

Mr. President, I have spoken about the problem at hand numerous times in this body. Unfortunately, it remains unresolved. More than a year ago, United Airlines notified the Government of Japan of its intention to start new beyond service between Osaka and Seoul, Korea. Although United Airlines is clearly authorized to operate this new service, the Japanese continue to refuse to permit it to do so. Unquestionably, United Airlines and its employee-owners have, and are continuing to, pay a very steep financial price for Japan's decision to wrongly deny it this valuable economic opportunity.

The Japanese, unfortunately, have repeatedly rebuffed attempts by the administration to redress this violation. In fact, the most recent attempt was met by a threat from the Japanese that they may impose limits on new service by United States carriers between Los Angeles and Tokyo, even though the service in question is guaranteed by the United States-Japan bilateral aviation agreement without the threatened limitations. Make no mistake about it, whenever United States carriers are denied opportunities, the U.S. economy loses and tourism-related jobs in the United States are lost.

Consistent with an amendment I offered last year on United States-Japan aviation relations that is now part of Public Law 104-50, the administration has finally drawn a line in the sand to hopefully resolve this violation. Namely, the administration has put on hold Japan Airlines' request for service between Tokyo and Kona, Hawaii until the Japanese respect United Airlines' right to provide new service beyond Japan. Even though I regret temporarily depriving Hawaii of a new tourism opportunity, we simply should not agree to expand commercial opportunities for a Japanese carrier in the United States at the same time the Government of Japan is wrongly denying a United States carrier opportunities in the Asia-Pacific market.

Although the words of the Government of Japan suggest it wants to move forward in United States-Japan aviation relations, Japan's actions are preventing us from doing so. Moreover, the Government of Japan's continued failure to fully comply with the existing agreement is eroding the trust needed to secure a broader agreement that will create new air service opportunities for all United States and Japanese carriers between and beyond our two countries.

Mr. President, let me conclude by saying I hope the Government of Japan resolves the Tokyo-Kona problem it created by immediately complying with the United States-Japan bilateral aviation agreement. Also, I hope the Japanese will not compound the current problem by following through on its threat to impose countermeasures against United Airlines and Northwest Airlines if the Tokyo-Kona problem is not resolved to its satisfaction. Clearly, that would further undermine Ja-

pan's stated goal of moving forward in our aviation relationship.

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Thomas, one of his secretaries.

##### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on Foreign Relations.

(The nominations received today are printed at the end of the Senate proceedings.)

#### REPORT OF A SUSPENSION UNDER THE DEPARTMENT OF THE INTERIOR AND RELATED AGENCIES APPROPRIATIONS ACT FOR FISCAL YEAR 1996—MESSAGE FROM THE PRESIDENT RECEIVED DURING THE ADJOURNMENT OF THE SENATE—PM 141

Under the authority of the order of the Senate of January 4, 1995, the Secretary of the Senate on April 26, 1996, received a message from the President of the United States, together with an accompanying report; which was referred to the Committee on Appropriations:

##### *To the Congress of the United States:*

I hereby report that I have exercised the authority provided to me under subsection 325(c) of the Department of the Interior and Related Agencies Appropriations Act, 1996, to suspend subsection 325(a) and 325(b) of such Act. A copy of the suspension is attached.

WILLIAM J. CLINTON.

THE WHITE HOUSE, April 26, 1996.

#### REPORT RELATIVE TO 1996 NATIONAL DRUG CONTROL STRATEGY—MESSAGE FROM THE PRESIDENT—PM 142

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on the Judiciary.

##### *To the Congress of the United States:*

I am pleased to transmit to the Congress the 1996 National Drug Control Strategy. This Strategy carries forward the policies and principles of the 1994 and 1995 Strategies. It describes new directions and initiatives to confront the ever-changing challenges of drug abuse and trafficking.

This past March I convened the White House Leadership Conference on Youth, Drug Use, and Violence in order to focus the Nation's attention on two major health problems faced by young people today—drug use and violence. The conference brought together over 300 young people, parents, clergy, com-

munity and business leaders, judges, prosecutors, police, entertainers, media executives, researchers, and treatment and prevention specialists from across America to examine solutions and keep us moving forward with proven strategies. The Vice President, General Barry McCaffrey, and I met with the participants in a series of roundtable discussions, discussing how to strengthen the efforts of families, the media, communities, schools, businesses, and government to reduce drug use and violence. Participants left with new energy and new ideas, determined to return home and begin implementing the solutions and strategies discussed that day.

This conference took place at an important juncture in America's ongoing fight against drug abuse. In the last few years our nation has made significant progress against drug use and related crime. The number of Americans who use cocaine has been reduced by 30 percent since 1992. The amount of money Americans spend on illicit drugs has declined from an estimated \$64 billion five years ago to about \$49 billion in 1993—a 23 percent drop. We are finally gaining ground against overall crime: drug-related murders are down 12 percent since 1989; robberies are down 10 percent since 1991.

At the same time, we have dealt serious blows to the international criminal networks that import drugs into America. Many powerful drug lords, including leaders of Colombia's notorious Cali cartel, have been arrested. A multinational air interdiction program has disrupted the principal air route for smugglers between Peru and Colombia. The close cooperation between the United States, Peru, and other governments in the region has disrupted the cocaine economy in several areas. Our efforts have decreased overall cocaine production and have made coca planting less attractive to the farmers who initiate the cocaine production process. And I have taken the serious step of cutting off all non-humanitarian aid to certain drug producing and trafficking nations that have not cooperated with the United States in narcotics control. Further, I have ordered that we vote against their requests for loans from the World Bank and other multilateral development banks. This clearly underscores the unwavering commitment of the United States to stand against drug production and trafficking.

Here at home, we have achieved major successes in arresting, prosecuting, and dismantling criminal drug networks. In Miami, the High Intensity Drug Trafficking Program, through its operational task forces, successfully concluded a major operation that resulted in the indictments of 252 individuals for drug trafficking and other drug-related crimes. Operations conducted by the Drug Enforcement Administration's Mobile Enforcement Teams program (MET), a highly successful federal tool for assisting local