

ted offenses of the same type on other occasions, (2) broadened definition of "sexual act" for victims below the age of 18, (3) HIV testing of sex offenders with disclosure of test result to victim, (4) penalty enhancement for HIV infected sex offenders who risk infection of the victim, (5) government payment of the cost of HIV testing for victims of sexual assaults, (6) explicit extension of restitution to include child care and other expenses to the victim resulting from participation in the case, (7) enforcement of restitution orders by suspension of benefits, and (8) protection of victims's right to impartial jury by equalizing peremptories.

NUCLEAR TESTING

Mr. DURENBERGER. Mr. President, I rise to comment briefly on recent legislative actions regarding nuclear testing. In early August, I joined with all but 26 of my colleagues in supporting a version of the nuclear testing moratorium sponsored by my friend from Oregon, Senator HATFIELD.

Many of us had reservations about some specific aspects of the amendment, which we hoped would be worked out between Senators COHEN, HATFIELD, and MITCHELL before the DOD authorization bill came to the floor.

When the Senate returned to consideration of these issues during the debate on the DOD bill last month, Senator COHEN offered an amendment that, in my view, substantially improved upon the language that passed the Senate 1 month earlier.

Among other things, the Cohen language was more realistic regarding tests for safety and reliability purposes. These are the most compelling reasons for the United States to continue any testing at all—safety and reliability. We clearly don't need to develop new weapons, but safety and reliability are enduring concerns that don't go away just because the Berlin Wall came down.

Mr. President, I also believe that Senator COHEN's proposals more effectively linked a U.S. moratorium to other arms control and nuclear non-proliferation concerns. That's an area of particular concern and interest for this Senator.

I would note for the record, Mr. President, that my support for the Hatfield amendment in August did not stem from my opposition to nuclear testing just because it's nuclear testing. I do not believe that testing is bad per se. I do believe, however, that a testing moratorium can be effective if it's linked to broader objectives. That's exactly where Senator COHEN's version surpassed Senator HATFIELD's.

When the Senate voted in September, the parliamentary situation did not permit a vote explicitly on the Cohen proposal. It was clear, however, that the vote on the Hatfield second degree amendment was in essence a referendum on the Cohen version.

It is important to note for the record that Senator COHEN worked diligently to accommodate the concerns of Senators HATFIELD and MITCHELL, but that

the differences could not be worked out and still remain within the parameters of nuclear safety that the experts believe to be imperative.

I voted against the Hatfield language not because I oppose a nuclear testing moratorium, but because I believed the Cohen proposal was stronger and more realistic, particularly regarding the need for limited continued testing for safety and reliability. The administration and other experts were particularly persuasive on these matters.

Now, according to recent press reports, we learn that in signing the energy and water appropriations bill, the administration traded off its concerns about nuclear testing in order to secure funding for the superconducting super collider. Having voted against the super collider and been persuaded by the considered judgment of nuclear experts on the safety and reliability arguments, I must admit to a certain disappointment that the administration took this position.

In any event, Mr. President, the Hatfield language is an important step forward, although I continue to believe that Senator COHEN's proposal would be much more effective.

Thank you, I yield the floor.

CARJACKING CRIMES ESCALATE

Mr. PRESSLER. Mr. President, over the past several weeks, I have made statements about the brutality of carjacking. It is a heinous and violent crime that risks the lives of motorists across the country. In efforts to combat this crime, I sponsored S. 2613 last April. This legislation was designed to increase the penalties for carjacking offenses and to offer other provisions aimed at deterring auto theft.

On September 26, I offered, as an amendment to the tax bill, H.R. 11, one provision from S. 2613 that would subject armed carjackers to severe criminal penalties. Unfortunately, during the conference report process, the conferees struck my amendment from the tax bill.

Since carjacking has emerged as a serious and escalating crime, it has generated significant media coverage. I ask unanimous consent to place an article that appeared on the front page of the Sunday, September 27, 1992, Washington Times and several other articles about carjacking in the RECORD immediately following my remarks.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the Washington Times]

SENATE VOTES LIFE FOR KILLER CARJACKERS

The Senate approved a measure yesterday that would make carjacking a federal crime punishable by up to life in prison if a death occurs.

The measure, approved without objection as an amendment to a pending \$34 billion tax bill, would subject carjackers who use firearms to at least 15 years in prison.

Sen. Larry Pressler, South Dakota Republican, who introduced the amendment, cited

the recent case of a suburban Maryland woman who died after she became entangled in a seatbelt as her car was being highjacked.

