

support from the state, local government, metropolitan planning and the business community.

Ms. MURRAY. I thank the distinguished Senators from Michigan, and I will be happy to work with them in conference on this important corridor project.

#### MORNING BUSINESS

Mrs. MURRAY. I ask unanimous consent the Senate move to a period of morning business with Senators permitted to speak for 5 minutes.

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

Mrs. MURRAY. Madam President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mrs. HUTCHISON. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mrs. HUTCHISON. Madam President, is the order that we are in morning business with Senators allowed to speak for up to 5 minutes?

The PRESIDING OFFICER. The Senator is correct.

Mrs. HUTCHISON. Thank you, Madam President.

#### SAFE TRUCKS ON AMERICAN HIGHWAYS

Mrs. HUTCHISON. Madam President, I commend Senator MURRAY and Senator SHELBY for drafting an amendment that is attempting to address the issue of safe trucks on American highways. This is an issue that has caused a lot of disagreement. I know it is a very controversial issue. I want to speak about it because my State is most certainly affected. But I think every State is affected by whether we have safe trucks on our highways.

We do not yet have an agreement on this issue that everyone can live with, but I think we are a lot closer than anyone thinks. I ask Senators MURRAY, SHELBY, MCCAIN, GRAMM, and the administration to work together to try to make sure we come out with regulations that will assure that we have the facilities and manpower to inspect every truck coming into our country, whether it is from Mexico or from Canada.

Second, we must make sure we have foreign-owned trucks and drivers meet U.S. safety standards, while ensuring fair treatment for our trading partners. That is our responsibility and our commitment under NAFTA.

Third, I think it is very important that we commit to providing the financial resources for the inspection stations and other border infrastructure. The administration asked for about \$88 million for this purpose. The Murray-Shelby committee report that is on the floor has more than \$100 million to

make sure we have the border inspection stations, without which we couldn't possibly comply with NAFTA.

If we have good regulations and the money to conduct the inspections, I think we can come up with language that will be acceptable to everyone and keep our commitment under NAFTA.

I voted for NAFTA. I support free trade. But there are provisions in the underlying bill that I think could keep the United States from keeping its commitment under NAFTA.

I also believe the Department of Transportation regulations are not quite strong enough to assure that we will have inspections of every truck. I don't think we have been able to fix this yet. I hope we will be able to work together on language that will assure that we will have real inspections, that will ensure safety on our highways, and comply with our commitments under NAFTA. I don't think we are there yet, but I think we are working on it.

I ask everyone to come to the table. Senator STEVENS has been a leader on this issue. Senator MCCAIN, chairman of the Commerce Committee, certainly is a leader on this issue. Senator SHELBY and Senator MURRAY as the chairman and ranking member of the Appropriations Transportation Subcommittee are leaders on this issue.

I am a member of the Appropriations Transportation Subcommittee as well as the Commerce Committee. But mostly I am a person who is going to be on highways where there is going to be a lot of NAFTA traffic. When we are looking at 8,500 Mexican commercial trucking companies having the authority to operate in commercial zones today, I think we are talking about a lot of Mexican traffic on our freeways. We want a lot of Mexican and Canadian commerce, as long as the trucks meet our standards. We have to assure that those inspection stations are there to make sure it happens.

In 1999, both United States and Mexican commercial motor vehicles made an estimated 4.5 million crossings on the border. Seventy percent of those were in Texas.

This debate is not merely hypothetical to Texas, nor to the other border States. The added burden of overweight and potentially unsafe trucks is a daily reality in south Texas.

The reason for low inspection statistics is the lack of adequate space to conduct safety inspections. Currently, the only permanent inspection facilities at the United States-Mexico border are at the State facilities in Calexico and Otay Mesa, CA. At the other 25 border crossings, Federal and State inspectors have limited access to the existing U.S. Customs lots.

Federal Motor Carrier Safety Administration inspectors do not have the equipment nor the space they need to do the job. Those inspectors have space to inspect only one or two trucks at a time. The construction of dedicated motor carrier safety inspection facilities at or near the existing Federal bor-

der crossing would improve inspection statistics.

Working with the Department of Public Safety in Texas, we have identified funding needs of \$100 million to construct safety inspection stations. So it is very important that all of us focus on this issue and that we all look for a resolution of this issue.

