UMRA and would not affect the budgets of state, local, or tribal governments.

Previous CBO estimate: On October 13, 2000, CBO transmitted a cost estimate for H.R. 4281, an identical bill that was ordered reported by the House Committee on Commerce on October 5, 2000. The two estimates are identical.

Estimate prepared by: Federal Costs: Christopher J. Topoleski. Impact on State, Local, and Tribal Governments: Leo Lex. Impact on the Private Sector: Jennifer Bullard Bowman.

Estimate approved by: Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.

PIPELINE SAFETY

Mr. LOTT. Mr. President, one of the more glaring disappointments of the 106th Congress has been the recent rejection by the House of Representatives of comprehensive pipeline safety legislation. This legislation, S. 2438, the Pipeline Safety Improvement Act of 2000, passed the Senate unanimously on September 7, 2000. It is the result of months of an extraordinary bipartisan effort by Senators JOHN MCCAIN, PATTY MURRAY, SLADE GORTON, JEFF BINGAMAN and PETE DOMENICI. Significant contributions to the legislation were also made by Senators JOHN BREAUX, FRITZ HOLLINGS, SAM BROWNBACK, RON WYDEN, JOHN KERRY, KAY BAILEY HUTCHISON and BYRON DORGAN.

I also feel some ownership of this effort. I serve on the Senate Committee on Commerce, Science and Transportation, which prepared the bill for the Senate's consideration, and my home state of Mississippi hosts many, many miles of pipelines. These issues are important to me.

Mr. President, S. 2438 is an excellent bill. It is probably the most significant rewrite of our pipeline safety laws in more than a decade. It is a tough bill. It comes on the heels of horrific accidents in Bellingham, Washington, Carlsbad, New Mexico, and in locations in Texas, that resulted in the deaths of a total of 17 people. The authors of this bill were determined to put the necessary specific requirements into the pipeline safety statutes that would prevent these kinds of accidents from happening in the future. They were successful. The bill represents a watershed change in the types of requirements on pipeline operators for inspection, pipeline facility monitoring and testing, employee training, disclosure of information, enforcement, research and development, management and accountability. It is as comprehensive, tough, and complete as to be expected of a bill that emerged from a thorough process of hearings, both here and in the field, data gathering, and working with the Administration, states and local groups. It is the kind of legislative work product to be expected from the experience, independence and determination of the Senators who worked on S. 2438. The pipeline industry had no choice but to submit to this legislation. Ultimately it received the affirmative vote of more than three-fourths of the Congress—all of the Senate and just under two-thirds of the House. It received the written praise of the Secretary of Transportation and the Vice President of the United States.

However, this comprehensive bill was opposed bitterly by a minority of the House, a minority who was still of sufficient number to prevent the bill's passage by the House under suspension of the rules. The Administration did not lift a finger to help pass the bill in the House. The motivation of this opposition may have been to prevent enactment of good legislation so the 106th can be called a ''do nothing'' Congress. It may have been aimed at keeping an issue unresolved so it can be exploited in the future. There may have been other motivations. Whatever the motivations were, admirable or not so admirable, the result is another form of tragedy—there will be more accidents resulting in more deaths because thus far the 106th Congress has been prevented from implementing this improvement of public safety.

Mr. President, there is no question that this bill would make much needed improvements in pipeline safety. The Administration and the pipeline industry could have begun work on these improvements—and could still if the bill were yet to pass in the waning days of the 106th Congress. But if, on the other hand and as is likely, this minority in the House gets its wish, and the bill does not pass, these safety improvements will not be made. They will not be made until that time in the future when we have returned to this issue and overcome this minority's opposition.

In the meantime there will be pipeline accidents. I would not want to be the one to have to explain to the victims of such an accident that I sacrificed the protections of this good bill so that a future Congress could enact protections too late. I say shame on those in the House and in the Administration who are letting these protections die.

Mr. President, the protections of S. 2438 should be put in place now. If additional protections are shown to be needed, they should be added by the next Congress. Senator MCCAIN and his coalition in the Senate have pledged to continue their good work on pipeline safety in the future. However, Congress should not adjourn empty-handed. To do so with such an excellent bill in our hands now makes no sense.

The most powerful source of cynicism about government is the suspicion by our citizen's that politicians put political advantage above doing the work of the public. In looking at the House minority's actions on pipeline safety, I find much justification for that cynicism.

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. LOTT. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

RECESS UNTIL 3 P.M. TOMORROW

The PRESIDING OFFICER. The Senate stands in recess under the previous order until 3 p.m. tomorrow.

Thereupon, the Senate, at 5:15 p.m., recessed until Tuesday, October 24, 2000, at 3 p.m.