Pam Basu was taking her 22-month-old adopted daughter, Sarina, to preschool Sept. 8 when she was attacked. The child was thrown, unharmed, to the pavement in her car seat. Mrs. Basu was dragged along the street for more than a mile.

Mr. Pressler called the carjacking in Savage, Md., "an act of unparalleled brutality." He said there had been four carjackings at gunpoint in Washington alone in May. The House has not taken up the measure.

His measure would subject carjackers to up to 25 years in prison if "serious bodily injury" occurs and to life in prison if someone is killed.

The measure also would double the sentence, to 10 years, for importing or exporting stolen cars and for trafficking in stolen vehicles.

Senate aides said they expected work on the overall tax bill to be finished yesterday, with a final vote on Tuesday.

The carjacking that led to the death of Pam Basu was the third attack against a female motorist that day by the two men accused in the killing, according to the grand jury indictment.

U.S. Attorney Jay Stevens and law enforcement officials from nine agencies on Sept. 18 pledged a regional effort against car thieves, and elected officials from four area jurisdictions agreed Friday to adopt uniform legislation and penalties to combat the growing number of carjackings.

The District has reported more than 200 carjackings this year, and Montgomery County more than 30.

Maryland Gov. William Donald Schaefer is preparing legislation to establish a minimum sentence of 15 years and make carjacking one of the aggravating factors in a homicide for which the death penalty could be sought.

D.C. Council member Harold Brazil has introduced emergency legislation that would make carjacking punishable by a \$10,000 fine and up to 15 years in prison. Attempted carjacking would carry a \$1,000 fine and three years' imprisonment.

[From the Washington Post, Sept. 28, 1992]

SENATE APPROVES STIFF PENALTIES FOR CARJACKING

Responding to an apparent increase in carjackings and to the death of a Maryland woman during one earlier this month, the Senate has approved a measure making carjacking a federal crime punishable by up to life in prison if a death occurs.

The measure, approved Saturday without objection as an amendment to a pending \$34 billion tax bill, subjects carjackers who use firearms to at least 15 years in prison.

Sen. Larry Pressler (R-S.D.), who introduced the amendment, cited the Sept. 8 death of Pamela Basu, 34, who was dragged along Howard County streets after she became entangled in a seat belt as her car was being stolen. Her toddler daughter was thrown from the car but was uninjured.

Pressler called the killing "an act of unparalleled brutality." He said there had been four carjackings at gunpoint in Washington alone in May. A computer analysis by The Washington Post found in August that at least 245 carjackings occurred in the region in the first seven months of this year—an average of slightly more than one a day.

Pressler's amendment subjects carjackers to up to 25 years in prison if "serious bodily injury" occurs.

[From the Rapid City (SD) Journal, Sept. 29, 1992]

PRESSLER INTRODUCES CARJACKING MEASURE
(By Michelle Bisson)

WASHINGTON.—The federal government would join the hunt for carjackers under legislation introduced by Sen. Larry Pressler, R-S.D. and approved by the Senate Saturday.

The proposal, which was attached to a pending \$34 billion tax bill, would subject carjackers who use weapons to at least 15, and as many as 25 years in prison if "serious bodily injury" occurs.

Attention has focused on carjacking since a Maryland woman was dragged to her death earlier this month while her car was being stolen by an assailant who jumped into her car at a filling station. Her infant daughter was thrown from the car but was uninjured.

"Without stricter laws and tougher law enforcement innocent citizens will continue to be harassed by violent auto thieves," Pressler said.

Although there have been no reported carjackings in South Dakota, car theft is a problem everywhere, said Kristi Sommers, Pressler's press secretary. Pressler introduced the amendment, she said, because he is committed to getting violent crime under control. Sommers noted that as the rate of stolen cars goes up, car insurance rates rise nationwide.

The most recent national statistics indicate that a car is stolen somewhere in this country every 19 seconds, or 4,500 cars on a given day, said Nestor Michnyak, spokesman for the Federal Bureau of Investigation.

The FBI announced a national "Safe Streets Initiative" Sept. 15. Sixty-six task forces throughout the country will focus on what can be done to stop violent crime. No task force is slated for South Dakota, Michnyak said.

Car theft rates are relatively small in South Dakota compared to the rest of the United States, said Lt. Jeff Talbot of the South Dakota Highway Patrol.

"Tops, perhaps 120 cars are stolen each year and not recovered," he said.

But, while most of the attention surrounding carjacking has focused on the Washington area, South Dakota has its share of violent crime, said a spokesman for the Bureau of Alcohol, Tobacco, and Firearms.

