

like partial discrimination and that we were trying to get some tricky kind of things on behalf of the Teamsters, or that these requirements cannot be complied with—it is totally out of whole cloth. I have never seen anybody work harder and give better leadership than the Senator from Washington with this Murray amendment. It is the Murray-Shelby amendment. It is bipartisan. It should remain so. All of this running around, I don't want to talk, or you don't want to talk, or whatever—that is nonsense. Put up the amendment so we can vote on the amendment and move on.

I think the Senator from Washington ought to be commended for the very studied way in which she has gone about this particular amendment and these requirements. Certainly once that gate is opened and the trucks are coming over, then they are coming over in some 27 particular spots, and we have to provide checkpoints and personnel, training, and everything else ourselves. So it is not just the Mexicans preparing themselves and so forth by January 1st, but us, too.

We don't make January 1st the drop-dead date under the Murray amendment. We say all of these things cannot be licensed; the border cannot be opened until A, B, C, or D in the Murray amendment are complied with. That is the studied, deliberate way to go about regulating at this particular point on the appropriations bill. It is important that it be done that way rather than overall on the House side.

We are not looking for the President to veto it. President Bush is smart. He is not going to veto safety. There is nothing in this particular measure that would require a veto. Let's get on with legislation in the particular appropriations bill.

I vetoed, like the distinguished Presiding Officer, for 4 years as the Governor. You wake up, and you want to read that veto message very clearly so it can not only be sustained legally but in the public domain. I can tell you that neither legally nor in the public domain the veto of the Murray amendment will be sustained. Nobody is trying to say we are going to stick it to you and we hope you veto it. None of that is in here. It unfortunately has gotten way off track.

I am not a party or even a member of the Subcommittee on Transportation in the Appropriations Committee, but I have watched how it was done. Yes, our committee, the Committee of Commerce, Science, and Transportation, had a hearing with Secretary Mineta. Those kinds of things were pointed out. I could go on at length about the hearings we had.

For example, the Comptroller General said:

Strong enforcement will be needed for the minority of carriers that are egregious offenders and a risk to public safety. The

Motor Carrier Safety Improvement Act of 1999, section 219, provides fines and disqualification sanctions for Mexican carriers operating without authority or beyond the authority in the United States. These fines range from \$10,000 to \$25,000. However, the act's provision has not been implemented, and this provision will expire when NAFTA's cross border trucking provisions are implemented.

These are the kinds of things we had before us at the hearing of Commerce, Science, and Transportation with Secretary Mineta. It was an excellent hearing.

We are ready to move on. I am convinced that we could report out a similar authorization bill this afternoon, if the committee met, similar to the Murray amendment. It would be right there, because we made our suggestions as to changes.

I yield the floor.

The PRESIDING OFFICER. Who seeks recognition?

Mrs. MURRAY. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. REID. Mr. President, I ask unanimous consent the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

MORNING BUSINESS

Mr. REID. Mr. President, I ask unanimous consent that we be in a period of morning business, with Senators allowed to speak for up to 5 minutes each, until the hour of 3:40 p.m. today.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

ORDER OF BUSINESS

Mr. DASCHLE. Mr. President, I know there is a discussion going on off the floor with regard to coming to some resolution on the issue of Mexican trucking. I hope we can find a way to resolve this procedurally.

I applaud Senators MURRAY and SHELBY and others who reached the compromise that is now part of the bill, and I hope, whether we reach another agreement or whether we can't reach agreement and simply have votes, we can do that. I think we have made reasonably good progress before the August recess on appropriations.

I have had some discussions with the Republican leader, as well as with our caucus and my leadership. We have discussed just what remains to be done prior to the time we leave. I think it is fair to say we are way behind the curve with regard to where we should be on the appropriations front. We have only completed three appropriations bills so far. I hope at the very least we can complete our work on at least two

more—Transportation and HUD/VA. I have indicated to Senator LOTT that would be my desire. I have indicated to my caucus that there is no question that we ought to be able to do those two. Senator BYRD, the chairman of the Appropriations Committee, shares my view.

So my expectation and my determination is that we complete our work on those two bills. We also have two emergency issues to deal with. First is the Agriculture supplemental authorization. It has already passed in the House. I am told that the Agriculture Committee is intending to vote on it tomorrow. It would be my expectation to take it up shortly after the committee action in an effort to get it through the floor and into conference in time to bring it back prior to the time we leave. That, too, is a very necessary piece of legislation, first, because of the relief it provides to millions of producers across this country—producers that are not only incorporated into the farm bill itself, but many other producers that do not have farm programs per se. If we do not act before the August recess, we will lose the budget authority that is dedicated under the budget resolution to agriculture and disaster assistance. It would then be taken out of next year's authorization.

We can't afford to lose the \$5.5 billion authorization. But that is exactly what we face if we are not able to act. So I don't think we have any alternative, any recourse, except to ensure that the work is complete before we leave for the August recess.

Finally, the Export Administration Act is also in peril. The act expires during the August recess. The administration has indicated this is a high priority for them. It is a high priority for our caucus, but I think, on a bipartisan basis, Senators on both sides of the aisle have indicated a strong desire not to allow this legislation to expire in August. So it is my expectation that it, too, must be dealt with prior to the time we leave.

In addition, our Republican colleagues have expressed a strong interest in confirming additional nominees, and I have every expectation that we will be doing that as well. In the past 2 weeks, the Senate has now confirmed 77 nominees. I intend to move as many additional nominees to the floor prior to the recess as we can. I have discussed the matter with each of our Chairs, and they have volunteered extensive cooperation in bringing additional nominees to the Executive Calendar so we can move on them once the work has been done. To my knowledge, except for those nominees for whom there is a Republican hold, there are few, if any, nominees who have been on the calendar more than a couple of days. I do believe we owe every Senator the right to examine the nominees and