

land tour boat facility for the Fort Sumter National Monument, SC, and for other purposes.

H.R. 4302. An act to establish a commission for the purpose of encouraging and providing for the commemoration of the centennial of the birth of President Dwight David Eisenhower.

H.R. 4531. An act to improve the operation of certain fish and wildlife programs.

H.R. 4731. An act to enhance boating safety by requiring a report relating to the display on gasoline pumps of the type of alcohol, the percentage of each type of alcohol, and the percentage of cosolvents, if any, contained in the gasoline; to amend chapter 131 of title 46, United States Code, relating to recreational boating safety; and for other purposes.

H.R. 5420. An act to amend section 3726 of title 31, United States Code, relating to payment for transportation, to permit prepayment audits for selected transportation bills, to permanently authorize payment of transportation audit contractors from carrier overpayments collected, to authorize net overpayments collected to be transferred to the Treasury, and for other purposes.

H.R. 5560. An act to amend title 18 of the United States Code to ban the production and use of advertisements for child pornography or solicitations for child pornography, and for other purposes.

H.J. Res. 10. Joint resolution to designate the week beginning January 19, 1987, as "Shays' Rebellion Week" and Sunday, January 25, 1987, as "Shays' Rebellion Day."

H.J. Res. 67. Joint resolution calling for a wildlife sanctuary for humpback whales in the West Indies.

H.J. Res. 756. Joint resolution to make corrections in the Comprehensive Anti-Apartheid Act of 1986.

On November 10, 1986:

S. 485. An act to amend the Alaska National Interest Lands Conservation Act of 1980 to clarify the treatment of submerged lands and ownership by the Alaskan Native Corporation.

S. 740. An act to promote the conservation of migratory waterfowl and to offset or prevent the serious loss of wetlands by the acquisition of wetlands and other essential habitat, and for other purposes.

S. 1236. An act to amend title 18 of the United States Code and other laws to make minor or technical amendments to provisions enacted by the Comprehensive Crime Control Act of 1984, and for other purposes.

S. 1374. An act to establish the Blackstone River Valley National Heritage Corridor in Massachusetts and Rhode Island.

S. 2000. An act to clarify the exemptive authority of the Securities and Exchange Commission.

S. 2648. An act to improve the public health through the prevention of injuries.

H.R. 2663. An act to amend title 5, United States Code, to credit time

spent in the Cadet Nurse Corps during World War II as creditable service for civil service retirement; and to provide civil service retirement credit for certain employees and former employees of nonappropriated fund instrumentalities under the jurisdiction of the Armed Forces.

H.R. 3737. An act to amend the Immigration and Nationality Act to deter immigration-related marriage fraud and other immigration fraud.

H.R. 4208. An act to authorize appropriations for the Coast Guard for fiscal year 1987, and for other purposes.

H.R. 4613. An act to reauthorize appropriations to carry out the Commodity Exchange Act, and to make technical improvements to that Act.

H.R. 5180. An act to designate the Federal Building at 111 W. Huron Street, Buffalo, NY, as the "Thaddeus J. Dulski Federal Building."

H.R. 5595. An act to make permanent and improve the provisions of section 1619 of the Social Security Act, and for other purposes.

On November 14, 1986:

S. 991. An act to amend certain provisions of the law regarding the fisheries of the United States, and for other purposes.

S. 1744. An act to require States to develop, establish, and implement State comprehensive mental health plans.

S. 2638. An act to authorize appropriations for fiscal year 1987 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, to improve the defense acquisition process, and for other purposes.

H.R. 2946. An act to establish an independent jury system for the Superior Court of the District of Columbia.

H.R. 3004. An act to amend section 3006A of title 18, United States Code, to improve the delivery of legal services in the criminal justice system to those persons financially unable to obtain adequate representation, and for other purposes.

H.R. 4378. An act to provide standards for placement of commemorative works on certain Federal lands in the District of Columbia and its environs, and for other purposes.

H.R. 4444. An act to amend the Immigration and Nationality Act, and for other purposes.

H.R. 4745. An act to amend title 18, United States Code, with respect to sexual abuse.

H.R. 5028. An act entitled the "Lower Colorado Water Supply Act."

H.R. 5363. An act to amend the interest provisions of the Declaration of Taking Act.

H.R. 5674. An act to amend title 28, United States Code, with respect to the composition of, and places of holding court in, certain judicial districts.

H.J. Res. 626. Joint resolution to approve the "Compact of Free Associa-

tion" between the United States and the Government of Palau, and for other purposes.

