

to meet during the sessions of the Senate on Wednesday, June 17, 1998, at 11:30 a.m. and 2 p.m. to hold two hearings.

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

COMMITTEE ON GOVERNMENTAL AFFAIRS

Mr. GREGG. Mr. President, I ask unanimous consent on behalf of the Governmental Affairs Committee to meet on Wednesday, June 17, 1998, at 9:30 a.m. for a business meeting.

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

COMMITTEE ON THE JUDICIARY

Mr. GREGG. Mr. President, I ask unanimous consent that the Committee on the Judiciary be authorized to meet during the session of the Senate on Wednesday, June 17, 1998, at 9 a.m. in room 226 of the Senate Dirksen Office building to hold a hearing on: "Drug Abuse Among Our Children: A Growing National Crisis."

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

SELECT COMMITTEE ON INTELLIGENCE

Mr. GREGG. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, June 17, 1998, at 2:30 p.m. to hold a closed hearing on Intelligence Matters.

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

SUBCOMMITTEE ON COMMUNICATIONS

Mr. GREGG. Mr. President, I ask unanimous consent that the Communications Subcommittee of the Senate Committee on Commerce, Science, and Transportation be authorized to meet on Wednesday, June 17, 1998, at 9:30 a.m. on Spamming and S. 2107.

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

SUBCOMMITTEE ON CONSTITUTION, FEDERALISM, AND PROPERTY RIGHTS

Mr. GREGG. Mr. President, I ask unanimous consent that the Subcommittee on Constitution, Federalism, and Property Rights, of the Senate Judiciary Committee, be authorized to meet during the session of the Senate on Wednesday, June 17, 1998, to hold a business meeting, off the floor, in the Capitol Building, following the first vote.

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

SUBCOMMITTEE ON FORESTS AND PUBLIC LAND MANAGEMENT

Mr. GREGG. Mr. President, I ask unanimous consent that the Subcommittee on Forests and Public Land Management of the Committee on Energy and Natural Resources be granted permission to meet during the session of the Senate on Wednesday, June 17, for purposes of conducting a subcommittee hearing which is scheduled to begin at 2 p.m. The purpose of this hearing is to receive testimony on S. 1253, the Public Land Management Act of 1997.

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

ADDITIONAL STATEMENTS

CHINA'S MARITIME PRACTICES

• Mr. HOLLINGS. Mr. President, our country's relationship with the People's Republic of China is currently receiving a great deal of attention. One aspect of that relationship which is not getting enough attention is shipping.

The United States has an open door to Chinese shipping. Chinese companies can call at any U.S. port. They do not need any government agency to approve their schedule, their ships, or changes to those deployments. They can open branch offices anywhere in the U.S. that they wish. They can provide vessel agency services to their own vessels. This U.S. policy has allowed Chinese shipping companies to be quite free and successful. COSCO, for example, which is owned by the People's Republic of China, is by far the largest ocean carrier in the U.S.-China trade and is a major carrier in other U.S. trades. The Chinese government wants the most favorable treatment for COSCO here in the U.S.; yet it continues to deny U.S. carriers operating in China the opportunities and privileges Chinese carriers receive here.

Not only does Chinese shipping policy seek to control the trade rather than allow market forces to operate, but restrictions are becoming increasingly problematic. This lack of reciprocity is unfair.

For example, access to ostensibly open ports in China is now solely at the discretion of the Chinese Ministry of Communications. While American carriers must endure long waits for an uncertain approval of whether and where they can operate, Chinese carriers are free to call at U.S. ports without having to face such conditions. Recent Chinese regulations make this process even more burdensome and contain the potential for huge penalties.

U.S. carriers face restrictions on a host of normal commercial activities in China that Chinese carriers don't face here. For example, branch offices are restricted or prohibited. U.S. carriers cannot even provide normal vessel agency services to their own ships. This results in a considerably higher cost base for U.S. carriers versus their Chinese competitors.

The Federal Maritime Commission and the Administration have been working on and encouraging a resolution of these problems, but insufficient progress has been made. Therefore, I have written to the FMC to encourage it to use the full range of its authority to investigate these matters.

What is additionally very troubling to me—and what should be very troubling to the Chinese government if they value the government-to-government negotiation process as a way to resolve differences—is the recent turn of events in the maritime bilateral negotiations between our governments. In December of last year some progress

was made. An agreement was reached on some of the outstanding issues. The U.S. government has fulfilled its promises by the FMC giving COSCO an exemption from some of the Controlled Carrier Act restrictions. But the Chinese government has not yet honored its commitments, even though it had agreed to act simultaneously with the U.S. government. The Administration recognizes this. The Congress recognizes this. The Congress recognizes this.

