Mr. President, also incorporated into the bill is language requiring the Secretary to fund research on the competitiveness and viability of small- and medium-size farms under the Initiative for Future Agriculture and Food Systems—a new research program authorized by S. 1150 and funded at a total of $600 million for fiscal years 1999 through 2002. With the inclusion of my amendment, the Secretary is directed to make grants for research projects addressing the viability of small- and medium-size farming operations with funding made available under the Initiative in fiscal years 1999–2002. This amendment ensures that the research needs of small dairy, livestock, and cropping operations will be addressed under the substantial new funding provided for agricultural research in this bill.

Finally, Mr. President, the conference committee also accepted important language regarding precision agriculture. Precision agriculture is a system of farming that uses very site-specific information on soil nutrient needs and presence of plant pests, often gathered using advanced technologies such as global positioning systems, high performance image processing, and software systems to determine the specific fertilizer, pesticide and other input needs of a farmer's cropland. This technology may have the benefit of lowering farm production costs and increase profitability by helping the producer reduce agricultural inputs by applying them only where needed. In addition, reducing agricultural inputs may minimize the impact of crop production on wildlife and the environment. While precision agriculture, generally defined, encompasses a broad range of techniques from high-technology satellite imaging systems to manual soil sampling, it is most frequently discussed in terms of the use of capital intensive advanced technologies.

Precision agriculture may result in production efficiencies and improved profitability for some farms, yet many in agriculture are concerned that, because of the capital intensive nature of precision agriculture systems, this new technology will not be applicable or accessible to small or highly diversified farms. It is unclear whether precision agriculture services, even if provided by input suppliers, will be available at affordable rates to small farms. Furthermore, some observers are concerned that private firms may find that marketing efforts directed at small farms are not lucrative enough and thus may avoid efforts to apply the technology to small operations.

In addition to concerns about the applicability and accessibility of precision agriculture to small farms, many are concerned that precision agriculture may not be the most appropriate production system for small farms given the costs of acquiring new technology or contracting for additional services. There may be other production systems, such as integrated whole farm crop, livestock, and resource management systems, that allow small farmers to reduce input costs, improve profitability, and minimize environmental impacts of agricultural production that are more appropriate for smaller operations.

To address this concern, accepted language allows USDA to fund studies evaluating whether precision agriculture technologies are applicable or accessible to small- and medium-sized farms. The amendment also allows USDA to conduct research on methods to improve the applicability of precision agriculture to these operations. It is critical that USDA's research investment in this new technology not exclude the needs of small farmers. If it does, this new research program could ultimately affect the structure of agriculture, potentially providing disproportionate advantages to large scale farming operations, accelerating the trend to fewer and larger farms. My amendment will allow USDA to conduct research on low cost precision agriculture systems that do not require significant financial investments by farmers and that may be more appropriate to small or highly diversified farming operations.

Mr. President, I appreciate the cooperation of the chairman, Mr. LUGAR, and the ranking member, Mr. HARKIN, of the Agriculture Committee and their staff in addressing the important research needs of small- and medium-size farms by maintaining these amendments during conference committee consideration of this bill.

These amendments will ensure that research money is directed at the interests of the small farmer providing the tools to make these operations viable to survive the riggers of farming in the next century.

SHANNEL QUARLES—KANSAS YOUTH OF THE YEAR

Mr. BROWNBACK. Mr. President, today, I rise to recognize an outstanding high school student from Wichita, KS. Shannel Quarles won the Kansas Youth of the Year award for 1998–1999. Along with this award, Shannel will receive a four-year scholarship to the college of her choice, sponsored by Oprah Winfrey's Angel Network.

Mr. President, I am proud to recognize the outstanding accomplishment of this high school sophomore. She is an exemplary role model for young people in our nation. I congratulate Shannel and her family and wish her continued success.

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Williams, 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 appropriate committees.

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

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. WARNER:

S. 2062. A bill to amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to clarify liability under that Act for certain recycling transactions; to the Committee on Environment and Public Works.

By Mr. HOLLINGS (by request):

S. 2063. A bill to authorize activities under the Federal railroad safety laws for fiscal years 1999 through 2002, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Ms. MIKULSKI (for herself, Mr. GLENN, and Mr. SARBANES):

S. 2064. A bill to prohibit the sale of naval vessels and Maritime Administration vessels for purposes of scrapping abroad, to establish a demonstration program relating to the breaking up of such vessels in United States shipyards, and for other purposes; to the Committee on Armed Services.