On November 17, 1986:

H.R. 6. An act to provide for the conservation and development of water and related resources and the improvement and rehabilitation of the Nation's water resources infrastructure.

H.R. 5705. An act to protect and provide for the enhancement of the resources of the Columbia River Gorge, and for other purposes.

H.R. 5730. An act to provide for a land exchange in the State of Alaska.

PRESIDENTIAL DISAPPROVALS SUBSEQUENT TO SINE DIE ADJOURNMENT

Subsequent to the sine die adjournment of the Senate,

The President of the United States, on Thursday, November 20, 1986, transmitted to the Secretary of the Senate a record of bills disapproved by him on certain dates, with his reasons for such actions, as follows:

On October 25, 1986:

RELIEF OF MERCHANTS NATIONAL BANK, MOBILE, AL

I am withholding my approval of S. 593, a bill for the relief of the Merchants National Bank of Mobile, Alabama.

The enrolled bill would authorize the payment of \$809,609 to the Merchants National Bank in settlement of its claims against the United States relating to certain government loan guarantees. The compensation would be for losses the Bank claims were caused by the issuance and cancellation of a loan guarantee and the subsequent reissuance on different terms of a second loan guarantee.

The need to renegotiate the terms of the loan guarantee originally extended to the Merchants National Bank of Mobile was regrettable. However, the Bank's claim that it was injured as a result of the change is not supported by the facts. While the terms of the two guarantees were different, the second loan contained some provisions that were more advantageous to the Bank than those that were included in the first guarantee, and the Bank's losses did not result from the need to cancel the first guarantee and the issuance of a second guarantee. Under the circumstances that existed at the time the second guarantee was negotiated, this guarantee was not less advantageous to the Bank than the first, unauthorized guarantee. I must, therefore, withhold my approval of S. 593 in order to prevent payment to the Bank of an unsupportable gratuity.

RONALD REAGAN.

THE WHITE HOUSE, October 24, 1986.

On October 28, 1986:

AUTHORIZATION OF CERTAIN MARITIME PROGRAMS

I am withholding my approval of H.R. 4175, a bill "To authorize appropriations for fiscal year 1987 for certain maritime programs of the Department of Transportation and the Federal Maritime Commission."

I am disapproving H.R. 4175 because it would not repeal the Maritime Administration's Title XI loan program, as I proposed in the 1987 Budget. This program is one of several Federal credit programs that I proposed to reduce or phase out in order to limit the government's intervention in the Nation's lending market.

Achievement of our credit reform goals is important to the maritime industry and the economy as a whole. The maritime industry must be encouraged to rely on the private credit market, without Federal intervention, as its source of capital if we are to continue our progress toward restoring that industry to full health. Borrowers in general must be freed from the government's preemptive allocation of credit, which forces unsubsidized borrowers to pay more for credit and may result in some borrowers being "crowded out" entirely.

I am also not approving H.R. 4175 because it would continue to authorize appropriations for financial assistance to State maritime schools. Such an authorization of appropriations is entirely inappropriate during this time of necessary fiscal restraint.

RONALD REAGAN.

THE WHITE HOUSE, *October 23, 1986.*

On November 1, 1986:

NATIONAL APPLIANCE ENERGY CONSERVATION  
ACT

I am withholding my approval of H.R. 5465, the "National Appliance Energy Conservation Act of 1986."

This legislation would have established specific, minimum energy efficiency standards for home appliances without regard to technological feasibility or the need for economic justification. The bill intrudes unduly on the free market, limits the freedom of choice available to consumers who would be denied the opportunity to purchase lower-cost appliances, and constitutes a substantial intrusion into traditional State responsibilities and prerogatives. It also mandates a complicated series of 19 rule-makings over the next 20 years for 52 subcategories of appliances, virtually assuring extensive litigation, increasing Federal regulation many years into the future.

Moreover, although I share the interest in the need for conserving energy resources that led the Congress to pass this bill, H.R. 5465 fails to advance this goal in a manner that takes account of the tremendous cost to consumers, who would have to spend an estimated extra \$1.4 billion per year on appliance purchases. Higher prices would force many to buy more expensive appliances than they would prefer, and make some delay or forgo some appliance purchases altogether. By eliminating the lower-priced models, the bill would hit low-income consumers particularly hard. It could also discourage and slow the introduction of useful product innovations.

