

working against the interests of the American people. Because as much as America's elite refuses to recognize it, our European friends are watching out for their own interests. They are not watching out for us; they are not watching out for the world. Our European allies are treating us like we are suckers, and, of course, we are.

Through NATO, we are subsidizing the defense of a portion of this planet that has a higher standard of living and higher gross national product than our own. We are fighting their battles. And, while we give most-favored-nation status to developing countries like China, and actually to the detriment of our own people, our European allies through the European Union are raping other countries, other developing countries, especially in Eastern Europe.

Madam Speaker, I would suggest that we need a new way of thinking in Washington that watches out for the interests of the people of the United States.

#### LET US NOT REIGNITE THE ARMS RACE

The SPEAKER pro tempore (Mrs. BIGGERT). Under the Speaker's announced policy of January 19, 1999, the gentleman from Massachusetts (Mr. MARKEY) is recognized during morning hour debates for 5 minutes.

Mr. MARKEY. Madam Speaker, the American public deserves a full, deliberate, considered, informative debate on the Comprehensive Test Ban Treaty. Instead, the Republican Senate is conducting a caricature of a debate structured to obscure understanding and to maximize political gamesmanship by springing the subject on to the Senate calendar and forcing a momentous vote on a moment's notice.

The Republican leadership is giving jack-in-the-box treatment to the ultimate black box subject of nuclear annihilation. Where is the statesmanship? Where is the sober and solemn consideration of the special role that the United States must play in the stewardship of the world's nuclear stockpiles? If we rush to judgment, we will crush the confidence of our cosigners and spur the proliferation of nuclear weapons in an unpredictable world.

We must not reignite the arms race. We must not let the nuclear bull out of the ring to run wild through the streets of the world.

The Cold War is over. This is a time to de-alert and dismantle nuclear weapons. Instead, the Republican leadership is bent on destroying the treaty to control them. This is not brinkmanship; this is not statesmanship. This is irresponsibility on a global scale.

We no longer test nuclear weapons in the United States. George Bush stopped the nuclear testing. So if we are not going to test nuclear weapons in the United States, which we have

not, why in the world should we not sign a treaty 7 years later that allows us to monitor every other country in the world to guarantee that they are not testing nuclear weapons?

Madam Speaker, the reality is that without this treaty there can be clandestine tests that allow other countries in the world to catch up with us. The signing of this treaty ensures that we have hundreds of monitoring devices around the world strategically placed to ensure that there is no testing because, in fact, the treaty mandates on-site inspection. That is right.

If we detect, through the seismological equipment or any other means, that there is a suspicious activity taking place in any country in the world, that country must allow us and the world to go in and to look at what they are doing, if they are testing. Then, the United States, which has decided unilaterally during the Bush administration, and has continued right through the Clinton years, not to test, will have the ability to ensure that there has been a technological homeostasis, a technological stay which has been put in place where we keep our lead.

Madam Speaker, there is no more important issue which we can debate than whether or not at the end of the millennium, the gift which we can give to the next millennium, is that we have resolved this issue of whether or not the countries of the world will continue to test nuclear weapons. The disease, the famine, the wars of this millennium should be something which we do not pass on to the next millennium.

We should be trying to find ways of ensuring that we are going to deal with the AIDS crisis in Africa. We should try to find ways in which we are going to deal with the debt crisis of the Third World, and we should try to find some way in which we end the specter of nuclear weapons which has hung over this planet for the last 50 years of this millennium. There can be no more important issue.

So, Madam Speaker, let us hope that today in the Senate that enough Members stand up to be recognized in support of a treaty which will allow us to continue to spread a regime of controls which will limit, if not eliminate, the likelihood that we will face the day when we stand here and face the fact that a nuclear accident or a nuclear weapon was used.

The least that the Senate should be able to say, the least that all of us should be able to say when those nuclear weapons are about to be used is that we tried; we really tried to put an end to this nuclear threat which hangs over the world. Let us hope today that the United States Senate does the right thing.

#### CONGRESS MUST NOT ROLL BACK TRUCK INSPECTION SAFETY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 19, 1999, the gentleman from Virginia (Mr. WOLF) is recognized during morning hour debates for 5 minutes.

Mr. WOLF. Madam Speaker, today I stand up for the 5,374 families who have lost loved ones in truck accidents last year, and to note that the Congress could be about ready to walk away from them. If we take a look at this photo, it is a photo of an accident involving a truck whereby individuals were seriously injured and perhaps killed.

This House voted overwhelmingly for the Transportation Appropriations Conference Report, which included a provision requiring change in the way the Federal Government conducts oversight of the trucking industry.

Each year, more and more commercial motor vehicles are driving more and more miles and more people are dying. Currently, these vehicles are involved in 13 percent of all traffic fatalities, even though they represent only 3 percent of all registered vehicles in the Nation. Whether one is concerned about this issue or not, I would hope that Congress would direct itself to what activity it may very well be unknowingly doing later on this afternoon.

Madam Speaker, 20 percent of the trucks on our roadways today, one in five are so unsafe that if they were stopped and inspected, they would be taken off the road. This problem is equally more serious at our southern borders where, on an average, 44 percent of these trucks are placed out of service. The Department of Transportation's IG has raised serious concerns about the vigor of our Nation's truck safety program. In the past 8 months, he has testified about the poor job that the Office of Motor Carriers has done to oversee truck safety. The Office of Motor Carriers is charged with monitoring and enforcing, and they are not doing a very good job at all.

The Federal Highway Administration, which controls the Office of Motor Carriers, has not been effective in inducing prompt and sustained compliance. Seventy-five percent of the carriers sampled did not sustain a satisfactory rating, and after a series of compliance reviews, 54 percent have been taken out of service.

I have now been out on three or four truck inspections in the last several months. More than one out of five, sometimes three out of 10 are so unsafe, bad brakes, rusted out, baloney skin tires and many other problems. The compliance reviews are down, meaning the Office of Motor Carriers used to do five compliance reviews per employee per month. Now it has gone down to one. They are trying to get it back up to two. When the IG testified