

as an amendment when the bill was considered by my Health and Environment Subcommittee.

I urge my colleagues to join me in supporting passage of H.R. 2130, the Hillory J. Farias Date Rape Prevention Drug Act of 1999.

Mr. UPTON. Mr. Speaker, I rise in support of H.R. 2130, the Hillory J. Farias Date Rape Prevention Act of 1999. I introduced this legislation with my colleagues Mr. BLILEY, the Chairman of the Commerce Committee, and Mr. STUPAK and Ms. JACKSON-LEE, who have been real leaders in the fight to control date rape drugs.

As you may know, Mr. Speaker, this legislation is the product of an Oversight and Investigations Subcommittee hearing I held earlier this year that focused on the abuse of "date rape" drugs, the law enforcement challenges in battling their abuse, and the administrative procedures involved in scheduling the drugs under the Controlled Substances Act. I held that hearing after reading about two young Michigan women whose drinks were laced with GHB at a party they were attending. Both fell into a coma, and sadly, one died.

Since that hearing, I have read far too many other stories of young women in Michigan and across the nation being given GHB and similar drugs, such as GBL, a precursor to GHB, and ketamine, a fast-acting anesthetic used in veterinary medicine. Simply put, these drugs are killing our young people. Those who survive ingesting these drugs are too often dealing with the painful consequences of rape or other sexual abuse.

The abuse of "date rape" drugs, principally GHB, ketamine, and GBL, has substantially increased in recent years and continues to grow. The Drug Enforcement Administration, the DEA, has documented over 4,000 overdoses and law-enforcement encounters with GHB and 32 GHB-related deaths. At least 20 States have scheduled GHB under state drug control statutes, and law enforcement officials continue to see an increased presence of the drug in sexual assault, driving under the influence (DWI), and overdose cases involving teenagers.

With respect to ketamine, from 1992 through 1998 the DEA has documented more than 560 incidents of the sale and/or use of ketamine in our nation's junior highs, high schools, and college campuses.

This abuse has to stop. By passing this bill today, we are taking a significant step forward in getting these products out of the hands of sexual predators and protecting our nation's youth.

Following the recommendations of the DEA, H.R. 2130 would amend the Controlled Substances Act to make GHB a Schedule I drug, the DEA's most intensively regulated category of drugs. In addition, H.R. 2130 places ketamine in Schedule III of the Controlled Substances Act and lists GBL, the primary precursor used in the production of GHB, as List I chemical.

H.R. 2130 would thus provide law enforcement officers and prosecutors with tough new tools to prosecute those who would use these drugs for criminal purposes or otherwise abuse them. In addition, it would control chemicals being increasingly used to produce

a "GHB effect," and would strike at the very source of many of these illegal substances—chemicals ordered over the Internet and shipped by mail.

At the same time, it protects the legitimate medical use of these substances. I know that many of you have heard from narcolepsy researchers and patients who are concerned that by placing GHB in Schedule I, we will disrupt promising clinical trials testing this drug as a treatment for a particularly severe form of narcolepsy. I want to assure everyone that this concern was addressed when the bill was in committee. It was amended to place GHB which is being used in an FDA-approved clinical trial in Schedule III, but with Schedule I penalties for its misuse. Further, should the FDA approve GHB as a treatment for narcolepsy, the prescription form will be in Schedule III, but only for the prescribed use. Again, Schedule I penalties would apply. An individual with a prescription for a GHB product who is passing the drug around at a party will be committing a crime punishable by the severest penalties under the Controlled Substances Act.

This bill attacks date rape drug abuse by educating young people, law enforcement officers, educators, and medical personnel about the dangers of these drugs and the penalties for their abuse. It would further assist law enforcement officers by providing for the development of a forensic field test to detect the presence of GHB and related substances.

Finally, it provides for an annual report on incidence of date-rape drug abuse so that we can ensure that the steps we are taking with this bill and in other areas are working to protect our young people and discourage the use of these substances.

Mr. BLILEY. Mr. Speaker, I rise in support of H.R. 2130, "The Hillory J. Farias Date Rape Prevention Drug Act of 1999." As you know, along with Mr. UPTON, Mr. STUPAK, and Ms. JACKSON-LEE, I am an original sponsor of this important legislation to address the growing problem of the abuse of "date rape drugs" and I strongly urge all of my colleagues to vote in favor of this bipartisan bill.