By Mr. MURKOWSKI (for himself and Mr. STEVENS):

S. 2065. A bill to amend the Internal Revenue Code of 1986 to clarify the tax treatment of Settlement Trusts established pursuant to the Alaska Native Claims Settlement Act; to the Committee on Finance.

By Mr. CHAFEE:

S. 2066. A bill to reduce exposure to environmental tobacco smoke; to the Committee on Environment and Public Works.

By Mr. ASHCROFT (for himself, Mr. LEAHY, Mr. BURNS, Mr. CRAIG, Mrs. BOXER, Mr. FAIRCLOTH, Mr. WYDEN, Mr. KEMPTHORNE, Mrs. MURRAY, and Mrs. HUTCHISON):

S. 2067. A bill to protect the privacy and constitutional rights of Americans, to establish standards and procedures regarding law enforcement access to decryption assistance for encrypted communications and stored electronic information, to affirm the rights of Americans to use and sell encryption products, and for other purposes; to the Committee on the Judiciary.

By Mr. THOMPSON (for himself and Mr. GLENN):

S. 2068. A bill to clarify the application of the Unfunded Mandates Reform Act of 1995, and for other purposes; to the Committee on the Budget and the Committee on Governmental Affairs, jointly, pursuant to the order of August 4, 1977, with instructions that if one Committee reports, the other Committee have thirty days to report or be discharged.

By Mr. DORGAN (for himself and Mr. CONRAD):

S. 2069. A bill to permit the leasing of mineral rights, in any case in which the Indian owners of an allotment that is located within the boundaries of the Fort Berthold Indian Reservation and held in trust by the United States have executed leases to more than 50 percent of the mineral estate of that allotment; to the Committee on Indian Affairs.

By Mr. DEWINE:

S. 2070. A bill to provide for an Underground Railroad Educational and Cultural

Program; to the Committee on Labor and Human Resources.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

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

By Mrs. FEINSTEIN (for herself, Mr. BROWNBACK, and Mr. GLENN):

S. Res. 227. A resolution to express the sense of the Senate regarding the May 11, 1998 Indian nuclear tests; to the Committee on Foreign Relations.

By Mr. WARNER (for himself and Mr. FORD):

S. Res. 228. A resolution to authorize the printing of a document entitled ''Washington's Farewell Address''; considered and agreed to.

By Ms. MOSELEY-BRAUN (for herself and Mr. DURBIN):

S. Res. 229. A resolution commemorating the 150th anniversary of the establishment of the Chicago Board of Trade; considered and agreed to.

By Mr. DODD (for himself and Mr. GRASSLEY):

S. Con. Res. 95. A concurrent resolution expressing the sense of Congress with respect to promoting coverage of individuals under long-term care insurance; to the Committee on Finance.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Ms. MIKULSKI (for herself, Mr. GLENN, and Mr. SARBANES):

S. 2064. A bill to prohibit the sale of naval vessels and Maritime Administration vessels for purposes of scrapping abroad, to establish a demonstration program relating to the breaking up of such vessels in United States shipyards, and for other purposes; to the Committee on Armed Services.

NAVAL VESSELS LEGISLATION

Ms. MIKULSKI. Mr. President, I wish to bring to the attention of the Senate that today I am introducing legislation to change the way we dispose of Navy ships that are no longer needed. I am proud to say that this bill is being cosponsored by my senior Senator, PAUL SARBANES, as well as the distinguished Senator from Ohio, Senator JOHN GLENN.

With the end of the cold war, the number of ships to be disposed of in the military arsenal is growing. There are 180 Navy and Maritime Administration ships waiting to be scrapped. These ships are difficult and dangerous to dismantle. They usually contain asbestos, PCBs, and lead paint. They were built long before we understood all of the environmental hazards associated with these materials.

I am prompted to offer this legislation because an issue was brought to my attention by a Pulitzer Prize-winning series of articles that appeared in the Baltimore Sun written by reporters Gary Cohn and Will Englund. They conducted a very thorough and rigorous investigation into the way we dispose of our Navy and maritime ships. They traveled around the country and around the world to see firsthand how our ships are dismantled.

I must advise the Senate that the way we do this is not being done in an honorable, environmentally sensitive, efficient way. I believe that when we have ships that have defended the United States of America, that were floating military bases, they should be retired with honor. When I unfold to you the horror stories that the Sun paper found, you will be shocked, and I hope you will join in the cosponsorship of my bill.

