

IN HONOR OF THE 10TH ANNIVERSARY OF THE GATESWORTH AT ONE MCKNIGHT PLACE

• Mr. ASHCROFT. Mr. President, as a U.S. Senator from Missouri, I take great pleasure in honoring The Gatesworth at One McKnight Place as it celebrates its 10th anniversary. The Gatesworth is to be commended for its outstanding work in providing the highest quality of services, social programs, and activities to senior adults in the St. Louis community.

This organization and those individuals associated with it have demonstrated the true spirit of benevolence. The Gatesworth's commitment to serving our seniors through integrity, innovation, and vision is truly an inspiration. The staff of the Gatesworth is to be commended for its hard work and dedication to providing gracious hospitality and a strong tradition of valued service. Your example of compassion and generosity serves as a model for all Missourians.

Again, let me congratulate The Gatesworth at One McKnight Place as it celebrates its 10th year. I wish this organization continued success.●

SUPPORT OF THE WELLSTONE/HARKIN "SUNSHINE" MOTION

• Ms. MIKULSKI. Mr. President, I rise today in strong support of the Wellstone/Harkin motion. This motion would allow open Senate debate during the Impeachment trial. Mr. Chief Justice, the American people should not be excluded from one of the most important Senate deliberations in United States history.

The result of the debates and discussions over the next days or weeks could require the removal of the President of the United States for the first time in our nation's 222-year history. In our deliberations, my colleagues and I will contemplate no less than reversing the outcome of an election in which nearly 100 million Americans cast their vote. Such a significant decision, a decision with such profound consequences, should not be reached behind closed doors.

I believe my constituents and all Americans deserve to hear Senate deliberations from Senators—not leakers and speculators and commentators.

From my earliest days as a Baltimore social worker to my tenure as a United States Senator, I have lived by the principle that the public has a right to know and a right to be heard. This principle is no less important when a Presidential Impeachment trial is underway. It is more important than ever.

Now, some of my colleagues have said that these deliberations should be closed because we are jurors and jurors' deliberations are kept secret in a court of law. But let me tell you that this Senate tribunal cannot be compared to

a simple court of law. Of course, the law is the foundation for our work in the Senate. But as my colleague from Iowa, Senator HARKIN, noted during the trial, we are more than jurors.

We are representatives of our nation. We are given responsibilities to deliberate on matters of public importance and vote in the public interest. Never was that more true than in the Senate Trial in which we are now engaged.

The United States Senate is, ultimately, the public's institution—not ours. It is for them we work and it is to them we owe our continued service. I hope and believe we serve the institution well and that our stewardship gives credit and credence to the wisdom of our Founding Fathers. By keeping our deliberations open, we will do service to the American public we serve, this institution we cherish, and those Founding Fathers we revere.

I absolutely will not support closing the doors to the public and hope that my colleagues will join me in supporting the Sunshine motion.●

INCREASING U.S. MARITIME COMPETITIVENESS

• Mr. LOTT. Mr. President, Congressional and Administrative action is needed to strengthen the U.S. maritime industry and level the playing field in the international shipping arena.

This vital industry serves our nation's security by providing essential elements of our sealift capability—loyal crews and commercial ships. This sealift capability is required to project and sustain power abroad and preserve U.S. access to world trade. Two hundred years ago, protecting the U.S. merchant marine was one of the Navy's important missions. Today, the threat to the U.S. maritime industry is just as real. It may not come from Barbary pirates, but the competitive disadvantages imposed by both this country and other countries are just as dangerous.

Mr. President, the U.S. maritime industry has been the world leader in innovation over the last 30 years. It had to be, because it competes in the world arena with one hand tied behind its back. International maritime trade has become increasingly dominated by foreign flags-of-convenience. A number of small countries have decided to generate revenue by creating ship registries and tax havens that impose few responsibilities or costs on their users. Unfortunately, this has also resulted in poor compliance with international safety standards and evasion of pollution liability.

America's fleet meets the most stringent safety standards and operates in a higher tax environment, and has steadily lost ground to these flag-convenience fleets. This situation is reaching the point where the U.S. commercial

fleet's ability to meet our national security requirements may soon be in jeopardy.

Mr. President, the solution to this problem has two parts. First, we must hold other countries accountable for providing reciprocity in access to maritime trade and meeting international standards for vessel safety, crew training, and preventing pollution. The United States places very few restrictions on the use of our ports to facilitate international trade. Some countries, such as China, however, have imposed unfair burdens on United States and other foreign vessels conducting business there in an effort to protect their own businesses. The FMC, under Chairman Hal Creel's leadership, appropriately moved to head off problems in Japan's ports during the 105th Congress and is increasingly concerned about the situations in China and Brazil.

While our Nation encourages open competition in the commercial maritime sector, America only demands that it be fair and meet minimum standards for protecting our environment and our citizens. However, as a January 3, 1999, New York Times article reported, flag-of-convenience ships are using their foreign status and the lax oversight of their flag states to escape punishment for their intentional dumping of oil in the ocean not far from our coast. America should not allow the unscrupulous operation of unsafe ships with ill-trained crews to threaten the oceans, our coastlines, or our citizens.

I challenge the Administration to aggressively combat these actions to the fullest extent of U.S. law. Under the leadership of Senators KAY BAILEY HUTCHISON and JOHN MCCAIN, the 105th Congress provided the FMC with increased authority to address unfair foreign shipping practices. I invited the Administration to work with the 106th Congress to provide increased legislative authority to counter attempts by foreign-flag ships to escape punishment for such unconscionable behavior.

Second, we must level the playing field for U.S. companies competing in the commercial maritime arena. On the financial side, U.S. shipping companies provide equal or higher quality service than their foreign competitors at a similar cost, yet foreign shipping companies are growing and U.S. shipping companies are shrinking. This happens because, unlike U.S. shipping companies, most foreign shipping companies pay little or no income taxes. In this capital intensive business, investments are flowing to those companies which provide a better return on investment, and the tax differential tilts this flow toward foreign shipping companies. This is why foreign shipping companies are buying their U.S. counterparts instead of the other way around. This Nation's tax policies