Earlier this year, the Commerce Committee's Oversight and Investigations subcommittee held a hearing on Date Rape drugs, and the problems in battling their abuse. At the hearing, we heard from the DEA, the Department of Justice, the FDA, and many state and local law enforcement officials, and all of them urged Congress to have these drugs listed as controlled substances.

The bill does just that. These drugs are all powerful sedatives, which in certain dosages can cause unconsciousness or even death. The numbers of emergency room admissions which are related to these drugs have dramatically increased in recent years. For example, as many of you know earlier this summer 5 teenagers in Michigan shared a drink that was laced with GHB. All 5 lapsed into comas, and nearly died. Also, as many of you know, this legislation is named after a young Texas woman, Hillory Farias, who died after a dose of GHB.

Significantly, the legislation before us today also protects years of promising research by providing for a limited exemption from Schedule I manufacturing and distributing facility se-

curity requirements for facilities manufacturing and distributing GHB for a FDA approved clinical study, and, following the recommendations of the Department of Health and Human Services, places an FDA approved GHB drug product into Schedule III of the Controlled Substances Act. However, to ensure that the drug products are not improperly abused, the bill adds additional reporting and accountability requirements similar to the requirements for Schedule I substances, Schedule II drugs, and Schedule III narcotics. For example, if new narcolepsy drugs receive FDA approval, H.R. 2130 will still maintain the strict Schedule I criminal penalties for the unlawful abuse of the approved drug product. Simply put, these additional requirements and penalties in my opinion provide greater protection to our nation's youth, and to give law enforcement agencies the ability to penalize those who abuse this product, while protecting certain important advances in new drug development.

By passing H.R. 2130 we will take a significant step forward in giving law enforcement organizations the tools they need to get "date rape" drugs off of the streets and to protect our nation's children. By doing so, hopefully we can ensure that further incidents similar to the events in Michigan and Texas do not occur again.

Once again, I would like to take this opportunity to commend Mr. UPTON, Mr. STUPAK, and Ms. JACKSON-LEE for their leadership on this issue, and I look forward to seeing H.R. 2130 passing the Full House and being signed into law.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. UPTON) that the House suspend the rules and pass the bill, H.R. 2130, as amended.

The question was taken.

Mr. UPTON. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8, rule XX, and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

INTERIM CONTINUATION OF ADMINISTRATION OF MOTOR CARRIER FUNCTIONS BY THE FEDERAL HIGHWAY ADMINISTRATION

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3036) to provide for interim continuation of administration of motor carrier functions by the Federal Highway Administration, as amended.

The Clerk read as follows:

H.R. 3036

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. MOTOR CARRIER SAFETY ENFORCEMENT AUTHORITY.

Section 338 of the Department of Transportation and Related Agencies Appropriations Act, 2000 is amended by striking “521(b)(5)” and inserting “chapters 5 and 315”.

SEC. 2. EFFECTIVE DATE.

This Act (including the amendment made by this Act) shall take effect on October 9, 1999.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin (Mr. PETRI).

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the Department of Transportation Appropriations Act for budget year 2000, which was signed by our President on Saturday, contains a provision that is clearly authorizing in nature, prohibiting the Federal Highway Administration from carrying out the Federal Motor Carrier Safety Program. The intent of this provision is to force a transfer of the Office of Motor Carriers out of the Federal Highway Administration.

The provision, however, has a serious unintended effect. It did not transfer all the legal authorities required to enforce Federal truck safety regulations. And so, in effect, it left some of these authorities stranded within the Federal Highway Administration and prevented them from being carried out by any entity within the Department of Transportation.

Last Thursday, the Subcommittee on Ground Transportation of the Committee on Transportation and Infrastructure held a hearing on this provision to hear from the Department of Transportation on how this provision would be implemented and how it will impact the ability of the Department of Transportation to ensure our Nation's highways are safe.

The Department's general counsel described how the Department of Transportation will be hampered in its truck safety enforcement efforts. For example, the Department will no longer be able to work with the U.S. Attorney's Office, the Inspector General's Office, or the Federal Bureau of Investigation. The Department will no longer be able to assess fines for safety violations.

