

United States and the safety of our men and women at sea.

Mr. GRASSLEY. I thank my distinguished colleague, the Chairman of the Appropriations Committee, for this important clarification.

SHIP SCRAPPING PROJECT

Mr. SPECTER. Mr. President, I have sought recognition to address my colleague, Chairman STEVENS, concerning funding for a ship disposal initiative in the Fiscal Year 1999 Defense Appropriations Act. At my request, funds were provided in the Senate bill for this program and I'm pleased to note that the conference report has preserved the Senate funding level of \$7.5 million. This initiative has been crafted to address the Department of Defense Interagency Ship Scrapping Review Panel's recommendations for a pilot program.

It was my understanding that the \$7.5 million provided under Operation & Maintenance for a ship disposal initiative would be used to implement a demonstration project at the Navy's only two fresh water reserve basins, where more than 300,000 tons of ships slated for scrapping are stored, and that these funds will be distributed evenly between the two sites—the Delaware River and the James River—for the first year of this demonstration project.

Earlier this year, I spoke with Philadelphia Mayor Ed Rendell and officials of the Philadelphia Industrial Development Corporation regarding their needs as we move ahead on revitalizing the Philadelphia Navy Shipyard. A key element of their plan is to demonstrate a ship scrapping project that assures responsible environmental health and safety management while reducing government costs for managing decommissioned ships.

Mr. STEVENS. The Senator from Pennsylvania is correct that the Senate included funding for this program at his request. The Committee and conferees were silent on the specific purpose of the program. I will add, though, that I support the intent of the Senator.

PROTECTING OUR STRATEGIC AIRLIFT

Mr. BIDEN. Mr. President, I support the defense appropriations conference report, but I would like to briefly comment on one issue - strategic airlift.

As we have learned in places like Kenya, Tanzania, Iraq, and Bosnia, the end of the Cold War has not brought stability to the world. That instability continually threatens our national security interests and has placed a high demand on our military assets.

Primary among those assets is strategic airlift. Using our military requires getting troops and equipment and weapons to strategic locations. I am very concerned that we are taking some short-cuts in this bill that directly impact that vital national security capability. In particular, I am concerned that the Senate did not fully fund the President's request for C-5 avionics modernization. Instead, this Conference Report provides only \$33.7

million of \$47.9 million dollars necessary to increase C-5 safety and reliability. While \$33.7 million is a lot of money, we need to do more.

The \$14.2 million cut delays installation of the Traffic Collision Avoidance System (TCAS) by a full-year. Other important modifications are also delayed, including the following: Enhanced Ground Proximity Warning System, Global Air Traffic Management, Flight Instrument and Engine Display System, and Automatic Flight Controls. These are the systems that navigate the plane and protect it against various forms of collision. As the skies continue to become more crowded, and as we rely on C-5s to provide airlift in all types of weather and over all kinds of terrain up-to-date avionics are critical.

The C-5 has served the nation well in all of our military actions overseas from the Yom Kippur War to current operations in Bosnia and Iraq. In Desert Storm, the C-5 delivered over 38 percent of all America's airlift. It is an absolutely essential part of the Air Force's airlift capacity. A capacity that is more critical than ever as we move to an Expeditionary Aerospace Force.

I want to point out here that it is not just me who believes the C-5 is a critical national defense priority. It is one of the Air Force's top priorities. Even now, I know that the Air Force is attempting to cobble together the needed \$14.2 million from other accounts. The Air Force should not be put in this position. We should give them the money.

We have known for some time that the C-5 needs some modernization work. The Air Force is undertaking a study to determine how best to preserve and protect our strategic airlift. That larger study will look at many things—re-engining the C-5, buying more C-17s, refitting existing commercial airframes, exploring spare parts shortages and maintenance delays—but it will not change the need to modernize the avionics in the short-term. The Air Force is committed to this modernization and deserves our support.

Quite simply, the airlift of the United States military rests in the back of the C-5. In a world where threats appear in every corner of the globe, we cannot afford to shortchange the strategic airlift that protects our national security.

When we look at addressing readiness shortfalls in the military in a supplemental appropriations bill this year, I hope my colleagues will consider the need to restore \$14.2 million to the C-5 Avionics Modernization accounts. The Air Force should know that we share its commitment to strategic airlift.

Mr. STEVENS. Does the Senator yield back the balance of his time?

Mr. INOUE. I yield back the remainder of my time.

The PRESIDING OFFICER. All time has been yielded back.

HIGHER EDUCATION AMENDMENTS—CONFERENCE REPORT

The PRESIDING OFFICER. Under the previous order, the Senate will now vote on the conference report accompanying H.R. 6.

Mr. STEVENS. Mr. President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

The PRESIDING OFFICER. The yeas and nays have been ordered, and the clerk will call the roll.

The legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from Nebraska (Mr. HAGEL) and the Senator from Alabama (Mr. SESSIONS) are necessarily absent.

Mr. FORD. I announce that the Senator from South Carolina (Mr. HOLLINGS) and the Senator from Illinois (Ms. MOSELEY-BRAUN) are necessarily absent.

I further announce that, if present and voting, the Senator from Illinois (Ms. MOSELEY-BRAUN) would vote "aye."

The PRESIDING OFFICER (Mr. ASHCROFT). Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 96, nays 0, as follows:

[Rollcall Vote No. 290 Leg.]

YEAS—96

Abraham	Enzi	Lieberman
Akaka	Faircloth	Lott
Allard	Feingold	Lugar
Ashcroft	Feinstein	Mack
Baucus	Ford	McCain
Bennett	Frist	McConnell
Biden	Glenn	Mikulski
Bingaman	Gorton	Moynihan
Bond	Graham	Murkowski
Boxer	Gramm	Murray
Breaux	Grams	Nickles
Brownback	Grassley	Reed
Bryan	Gregg	Reid
Bumpers	Harkin	Robb
Burns	Hatch	Roberts
Byrd	Helms	Rockefeller
Campbell	Hutchinson	Roth
Chafee	Hutchison	Santorum
Cleland	Inhofe	Sarbanes
Coats	Inouye	Shelby
Cochran	Jeffords	Smith (NH)
Collins	Johnson	Smith (OR)
Conrad	Kempthorne	Snowe
Coverdell	Kennedy	Specter
Craig	Kerrey	Stevens
D'Amato	Kerry	Thomas
Daschle	Kohl	Thompson
DeWine	Kyl	Thurmond
Dodd	Landrieu	Torricelli
Domenici	Lautenberg	Warner
Dorgan	Leahy	Wellstone
Durbin	Levin	Wyden

NOT VOTING—4

Hagel	Moseley-Braun
Hollings	Sessions

The conference report was agreed to.

DEPARTMENT OF DEFENSE APPROPRIATIONS ACT—CONFERENCE REPORT

The PRESIDING OFFICER. Under the previous order, the Senate will now vote on adoption of the conference report accompanying H.R. 4103.

Mr. STEVENS. I ask for the yeas and nays.