Let me recite from the Sun paper:

As the Navy sells off obsolete warships at the end of the cold war, a little known industry has grown up in America's depressed ports, and where the shipbreaking industry goes, pollution and injured workers are left in its wake.

Headline No. 1. No. 2:

The Pentagon repeatedly deals with shipbreakers with dismal records, then fails to keep watch as they leave health, environmental and legal problems in America's ports.

In terms of our own communities on the border in Brownsville, TX:

In this U.S. shipbreaking capital on the Mexican border, where labor and life are cheap, scrapping thrives amid official indifference.

And, I might say, danger.

Also, even more horrendous is the way we use the Third World to dump American ships: In India, the Sun paper found:

On a fetid beach, 35,000 men scrap the world's ships with little more than their bare hands. Despite wretched conditions—

And dangerous environmental situations.

I point out what this means close to home. Let me tell you some stories. In Baltimore:

Workers have been toiling in air thick with asbestos dust. In Baltimore, laborers scrapping the USS Coral Sea ripped asbestos insulation from the aircraft carrier with their bare hands. At times they had no respirators, standard equipment for asbestos work. [As we all know,] inhaling asbestos fibers can have . . . lethal consequences.

It was not limited to Baltimore. At Terminal Island, CA, 20 laborers were fired when they told Federal investigators how asbestos was being improperly stripped from Navy ships. In Baltimore, workers were ordered to stuff asbestos into a leaky barge to hide it from inspectors.

Dangerous substances from scrapped ships have polluted harbors, rivers and shorelines.

The Sun paper goes on to say:

A scrapyard along the Northeast Cape Fear River in Wilmington, NC, was contaminated by asbestos, oil and lead. ''That site looked like one of Dante's levels of hell,'' said David Heeter, a North Carolina assistant attorney general.

Ship scrappers frustrate regulators by constructing a maze of corporate names and moving frequently. The Defense Department has repeatedly sent ships to scrappers who have records of bankruptcies, fraud [and] payoffs. . . .

Because of downsizing, the Navy promised that this would be a bonanza, for amounts ranging from $15,000 to dismantle a destroyer—15 grand to dismantle a destroyer—to $1 million for an aircraft carrier.

They buy the rights to Navy ships, then sell the salvaged metal. . . .

Because of environmental violations and other issues, the Navy has had to take back 20 ships in yards in North Carolina, Rhode Island and California. . . . Of the 58 ships sold for scrapping since 1991, only 28 have been finished.

And, oh, my God, how they have been finished.

I would like to turn to my hometown of Baltimore. Mr. President, this is what the *Coral Sea* looked like while it was being dismantled in the Baltimore harbor. It looks like it was ravaged, like it was cannibalized. It looks like a tenement in a Third World area.

The Sun paper continues:

In Baltimore, torch handlers worked without other men on fire watch and without fire hoses. . . .

Picture yourself going out there trying to do that in the early morning.

The *Coral Sea*'s dismal end has been marked by stubborn fires and dumping of oil in the harbor, by lawsuits and repeated delays—but most of all, by the mishandling of asbestos.

Let me tell you that it was so bad that even a Navy inspector who came to look at what they were doing was scared to death to go on that ship because he was afraid it was too dangerous.

I am quoting the Sun paper.

On September 16, 1993, [the military] sent its lone inspector——

One inspector for the United States——

On his first visit to the Seawitch Salvage yard in Baltimore. . . . But Evans didn't inspect [it because]. . . . He thought it was too dangerous.

The next day, a 23-year-old worker named Alfio Leonardi Jr. found out how unsafe it would be.

He walked on a flight deck up in that situation and dropped 30 feet from the hangar.

I felt a burning feeling inside. . . . There was blood coming out of my month. I didn't think I was going to live.

He suffered a ruptured spleen, fractured pelvis, fractured vertebrae, and he broke his arms in several places.

The inspector was new to the job when the accident occurred. He had only 20 hours of training on environmental issues. He was not appropriately trained, and he didn't even know what shipbreaking was. At the same time, we had repeated fires breaking out.

In November of 1996, a fire broke out in the *Coral Sea* engine room. There was no one standing fire watch, no hose nearby. The blaze burned quickly out of control, and for the sixth time, Baltimore City's fire department had to come in and rescue the shipyard. At the same time, the owner of this shipyard had a record of environmental violations for which he ultimately went to jail.

We cannot tolerate this in the Baltimore harbor. If you look there, that is