Clearly, the appropriations act provision has the effect of reducing highway safety by denying important enforcement tools to the Department. Improving motor carrier safety has been a major priority of this Congress and of this committee. Last year, the House Committee on Appropriations made an effort to strip the Federal Highway Administration of its motor carrier safety authority and move it to another area.

As the authorizing committee with jurisdiction over motor carrier safety, we oppose this since it had never been considered by the committees of the

House or Senate with authorizing authority.

Ultimately, the provision was dropped and we pledged that we would look very carefully at the issue of motor carrier safety, and we have done so. We held a series of comprehensive hearings and have produced what we feel is a solid bipartisan bill, H.R. 2679, that will be considered by the House probably later this week.

H.R. 2679 creates a new agency, the National Motor Carrier Administration, to oversee all Federal truck safety efforts and include important safety reforms. The bill we are considering today does not overturn the appropriations act provision in any way. It simply fixes its unintended consequences. The bill amends the appropriations act to ensure that all the enforcement powers are restored to the Secretary for budget year 2000.

The bill restores all safety enforcement powers to the Department, where they will be administered by the Office of the Secretary so that safety is not reduced while Congress considers comprehensive motor carrier safety legislation.

I urge my colleagues to vote for H.R. 3036.

Mr. Speaker, I reserve the balance of my time.

Mr. RAHALL. Mr. Speaker, I yield 30 seconds to the gentleman from Minnesota (Mr. SABO) the distinguished and very capable ranking minority member of the Subcommittee on Transportation of the Committee on Appropriations.

Mr. SABO. Mr. Speaker, I thank the gentleman from West Virginia (Mr. RAHALL) for yielding me the time.

Mr. Speaker, I rise in support of H.R. 3036 and urge its adoption.

Mr. Speaker, I rise to support the compromise language on H.R. 3036 offered by the gentleman from Wisconsin.

This language addresses the problem at hand; that is, ensuring that the Department of Transportation continues to have the ability to assess civil penalties for violations of motor carrier safety regulations. This provision corrects a technical flaw in the wording of the FY 2000 Department of Transportation Appropriations bill that was signed into law on Saturday.

Mr. Speaker, with this provision and the actions recently taken by the Secretary to move the Office of Motor Carriers out of the Federal Highway Administration, the Department can begin immediately the important work of improving truck safety and enforcing truck safety laws with a stronger hand.

I urge the adoption of H.R. 3036.

Mr. RAHALL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I wish to commend the gentleman from Pennsylvania (Chairman SHUSTER) and the gentleman from Wisconsin (Mr. PETRI), the subcommittee chairman, and the gentleman from Minnesota (Mr. OBERSTAR), the full committee ranking member, for the excellent work they

have done in bringing this legislation before us today.

The fact of the matter is that today, on this very day, because of a legislative rider tacked onto the transportation appropriations act signed into law on Saturday by the President, the Federal Government now has no authority to enforce Federal truck safety regulations, none, no authority to enforce Federal truck safety regulations for whatever infraction except imminent hazard situations, this authority is totally lacking.

This is because the Republican leadership rushed that bill through Congress in a roughshod and cavalier fashion. They did it so fast, tucking this legislative rider and authorization really on an appropriations measure, that apparently it did not occur to the Republican leadership that this rider prohibits the Secretary of Transportation from assessing fines against a trucking company for safety violations.

Not only that, Mr. Speaker, but the Department cannot seek civil injunctions against truckers who violate Federal safety regulations. And to make matters even worse, the Department cannot even provide support to the U.S. Attorney for criminal prosecutions or lend support in FBI investigations.

Imagine that, just imagine that if a roadside inspection or as a result of a compliance review conducted by Federal officials, a trucker is found to be in violation of safety standards, a threat to human life and safety, as a result of that legislative rider on the appropriations bill, no penalties can be assessed.

Oh, yeah, a slap on the wrist perhaps, an admonishment to not do it again or to slow down, but that is pretty much it. It is pretty much like taking away from the police the ability to write tickets for speeding and other driving infractions. Getting pulled over, grant you, may be an inconvenience, but will speeding and aggressive driving be controlled if traffic tickets could not be issued? I think not. Certainly not.

Today, then, all Americans should be aware that the trucking industry is operating with impunity from the Federal Motor Carrier safety regulations. It is really the Wild West all over again, but at this time it is taking place on our Nation's highways and byways.