Car theft and carjacking fall under federal jurisdiction, he said, when a car thief crosses state lines, or when kidnaping is involved, but there are always some gaps that new federal legislation seeks to fill, the spokesman said. Pressler's proposal would address the "most vicious segment" of this crime, he said, adding that the role of the bureau is to support state and local officers in fighting crime.

The tax bill which includes Pressler's amendment is expected to pass in the Senate and go to a joint Senate-House Conference committee later this week, but is likely to be vetoed by President Bush, according to a House press secretary.

[From the Fairfax Journal, Sept. 21, 1992]

COMMITTEE AMENDS CAR THEFT MEASURE
(By Matt Yancey)

WASHINGTON.—Armed carjackings would become a federal crime under a bill that cleared a key congressional hurdle Thursday. But it was bruised in the process, its author said.

At the behest of the auto industry, the House Energy and Commerce Committee amended an anti-car theft bill to exempt most American models from a requirement to carry the vehicle's identification number on all major parts.

Even thieves' most popular models would not have to carry vehicle identification num-

bers on major parts if they come off the assembly line equipped with anti-theft devices that, ironically, some law enforcement officials blame for the increase in carjackings.

The bill's author, Rep. Charles Schumer, D-N.Y., accused the panel's chairman, Rep. John Dingell, D-Mich., of gutting the major provision to stop trafficking in stolen auto parts because of manufacturers' objections that it would add \$5 to \$7 to the cost of a car.

"This amendment creates a loophole big enough to drive a stolen Mack truck through," Schumer said, vowing to fight the issue when the bill reaches the House floor later this month. "The Big Three [auto companies] are trying to strip this bill the way chop shops strip stolen cars."

Dingell and other members of the committee said there is no conclusive evidence that stamping the ID numbers on major parts of theft-prone models, called for under a 1984 law, has deterred auto thefts.

But the amended bill does extend the parts identification requirement to light trucks, vans and specialty vehicles, which have swelled in popularity among thieves.

"It does not cover all vehicles because a large number of vehicles are simply not candidates for theft," Dingell said. "There is a real danger to small business in drafting the wrong kind of legislation on this with no significant advantages in terms of law enforcement."

Currently, only about 40 American "high-theft" models are required to carry vehicle identification numbers on 14 major parts, including transmissions, doors, deck lids, front fenders, bumpers, grills and hoods.

Schumer's bill would add windows and require every new car to have the 15 parts marked. Repair shops selling or installing used parts on a car would be required to call a toll-free number and check the identification numbers on the parts against an FBI database of stolen vehicle numbers.

Dingell's committee also amended Schumer's bill to increase his proposed punishment for an armed carjacking to 25 years in prison if it results in a serious injury or death. Schumer's bill set a maximum 15-year penalty for carjacking.

Similar legislation has been introduced in the Senate by Sen. Larry Pressler, R-S.D. A wave of carjackings in the Washington area in the last two weeks resulting in two deaths has added an impetus to get a bill on President Bush's desk before Congress adjourns early next month.

[From the Washington Times, Sept. 30, 1992]

SENATE GETS TOUGH ON CARJACKING

The Senate voted yesterday to make armed hijacking of a car a federal crime punishable by a 15-year prison term. A hijacking involving a firearm and resulting in the death of an innocent person could result in a life sentence. Trafficking in stolen cars would be punishable by five to 10 years in prison.

The legislation was approved as part of a catchall tax bill passed by the Senate. Similar legislation is pending in the House but there is a dispute over details.

Police say the increasing use of sophisticated car security devices has frustrated thieves to the extent that they find it easier to take cars at gunpoint.

AUTO INDUSTRY FEARS FAST-TRACK CARJACKING BILL

(By Caren Bohan)

WASHINGTON.—A bill to crack down on car theft is speeding through Congress in the wake of rising car thefts nationwide and a recent spate of violent "carjackings," particularly in the Washington area.

But auto industry representatives are pleading with lawmakers to put the brakes on the bill, which they say would hurt their livelihood and cost consumers up to \$236 million.

The proposed Anti-Car Theft Act of 1992 would toughen penalties for car theft, establish carjacking as a federal crime and set up a national clearinghouse to track used car parts.

After laying dormant for nearly a year, the bill is gaining momentum following a series of Washington-area carjackings last week.

The most notorious of these resulted in the death of a woman who was dragged on the pavement for a mile-and-a-half with her arm stuck in her car door. The thieves allegedly sped off with her infant daughter in the front seat.

Many proponents of the legislation expect Congress to pass the bill before it adjourns in October, and opponents in the auto industry fear it may be too late to make changes they want.

