

cannot compete with our foreign competitors due to export control limitations, not because of national security interests but because of the slow review process in Congress. We are trying to change that. That is what I am talking about.

In June of 1999 and January of this year, with the urging of the minority leader, Senator DASCHLE, myself, and others, the administration agreed to ease the level of controls which are referred to as MTOPS—million theoretical operations per second. MTOPS. We, as well as those in the computer industry, were elated by the news.

However, as it stands now, there is a 6-month congressional review period for raising the level of MTOPS. The Banking Committee bill reduces the time from 180 days to 60 days. This is a step in the right direction. But I, along with Senator BENNETT of Utah, Senator DASCHLE, Senator KERRY of Massachusetts, Senator MURRAY, Senator BINGAMAN, Senator KENNEDY, and Senator BOXER, believe a further reduction is necessary; that is, to 30 days. There is an amendment pending, if this bill ever comes back up, to change it to 30 days. I am confident it will be adopted overwhelmingly.

The reality of the situation is, by limiting American companies to this degree, we are not only losing short-term market share but we are allowing foreign companies to make more money and, in turn, create better products in the future, to which we will never catch up. This could lead to the eventual loss of our Nation's lead, and it is an absolute lead in computer technology, which has propelled the United States to the good economic standing we are experiencing today. The issue of updating our export controls is critical to our Nation's economy and the success of our high-tech industry.

I urge the majority to move this bill forward, to allow the amendment process, and let's get on with it. The cold war is over. People must understand the cold war is over. If American companies can make more money overseas, they will simply invest more money into research and development there, and that is wrong.

I extend my appreciation to my friend from Colorado for allowing me to proceed.

#### RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

#### MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, there will now be a period for the transaction of morning business not to extend beyond the hour of 11 a.m. with time to be equally divided between the Senator from Idaho,

Mr. CRAIG, or his designee, and the Senator from Illinois, Mr. DURBIN, or his designee.

Under the previous order, the Senator from Idaho, Mr. CRAIG, shall be in control of the first half of time.

The Senator from Colorado.

#### THE OIL CRISIS

Mr. CAMPBELL. Mr. President, I would like to proceed in morning business for about 10 minutes. I would like to add my comments to those of my colleagues who spoke yesterday who were concerned about the rising cost of fuel. Many of my friends and colleagues have spoken to the issue of our rising dependency on foreign oil. This morning, I would like to take a little different perspective and talk a little bit about how the crisis affects the backbone of American commerce, which is the backbone of the American trucking industry.

Over 95 percent of all commercial manufactured goods and agricultural products are shipped by truck at some point. Mr. President, 9.6 million people have jobs directly or indirectly related to trucking. In addition, trucking contributes over 5 percent of America's gross domestic product which is the equivalent of \$272 billion in the economy every single year. Over 6.7 billion tons of goods are shipped in this Nation every year. Those are staggering numbers. I use them to emphasize the impact that trucks have in America.

I know the trucking life myself. I started driving when I was 21, when I got out of the service. I put myself through college by driving an 18-wheeler. Last year, I decided to renew my commercial driver's license in the State of Colorado and I attended a truck-driving school to do that. I have a small tractor trailer so I know firsthand the impact of the increase of fuel. Paying the bill for 200 gallons of fuel in a truck is not like filling up the family car, and these long-line trucks, by the way, fill up every day.

Last week, while the Senate was in recess, I spent the week making deliveries in a truck along Colorado's Front Range. I did it so I could see and hear firsthand what truckers, as well as shippers and other related businesses, are going through. At diners, gas stations, and delivery points, they told me from their perspective it is much worse than anyone in Washington may imagine.

While I was driving, I met a man named Wesley White from Oregon who said he was on his last run. He couldn't afford to continue fueling his truck. He had been a policeman for over 20 years and at the end of his police service he retired, took his pension, and bought a truck with the intent of going into business for himself. But, this time around when he gets home he is going to park the truck for good. Without the

income from delivering goods, he is not going to be able to make his truck payments. He will lose the business of the truck and he will also lose his pension which he used to buy the truck.

Wesley is not alone. Three times in the last 2 months, hundreds of truckers from all over the United States have come to Washington to ask for help. I attended the first rally in February, and I went to another one yesterday. One thing I did learn, when these people come to Washington, they are not here to complain about profit margins or stock prices. They are here because their very livelihood is on the line.

I have to tell you, Mr. President, I never met a trucker who wanted a handout. They want a job, a fair shake, and fairness from Congress. One trucker I met at the last rally I went to had a wife and two small children. The four of them were actually living in the sleeper of the truck because the increased price of diesel fuel did not leave them enough money at the end of the month to even pay house rent.

Unfortunately, this administration has ignored the plight of these hard-working Americans. The administration has got us into this mess by the total lack of any energy policy. They stand in the way of domestic oil production, they refuse to release Federal fuel stockpiles to drive the cost of fuel down, and they continually lock up public lands so we cannot explore for new resources. Now faced with skyrocketing diesel prices, they still do nothing of substance, instead they are hoping the OPEC oil ministers will reverse their strategy to limit production and increase fuel prices.

We fought the gulf war, as you and I know, and this is how we get repaid. In fact, in a rather strange twist of fate we are now also dependent on Iraqi oil.

Instead of increasing our own resources, the Secretary recently went to the Middle East, hat in hand, to beg for fuel. Now administration officials are coming before Congress to propose we study alternative energy resources. I have news for them. Trucks don't run on solar and they don't run on wind; they run on diesel. Everything we buy, eat or wear is delivered on a truck. If they stop rolling, very simply this Nation also comes to a stop.

Even if OPEC increases production, the effect on the American consumers will be months away, we need immediate relief. In that context, I recently introduced S. 2161 entitled "The American Transportation Recovery and Highway Trust Fund Protection Act of 2000." This bill would temporarily suspend the Federal excise tax on diesel fuel for 1 year, or until the price of crude oil is reduced to the December 31, 1999, level. It would replace lost revenues with moneys from the budget surplus in the general fund while protecting the highway trust fund. The