Mr. Speaker, this is a sad commentary on what happens when bills are rushed to the floor in a hasty manner and when legislative riders are struck on appropriation measures in the middle of the night. There was simply no need for these shenanigans.

The Committee on Transportation and Infrastructure has reported comprehensive motor carrier legislation, and we are prepared to bring it to the House floor tonight. We recognize the

pressing needs to improve truck safety, and we are taking action to do so. This is the proper way to proceed, not with these ill-conceived and ill-advised riders to appropriations bills. Because of that, today America is suffering. And it is suffering from a lack of proper truck safety regulation because of arrogance and misuse of the legislative process.

The pending measure will correct this mistake. It simply restores the Federal Government's ability and authority to levy civil penalties for violations of truck safety regulations. This authority could be used by the newly established Office of Motor Carrier Safety established by the Secretary of Transportation on Saturday after the President signed the bill into law.

Mr. Speaker, I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield 2 minutes to the gentleman from Virginia (Mr. WOLF) the distinguished chairman of the Appropriations Subcommittee on Transportation.

Mr. WOLF. Mr. Speaker, I thank the chairman for yielding me the time.

Mr. Speaker, I rise in support of the bill, H.R. 3036, as amended. It provides the authority to the Secretary of Transportation to assess civil penalties against violators of truck safety and to ensure that truck safety receives the scrutiny it deserves.

As the House knows, this will make a big difference in the 5,300 annual fatalities that has remained unchanged for several years. The number of annual fatalities equates to a major aviation accident every 2 weeks. A reform of the Office of Motor Carriers to improve truck safety is long overdue.

I want to personally thank the gentleman from Wisconsin (Mr. PETRI), the gentleman from Pennsylvania (Mr. SHUSTER), the gentleman from West Virginia (Mr. RAHALL) and the gentleman from Minnesota (Mr. OBERSTAR) for this language. I think it is very good. It is very, very responsible.

My sense is that because of the effort that the Committee on Transportation and Infrastructure has done, it will actually end up working together to save lives. And so for the gentleman from Wisconsin (Mr. PETRI) who is handling that, I want to thank him.

Mr. RAHALL. Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR), the distinguished ranking member of the full committee.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding me the time.

Mr. Speaker, I rise in support of H.R. 3036, as amended, to restore the enforcement authority and civil penalty authority to the proper office within the Department of Transportation.

I want to thank the chairman of our committee, the gentleman from Pennsylvania (Mr. SHUSTER) and the chair-

man of the Subcommittee on Ground Transportation, the gentleman from Wisconsin (Mr. PETRI), and our ranking Democratic member the gentleman from West Virginia (Mr. RAHALL) for responding so promptly and so effectively to the obvious urgency presented in the offending language in the fiscal year 2000 DOD appropriations conference report.

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I want to take a moment to commend the gentleman from Virginia (Mr. WOLF), the chairman of the Subcommittee on Transportation of the Committee on Appropriations. He has at heart a genuine concern for safety and has moved the debate in the right direction. I appreciate his initiative. Unfortunately, the initiative crafted, perhaps in haste, without full appreciation, misses the mark. It is not the gentleman's intention to derogate safety, but it was the result of this section 338 in the conference report.

When the appropriations bill was signed into law last Saturday, the provision required an immediate reorganization of the motor carrier safety function within the Federal Highway Administration and within the Department of Transportation. To Secretary Slater's great credit, he did not wait a moment. The very day that the President signed the bill into law, Secretary Slater directed the reorganization to be done, immediately, over the weekend. But he went only as far as the appropriations bill allowed him to go. And because our committee has greater legislative history and experience with this law, we understood that there was a shortcoming. In fact, we held a hearing on the matter just to be precise about our concerns, that without further changes the reorganization would effectively handcuff and leg-shackle the motor carrier enforcement efforts of the Department of Transportation.

Almost immediately upon passage of the conference report, the Department of Transportation and others expressed serious concerns, our members and professional staff expressed serious concerns, and on the 7th of October, the Subcommittee on Ground Transportation of our committee held a hearing to explore those concerns publicly. I asked the Department of Transportation's general counsel, Nancy McFadden, at that hearing whether the Department would be able to assess fines or seek injunctive relief against a motor carrier that DOT had found in violation of motor carrier laws. She said no. She said further that DOT employees would not be allowed to work with a U.S. attorney in pursuing civil or criminal enforcement in court, that the Department would not be able to force a carrier to comply with Federal law or regulation. But she also said that those shortcomings, very serious ones, could easily be corrected, and that is why we are here today.