What irks them are provisions to establish the stolen parts clearinghouse.

"These provisions contain record-keeping and reporting requirements which could force the closing of hundreds of small automotive recycling businesses," James Watson, vice president of the Automotive Dismantlers and Recyclers Association, told a congressional committee last week.

The association represents shops that dismantle used cars and sell the parts.

The bill would require carmakers to inscribe an identification number on all major parts. That requirement expands a 1984 law that requires the identification of certain parts only for high-theft cars.

Before selling a used part, dealers would have to register the part via telephone with an FBI service. The service would then check to see if the part belonged to a stolen car and would issue a certificate if it were legitimate.

The automotive dismantlers were joined in their opposition by the Motor Vehicle Manufacturers Association, which object to the parts labeling requirements.

Mike Stanton, a manufacturers lobbyist, estimated the provision would add up to \$10 to the cost of a new car. Other estimates have placed the cost at \$6 per car.

Stanton said money was not the only issue.

"One question goes more to the issue of whether the money would be wisely spent," said Stanton, who questioned whether the parts provision would deter car thefts. He cited a federal Department of Transportation report that found no conclusive evidence that the 1984 car-labeling provision deterred theft.

Ann Waltner, an aide to South Dakota Sen. Larry Pressler, who introduced the Senate version of the bill, said the labeling requirements, combined with other provisions, should deter theft.

"The chances of being caught would be greater, and once you are caught, you'll face a higher penalty. It should serve as a deterrent," she said.

Waltner said there were still some issues to be ironed out in a Senate Judiciary Committee hearing expected to be held in the next few weeks.

The National Automobile Dealers Association is concerned about a provision that would require used car dealers to check each car part to make sure it is correctly labeled.

"It's ridiculous. It's going to raise the price of used cars," said association lobbyist Tom Green. "But it's on such a fast track because of the carjackings, people will be very hesitant to make any changes in the bill."

SENATE MAKES ARMED AUTO THEFT FEDERAL CRIME

WASHINGTON.—The armed hijacking of a car would be a federal crime punishable by a 15-year prison term under a bill approved by the Senate.

A hijacking involving a firearm and resulting in the death of an innocent person could result in a life sentence. Trafficking in stolen cars would be punishable by five to 10 years in prison.

The legislation was approved Tuesday as part of a catchall tax bill passed by the Senate. Similar legislation is pending in the House but there is a dispute over details.

Sen. Larry Pressler, R-S.D., offered the amendment as a result of a car hijacking that resulted in the death of a woman in a Washington suburb this month. She was dragged to death when an arm became entangled in a seat belt after thieves forced her out of the car carrying her baby.

Police say the increasing use of sophisticated car security devices has frustrated thieves to the extent that they find it easier to take cars at gunpoint.

"Today's criminal can just point a weapon and take a car, without the hassle of breaking the windows or popping the ignition," Pressler said. "Auto theft is a lucrative professional business. The public is sick and tired of paying the high price of criminal activities."

[From the Los Angeles (CA) Times, Oct. 4, 1992]

CARJACKERS FOUND TO BE YOUNG, VIOLENT HAVE-NOTS SEEKING STATUS

(By Sonya Ross)

WASHINGTON.—Anyone willing to steal a car at gunpoint is probably young, urban, violent and hungry for status.

These carjackers also are likely to have been victims themselves of great personal violence, the experts add.

"They kind of treat the victim the way they feel about themselves," said Jerome Miller, president of the National Center on Institutions and Alternatives in Alexandria, VA., which conducts research for groups advocating reform in the criminal justice system.

Amid calls for FBI crackdowns and longer jail terms for carjacking—taking a vehicle by force, while the driver is still in it—sociologists and criminal justice officials are seeking causes for this trend toward deadly car theft.

They say carjacking is a crime of have-nots spawned by a broken-down criminal justice system that can neither contain nor help them.

Most youths who steal cars are seeking status in the criminal subculture, said Andrew Ruotolo, a New Jersey prosecutor who works with the state's anti-car theft task force.

Ruotolo said carjackings are a very small percentage of all auto theft cases the task force handles. Carjackers, he said, are the most extreme car thieves, often repeat offenders who don't want to be spotted driving in a car that appears to have been broken into.

"Carjacking is a crime of violence, certainly no different than armed robbery. By its nature you get the car intact and you get the keys. You get to keep it a little longer before it's obvious it's stolen," he said. "Our experience is cars are stolen by young adults and juveniles to commit other crimes in. So, more often than not, you're dealing with a violent offender when dealing with a car thief."