China's relationship with the U.S. is undermined when it fails to fulfill its promises. Our willingness to treat China favorably is undermined if the Chinese government's promises are illusory.

Not only do I urge the FMC to investigate and take appropriate action in these maritime issues, but I urge the State Department to convey to the Chinese government the damaging effect of its current maritime posture on improved trade relations.

Both our countries' trade relations are benefited by a liberalized shipping environment. An unbalanced lack of reciprocity cannot be sustained.

Mr. President, I ask that my letters to Secretary Slater at the Department of Transportation and Chairman Creel at the Federal Maritime Commission be printed in the RECORD.

The letters follow:

U.S. SENATE, COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,

Washington, DC, June 16, 1998.

Hon. RODNEY E. SLATER,  
Secretary, U.S. Department of Transportation,  
Washington, DC.

DEAR MR. SECRETARY: I am writing with regard to the recent trend toward maritime protectionism in the People's Republic of China. Your Department, particularly the Maritime Administration, has been actively engaged in negotiations with the Chinese to eliminate many of the restrictions faced by U.S. carriers in China. It is my understanding that, unfortunately, progress has been slow. I find particularly troubling the fact that the Chinese have failed to implement a gentlemen's agreement arrived at last December with your acting Maritime Administrator, John Graykowski.

I am attaching a letter which I have sent to Harold Creel, Chairman of the Federal Maritime Commission (FMC), asking the FMC to investigate this matter. I am certain you will agree that if the Chinese restrictions enumerated in this letter are not addressed through bilateral consultation, the FMC should act to impose countervailing sanctions on Chinese carriers doing business in the United States. Hopefully, a resolution can be reached before such steps are necessary.

I trust that resolving these China maritime issues will be among the Maritime Administration's highest priorities. The Department and the Maritime Administration have my full support in your continuing efforts to eliminate restrictions which hinder the competitiveness of U.S. carriers in China.

With kindest regards, I am  
Sincerely,

ERNEST F. HOLLINGS,  
Ranking Democrat.

U.S. SENATE, COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,

Washington, DC, June 16, 1998.

Hon. HAROLD J. CREEL, JR.,  
Chairman, Federal Maritime Commission, Washington, DC.

DEAR MR. CHAIRMAN: Unfortunately over the past year, the maritime relationship between the United States and the People's Republic of China has deteriorated dramatically. This has resulted from a series of restrictive measures taken by the Chinese Ministry of Communications (MOC) aimed at limiting the activities of foreign shipping lines in China. At the same time, China's state-owned line, China Ocean Shipping Company (COSCO), has grown to become one of the largest, most successful carriers serving U.S. liner trades.

COSCO operates and competes freely and openly in the United States while our carriers face costly, anticompetitive restrictions in China. These restrictions include: (1) a cumbersome and lengthy approval process for vessel or itinerary changes; (2) limits on the number and location of branch offices for U.S. carriers in China; (3) limits on U.S. carriers ability to provide intermodal transport to inland customers; and (4) a prohibition barring U.S. carriers provision of vessel agency services. All of these costly restrictions make it extremely difficult for U.S. carriers to effectively compete in the Chinese market. Conversely, COSCO faces no similar restrictions in the United States.

U.S. negotiators from the Departments of Transportation and State have worked to bring reciprocity and fairness to our bilateral maritime relationship with China. To date these efforts have been for the most part unsuccessful. One glimmer of hope was December's "gentlemen's" agreement struck between our acting Maritime Administrator and the Chinese Director General for Water Transport from MOC to remove some of the roadblocks to an improved relationship.

On the United States side, MarAd and the U.S. carriers supported a petition by COSCO to your Commission for partial relief from the Controlled Carrier Act. The FMC fully granted that petition in March. However, the Chinese side has yet to keep their part of the agreement: to approve U.S. carrier port access and vessel registration applications and to grant a joint venture port operating license to a U.S. carrier. As a result of this breach, talks aimed at finalizing a new bilateral maritime agreement have broken down and U.S. carriers continue to face costly, burdensome restrictions to their operations in China.

Mr. Chairman, as you know, I have long been an advocate for fairness and reciprocity in our maritime relationships. I find the situation with China unacceptable. I urge you to act, as you have so effectively in the past, to investigate these matters and encourage China to remove these restrictions so that U.S. carriers can compete as freely and openly in China as COSCO competes here. I am confident that, as in the past, you can count on the full support of the Senate.

With kindest regards, I am

Sincerely,

ERNEST F. HOLLINGS,  
Ranking Democrat.●

#### TRIBUTE TO RABBI ALEXANDER D. GOODE

● Mr. SANTORUM. Mr. President, I rise today to commemorate the courage and bravery of Rabbi Alexander D. Goode and the three other chaplains aboard the U.S.A.T. Dorchester on the

night it sank into the icy waters off the coast of Greenland.