Now, the reason we are here is that section 338 of the transportation appropriations bill prohibits the Federal Highway Administration from spending money to carry out motor carrier safety programs. Once that provision took effect, no one in the new entity would have authority to initiate new civil penalty cases or continue existing civil penalty cases. Why? Very simply, the reason for the anomaly is that the law vests civil penalty authority only in the Federal Highway Administration and in the administrator. The administrator may delegate that civil penalty authority to an office within the Federal Highway Administration but not to an office outside the Federal Highway Administration. That is the key element that we have to correct and which we do correct here with this legislation, that the administrator cannot delegate the authority for civil penalties enforcement or cooperation with the Department of Justice and, therefore, without this language, we would have had standing in law the Motor Carrier Evasion Relief Act of 1999 in which motor carriers simply violate the law, cannot be pursued, cannot be penalized and safety cannot be enforced. With the language we bring to the House floor today, we correct that problem. And, happily, we will also be able to bring to the House floor our much more far reaching bill that elevates motor carrier safety to a new level in the National Motor Carrier Administration, in which we direct this new administration to consider the assignment and maintenance of safety as its highest priority.

We do it right. We provide the authority, we provide the civil penalty powers, we provide cooperation with the Justice Department, we provide funding for training and for enforcement authorities, we have a far reaching, comprehensive bill that does the right thing in the right way. I understand from the gentleman from Pennsylvania (Mr. SHUSTER) that we will be able to bring this bill to the House floor on Thursday. I urge everyone to support that bill as well as to support the pending legislation.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, as I indicated earlier, in summary the bill restores all safety enforcement powers to the Department where they will be administered by the Office of the Secretary for fiscal year 2000 only, so that safety is not reduced while Congress considers comprehensive motor carrier safety legislation.

I would just like to read, if I could briefly, from a letter from our United States Secretary of Transportation, Rodney Slater, that is dated today:

"I am writing to urge Congress to act quickly on legislation to restore enforcement authorities underlying our motor carrier safety programs that were suspended October 9 as a result of

enactment of H.R. 2084, the Department of Transportation Appropriations Act.

"The need to act is clear. We currently have 922 cases pending, involving a total of \$6 million in outstanding civil claims. Our work with the Department's Inspector General and the U.S. Attorney's office is in abeyance, and the exercise of some other authorities is now subject to question."

Mr. Speaker, I submit the copy of his full letter for the RECORD. This is in response to a clear need outlined by the Secretary of Transportation. I urge speedy passage of this legislation.

THE SECRETARY OF TRANSPORTATION,
Washington, DC, October 12, 1999.

Hon. BUD SHUSTER,
Chairman, Committee on Transportation and Infrastructure, U.S. House of Representatives, Washington, DC.

DEAR MR. CHAIRMAN: I am writing to urge Congress to act quickly on legislation to restore enforcement authorities underlying our motor carrier safety programs that were suspended October 9th as a result of enactment of H.R. 2084, the Department of Transportation and Related Agencies Appropriations Act, 2000.

The need to act is clear. We currently have 922 cases pending, involving a total of \$5,985,000 in outstanding civil penalty claims. Our work with the Department's Inspector General and the U.S. Attorney's office is in abeyance, and the exercise of some other authorities is now subject to question.

The need to act expeditiously on permanent legislation that increases the resources and regulatory and enforcement tools of the motor carrier office is also clear. Congress and the Administration, through the work of the Department's Inspector General, Mr. Norman Y. Mineta, and committee hearings and our own analysis, have identified the need to increase the effectiveness of motor carrier programs.

Both your Committee and the Senate Committee on Commerce, Science, and Transportation have reported or will shortly report legislation to address the breadth of motor carrier safety issues. In July, the Administration submitted comprehensive legislation as well. Many provisions in the three bills can be combined now to give us truly effective motor carrier legislation. The safety gains in these proposals should be paramount, as reflected in the principle of H.R. 2679 that safety be the foremost consideration of the motor carrier group, and organizational considerations should not supplant progress on the safety front. Therefore, I will work with Congress to resolve these organizational issues—in a way that ensures successful implementation of our mutual safety goals.

