not been accidents. There have—but the casks have performed as designed. They haven't broken open. They have not lost any radioactive material during this job transporting spent nuclear fuel and radioactive waste and we will continue to do so. Great precautions are taken to avoid accidents and when and if Yucca Mountain is declared suitable as a repository for fuel, additional transportation safety provisions under the Nuclear Waste Policy Act will kick in to ensure that the additional transportation of spent fuel will continue in a safe manner.

But we don’t have to wait for Yucca to open to have safety measures in place—we already have them. Shipments are happening now and are safe. A nuclear fuel container consists of literally tons of shielding inside a thick steel cylinder. Any container must be licensed by the U.S. Nuclear Regulatory Commission before the container is used for shipment. The NRC will not certify the container until it undergoes a series of rigorous tests demonstrating that it is invulnerable to impact, flames, submersion and puncture.

In addition to the safety of the casks, spent nuclear fuel may be shipped only along specified highway routes. Shippers submit routes to the NRC for approval ahead of time. The NRC checks that a route conforms to U.S. Department of Transportation regulations, requiring the most direct interstate route, and avoiding large cities when a bypass or beltway is available. NRC officials drive the route ahead of time if it has not been previously approved before or used within the past few years. They will check for law enforcement and emergency response capability as well as secure facilities for emergency stops. NRC regulations also require that the shipper notify the governor of each State on the route seven days before the trip.

Specialized trucking companies handle spent nuclear fuel shipments in the United States. These experienced, specially licensed companies haul all kinds of hazardous materials more than 50 million miles annually. Vehicles are state of the art, equipped with computers that provide an instantaneous update on the truck’s location and convey messages between driver and dispatcher through a satellite communications network. Drivers receive extensive training and must be certified.

The DOT and NRC establish emergency preparedness requirements for radioactive materials. The Federal Emergency Management Agency and the DOE provide emergency response training for state and local law enforcement, fire departments, rescue squads, covering preparedness planning and accident handling. In addition, DOE radiological assistance teams provide expertise and equipment, including mobile laboratories, to every region of the country. Also, according to a revolving additional assistance agreement, utilities respond to incidents in their area until emergency personnel from the shipper and shipping utility arrive.

I have no objection to the overall purpose of the amendment however, in having a study done on infrastructure and training. My colleagues should be aware that we already do that continuously for nuclear fuel and high-level radioactive waste.

**AMENDMENT NO. 1097**

**MICHIGAN CORRIDOR PROJECTS**

Ms. STABENOW. Madam President, I rise to engage in a colloquy with the distinguished senior Senator from Michigan and the distinguished chairwoman of the Transportation Appropriations Subcommittee. The chairwoman knows, over the past few years, the State of Michigan has competed for funds under the Coordinated Border and Corridor Conformance Act. Through this legislation, the Murphy-De shower amendment, utilities respond to incidents in their area until emergency personnel from the shipper and shipping utility arrive.

I have no objection to the overall purpose of the amendment however, in having a study done on infrastructure and training. My colleagues should be aware that we already do that continuously for nuclear fuel and high-level radioactive waste.

I would ask the distinguished chairwoman to give consideration to a particularly important project on our U.S.-Canadian border in Michigan. The Ambassador Bridge Gateway Project which will provide direct interstate access to the Ambassador Bridge and improve overall traffic flow to and from our U.S.-Canadian border, needs $10 million this congress on the project on schedule. To date, there has been a total of $30.2 million in federal funds either spent or committed with a state match of $7 million. Any consideration that the distinguished chairwoman can provide is much appreciated.

Mr. LEVIN. I join the distinguished Senator from Michigan in asking the distinguished chairwoman to give this important project consideration in conference. The Ambassador Bridge in Detroit, MI is a critical project for the State’s trade infrastructure. It is one of the three busiest border crossings in North America, and more trade moves over this bridge than the country exports to Japan. It is crucial that we keep traffic moving safely and efficiently at this crossing. The Ambassador Bridge Gateway project will provide direct interstate access to the bridge and improve overall traffic flow to and from the Ambassador Bridge.

Ms. STABENOW. Madam President, I ask unanimous consent that the order be suspended. Without objection, it is so ordered.

Mr. LEVIN. I have no objection to the overall purpose of the amendment however, in having a study done on infrastructure and training. My colleagues should be aware that we already do that continuously for nuclear fuel and high-level radioactive waste.

**SAFE TRUCKS ON AMERICAN HIGHWAYS**

Ms. STABENOW. Madam President, I rise to engage in a colloquy with the distinguished senior Senator from Michigan and the distinguished chairwoman of the Transportation Appropriations Subcommittee. The chairwoman knows, over the past few years, the State of Michigan has competed for funds under the Coordinated Border and Corridor Conformance Act. Through this legislation, the Murphy-De shower amendment, utilities respond to incidents in their area until emergency personnel from the shipper and shipping utility arrive.

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Ms. STABENOW. Madam President, I ask unanimous consent that the order be suspended. Without objection, it is so ordered.

Ms. STABENOW. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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I voted for NAFTA. I support free trade. But there are provisions in the underlying bill that I think could keep the U.S. from keeping its commitment under NAFTA.

I also believe the Department of Transportation regulations are not quite strong enough to assure that we will have inspections of every truck. I don’t think we have been able to fix this yet. I hope we will be able to work together on language that will assure that we will have real inspections, that will ensure safety on our highways, and comply with our commitments under NAFTA. I don’t think we are there yet, but I think we are working on it.