In the eight months that the task force has operated in two New Jersey counties, officers have arrested more than 260 people for steal-

ing cars, the bulk of them juveniles on joy rides. The task force recovered an estimated \$2 million in cars, about 70% of which had little or no damage. Officials could not estimate how many of these cases were carjackings.

About 80% of those arrested had prior criminal records, often involving car theft, Ruotolo said. Sometimes, they boldly crashed stolen car into police vehicles to taunt officers.

The Senate voted Tuesday to make armed hijacking of a car a federal crime punishable by a 15-year prison term.

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Sen. Larry Pressler (R-S.D.) offered the amendment as a result of a car hijacking that resulted in the death of a woman in a Washington suburb last month. She was dragged to death when an arm became entangled in a seat belt after thieves forced her out of the car carrying her baby.

According to FBI statistics, more than 1.7 million vehicles were stolen in 1991. That's an average of one theft every 19 seconds.

The FBI also cited a 97% increase in the number of youth under 18 arrested for car theft during the last 10 years, from 32,195 in 1982 to 63,389 last year.

There are no breakdowns on the number of carjackings nationally, although the crime has been a problem in Newark, N.J., New York City, Los Angeles, Miami and Detroit. A computer study by The Washington Post showed at least 245 carjackings in the Washington area between Jan. 1 and Aug. 16.

At least seven people have been killed in carjackings in the Washington area. In the case cited by Pressler, Pamela Basu was dragged to her death when she became entangled in a seat belt after two men took over her car at a stop sign and sped away. Her 2-year-old daughter was deposited unharmed by the roadside.

Police arrested two suspects, Rodney Eugene Solomon, 27, and Bernard Eric Miller, 16, and charged them both with murder, kidnapping and robbery. Miller's mother said her son told her he and Solomon smoked PCP in the hours before their arrest.

Other carjackings in and around the District of Columbia involved two girls, 14 and 15, armed with a semiautomatic pistol, who stole a car from a man and went on a joy ride; and an 18-year-old high school football star was killed while trying to hijack an off-duty FBI agent's car.

The Basu case prompted calls for widespread police crackdowns, longer prison terms and tough new laws against carjackings.

THE ROLE OF THE COOPERATIVE EXTENSION SERVICE

Mr. PRESSLER. Mr. President, the Cooperative Extension Service is one of the Federal Government's most productive programs. Established in 1914 by the Smith-Lever Act, the CES has been serving the needs of Americans for over 75 years. The U.S. Department of Agriculture works closely with each State's land-grant university to provide a variety of educational services to millions of Americans. CES funding comes from Federal, State and local resources.

One of the greatest strengths of the Cooperative Extension Service is its one-on-one assistance. An individual, with almost any problem, can contact a CES office and receive factual information to help resolve the matter. These offices, located in most county seats, provide the latest research information in three general categories: agriculture, home economics, and youth. This information, often in pamphlet form or on video tape, is usually free of charge.

As we all know, Mr. President, not all communities have the same needs. The Cooperative Extension Service recognizes this reality. Therefore, it tailors educational programming to the specific needs of a community. This tailoring, along with the individualized service, has had a significant impact on the lives of many citizens and will continue to do so in the future.

Let me give you an example of this type of targeted programming from my home State of South Dakota. The Cooperative Extensive Service, in conjunction with the Soil Conservation Service, Bureau of Indian Affairs, and South Dakota Adult Farm Management has an educational program known as Bootstraps. This is a management program designed for farmers and ranchers. Twenty-six families in Todd and Mellette Counties participate in Bootstraps.

One couple, Bill and Chris Hutchison, are ranchers from White River, SD. Chris said, "We get something out of every meeting. It lets us clearly see what we need to do and where we need to go. It's better than college for hands-on information."

The South Dakota Cooperative Extension Service has been serving South Dakotans in programs like this for over 76 years. All 66 counties in South Dakota are served under the administrative supervision of South Dakota State University [SDSU].

Many other programs are related to agricultural operations in South Dakota. Professionals, known as Extension Agents, are available in each county to assist individuals with everything from weed control to proper animal nutrition. In addition, seminars on specialized topics are offered throughout the State. Guest speakers include Extension Specialists from SDSU, as well as industry experts.

The beef production seminar is a typical example of this type of programming. Through this program, many cattlemen in my State have an opportunity to learn the latest developments in their industry. Without these seminars, many cattlemen would go without the new cost-cutting or labor-saving procedures that are very essential in operating a profitable business.

In the home economics programming areas, the Cooperative Extension Service concentrates its efforts on improving the lives of American families. CES provides factual information and training in every area affecting the family—