

the underlying international land use agreements potentially have several significant adverse effects on the American system of government. The policymaking authority is further centralized at the Federal/executive branch level, and the role that the ordinary citizen has in the making of this policy through their elected representatives is diminished. The executive branch may also invoke these agreements in an attempt to administratively achieve an action within the jurisdiction of Congress, but without consulting Congress.

The legislation introduced today will compel the Congress to consider the implications of an international land designation and protect the rights vested in non-Federal property before a designation is made.

KNOXVILLE RESOLUTION

HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 27, 1997

Mr. DUNCAN. Mr. Speaker, I would like to call to the attention of my colleagues and to the readers of the RECORD a resolution passed by the Knoxville City Council. This resolution, R-384-96, endorses a balanced budget amendment to the U.S. Constitution. R-384-96 was sponsored by City Councilman Gary Underwood and forwarded to my attention by the mayor of Knoxville, Victor Ashe.

This resolution is yet another example of the widespread support for a balanced budget amendment to the Constitution. The reasons and clearly thought out practical examples expressed in R-384-96 are held by hundreds of thousands of Americans across our Nation.

For many years our national Government was dominated by those with a very liberal mindset, and there was little serious interest in attempting to balance our budget. In fact, we have not balanced it since 1969, and huge annual deficits have resulted in a \$5 trillion national debt today. If we do not put a stop to this madness, we will absolutely destroy the standard of living of our children and grandchildren.

While I wish we did not need a balanced budget amendment, I agree with the Knoxville city council that if one is not enacted, we may never balance the budget. Historically, we simply have not done a good job in limiting Federal programs and reducing waste. There are 435 Members in the House who have their own funding priorities, another 100 Senators who have their own, and of course, the President also has his funding preferences. It becomes very difficult to reach an agreement on the budget if we do not set absolute caps which place funding limitations on Federal spending.

This issue is once again being debated in the 105th Congress, and I am proud to be a cosponsor of House Joint Resolution 1, which would provide an amendment to the Constitution requiring a balanced budget.

Our Federal deficit is one of the most serious concerns facing our Nation. If we bring Government spending under control and de-regulate our economy, it could boom for many years to come. Times are good now for some people, but they could and should be good for almost everyone. We could really reduce the gap between the rich and the poor if we could

decrease the power and cost of our government at all levels, but especially at the Federal level.

I request that a copy of the attached resolution passed by the Knoxville city council be placed in the RECORD at this point. I hope that my colleagues will join the Knoxville city council and me in supporting House Joint Resolution 1, the balanced budget amendment.

RESOLUTION

A resolution of the Council of the City of Knoxville urging the U.S. Congress to pass a balanced budget amendment to the United States Constitution.

Whereas, the City of Knoxville, Knox County, and the State of Tennessee balance their budgets annually; and

Whereas, Knoxville families must balance their budgets; and

Whereas, a balanced federal budget would reduce interest rates, thereby helping home owners and buyers; and

Whereas, Congress should set an example for the citizens who elect them by being fiscally responsible; and

Whereas, last year the Balanced Budget Constitutional Amendment failed by only one vote in the United States Senate; and

Whereas, Congress appears incapable of balancing our national budget without a constitutional requirement; and

Whereas, this proposed constitutional amendment is supported by Congressman John Duncan, Congressman Zack Wamp, Congressman Van Hilleary, and by Senator Bill Frist and Senator Fred Thompson.

Now therefore be it resolved by the Council of the City of Knoxville:

Section 1: The City Council of the City of Knoxville urges in the strongest possible terms that Congress pass a Balanced Budget Amendment to the Constitution of the United States of America.

Section 2: The City Recorder for the City of Knoxville is hereby directed to forward a copy of this Resolution to the Tennessee members of the U.S. Congress.

Section 3: This Resolution shall take effect from and after its passage, the public welfare requiring it.

AIRPORT AND AIRWAY TRUST FUND TAX REINSTATEMENT ACT OF 1997 (H.R. 668)

HON. LINDA SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 27, 1997

Mrs. SMITH of Washington. Mr. Speaker, I want to express my support of H.R. 668, the Airport and Airway Trust Fund Tax Reinstatement Act. This legislation was approved by the House yesterday with my full support and I want to make clear my reasons for supporting this much-needed legislation.

This legislation was requested by the White House in order to resolve a funding shortfall in the airport and airway trust fund. The legislation extends a 10-percent excise tax on airline tickets. This surcharge on airline tickets and the other excise taxes on airline travel expired at the end of last December and have been critical to the airport trust fund.

Without the extension of these aviation excise taxes, the Federal Aviation Administration [FAA] will have trouble maintaining construction and safety improvements of our Nation's aviation system. In fact, the FAA has warned that if this funding shortfall is not corrected,

within 5 days they would have to begin sending out notices canceling or suspending contracts which involve safety expenditures and airport improvements. Air traffic safety is not something that we can jeopardize.

H.R. 668 maintains the aviation excise taxes that have been a regular feature of airline travel since 1970 and extends them through September 30, 1997. I do not believe that extension of the 10-percent ticket tax imposes new taxes on Americans. It simply maintains the same financing structure we have had for over 20 years to take care of our air traffic facilities.

SAN FRANCISCO BAY SHIPPING AND FISHERIES ENHANCEMENT ACT

HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 27, 1997

Mr. MILLER of California. Mr. Speaker, today I am introducing the San Francisco Bay Shipping and Fisheries Enhancement Act. This legislation will protect both the economy and the environment of the San Francisco Bay area by taking preventive action to reduce the chances of a catastrophic oil spill in this irreplaceable bay.

On October 28, 1996, diesel fuel was accidentally released from a maritime administration ship in dry dock in San Francisco. Only about 8,000 gallons of oil entered the water but, due to weather and other factors, even this small spill got out from under the control of the Federal and State officials charged with containing and cleaning up oil spills. As bay area residents watched, the oil spread outside the Golden Gate and north of the San Rafael Bridge.

According to the San Francisco Chronicle, the cost of cleanup has exceeded \$10 million, rivaling the \$14 million cleanup of the much larger spill at Shell's Martinez refinery in 1988. The October spill was only about one-tenth of 1 percent of the size of the Exxon Valdez spill, yet Valdez-sized tankers laden with millions of gallons of crude oil make dozens of trips into the bay each year. In fact, the Valdez was bound for San Francisco when it ran aground in 1989. If a small spill like the one that occurred in October could cause this much damage, a Valdez-size spill would surely devastate the bay area, both economically and environmentally, for decades.

We got lucky in October. We got a wake up call the caused only modest damage. Next time we may not be so lucky. After a spill, we can send in all the king's horses and all the king's men, but they still can't put Humpty Dumpty back together. When dealing with oil spills, we need to heed the old adage—an ounce of prevention is worth a pound of cure.

The San Francisco Bay Shipping and Fisheries Enhancement Act—Bay SAFE—will provide that ounce of prevention by authorizing the removal of underwater rocks in San Francisco Bay that pose a danger to deep draft vessels, like oil tankers. Near Alcatraz, there are number of rock reefs lying less than 40 feet below the surface. The Coast Guard considers these rocks to be hazards to navigation and recommends their removal. In 1992, the San Francisco Bay Harbor Safety Committee, in its harbor safety plan, recommended that