Disapproval of this bill does not mean, however, that the energy efficiency of appliances will be wholly without Federal regulation. Under cur-

rent law, the Department of Energy is required to conduct a rule-making which may lead to the imposition of Federal standards, and any such standards would preempt existing State law.

Thus, the choice is between Federal regulation of appliance standards under this bill and regulation under current law, which requires the Department of Energy to take account of technological feasibility and economic factors. Under these circumstances, I think current law is preferable.

In addition, I note that the Congress included in H.R. 5465 amendments requiring the Federal Energy Regulatory Commission to issue a declaratory order in a pending proceeding and setting a deadline for the Commission to resolve a pending rate case. I am in agreement with what the Congress sought to achieve in requiring the Commission to issue a declaratory order and am asking the Secretary of Energy to take appropriate action before the Federal Energy Regulatory Commission so that this matter will be promptly and favorably resolved. I also agree with the Congress that the rate case matter should be resolved swiftly and urge the Commission to exert its best efforts to meet the deadline the Congress has sought to impose.

RONALD REAGAN.

THE WHITE HOUSE, *November 1, 1986.*

On November 4, 1986:

INDEPENDENT SAFETY BOARD ACT  
AMENDMENTS

I am withholding my approval of H.R. 4961, the "Independent Safety Board Act Amendments of 1986," for reasons unrelated to improving transportation safety—a cause to which I remain firmly committed. My Administration is actively implementing new aviation technology, both on the ground and on-board aircraft. Furthermore, over the last five years, my Administration has increased funding for the Federal Aviation Administration by 50 percent. Our multi-billion dollar safety modernization program for the Nation's air traffic system—already the safest in the world—has contributed to a decline in the accident rate by over 50 percent during the last decade. We have been equally dedicated to improving highway safety. In the past decade, the highway fatality rate has declined by about 25 percent. Still, my 1987 budget request for motor carrier safety exceeded 1982 funding five-fold.

I remain steadfast in my commitment to transportation safety, but H.R. 4961 would authorize excessive appropriations for the National Transportation Safety Board (NTSB) for fiscal years 1987, 1988, and 1989 and would lead the Federal government to become involved in an industry-by-industry approach to the larger problem of liability insurance.

I find several provisions of this legislation objectionable. First, the bill would authorize appropriations for NTSB in 1988 and 1989 that would be \$8.7 million, or 20 percent, more than

the projections in my 1987 budget. Specifically, these authorization levels exceed the projections by the following amounts: (1) \$3.7 million in 1988—\$25.4 million versus \$21.7 million projected and (2) \$5 million in 1989—\$27 million versus \$22 million projected. Given our current efforts to reduce the size of the Federal deficit, the size of these increases is unacceptable. I point out that the NTSB's budget has already grown 26 percent in the past five years and that my budgets provide sufficient funding for the NTSB to maintain its safety functions. Moreover, since funds have already been appropriated for the NTSB in 1987, NTSB activities will continue uninterrupted even with my disapproval of this bill.

Second, H.R. 4961 directs the Administrator of the Federal Aviation Administration to establish an airport liability insurance clearinghouse and, with the Secretary of Transportation, to prepare reports on the increasing costs of general liability insurance coverage for airports and the implications of those increasing costs for airports. A final report would include recommendations for actions that the Federal government might undertake to assist in ameliorating the liability insurance difficulties of airports used by the public.

Many Americans are caught by the spiraling costs of liability insurance. While I am not unsympathetic to those who are bearing the cost of rising insurance premiums, I believe it would be inequitable and unwise for the Federal government to address this issue on an industry-by-industry basis.

For these reasons, I am compelled to withhold my approval from the bill. In so doing, I reemphasize that the disapproval will not disrupt the NTSB's activities in 1987 and that my Administration remains firmly committed to ensuring safe transportation.

RONALD REAGAN.

THE WHITE HOUSE, *November 4, 1986.*

On November 5, 1986:

PRESIDENT'S COUNCIL ON HEALTH PROMOTION  
AND DISEASE PREVENTION

I am withholding my approval of S. 2057, which would establish a President's Council on Health Promotion and Disease Prevention.

Many Federal health promotion and disease prevention activities are underway at the Department of Health and Human Services, which set an ambitious agenda of health promotion and disease prevention goals to be achieved by 1990. I am encouraged by the progress that is being made toward those objectives and the plans which lie ahead. These plans include a national conference in late 1989 or early 1990, and many individual programs such as the Low Birth Weight Prevention Initiative, the National High Blood Pressure Education Program, and the Healthy Older People Public Education Program. Because our Federal commitment to such activities