.

S. 893 declares individuals engaged on a vessel to perform assigned duties in more than one State to be exempt from income taxation laws of States or political subdivisions of which that individual is not a resident.

While the Interstate Commerce Act exempts truck drivers, airline pilots, and railroad employees from being taxed by state and local jurisdictions in which they do not reside, it does not recognize merchant mariners who operate vessels in more than one state. It is time we correct this oversight and afford merchant mariners the same tax treatment similar transport operators are provided due to the interstate nature of their business.

By passing this measure today, we will be providing much needed relief to merchant mariners. Under existing law, water transportation workers, including marine pilots, tow and tugboat workers and others who work aboard vessels are often subjected to filing and tax requirements by states other than their state of residence leading to possible double taxation. I do not believe that double taxation is what Congress intended for any transportation worker when it crafted the Interstate Commerce Act. By passing S. 893 today, we can make that intent reality.

I thank Senator GORTON for his efforts in bringing this bill forward. I hope my colleagues will join us in supporting passage of this legislation so we can move it on to the President for his signature.

Mr. GORTON. Mr. President, I am glad that the U.S. Senate is finally passing the Transportation Worker Tax Fairness Act. This bi-partisan legislation, which I introduced with Senator MURRAY, will ensure that transportation workers who toil away on our nation's waterways receive the same tax treatment afforded their peers who work on the nation's highways, railroads, or navigate the skies.

Truck drivers, railroad personnel, and airline personnel are currently covered by the Interstate Commerce Act, which exempts their income from double taxation. Water carriers, who work on tugboats or ships, were not in-

cluded in the original legislation. This treatment is patently unfair. The Transportation Worker Tax Fairness Act will rectify this situation by extending the same tax treatment to personnel who work on the navigable waters of more than one state.

Mr. President, this legislation will have no impact on the federal treasury. This measure simply allows those who work our navigable waterways protection from double taxation.

This matter came to my attention through a series of constituent letters from Columbia River tug boat operators who are currently facing taxation from Oregon as well as Washington state. I am committed to securing this relief for my constituents, as well as hard working tug boat operators across the nation, before the end of the 106th Congress.

Mr. GRAMS. Mr. President, I ask unanimous consent the bill be read the third time and passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be printed in the RECORD.

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

The bill (S. 893) was read the third time and passed, as follows:

S. 893

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. AMENDMENT OF CHAPTER 111 OF TITLE 46, UNITED STATES CODE.

Section 11108 of title 46, United States Code, is amended—

(1) by inserting “(a) WITHHOLDING.—” before “WAGES”; and

(2) by adding at the end the following:

“(b) LIABILITY.—

“(1) LIMITATION ON JURISDICTION TO TAX.—An individual to whom this subsection applies is not subject to the income tax laws of a State or political subdivision of a State, other than the State and political subdivision in which the individual resides, with respect to compensation for the performance of duties described in paragraph (2).

“(2) APPLICATION.—This subsection applies to an individual—

“(A) engaged on a vessel to perform assigned duties in more than one State as a pilot licensed under section 7101 of this title or licensed or authorized under the laws of a State; or

“(B) who performs regularly-assigned duties while engaged as a master, officer, or crewman on a vessel operating on the navigable waters of more than one State.”.

FEDERAL PRISONER HEALTH CARE COPAYMENT ACT OF 2000

Mr. GRAMS. Mr. President, I ask that the Chair lay before the Senate a message from the House of Representatives on the bill, S. 704, to amend title 18, United States Code, to combat the overutilization of prison health care services and control rising prisoner health care costs.

The Presiding Officer laid before the Senate the following message from the House of Representatives:

Resolved, That the bill from the Senate (S. 704) entitled “An Act to amend title 18, United States Code, to combat the overutili-

zation of prison health care services and control rising prisoner health care costs,” do pass with the following amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Federal Prisoner Health Care Copayment Act of 2000”.

SEC. 2. HEALTH CARE FEES FOR PRISONERS IN FEDERAL INSTITUTIONS.

(a) *IN GENERAL.*—Chapter 303 of title 18, United States Code, is amended by adding at the end the following:

“§4048. Fees for health care services for prisoners

“(a) DEFINITIONS.—In this section—

“(1) the term ‘account’ means the trust fund account (or institutional equivalent) of a prisoner;

“(2) the term ‘Director’ means the Director of the Bureau of Prisons;

“(3) the term ‘health care provider’ means any person who is—

“(A) authorized by the Director to provide health care services; and

“(B) operating within the scope of such authorization;

“(4) the term ‘health care visit’—

“(A) means a visit, as determined by the Director, by a prisoner to an institutional or non-institutional health care provider; and

“(B) does not include a visit initiated by a prisoner—

“(i) pursuant to a staff referral; or

“(ii) to obtain staff-approved follow-up treatment for a chronic condition; and

“(5) the term ‘prisoner’ means—

“(A) any individual who is incarcerated in an institution under the jurisdiction of the Bureau of Prisons; or

“(B) any other individual, as designated by the Director, who has been charged with or convicted of an offense against the United States.

“(b) FEES FOR HEALTH CARE SERVICES.—

“(1) IN GENERAL.—The Director, in accordance with this section and with such regulations as the Director shall promulgate to carry out this section, may assess and collect a fee for health care services provided in connection with each health care visit requested by a prisoner.

“(2) EXCLUSION.—The Director may not assess or collect a fee under this section for preventative health care services, emergency services, prenatal care, diagnosis or treatment of chronic infectious diseases, mental health care, or substance abuse treatment, as determined by the Director.

“(c) PERSONS SUBJECT TO FEE.—Each fee assessed under this section shall be collected by the Director from the account of—

“(1) the prisoner receiving health care services in connection with a health care visit described in subsection (b)(1); or

“(2) in the case of health care services provided in connection with a health care visit described in subsection (b)(1) that results from an injury inflicted on a prisoner by another prisoner, the prisoner who inflicted the injury, as determined by the Director.

“(d) AMOUNT OF FEE.—Any fee assessed and collected under this section shall be in an amount of not less than \$1.

“(e) NO CONSENT REQUIRED.—Notwithstanding any other provision of law, the consent of a prisoner shall not be required for the collection of a fee from the account of the prisoner under this section. However, each such prisoner shall be given a reasonable opportunity to dispute the amount of the fee or whether the prisoner qualifies under an exclusion under this section.

“(f) NO REFUSAL OF TREATMENT FOR FINANCIAL REASONS.—Nothing in this section may be construed to permit any refusal of treatment to a prisoner on the basis that—

“(1) the account of the prisoner is insolvent; or