

may continue to plunder American consumers and farmers during the busy summer vacation and planting seasons. The Clinton administration was caught off-guard this year without much of an energy policy. Now, the President needs to exercise his authority to help solve the problem, which is going to get worse before it gets better.

By Mr. CRAPO (for himself, Ms. COLLINS, Mr. AKAKA, Mr. SMITH of New Hampshire, Ms. SNOWE, and Mrs. LINCOLN):

S. 2183. A bill to ensure the availability of spectrum to amateur radio operators; to the Committee on Commerce, Science, and Transportation.

THE AMATEUR RADIO SPECTRUM PROTECTION ACT

Mr. CRAPO. Mr. President, I rise to introduce the Amateur Radio Spectrum Protection Act of 2000. This bill would help preserve the amount of radio spectrum allocated to the Amateur Radio Service during this era of dramatic change in our telecommunications system. I am pleased to introduce this bipartisan measure with my colleagues, Senator COLLINS, Senator AKAKA, Senator BOB SMITH, Senator SNOWE, and Senator LINCOLN.

Organized radio amateurs, more commonly known as "ham" operators, through formal agreements with the Federal Emergency Management Agency, the National Weather Service, the Red Cross, the Salvation Army, and other government and private relief services, provide emergency communication when regular channels are disrupted by disaster. In Idaho, these trained volunteers have performed tasks as various as helping to rescue stranded back-country hikers, organizing cleanup efforts after the Payette River flooded, and helping the Forest Service communicate during major forest fires. In other communities, they may be found monitoring tornado touchdowns in the Midwest, helping authorities reestablish communication after a hurricane in the Gulf or sending "health and welfare" messages following an earthquake on the West Coast. Not only do they provide these services using their own equipment and without compensation, but they also give their personal time to participate in regular organized training exercises.

In addition to emergency communication, amateur radio enthusiasts use their spectrum allocations to experiment with and develop new circuitry and techniques for increasing the effectiveness of the precious natural resource of radio spectrum for all Americans. Much of the electronic technology we now take for granted is rooted in amateur radio experimentation. Moreover, amateur radio has long provided the first technical training for youngsters who grow up to be America's scientists and engineers.

The Balanced Budget Act of 1997 requires the Federal Communications Commission (FCC) to conduct spectrum auctions to raise revenues. Some

of that revenue may come from the auction of current amateur radio spectrum. This bill simply requires the FCC to provide the Amateur Radio Service with equivalent replacement spectrum if it reallocates and auctions any of the Service's current spectrum.

The Amateur Radio Spectrum Protection Act of 2000 will protect these vital functions while also maintaining the flexibility of the FCC to manage the nation's telecommunications infrastructure effectively. It will not interfere with the ability of commercial telecommunications services to seek the spectrum allocations they require. I ask my colleagues to join the more than 670,000 U.S. licensed radio amateurs in supporting this measure and welcome their co-sponsorship.

ADDITIONAL COSPONSORS

S. 92

At the request of Mr. DOMENICI, the name of the Senator from Virginia (Mr. WARNER) was added as a cosponsor of S. 92, a bill to provide for biennial budget process and a biennial appropriations process and to enhance oversight and the performance of the Federal Government.

S. 569

At the request of Mr. GRASSLEY, the name of the Senator from South Dakota (Mr. JOHNSON) was added as a cosponsor of S. 569, a bill to amend the internal revenue Code of 1986 to exclude certain farm rental income from net earnings from self-employment if the taxpayer enters into a lease agreement relating to such income.

S. 577

At the request of Mr. HATCH, the name of the Senator from North Carolina (Mr. HELMS) was added as a cosponsor of S. 577, a bill to provide for injunctive relief in Federal district court to enforce State laws relating to the interstate transportation of intoxicating liquor.

S. 642

At the request of Mr. GRASSLEY, the name of the Senator from Pennsylvania (Mr. SANTORUM) was added as a cosponsor of S. 642, a bill to amend the Internal Revenue Code of 1986 to provide for Farm and Ranch Risk Management Accounts, and for other purposes.

S. 820

At the request of Mr. BREAU, the name of the Senator from Tennessee (Mr. THOMPSON) was added as a cosponsor of S. 820, a bill to amend the Internal Revenue Code of 1986 to repeal the 4.3-cent motor fuel excise taxes on railroads and inland waterway transportation which remain in the general fund of the Treasury.

S. 1020

At the request of Mr. GRASSLEY, the name of the Senator from Wyoming (Mr. THOMAS) was added as a cosponsor of S. 1020, a bill to amend chapter 1 of title 9, United States Code, to provide for greater fairness in the arbitration process relating to motor vehicle franchise contracts.

