

presented to the President of the United States the following enrolled bill:

S. 1374. An act to authorize the development and maintenance of a multi-agency campus project in the town of Jackson, Wyoming.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. INHOFE:

S. 3056. A bill to amend the Internal Revenue Code of 1986 to exclude from gross income certain profits of businesses operated in connection with a public-private partnership with Centers of Industrial and Technical Excellence established by the Department of Defense; to the Committee on Finance.

By Mr. KENNEDY (for himself and Mr. DASCHLE):

S. 3057. A bill to amend the Public Health Service Act, the Employee Retirement Income Security Act of 1974, and the Internal Revenue Code of 1986 to protect consumers in managed care plans and other health coverage; read the first time.

By Mr. KENNEDY (for himself and Mr. DASCHLE):

S. 3058. A bill to amend the Public Health Service Act, the Employee Retirement Income Security Act of 1974, and the Internal Revenue Code of 1986 to protect consumers in managed care plans and other health coverage; read the first time.

By Mr. MCCAIN (for himself, Mr. GORTON, and Mr. SPECTER):

S. 3059. A bill to amend title 49, United States Code, to require motor vehicle manufacturers and motor vehicle equipment manufacturers to obtain information and maintain records about potential safety defects in their foreign products that may affect the safety of vehicles and equipment in the United States, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. WELLSTONE:

S. 3060. A bill to amend the Hmong Veterans' Naturalization Act of 2000 to extend the applicability of that Act to certain former spouses of deceased Hmong veterans; to the Committee on the Judiciary.

By Mr. ASHCROFT:

S. 3061. A bill to require the President to negotiate an international agreement governing the recall by manufacturers of motor vehicles and motor vehicle equipment with safety-related defects; to the Committee on Foreign Relations.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

Mr. MCCAIN (for himself, Mr. GORTON, and Mr. SPECTER):

S. 3059. A bill to amend title 49, United States Code, to require motor vehicle manufacturers and motor vehicle equipment manufacturers to obtain information and maintain records about potential safety defects in their foreign products that may affect the safety of vehicles and equipment in the United States, and for other purposes; to the Committee on Commerce, Science, and Transportation.

MOTOR VEHICLE AND MOTOR VEHICLE EQUIPMENT DEFECT NOTIFICATION IMPROVEMENT ACT

Mr. MCCAIN. Mr. President, I rise along with several of my colleagues to introduce legislation to reform the process used by the National Highway Traffic Safety Administration to investigate and order recalls for safety related defects in motor vehicles. We introduce this legislation today partly in response to the recall of 14.4 million Firestone tires and the 88 deaths and more than 250 injuries associated with those tires.

Over the past two weeks in a series of House and Senate hearings, we have begun to learn the details of how the National Highway Traffic Safety Administration, Ford Motor Company and Bridgestone/Firestone failed to detect and effectively respond to defective tires that were killing or causing serious harm to consumers. Based upon the still mounting evidence, it is increasingly difficult to believe that neither the companies nor NHTSA knew anything of this problem until after this summer. Annual claims reports from Firestone show an increase in claims associated with the tires subject to the recall beginning in 1996 through 1999. Ford also received numerous complaints about Firestone tires on Explorers in overseas markets. These complaints were significant enough to cause Ford to replace tires in 16 foreign countries. NHTSA was notified on at least two occasions by State Farm Insurance Company that there may be a problem with Firestone tires on Ford Explorers. Taken individually each of these incidents may not be cause for alarm. But taken collectively it is difficult to believe that no one realized this was a problem until a month ago.

I cite these facts not as evidence of guilt but as an example of the problems with the current system. NHTSA has neither the resources, the statutory authority nor the internal processes to detect and remedy safety related defects in timely fashion. The current system must be changed. When manufacturers fail to tell the truth or purposely neglect to report safety data, and people lose their lives, severe penalties must result.

It is my hope that in the remaining days of this Congress we can move from recrimination to reform. Our attention to ensuring the safety of the driving public must not be fleeting. It unfortunately has taken the cumulative tragedy of more than 80 lives to bring our collective attention to the long overdue task of reforming the way we investigate and remedy vehicle defects.

The proposal we introduce today attempts to make some basic reforms to ensure that the current situation does not repeat itself. It would authorize the Secretary of Transportation to require manufacturers of motor vehicles

and motor vehicle equipment to report more information such as claims data, warrant data, and lawsuits. The bill establishes criminal penalties for manufacturers that knowingly sell vehicle with a safety-related defect that causes death or serious injury. The measure will also increase the current cap on civil penalties to from \$900,000 to \$15 million. It provides the Secretary with authority to seek even greater penalties in the conduct is willful and intentional.

I know that some of my colleagues believe this legislation does not go far enough and would like to address other motor vehicles safety issues or require the reporting of other data. While I share their concerns about those important issues, I caution that we must not make the perfect the enemy of the good. I want to state openly that this proposal is no panacea to the problem, and I am perfectly open to making sensible and prudent adjustments. Next week, it is my intention to report this bill from the Senate Commerce Committee. I look forward to working with my colleagues to address their concerns as we move through the process.

Mr. President, we have an opportunity before we adjourn to enact some basic reforms to empower the Department of Transportation to respond effectively to safety related defects in the future. I hope we will not waste this time and enact these reforms.

Mr. WELLSTONE:

S. 3060. A bill to amend the Hmong Veterans Naturalization Act of 2000 to extend the applicability of that act to certain former spouses of deceased Hmong veterans; to the Committee on the Judiciary.

TECHNICAL AMENDMENTS TO THE HMONG VETERANS NATURALIZATION ACT

Mr. WELLSTONE. Mr. President, I am pleased to introduce a technical amendment today that, if passed, would ensure that widows and widowers of Hmong veterans who died in Laos, Thailand, and Vietnam are also covered by the Hmong Veterans Naturalization Act. This critical change would allow such widows to take the United States citizenship test with a translator.

Hmong soldiers died at 10 times the rate of American soldiers in the Vietnam war. As many as 20,000 Hmong were killed serving our country. They left behind families with no means of support. They left their loved ones to fend for themselves in a hostile country.

Twenty-five years later, we cannot give widows back their loved ones, though their loved ones gave their lives for us. All we can do is honor their service in a way that is long-overdue and give them the tools to become citizens in the nation for which they heroically fought, and died.

I want to thank so many of my colleagues who worked so hard to see that