I think we are very close, but we are not there yet. I hope everyone will come together either to fashion an answer right now in this bill before it goes out of this Chamber or agree that we will not do that now, that we will write something in conference, but most certainly we would not stand on the language that is in the underlying bill nor the language that is in the House underlying bill that was passed that would prohibit Mexican trucks from coming into the United States at all.

I think we can come up with language that will be acceptable to the administration and acceptable to our Mexican counterparts. But the bottom line is, we are not going to have unsafe trucks on our highways as long as I have a voice in the Senate, because we have standards. The whole concept of NAFTA was that we would have parity, parity of our truck standards with the truck standards of Canada and Mexico. That means there would be a level playing field in trucking company competition, so that there would not be an unfair advantage to another country and, secondly, so that there would be safety on all of our highways, to make sure we are not in any way discriminating against any country nor are we lowering the standards that we have in our country.

So I intend to be very active in this debate. I intend to be very active in bringing the groups together to try to come to that compromise. My bottom line is only one; and that is that there is parity, safety, and a level playing field for the truckers of our country and the countries in NAFTA with whom we trade.

#### ILSA EXTENSION ACT

Mr. SARBANES. Madam President, I ask unanimous consent that the CBO cost estimate with respect to S. 1218, a bill to extend the authorities of the Iran and Libya Sanctions Act, be printed in the RECORD.

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

U.S. CONGRESS,  
CONGRESSIONAL BUDGET OFFICE,  
Washington, DC, July 20, 2001.

Hon. PAUL S. SARBANES,  
Chairman, Committee on Banking, Housing,  
and Urban Affairs, U.S. Senate, Wash-  
ington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for the ILSA Extension Act of 2001.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contacts are Joseph C.

Whitehill (for federal costs) and Paige Piper/Bach (for the private-sector impact).

Sincerely,

BARRY B. ANDERSON

(For Dan L. Crippen, Director).

Enclosure.

*ILSA Extension Act of 2001*

The ILSA Extension Act of 2001 would extend the authorities of the Iran and Libya Sanctions Act (ILSA) of 1996 for an additional five years through 2006. The bill would lower the threshold of investments in Libya that could trigger sanctions under the act from \$40 million to \$20 million, and it would revise the definition of investment to include any amendment or modification of existing contracts that would exceed the threshold amount. CBO estimates that implementing the bill would not significantly affect discretionary spending. The bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

Based on information from the Department of State, CBO estimates that the ILSA Extension Act of 2001 would result in a substantial increase in the number of investments in Libya that could be subject to the sanctions in ILSA. CBO estimates that the additional workload necessary to identify such investments would increase the department's spending by less than \$500,000 annually, assuming the availability of appropriated funds.

By extending the Iran and Libya Sanctions Act, the ILSA Extension Act of 2001 could impose a private-sector mandate as defined by the Unfunded Mandates Reform Act (UMRA). The President would be required to impose certain sanctions of U.S. entities or foreign companies that invest over a specific amount of money in developing the petroleum and natural gas resources of Iran or Libya. Among the sanctions available under the act, the President could impose certain restrictions on U.S. offices of a sanctioned company or on entities and financial institutions engaged in business transactions with a sanctioned entity. The act does, however, allow the President the discretion to make exceptions in applying such sanctions. Since passage of ILSA, no such sanctions have been imposed. Consequently, CBO expects that sanctions are unlikely to be imposed under the extension and that the direct cost of the mandate would fall below the annual threshold established by UMRA for private-sector mandates (\$113 million in 2001, adjusted annually for inflation).

The ILSA Extension Act of 2001 contains no intergovernmental mandates as defined in UMRA and would not affect the budgets of state, local, or tribal governments.

CBO prepared two estimates for the House companion bill, H.R. 1954. The first estimate was for H.R. 1954 as ordered by the House Committee on International Relations on June 20, 2001. The second estimate was for H.R. 1954 as ordered reported by the House Committee on Ways and Means on July 12, 2001. The International Relations Committee versions of H.R. 1954 is similar to the Senate bill. The Ways and Means Committee version would require the President to report to the Congress on the effectiveness of actions taken under ILSA within 18 months after enactment, and it would provide for the early termination of that act of any time after submission of the report. CBO estimated that implementing either version of H.R. 1954 would not significantly affect discretionary spending and that the cost of the private-sector mandate would fall below the annual threshold established by UMRA.