S. 1158

At the request of Mr. HUTCHINSON, the name of the Senator from Texas (Mr. GRAMM) was added as a cosponsor of S. 1158, a bill to allow the recovery of attorney's fees and costs by certain employers and labor organizations who are prevailing parties in proceedings brought against them by the National Labor Relations Board or by the Occupational Safety and Health Administration.

S. 1272

At the request of Mr. NICKLES, the names of the Senator from New Mexico (Mr. DOMENICI) and the Senator from Ohio (Mr. VOINOVICH) were added as cosponsors of S. 1272, a bill to amend the Controlled Substances Act to promote pain management and palliative care without permitting assisted suicide and euthanasia, and for other purposes.

S. 1452

At the request of Mr. SHELBY, the names of the Senator from Michigan (Mr. ABRAHAM), and the Senator from Utah (Mr. BENNETT) were added as cosponsors of S. 1452, a bill to modernize the requirements under the National Manufactured Housing Construction and Safety Standards of 1974 and to establish a balanced consensus process for the development, revision, and interpretation of Federal construction and safety standards for manufactured homes.

S. 1810

At the request of Mrs. MURRAY, the name of the Senator from Connecticut (Mr. DODD) was added as a cosponsor of S. 1810, a bill to amend title 38, United States Code, to clarify and improve veterans' claims and appellate procedures.

S. 1855

At the request of Mr. MURKOWSKI, the names of the Senator from Iowa (Mr. GRASSLEY), and the Senator from Wyoming (Mr. ENZI) were added as cosponsors of S. 1855, a bill to establish age limitations for airmen.

S. 1921

At the request of Mr. CAMPBELL, the name of the Senator from Oregon (Mr. SMITH) was added as a cosponsor of S. 1921, a bill to authorize the placement within the site of the Vietnam Veterans Memorial of a plaque to honor Vietnam veterans who died after their service in the Vietnam war, but as a direct result of that service.

S. 1980

At the request of Mr. BAUCUS, the name of the Senator from Wisconsin (Mr. FEINGOLD) was added as a cosponsor of S. 1980, a bill to amend the Rural Electrification Act of 1936 to ensure improved access to the signals of local television stations by multichannel video providers to all households which desire such service in unserved and underserved rural areas by December 31, 2006.

S. 2023

At the request of Mr. LIEBERMAN, the name of the Senator from South Dakota (Mr. JOHNSON) was added as a cosponsor of S. 2023, a bill to provide for

the establishment of Individual Development Accounts (IDAs) that will allow individuals and families with limited means an opportunity to accumulate assets, to access education, to own their own homes and businesses, and ultimately to achieve economic self-sufficiency, and for other purposes.

S. 2049

At the request of Mr. BIDEN, the name of the Senator from North Carolina (Mr. EDWARDS) was added as a cosponsor of S. 2049, a bill to extend the authorization for the Violent Crime Reduction Trust Fund.

S. 2061

At the request of Mr. BIDEN, the names of the Senator from Wisconsin (Mr. KOHL) and the Senator from Maryland (Mr. SARBANES) were added as cosponsors of S. 2061, a bill to establish a crime prevention and computer education initiative.

S. 2074

At the request of Mr. ASHCROFT, the names of the Senator from Ohio (Mr. VOINOVICH), the Senator from Kentucky (Mr. MCCONNELL), the Senator from Montana (Mr. BURNS), the Senator from Montana (Mr. BAUCUS), the Senator from Virginia (Mr. ROBB), the Senator from California (Mrs. FEINSTEIN), and the Senator from Utah (Mr. HATCH) were added as cosponsors of S. 2074, a bill to amend title II of the Social Security Act to eliminate the social security earnings test for individuals who have attained retirement age.

S. 2087

At the request of Mr. WARNER, the names of the Senator from Idaho (Mr. CRAIG), the Senator from North Carolina (Mr. HELMS), and the Senator from Missouri (Mr. BOND) were added as cosponsors of S. 2087, a bill to amend title 10, United States Code, to improve access to benefits under the TRICARE program; to extend and improve certain demonstration programs under the Defense Health Program; and for other purposes.

S. 2097

At the request of Mr. GRAMM, the name of the Senator from Nebraska (Mr. HAGEL) was added as a cosponsor of S. 2097, a bill to authorize loan guarantees in order to facilitate access to local television broadcast signals in unserved and underserved areas, and for other purposes.

S. 2123

At the request of Ms. LANDRIEU, the names of the Senator from Ohio (Mr. DEWINE), the Senator from Missouri (Mr. ASHCROFT), and the Senator from Missouri (Mr. BOND) were added as cosponsors of S. 2123, a bill to provide Outer Continental Shelf Impact assistance to State and local governments, to amend the Land and Water Conservation Fund Act of 1965, the Urban Park and Recreation Recovery Act of 1978, and the Federal Aid in Wildlife Restoration Act (commonly referred to as the Pittman-Robertson Act) to establish a fund to meet the outdoor conservation and recreation needs of the

American people, and for other purposes.

