

have a decal permanently affixed to the driver's side door jamb. The bill also contained a provision requiring all previous brands on a vehicle to be carried forward to each state retitling the vehicle.

As my colleagues are aware, the practice of selling rebuilt salvage vehicles as undamaged used cars costs consumers and the auto industry nearly \$4 billion annually. It is estimated that every year, as many as one million vehicles are "totaled," rebuilt, and placed back into used car commerce. In some states, as many as 70 percent of all "totaled" vehicles may return to the roads after being purchased by unsuspecting citizens. While most states require some type of disclosure on a vehicle's title to indicate its history, the requirements vary from state to state, and it is the resulting hodgepodge of conflicting state laws that allows dishonest rebuilders to obtain "clean" titles.

When a title has been laundered, all future purchasers are deprived of important information alerting them to potential problems with the vehicle. These later buyers may include private purchasers or automobile dealers. Dealers typically purchase used vehicles from auctions and from their customers as trade-ins, and then sell them to used car consumers. In such cases, both parties are victims.

Congress acted on this problem by adopting legislation in 1992 directing the creation of a task force to examine the problems associated with salvage vehicles. The task force included a diverse group of stakeholders who concluded that the lack of uniformity in state laws allows unscrupulous rebuilders to easily wash titles and to subsequently sell rebuilt vehicles as undamaged. It also noted that rebuilt vehicles could be a risk to the driving public. Among the task force's recommendations was the development of

federal legislation to create uniform definitions and procedures for titling salvage vehicles.

The National Salvage Motor Vehicle Protection Act was based largely on the task force's recommendations. I do not want the recommendations of a federal task force to collect dust. All too often, Congress does not follow through with the recommendations of commissions it creates. Here is one of those instances where Congress wants to implement them—a majority of both chambers want to enact them. A widely diverse bipartisan group.

This much needed legislation received the formal support of 57 Senators, including the distinguished Minority Leader, TOM DASCHLE, Senator MCCAIN, Chairman of the Commerce Committee, HARRY REID, and other colleagues from both sides of the aisle. It also garnered broad bipartisan support in the House of Representatives which approved similar title branding legislation by a vote of 333 to 72. Even though this non-partisan consumer-friendly legislation was widely supported by both chambers of Congress, it fell victim to a steady stream of misrepresentation. Throughout the legislative process in both chambers, a number of significant changes were made to address the concerns of state attorneys general and consumer groups. Unfortunately, even after these changes were adopted, the National Highway Traffic Safety Administration, a direct contributor to this national problem, opposed this modest but important bill as a bargaining chip for its own agenda.

Mr. President, it is my intention to reintroduce auto salvage legislation during this session. I have given NHTSA the opportunity to review and comment on the proposed bill. I welcome NHTSA's input and I am hopeful that the Administration will join with us, and the American Association of Motor Vehicle Administrators, the ex-

perts on titling matters, to foster national uniform titling requirements.

It is time to put politics aside to protect the public from the practice of title washing and the greed of dishonest rebuilders.●

ORDERS FOR SATURDAY,
JANUARY 23, 1999

Mr. LOTT. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand in adjournment until the hour of 10 a.m. on Saturday, January 23, and that the Senate then immediately resume consideration of the articles of impeachment. I further ask unanimous consent that following Saturday's proceedings, the Senate stand in adjournment until 1 p.m. on Monday to then resume consideration of the articles of impeachment.

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

PROGRAM

Mr. LOTT. Mr. President, I remind my colleagues that we will continue the questions on Saturday beginning at 10. We don't know exactly how long it will go. It depends on the feeling in the Senate and whether or not we asked the questions we need to have answers to. I hope, though, it will not exceed 4 p.m. on Saturday. I thank my colleagues for their attention and participation today.

ADJOURNMENT UNTIL 10 A.M.
TOMORROW

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate stand in adjournment under the previous order.

There being no objection, the Senate, at 5:53 p.m., adjourned until Saturday, January 23, 1999, at 10 a.m.