

Carriers in its current structure and placement in the Federal Highway Administration is not performing an aggressive enforcement and compliance program. It cannot do so within the Federal Highway Administration.

A recent Inspector General report found that only 2.5 percent of the interstate motor carriers were reviewed and 64 percent of the Nation's carriers did not have a safety rating. The number of compliance reviews has fallen by 30 percent, 30 percent, since 1995. The amount of fines from unsafe trucking companies has fallen to the lowest level in 1992.

Without a more aggressive and effective program, the General Accounting Office predicts fatalities. People will die. It could rise as high as 6,000 next year. Trucking fatalities reached a decade high of nearly 5,400 in 1997 and remained essentially flat in 1998. This equates to a major airline accident every 2 weeks with about 200 fatalities.

In comparison, other modes of transportation have seen a decline in fatalities, a rising tide of deaths; and lax oversight of the trucking industry are partially a result of the Office of Motor Carrier Placement within the Federal Highway Administration. Their primary mission, Federal Highway, is to award some 25 billion in highway construction funds to the States not to improve safety. Federal Highway is skilled at building and maintaining roads but done a poor job with regard to an effective and forceful truck safety program.

Eclipsed by the agency of over 2,400 staff and 50 division offices, several regional office centers, the Office of Motor Carriers and its safety mission will act as strong focus and is subjugated to second-class status in the Federal Highway Administration. Some personnel within the Office of Motor Carriers have become too close to the trucking industry once they have been charged with regulating. In fact, earlier this year the Inspector General found out the personnel had solicited the trucking industry to generate opposition.

It is for these reasons that the committee also included in its version of the bill section 2335 that prohibits funds in the act from being used to carry out the functions and operations of the Office of Motor Carriers within Federal Highway. The Department of Transportation Inspector General, the chairman of National Transportation Safety Board, trucking representatives, the enforcement community, and safety advocates all agree that the Office of Motor Carriers should be moved from the Federal Highway Administration. The committee has included this provision so that the appropriate authorizing committees could report legislation that reforms the Office of Motor Carriers.

In closing, Mr. Speaker, the House passed this provision in June. Here it is September 21, and regrettably neither the House nor the Senate has yet to

pass a comprehensive reform of the Office of Motor Carriers. Time is running out. More than 18 months have passed since the subcommittee sounded the alarm that the Office of Motor Carriers needed to be reformed. The American public has waited too long.

So when we are conferencing with the Senate, we will ask that the conferees seek the highest level of funding, as the gentleman from Minnesota (Mr. SABO) wisely has sought for the Office of Motor Carriers and also insist on the House position, section 335, to ensure the funding for the Office of Motor Carriers is spent effectively and reduces the deaths on the highways.

Mr. Speaker, I want to thank the gentleman from Minnesota (Mr. SABO) for this and for all of his efforts with regard to safety on FAA, but particularly on this one, and I support the motion.

Mr. SABO. Mr. Speaker, I thank the gentleman, and I yield back the balance of my time.

Mr. WOLF. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion to instruct.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct offered by the gentleman from Minnesota (Mr. SABO).

The motion was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER pro tempore. Without objection, the Chair appoints the following conferees: Messrs. WOLF, DELAY, REGULA, ROGERS, PACKARD, CALLAHAN, TIAHRT, ADERHOLT, Ms. GRANGER, Messrs. YOUNG of Florida, SABO, OLVER, PASTOR, Ms. KILPATRICK, and Messrs. SERRANO, FORBES and OBEY.

There was no objection.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until approximately 5 p.m.

Accordingly (at 4 o'clock and 43 minutes p.m.), the House stood in recess until approximately 5 p.m.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. EMERSON) at 5 o'clock and 4 minutes p.m.

CONTINUATION OF EMERGENCY WITH RESPECT TO THE NATIONAL UNION FOR THE TOTAL INDEPENDENCE OF ANGOLA—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 106-127)

The SPEAKER pro tempore laid before the House the following message

from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on International Relations and ordered to be printed.

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, prior to the anniversary date of its declaration, the President publishes in the Federal Register and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent the enclosed notice, stating that the emergency declared with respect to the National Union for the Total Independence of Angola (UNITA) is to continue in effect beyond September 26, 1999, to the Federal Register for publication.

The circumstances that led to the declaration on September 26, 1993, of a national emergency have not been resolved. The actions and policies of UNITA pose a continuing unusual and extraordinary threat to the foreign policy of the United States. United Nations Security Council Resolutions 864 (1993), 1127 (1997), 1173 (1998), and 1176 (1998) continue to oblige all member states to maintain sanctions. Discontinuation of the sanctions would have a prejudicial effect on the prospect for peace in Angola. For these reasons, I have determined that it is necessary to maintain in force the broad authorities necessary to apply economic pressure on UNITA to reduce its ability to pursue its military campaigns.

WILLIAM J. CLINTON.

THE WHITE HOUSE, September 21, 1999.

ANNOUNCEMENT OF AMENDMENT PROCESS FOR CONSIDERATION OF H.R. 2506, HEALTH RESEARCH AND QUALITY ACT OF 1999

Mr. REYNOLDS. Madam Speaker, last Friday a "Dear Colleague" letter was sent to all Members informing them that the Committee on Rules is planning to meet this week to grant a rule for the consideration of H.R. 2506, the Health Research and Quality Act of 1999.

The Committee on Rules may grant a rule which would require that amendments be preprinted in the CONGRESSIONAL RECORD. In this case, amendments must be preprinted prior to consideration of the bill on the floor.

Amendments should be drafted to the version of the bill reported by the Committee on Commerce.

Members should use the Office of Legislative Counsel to ensure their amendments are properly drafted and should check with the Office of the Parliamentarian to be certain that their amendments comply with the Rules of the House.