

face deadly threats that can strike at any time, even during routine traffic stops. Bulletproof vests save lives. It is essential the we update this law so that many more of our officers who are risking their lives everyday are able to protect themselves.

In the last Congress, we created the Bulletproof Vest Partnership Grant Program in part in response to the tragic Drega incident along the Vermont and New Hampshire border. On August 19, 1997, Federal, State and local law enforcement authorities in Vermont and New Hampshire had cornered Carl Drega, after hours of hot pursuit. This madman had just shot to death two New Hampshire state troopers and two other victims earlier in the day. In a massive exchange of gunfire with the authorities, Drega lost his life.

During that shootout, all federal law enforcement officers wore bulletproof vests, while some state and local officers did not. For example, Federal Border Patrol Officer John Pfeifer, a Vermonter, who was seriously wounded in the incident. If it was not for his bulletproof vest, I would have been attending Officer Pfeifer's wake instead of visiting him, and meeting his wife and young daughter in the hospital a few days later. I am relieved that Officer John Pfeifer is doing well and is back on duty today.

The two New Hampshire state troopers who were killed by Carl Drega were not so lucky. They were not wearing bulletproof vests. Protective vests might not have been able to save the lives of those courageous officers because of the high-powered assault weapons used by this madman. We all grieve for the two New Hampshire officers who were killed. Their tragedy underscore the point that all of our law enforcement officers, whether federal, state or local, deserve the protection of a bulletproof vest. With that and lesser-known incidents as constant reminders, I will continue to do all I can to help prevent loss of life among our law enforcement officers.

The Bulletproof Vest Partnership Grant Act of 2000 will provide state and local law enforcement agencies with more of the assistance they need to protect their officers. Our bipartisan legislation enjoys the endorsement of many law enforcement organizations, including the Fraternal Order of Police and the National Sheriffs' Association. In my home State of Vermont, the bill enjoys the strong support of the Vermont State Police, the Vermont Police Chiefs Association and many Vermont sheriffs, troopers, game wardens and other local and state law enforcement officials.

Since my time as a State prosecutor, I have always taken a keen interest in law enforcement in Vermont and around the country. Vermont has the reputation of being one of the safest states in which to live, work and visit, and rightly so. In no small part, this is due to the hard work of those who have

sworn to serve and protect us. And we should do what we can to protect them, when a need like this one comes to our attention.

Our Nation's law enforcement officers put their lives at risk in the line of duty everyday. No one knows when danger will appear. Unfortunately, in today's violent world, even a traffic stop may not necessarily be "routine." Each and every law enforcement officer across the nation deserves the protection of a bulletproof vest.

Mr. President, I look forward to President Clinton signing this life-saving legislation into law.

FAILURE TO PASS AN INTERSTATE WASTE BILL

Mr. ROBB. Mr. President, one of the many items that the Senate failed to address during this Congress is legislation that would allow the states to protect themselves from unwanted out-of-state garbage. Three separate bills were offered in the Senate on this issue and each had merit, at least as a point of departure. In fact two of the bills incorporated elements that easily passed the Senate a few years ago.

The Environment and Public Works Committee held a hearing on these bills but failed to move any of the bills forward. This is more than disappointing. For a state like Virginia that is now importing over 7 million tons of municipal solid waste each year, with no way to limit the growth of this unwanted import, it is important that the committee and the full Senate act on legislation.

Seven million tons of imported solid waste represents 280,000 truck loads of waste moving into the Commonwealth of Virginia each year. The traffic this generates is reason alone to authorize additional state controls. But there are other reasons. Cheap landfill disposal due to an over abundance of capacity, has made us less vigilant about recycling. And although new federal landfill standards protect our environment better than the old standards, today's landfills are much larger than yesterdays, and we are not yet certain that all the engineering improvements we have made are enough. We may not know if these new landfills leak for a few more years.

Transporting waste hundreds of miles for disposal is also a senseless use of diesel fuel, and when we are already facing a shortage we should seek to conserve our fuel resources. We are misallocating fuel that could be used to heat homes this winter and using it to haul trash up and down the east coast. I understand from the Federal Highway Administration that the large trucks used to transport waste get about 6.1 miles per gallon. An out of state delivery of trash to Virginia landfills can amount to 680 miles round trip and 68 gallons of gas. If only half the trips to Virginia are that long, over 500,000 gallons of diesel fuel will be used to ship waste several hundred miles. This is a waste.

During this Congress, I introduced one interstate waste bill and co-sponsored two others, and if members of the Senate propose other ways to deal with this problem, I am more than willing to work with them to develop something that is workable for all parties. But at this time unless a state chooses, as some have, to simply stop siting land disposal capacity, they lose all control in terms of how long that capacity will last and what kind of traffic it will receive.

When we come back next year I will try again to move legislation. I will meet with the exporting States and I will continue to work toward a goal of wiser use of our resources, and that includes recycling, minimizing waste in the first place and certainly finding a way to dispose of it without moving half way across the country.

INTERSTATE TRANSPORTATION OF SOLID WASTE

Mr. LEVIN. Mr. President, it is outrageous that another Congress has passed without the enactment of legislation which would resolve the problem of the interstate transportation of solid waste. The people should not be dumped on any longer. They should have some control over their own jurisdictions and over their own land. It is up to us to give them that authority. I just heard that Toronto Canada is thinking about sending its waste to Michigan and the people of Michigan have nothing to say about it.

The U.S. Supreme Court has ruled that, under the Commerce Clause of the Constitution, unless Congress acts, states and municipalities are powerless to stop trash from being brought into their jurisdictions—powerless to protect their citizens' safety, the environment and their quality of life. So our states and municipalities rely on us to pass this protective legislation, and we let them down—again. The Senate has expressed its will on this issue over and over again—A majority of Senators support this legislation. We passed it by an overwhelming vote of 94-6. But the House has not acted. There are a few people over there who oppose it who have managed to displace the will of what appears to be a clear majority of House Members.

What will it take? The problem is getting worse. Total interstate waste shipments continue to rise and there is a finite amount of landfill capacity available. Michigan, my State, imports over 12 percent of all of the solid waste it disposes of in landfills. Michigan counties and townships have plans for waste disposal. They have invested in it. They have made significant commitments to waste reduction and recycling. They have spent a lot of money on these investments to dispose of their waste locally. Those plans and those good faith investments are totally undermined when contracts to bring in waste from other states and countries are entered into without consideration by State, county, or local