

and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. SARBANES (for himself and Ms. MIKULSKI):

S. 2502. A bill to establish in the Office of the Architect of the Capitol the position of Director of Fire Safety and Protection to assume responsibility for fire safety and protection activities of the Architect of the Capitol, and for other purposes; to the Committee on Rules and Administration.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

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

By Mr. TORRICELLI (for himself and Mr. LAUTENBERG):

S. Res. 302. A resolution expressing the sense of the Senate that the Health Care Financing Administration should consider current systems that provide better, more cost effective emergency transport before promulgating any final rule regarding the delivery of emergency medical services; to the Committee on Finance.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. SPECTER:

S. 2499. A bill to extend the deadline for commencement of construction of a hydroelectric project in the State of Pennsylvania; to the Committee on Energy and Natural Resources.

LEGISLATION PROVIDING FOR A PROJECT DEADLINE EXTENSION

Mr. SPECTER. Mr. President, I rise today to introduce legislation that would reinstate and extend the deadline for construction of a Pennsylvania hydroelectric power project. This extension is necessary because the Potter Township Power Authority (Project No. 7041) will lose their license from the Federal Regulatory Commission under Section 13 of the Power Act. On many occasions, the Congress has granted similar noncontroversial extensions to licensees for projects in other states. This legislation would provide additional time for the municipal licensees to conclude their negotiations with the potential power purchasers. In introducing this legislation, I am not expressing any personal views on whether the projects should go forward or on how the projects should be funded; that is clearly the responsibility of the municipal licensees and the residents of the township.

I urge my colleagues to support this legislation and ask unanimous consent that the text of this bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2499

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

SECTION 1. EXTENSION OF DEADLINE AND REINSTATEMENT OF LICENSE.

(a) IN GENERAL.—Notwithstanding the time period specified in section 13 of the Federal

Power Act (16 U.S.C. 806) that would otherwise apply to the Federal Energy Regulatory Commission project numbered 7041, the Commission shall, at the request of the licensee for the project, extend the period required for commencement of construction of the project until December 31, 2001.

(b) EFFECTIVE DATE.—Subsection (a) takes effect on the expiration of the period required for commencement of construction of the project described in subsection (a).

(c) REINSTATEMENT OF EXPIRED LICENSE.—If the license for the project described in subsection (a) has expired before the date of enactment of this Act, the Commission shall reinstate the license effective as of the date of its expiration and extend the time required for commencement of construction as provided in subsection (a).

By Mr. DODD:

S. 2500. A bill to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Puffin*; to the Committee on Commerce, Science, and Transportation.

JONES ACT WAIVER FOR THE "PUFFIN"

• Mr. DODD. Mr. President, I rise today to introduce legislation to waive the 1920 Merchant Marine Act, the so-called Jones Act, to allow Mr. Thomas Brooks Brener of Norwalk, Connecticut to commercially operate the *Puffin*, a sailing sloop built in the Netherlands in 1985.

Mr. Brener seeks the Jones Act waiver in order to reclassify the *Puffin* from a strictly recreational vessel to a charter or commercial vessel documented to operate with six or fewer paying passengers. If granted this waiver, Mr. Brener intends to provide private sailing instruction and captained private and charitable charters out of Norwalk, Connecticut.

The operating plan proposed by Mr. Brener is quite modest and limited in scale. With a total length of just under 36 feet and carrying six or fewer passengers, the *Puffin* is not the foreign built challenge to American shipyards and shipping envisioned by the drafters of the Merchant Marine Act of 1920. Indeed, it poses no threat to larger U.S. coastal shipping interests. On the contrary, instead of being a threat to the local coastal trade, reclassification of the *Puffin* will provide a beneficial service to the community of Norwalk and the people of southwestern Connecticut by creating an additional recreational and small business opportunity.

I believe it is altogether appropriate to grant a Jones Act waiver for the sailing sloop *Puffin* and I urge the Senate to do so. I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2500

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

SECTION 1. CERTIFICATE OF DOCUMENTATION.

Notwithstanding section 27 of the Merchant Marine Act, 1920 (46 U.S.C. App. 883), section 8 of the Act of June 19, 1886 (24 Stat. 81, chapter 421; 46 U.S.C. App. 289), and sections 12106 and 12108 of title 46, United States Code, the Secretary of Transportation may issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *PUFFIN*, United States official number 697029.●

By Mr. JOHNSON:

S. 1501. A bill to provide access and choice for use of generic drugs instead of nongeneric drugs under Federal health care program, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

GENERIC PHARMACEUTICAL ACCESS AND CHOICE FOR CONSUMERS ACT OF 2000

• Mr. JOHNSON. Mr. President, today, I am introducing legislation as one more step in my fight to combat rising prescription drug prices and reduce the cost of medication for consumers in this country. My legislation, called the Generic Pharmaceutical Access and Choice For Consumers Act of 2000, aims to reduce the cost of prescription medication to American taxpayers and the U.S. government by encouraging the use of Food and Drug Administration (FDA) approved, therapeutically equivalent generic prescription drugs within the federal health care programs, except if the non-generic form is either ordered by the prescribing physician or requested by the patient.

The Generic Pharmaceutical Access and Choice For Consumers Act of 2000 establishes a straightforward and cost-effective means of increasing consumers' access and choice to safe, affordable generic prescription drugs under federal health care programs which could result in savings of millions of dollars.

The Federal Employee Health Benefits Program (FEHBP), which last year spent \$18.2 billion providing health insurance coverage to its estimated 4.12 million enrollees, spent nearly twenty percent, \$3.6 billion, of their insurance program costs on pharmaceutical benefits alone. This year brought little relief when the Office of Personnel Management (OPM) announced that FEHBP premium increases for the year 2000 were about 9.3 percent, mostly attributable to the cost increase in prescription drug claims.

In 1997, about one-third of all prescriptions under the FEHBP were for generic drugs. The Office of Personnel Management (OPM), which administers the FEHBP, estimated that total costs for prescription drugs would drop by about fifteen percent if half of all prescriptions were for generic drugs.

A 1998 study conducted by the Congressional Budget Office estimates that generic pharmaceutical substitution saves consumers nationwide approximately eight to ten billion dollars a year.