On February 3, 1943, the Dorchester, filled to capacity with over 900 men, was struck by German torpedoes around 1:00 am. The Germans succeeded in knocking out the ship's communication, injuring and killing scores of men, and fatally wounding the Dorchester. As the crew realized what had just occurred, chaos and panic erupted on all sides. In the midst of the confusion, four Army Chaplains, Lt. George L. Fox, Methodist; Lt. John P. Washington, Roman Catholic; Lt. Clark V. Polling, Dutch Reformed; and Lt. Alexander D. Goode, Jewish, brought hope and light to those around them.

The Arctic air made protection from the cold essential to those hoping to survive the night. As one sailor, Petty Officer John J. Mahoney, tried to return to his cabin to retrieve his gloves, he was stopped by Rabbi Goode. "I have two pairs," the Rabbi said, handing the sailor the pair he had been wearing. In retrospect, Mahoney realized the Rabbi could not have had an extra pair and had sacrificed his only gloves to aide the sailor.

As the ship sank, the four chaplains distributed jackets and words of encouragement to those remaining. When there were no more life jackets left, the four removed their own preservers and handed them to the sailors next in line, sealing their own fate. Approximately 18 minutes after it was hit, the Dorchester sank. The last sight many of the survivors recall was the four chaplains, arms linked, praying together with over 600 men still on board.

The sinking of the Dorchester 55 years ago not only showed the chaplains' tremendous strength of spirit, but also illuminated their racial and religious tolerance. In an era of prejudice, these four men embraced ideas on interfaith relationships. These men shared a special brotherhood which lasted until the very end.

Mr. President, there are people in history who stand apart from the rest, and who go above and beyond what is demanded by their fellow men and women. Rabbi Goode and the three other chaplains were such men. I ask my colleagues to join me in honoring the memory of these truly remarkable heroes. Their story and the lessons it teaches will not soon be forgotten.●

#### TEXAS HATE CRIME

● Ms. MOSELEY-BRAUN. Mr. President, I want to offer my heartfelt condolences to the family and friends of James Byrd Jr., who was brutally murdered last week in Jasper, Texas. I am deeply saddened that we in this day and age still have this type of crime being committed in our nation.

I am even more outraged that this monstrous crime is being copied across the nation, from Louisiana to my own home state of Illinois. Just this past weekend, the Belleville News-Democrat reported that a 17-year-old from Belle-

ville, Illinois, had to be rushed to the hospital after three youths grabbed him by his shirt and then dragged him until he fell under the wheels of their jeep. All the while they shouted racial epithets at him.

This violence must be stopped. Unless we take swift action to end these atrocities, we run the risk of endangering all the progress we have made toward undoing the ugly legacy of racism. We must stop copycat acts of cowardice from undermining the basic freedoms that we all are entitled to enjoy.

Every act of violence is reprehensible. Hate crimes are especially troubling, however, because they impact not only the victim, but the entire community. When a person is singled out and targeted for a hate crime, other members of that community feel isolated, vulnerable, and unprotected by the law. Hate crimes send a message to all members of a community that they are not free to walk the streets, to own property, or to enjoy their fundamental rights as Americans simply because of how they look or what they believe.

But these crimes do not occur only on the back roads of our nation. In 1996, 6,768 crimes committed across the nation were motivated by racial bias; 1,497 by religious bias; 1,258 by sexual-orientation bias; and 1,179 by ethnic bias. 333 of these crimes occurred in my home state of Illinois. The City of Chicago reported 175 incidents, the lowest number since the City began keeping records. Unfortunately, the inhumane nature of last week's brutal murder only remind us that there still remains work to be done to fight the hate.

Back in 1963, when a fire bomb at the 16th street Baptist Church took the lives of 4 children, the nation recoiled in horror at the cowardice and criminality of those who would resort to such violence. From that horror, however, grew a consensus that hate crimes are un-American, and must be exposed for what they are. The hood came off the hate.

We have since redoubled our effort, and must redouble our resolve that never again will such crimes be ignored or overlooked or unpunished. We must continue to work together. This means educating one another, building coalitions with our neighbors, and standing together against racism, sexism, and other forms of bigotry.

The Administration is doing their part. In June of 1997, President Clinton announced One America in the 21st Century: The President's Initiative on Race. This Initiative has proven critical to initiating the dialogue on race in this country that is essential if we are ever to live as one.

But we should do our part as well. I am a cosponsor of Hate Crimes Prevention Act, which was introduced by Senator KENNEDY in November of last year. This bill would strengthen laws to protect Americans from hate crimes. We should act swiftly to pass this law,