

authority of the Committee on Governmental Affairs under the Senate Rules or section 13(d) of this resolution.

MORNING BUSINESS

Mr. WARNER. Mr. President, I ask unanimous consent that the Senate go into a period of morning business for not to exceed 5 minutes for each Senator.

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

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business Friday, March 7, the Federal debt stood at \$5,353,405,261,722.26.

One year ago, March 7, 1996, the Federal debt stood at \$5,017,741,000,000.

Twenty-five years ago, March 7, 1972, the Federal debt stood at \$427,832,000,000 which reflects a debt increase of nearly \$5 trillion (\$4,925,573,261,722.26) during the past 25 years.

REPORTS OF COMMITTEES

The following reports of committees were submitted on March 6, 1997:

By Mr. WARNER, from the Committee on Rules and Administration, with an amendment in the nature of a substitute:

S. Res. 39: An original resolution authorizing expenditures by the Committee on Governmental Affairs.

By Mr. HATCH, from the Committee on the Judiciary, without amendment and with a preamble:

S. Res. 56: A resolution designating March 25, 1997 as "Greek Independence Day: A National Day of Celebration of Greek and American Democracy."

S. Res. 60: A resolution to commend students who have participated in the William Randolph Hearst Foundation Senate Youth Program between 1962 and 1997.

The following report of committee was submitted on March 10, 1997:

By Mr. THOMPSON, from the Committee on Governmental Affairs:

Report to accompany the resolutions (S. Res. 39) authorizing expenditures by the Committee on Governmental Affairs (Rpt. 105-7).

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

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

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

S. 412. A bill to provide for a national standard to prohibit the operation of motor vehicles by intoxicated individuals; to the Committee on Environment and Public Works.

By Mrs. HUTCHISON:

S. 413. A bill to amend the Food Stamp Act of 1977 to require States to verify that prisoners are not receiving food stamps; to the Committee on Agriculture, Nutrition, and Forestry.

By Mrs. HUTCHISON (for herself, Mr. LOTT, Mr. BREAUX, and Mr. GORTON):

S. 414. A bill to amend the Shipping Act of 1984 to encourage competition in inter-

national shipping and growth of United States imports and exports, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. BAUCUS (for himself, Mr. GRASSLEY, Mr. ROCKEFELLER, and Mr. THOMAS):

S. 415. A bill to amend the medicare program under title XVIII of the Social Security Act to improve rural health services, and for other purposes; to the Committee on Finance.

By Mr. MURKOWSKI:

S. 416. A bill to amend the Energy Policy and Conservation Act to extend the expiration dates of existing authorities and enhance U.S. participation in the energy emergency program of the International Energy Agency; to the Committee on Energy and Natural Resources.

S. 417. A bill to extend energy conservation programs under the Energy Policy and Conservation Act through September 30, 2002; to the Committee on Energy and Natural Resources.

By Mr. WARNER:

S. 418. A bill to close the Lorton Correctional Complex, to prohibit the incarceration of individuals convicted of felonies under the laws of the District of Columbia in facilities of the District of Columbia Department of Corrections, and for other purposes; to the Committee on the Judiciary.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

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

By Mr. FORD:

S. Res. 62. An executive resolution expressing the sense of the Senate regarding a declaration to resolution of ratification of the Chemical Weapons Convention; to the Committee on Foreign Relations.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

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

S. 412. A bill to provide for a national standard to prohibit the operation of motor vehicles by intoxicated individuals; to the Committee on Environment and Public Works.

THE SAFE AND SOBER STREETS ACT

• Mr. LAUTENBERG. Mr. President, I introduce a bill that, if enacted, will go a long way toward reducing the deadly combination of drinking and driving. I am proud to stand with Senator MIKE DEWINE of Ohio in introducing this bill. The Safe and Sober Streets Act of 1997 sets a national illegal blood alcohol content [BAC] limit of .08 percent for drivers over 21 years of age. The bill gives States that have a limit above .08 BAC, 3 years to adopt .08 laws. States that fail to enact this limit will have a percentage of their highway construction funds withheld.

Mr. President, drunk driving continues to be a national scourge that imposes tremendous suffering on the victims of drunk driving accidents and their loved ones. In 1995, drunk driving increased for the first time in a decade. That year, 17,274 people were killed in alcohol-related crashes. Every one of

those deaths could have been prevented, had the driver decided to call for a ride, handed the keys to a friend, or did anything other than taking the wheel.

Every 30 minutes someone in America—a mother, husband, child, grandchild, brother, sister—dies in an alcohol-related crash. The numbers are increasing. Our highways are turning into death traps and our concrete clover leaves into killing fields.

Mr. President, we have made progress over the past few decades in the fight against drunk driving. In 1982, 53 percent of motor vehicle fatalities involved alcohol; today, alcohol-involved motor vehicle crashes is 40.5 percent. In 1984, I authored the bill that President Ronald Reagan signed into law to increase the drinking age to 21. Since 1975, 21 drinking age laws have saved roughly 15,700 lives. And, 2 years ago, Congress passed and President Clinton signed into law a zero tolerance bill with sanctions, making it illegal for drivers under 21 years of age to drive with any amount of alcohol in their system.

While that shows promise, we know we must do more—17,274 lives lost is 17,274 too many. Instituting a national standard for impaired driving at .08 BAC is the next logical step in the fight against drunk driving.

There are those who ask why the standard for impaired driving should be .08 BAC. But I think the better question is: why should the standard be as high as .10? We know that any amount of alcohol affects motor skills and driving behavior to some degree. A 1991 study by the Insurance Institute for Highway Safety indicates that each .02 increase in the BAC of a driver with nonzero BAC, nearly doubles the risk of being in a fatal crash. This means that the risk a driver faces begins much earlier than when his or her blood alcohol content is at .10 or .08, after the first or second drink. In fact, the National Highway Traffic Safety Administration [NHTSA] reports that in single vehicle crashes, the relative fatality risk of drivers with BAC's of .05 and .09 is over 11 times greater than for drivers with a BAC of zero.

Mr. President, .08 BAC is not an insignificant level. A 170 lb. male must consume four and a half drinks in 1 hour on an empty stomach to reach .08 BAC. This is not social drinking. While most States have .10 BAC as their legal limit, it is actually at .08 BAC where driving skills are seriously compromised. At that level, the vast majority of drivers are impaired when it comes to critical driving tasks. Braking, steering, speed control, lane changing, and divided attention are all compromised at .08 BAC.

Thirteen States have .08 BAC limits, and many industrialized countries have .08 BAC limits or lower. Canada, Great Britain, Austria, and Switzerland have .08 BAC limits. France and The Netherlands have a .05 BAC limit. They adopted these laws because they know that