I ask everyone to come to the table. Senator STEVENS has been a leader on this issue. Senator McCaIN, chairman of the Commerce Committee, certainly is a leader on the Appropriations Transportation Subcommittee as well as the Commerce Committee. But mostly I am a person who is going to be on highways where there is going to be a lot of NAFTA traffic. When we are looking at 8,500 Mexican commercial trucking companies having the authority to operate in commercial zones today, I think we are talking about a lot of Mexican traffic on our freeways. We want a lot of Mexican and Canadian commerce, as long as the trucks meet our standards. We have to assure that those inspection stations are there to make sure it happens.

In 1999, both United States and Mexican commercial motor vehicles made an estimated 4.5 million crossings on the border. Seventy percent of those were in Texas.

This debate is not merely hypothetical to Texas, nor to the other border States. The added burden of overweight and potentially unsafe trucks is a daily reality in south Texas.

The lack of inspection statistics is the lack of adequate space to conduct safety inspections. Currently, the only permanent inspection facilities at the United States-Mexico border are at the State facilities in Calexico and Otay Mesa, CA. At the other 25 border crossings, Federal and State inspectors have limited access to the inspection stations.

In 1999, 70% of those inspections were at the State facilities in Calexico and Otay Mesa, CA. At the other 25 border crossings, Federal and State inspectors have limited access to the inspection stations.

It is very important that all of us focus on this issue and that we all look for a solution to this issue.

I think we are very close, but we are not there yet. I hope everyone will come together either to fashion an answer right now in this bill before it goes out of this Chamber or agree that we will not do that now, that we will write something in conference, but most certainly we would not stand on the language that is in the underlying bill nor the language that is in the House underlying bill that was passed that would prohibit Mexican trucks from coming into the United States at all.

I think we can come up with language that will be acceptable to the administration and acceptable to our Mexican counterparts. But the bottom line is, we are not going to have unsafe trucks on our highways as long as we don’t have a voice in the Senate, because we have standards. The whole concept of NAFTA was that we would have parity, parity of our truck standards with the truck standards of Canada and Mexico. That means there would be a leveling field in trucking company competition, so that there would not be an unfair advantage to another country and, secondly, so that there would be safety on all of our highways, to make sure we are not in any way discriminating against any country nor are we lowering the standards that we have in our country.

So I intend to be very active in this debate. I intend to be very active in bringing the groups together to try to come to that compromise. My bottom line is only one and that is that there is parity, safety, and a level playing field for the truckers of our country and the countries in NAFTA with whom we trade.

ILSA EXTENSION ACT

Mr. SARBANES. Madam President, I ask unanimous consent that the CBO cost estimate with respect to S. 1218, a bill to extend the authorities of the Iran and Libya Sanctions Act, be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

HOL. PAUL S. SARBANES,
Chairman, Committee on Banking, Housing, and Urban Affairs, U.S. Senate, Wash-
ington, D.C.

Dear Mr. Chairman: The Congressional Budget Office has prepared the enclosed cost estimate for the ILSA Extension Act of 2001.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contacts are Joseph C. Whitehill (for federal costs) and Paige Piper/Bach (for the private-sector impact).

Sincerely,

Barry B. Anderson
[For Dan L. Crippen, Director].

Enclosure

ILSA Extension Act of 2001

The ILSA Extension Act of 2001 would extend the authorities of the Iran and Libya Sanctions Act (ILSA) of 1996 for an additional 5 years. Under this bill, the President would lower the threshold of investments in Libya that could trigger sanctions under the act from $40 million to $20 million, and it would prevent the definition of a sanctioned entity from including any amendment or modification of existing contracts that would exceed the threshold amount. CBO estimates that implementing the bill would not significantly affect discretionary spending. The bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

Based on information from the Department of State, CBO estimates that the ILSA Extension Act of 2001 would result in a substantial increase in the investments in Libya that could be subject to the sanctions in ILSA. CBO estimates that the additional workload necessary to identify such investments would increase the department’s spending by less than $500,000 annually, assuming the availability of appropriated funds.

By extending the Iran and Libya Sanctions Act, the ILSA Extension Act of 2001 could impose a private-sector mandate as defined by the Unfunded Mandates Reform Act (UMRA). The President would be required to impose certain sanctions on U.S. entities or foreign companies that invest over a specific amount of money in developing the petroleum and natural gas resources of Iran or Libya. Among the sanctions available under the act, the President could impose certain restrictions on U.S. offices of a sanctioned company or on entities and financial institutions engaged in business transactions with a sanctioned entity. The act does, however, allow the President to make certain exceptions in applying such sanctions. Since passage of ILSA, no such sanctions have been imposed. Consequently, CBO expects that these provisions are unlikely to be imposed under the extension and that the direct cost of the mandate would fall below the annual threshold established by UMRA for private-sector mandates ($113 million in 2001, adjusted annually for inflation).

The ILSA Extension Act of 2001 contains no intergovernmental mandates as defined in UMRA and would not affect the budgets of state, local, or tribal governments.

CBO prepared two estimates for the House companion bill, H.R. 1954. The first estimate was for H.R. 1954 as ordered by the House Committee on International Relations on June 20, 2001. The second estimate was for H.R. 1954 as ordered by the House Committee on Ways and Means on July 12, 2001. The International Relations Committee versions of H.R. 1954 is similar to the Senate bill. The Ways and Means Committee version would require the President to report to the Congress on the effectiveness of actions taken under ILSA within 18 months after enactment, and it would provide for the early termination of that report after submission of the report. CBO estimated that implementing either version of H.R. 1954 would not significantly affect discretionary spending and that the private-sector mandate would fall below the annual threshold established by UMRA.