S. CON. RES. 84

At the request of Mr. WARNER, the names of the Senator from North Carolina (Mr. HELMS) and the Senator from New York (Mr. MOYNIHAN) were added as cosponsors of S. Con. Res. 84, a concurrent resolution expressing the sense of Congress regarding the naming of aircraft carrier CVN-77, the last vessel of the historic *Nimitz* class of aircraft carriers, as the U.S.S. *Lexington*.

S.J. RES. 39

At the request of Mr. CAMPBELL, the names of the Senator from Oregon (Mr. SMITH), the Senator from Delaware (Mr. ROTH), and the Senator from Washington (Mrs. MURRAY) were added as cosponsors of S.J. Res. 39, a joint resolution recognizing the 50th anniversary of the Korean War and the service by members of the Armed Forces during such war, and for other purposes.

S. RES. 87

At the request of Mr. L. CHAFEE, his name was added as a cosponsor of S. Res. 87, a resolution commemorating the 60th Anniversary of the International Visitors Program

AMENDMENTS SUBMITTED

COAST GUARD AUTHORIZATION ACT OF 1999

ABRAHAM (AND OTHERS) AMENDMENT NO. 2882

(Ordered referred to the Committee on Commerce, Science, and Transportation)

Mr. ABRAHAM (for himself, Mr. FEINGOLD, Mr. LUGAR, Mr. DEWINE, Mr. SANTORUM, Mr. WELLSTONE, Mr. KOHL, Mr. VOINOVICH, Mr. GRAMS, Mr. LEVIN, and Mr. BAYH) submitted an amendment intended to be proposed by them to the bill (S. 1089) to authorize appropriations for fiscal years 2000 and 2001 for the United States Coast Guard, and for other purposes; as follows:

On page 4, beginning on line 8, strike "\$350,326,000" and all that follows through page 4, line 12, and insert the following: "\$488,326,000, to remain available until expended, of which—

"(A) \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990; and

"(B) \$128,000,000 shall be available for construction or acquisition of a replacement vessel for the Coast guard icebreaker MACKINAW."

• Mr. ABRAHAM. Mr. President, I rise today, along with several of my fellow Great Lakes Senators, to introduce an amendment to Senate Bill 1089, the Coast Guard Authorization Act. I want to thank Senators DEWINE, FEINGOLD, GRAMS, KOHL, LUGAR, SANTORUM, VOINOVICH, and WELLSTONE for their support and commitment to the continued presence of a suitable and reli-

able heavy icebreaking capability on the Great Lakes. The purpose of our amendment is to authorize adequate funding to replace the current Great Lakes icebreaker, the *Mackinaw*, which is scheduled for decommissioning in 2006.

Mr. President, heavy icebreaking on the Great Lakes is vital to the region's industry. Each year, almost 200 million tons of cargo travel across the Great Lakes, including 70 percent of U.S. steel. Transportation of U.S. steel alone directly affects 108,000 jobs, and indirectly affects 400,000.

Shipping on the Great Lakes faces a unique challenge because the season begins and ends in ice. Windrows, slabs of broken ice piled atop each other by the wind, can reach 15 feet in thickness. The *Mackinaw*, with 12,000 horsepower packed into her 290-foot-long hull has kept commerce moving even under the most trying conditions since 1944. The presence of the *Mackinaw* improves shipping efficiency, reliability, and competition. Further, shipping provides a more environmentally sound alternative to surface transportation, because maritime shipments use less fuel and produce fewer emissions than rail and truck alternatives.

Mr. President, after over 55 years of service, the *Mackinaw's* productive life is nearing an end. The Coast Guard has committed to keeping the cutter in service until 2006, when it hopes to have a replacement vessel operating. To meet this important deadline, funds to construct a multi-purpose heavy icebreaker must be included in the fiscal year 2001 budget, which is why I have joined with the aforementioned Great Lakes Senators in seeking authorization. In addition, I and several other Senators have sent various letters requesting appropriations for the *Mackinaw*, as well as an assumption within the fiscal year 2001 budget resolution for this funding.

The construction of a multi-purpose vessel designed to perform icebreaking operations will bring the cutter's mission profile in line with Coast Guard employment standards while improving the efficiency of the Great Lakes fleet performance. Extensive studies and modeling validate the feasibility of a multi-purpose design. Additionally, the multi-mission design is less than 4 percent more expensive than a single-purpose design, and provides a more robust Great Lakes fleet by increasing the number of available operational days by 38 percent.

Without a heavy icebreaker, the Great Lakes shipping season could be shortened by as much as 10 weeks, causing a host of problems for which there are few solutions and none of which are in the region's best interests. We must appropriate these funds this year, and to do that we should make sure that the authorization bill provides for this important one-time expense so that there will be no doubt as to the intent of Congress on this important project.