In May, I announced a comprehensive program to address motor carrier safety, setting a goal of a 50 percent reduction in fatalities from motor carrier-related crashes over the next ten years. The Department has redoubled its efforts over the past year, implementing a series of actions to strengthen our program. We developed a draft Safety Action Plan with approximately 65 specific safety initiatives to be completed in the next three years.

To date, we have doubled the number of compliance reviews accomplished by safety investigators each month. Comparing the periods January to April 1999 and May to August 1999, total compliance reviews increased

59 percent. Financial penalties have increased from an average of \$1,600 to \$3,200 per enforcement case. The backlog of enforcement cases has been reduced by two-thirds, from 1,174 to 363. The number of Federal investigators at the U.S. Mexico border has increased from 13 to 40—a 200-percent increase.

I urge action by Congress as rapidly as possible on the two bills, both of which are essential to strengthening our motor carrier safety programs.

Sincerely,

RODNEY E. SLATER.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise in to address H.R. 3036 and truck safety. This bill suspends language in the Transportation Appropriations bill and restores responsibility for all truck safety activities to the Secretary of Transportation. This action comes due to nearly 5,000 people being killed in truck related accidents in each of the past three years on our nation's highways. There are many agencies within our government that have a shared responsibility for safety on our nation's highways, including the Transportation Department, the NTSB and the Federal Highway Administration. But despite much talk and discussion, several hearings, and meetings over improving trucking safety we have had little action aimed at improving safety.

What we do have is accident after accident involving truck drivers who are too tired and even drunk. A total of 5,374 people died in accidents involving large trucks which represents 13 percent of all the traffic fatalities in 1998 and in addition 127,000 were injured in those crashes.

In Houston, Texas, a man (Kurt Groten) 38 years old and his three children David, 5, Madeline, 3, and Adam, 1, were killed in a horrific accident when a 18-wheel truck crashed into their vehicle. His wife, the only survivor of the crash, testified in criminal proceedings against the driver last week stating "I saw that there was a whole 18-wheeler on top of our car. * * * I remember standing there and screaming, 'My life is over! All of my children are dead!'"

Martinez was convicted on last Friday and the jury now must decide if he gets probation or up to 20 years in prison for each of the four counts of intoxication manslaughter.

This is but one example of the thousands of terrible and fatal trucking accidents that are caused every year on our nation's roads and highways.

We need an agency within the government to ensure that the rules are adhered to and those safety technologies like recording devices are implemented into the system. I want to ensure, like many Members, that there are no more Mrs. Groten's in America.

Truckers are required to maintain logbooks for their hours of service. But truckers have routinely falsified records, and many industry observers say, to the point that they are often referred to as "comic books." In their 1995 findings the National Transportation Safety Board found driver fatigue and lack of sleep were factors in up to 30 percent of truck crashes that resulted in fatalities. In 1992 report the NTSB reported that an astonishing 19 percent of truck drivers surveyed said they had fallen asleep at the wheel while driving. Recorders on trucks can provide a tamperproof mechanism that can be used for

accident investigation and to enforce the hours-of-service regulations, rather than relying on the driver's handwritten logs.

Mr. Speaker, I know that the trucking industry is concerned by the added cost of the recorders. I also appreciate the fact that close to eighty percent of this country's goods move by truck and that the industry has a major impact on our economy. But can we afford to put our wallets before safety? Ask yourselves where we would be without recorders in commercial aviation, rail, or the marine industry? I think that I have good idea what the answer is, we would not know what caused that accident nor would we be able to learn from our mistakes.

Mr. Speaker, let us vote today to put action behind our discussion and ensure that safety comes first.

Mr. RAHALL. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

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

The SPEAKER pro tempore (Mr. SHIMKUS). The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 3036, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: "A bill to restore motor carrier safety enforcement authority to the Department of Transportation."

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 3036, the bill just passed.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will now put the question on each motion to suspend the rules on which further proceedings were postponed earlier today in the order in which that motion was entertained.

Votes will be taken in the following order:

House Resolution 303, by the yeas and nays;

S. 800, by the yeas and nays; and
H.R. 2130, de novo.

The Chair will reduce to 5 minutes the time for any electronic vote after the first such vote in this series.