The CBO staff contact for federal costs is Joseph C. Whitehill. The CBO staff contact for private-sector mandates is Paige Piper/

Bach. This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.

MUSCULAR DYSTROPHY  
RESEARCH

Mr. BURNS. Madam President, S. 805, introduced on May 1, is a vital step toward the day when advanced research will find ways to halt, and even cure, life-threatening muscular dystrophy.

Muscular dystrophy is a genetic disorder, actually a number of separate disorders, that are characterized by weakening and eventual wasting of muscles throughout the body. A quarter of a million Americans of all ages are affected by these disorders. One form, Duchenne, strikes young boys and usually takes their lives before they reach their twenties. Other forms that affect adults are also severely debilitating and can be devastating to the victims and their families.

Since 1966, entertainer Jerry Lewis has hosted the annual Muscular Dystrophy Labor Day Telethon, calling the Nation's attention to the muscular dystrophies and seeking help for individuals and families affected by these diseases. Jerry Lewis is the National Chairman of the Muscular Dystrophy Association which, through its Telethon and year-round fund raising activities, has raised hundreds of millions of dollars for programs of direct patient services, research and summer camp. The MDA program supports a nationwide network of 230 clinics, which are affiliated with hospitals and universities, sends more than 4,000 youngsters it serves to MDA summer camps, and helps pay for wheelchairs, braces, and various therapies for people with muscular dystrophy.

In addition to providing these direct patient and family services, MDA expends about \$30 million per year to support scientific research. Over the past half century, MDA has funded research that was vital in developing the protocols that resulted in groundbreaking discoveries in genetic mapping. This extraordinary organization has played a key role in identifying the gene defects that cause virtually all of the forms of muscular dystrophy. The Muscular Dystrophy Association is to be commended for its work and can be justifiably proud of the very positive role it has in assisting those affected by neuromuscular disease. In fact, the implications of their research extend to all of the estimated 5,000 genetic-based diseases affecting all of mankind. With all of the research insights and opportunities made available by this organization, it is time for us to help.

The next critical phase in muscular dystrophy research is to apply these basic scientific discoveries to the development of effective therapies. That will require substantial Federal funding. Authorizing such a vigorous Federal effort is the purpose of S. 805. The bill calls upon NIH and the Centers for

Disease Control to establish Centers of Excellence in which intensified clinical research can be conducted which will speed the discovery of treatments and cures for the various forms of muscular dystrophy.

S. 805 provides the Director of the NIH and the Directors of the several institutes within NIH that conduct muscular dystrophy research with the authority and responsibility to concentrate and intensify that research effort. The bill also authorizes the funds needed to conduct essential clinical trials. In short, it gives NIH the organization and the mandate to exploit recent advances in gene therapy. The goal is the swiftest possible rescue for children and adults whose lives will otherwise be lost or badly damaged by muscular dystrophy.

Mr. President, the Congress has responded generously and often to the demands for research funding aimed at other diseases that shorten or impair the lives of Americans. It is time to add muscular dystrophy to the list of those diseases. I commend my colleagues for introducing S. 805, and I regret that I am just now getting the opportunity to deliver this statement, two weeks after my name was added to this important legislation as a cosponsor.

LOCAL LAW ENFORCEMENT ACT  
OF 2001

Mr. SMITH of Oregon. Madam President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of this year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred October 23, 1994 in Buena Park, California. Two men parked near a gay bar were slashed with broken bottles and beaten by a group of men who shouted anti-gay epithets and stole the victims' car.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol that can become substance. I believe that by passing this legislation, we can change hearts and minds as well.

THE TRADE ADJUSTMENT ASSISTANCE FOR WORKERS, FARMERS, COMMUNITIES, AND FIRMS ACT OF 2001

Mr. ROCKEFELLER. Madam President, I rise today to lend my full support to the Trade Adjustment Assistance for Workers, Farmers, Communities, and Firms Act of 2001, which I introduced today along with Senators BINGAMAN, BAUCUS, and DASCHLE. I particularly want to congratulate Senator BINGAMAN on all the hard work and dedication that he has shown on this