

cannot even check on the validity of licenses and registrations being offered at border crossings.

I make these points to demonstrate that the Mexican trucking industry as well as the American inspection system are not ready to protect the American driving public. There is no infrastructure. There is inadequate personnel. There are not weigh stations. There are not even telephones. There are not parking spaces. There is an avalanche of old Mexican trucks, without requirements for safety or background or design, that are coming to the United States.

This Nation has spent more than 50 years modernizing its trucking industry, learning about safety, training drivers, ensuring that they understand how to operate these rigs. After 50 years of experience, and lowering mortality rates, we are now opening our borders to Mexican trucks.

I recognize that this issue is difficult because of our close relations with Mexico and our obligations under NAFTA. Indeed, on February 6 an international arbitration panel ruled that the United States cannot bar all Mexican applicants from entering the United States. The United States wants to comply with its international obligations. But the arbitration panel also found that because of vast differences between the two regulatory regimes, the United States did not have to treat Mexican applicants the same as it did United States or Canadian applicants.

The panel indicated that NAFTA did not restrict the ability of the United States to implement measures to ensure that Mexican trucking companies and their drivers meet United States standards. I quote:

Nor does it (NAFTA) require that Mexican-domiciled firms currently providing trucking services in the U.S. be allowed to continue to do so, if and when they fail to comply with U.S. safety regulations.

Later on the panel added:

U.S. authorities are responsible for the safe operation of trucks within U.S. territory, whether ownership is American, Canadian or Mexican.

I believe the authority of the U.S. Government in this area is clear. We have the right—indeed, we have the obligation—to ensure that our citizens are safe and our highways are operated to the very highest standards. The record in the United States, for all of our efforts, is not overwhelmingly positive. Despite 50 years of efforts, the highest design requirements in the world, the best training in the world, over 5,000 Americans are killed every year and over 100,000 people are injured on American highways because of accidents with heavy trucks.

There is no one in the Senate who can credibly argue that if Mexican trucks are allowed in the United States without adequate inspection, without

modernizing the infrastructure, without a tremendous change in the operating performance of these old Mexican trucks, with poorly trained drivers, and no experience with modern regulations, these 5,000 deaths are not going to be increased and the loss of life will not be considerable.

Mr. President, I believe this case is compelling. There are few times Members of the Senate can cast a vote knowing that the results are potentially so dramatic. The citizens of our States are already frustrated with crowded highways that are deteriorating under heavy use. The loss of life from accidents is inexplicable—100,000 injured Americans.

To now open American highways to Mexican trucks, given their record of compliance, the failures of infrastructure, is to guarantee an increase in this dangerous situation.

I urge defeat of Senator MCCAIN's efforts. Then the Senate needs to seriously consider whether the compromise that is in the legislation is sufficient to protect American families.

ORDER OF PROCEDURE

Mrs. MURRAY. Will the Senator yield for a unanimous consent request?

Mr. TORRICELLI. I am happy to yield.

Mrs. MURRAY. I thank the Senator from New Jersey.

Mr. President, I ask unanimous consent that at 6:40 p.m., we lay aside the pending Murray amendment, that the Senate vote in relation to the Fitzgerald-Bayh amendment regarding the Chicago airports, and that no second-degree amendments will be in order.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The Senator from Wyoming is recognized.

Mr. THOMAS. Mr. President, I would like to ask a question of the chairman. I didn't want to object. Will this be the last vote today?

Mrs. MURRAY. I cannot answer that question at this time. Senator DASCHLE has indicated he would like a number of votes, but I don't know the answer to that. I will ask the leader.

Mr. THOMAS. Would it be fair to ask—we have been in morning business almost all day—what kind of a management operation do we have going on here?

Mrs. MURRAY. I would tell the Senator that we have been working diligently all day long to move the Transportation appropriations bill. There are a number of Members on his side who have some concerns about the underlying provisions regarding safety of Mexican trucks, and we have been unable to move forward on that issue at this time. We hope to continue to work to resolve that issue and to move this bill forward.

Mr. THOMAS. We hear from the leader we will move forward. We have a lot of things to do. Yet we spend the whole day, frankly, accomplishing very little.

Mrs. BOXER. Will Senator MURRAY yield for a question?

Mrs. MURRAY. I am happy to yield.
Mrs. BOXER. I am confused by that colloquy. It is my understanding that a Republican Senator, or, rather, two Republican Senators had asked the Democratic manager and, for that matter, I am sure the Republican manager, to discuss an underlying provision of the bill. That is what has been happening. As a matter of fact, that Republican Senator came out to thank Senator MURRAY for agreeing to sit and negotiate. Am I right on that point?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. Isn't the reason for the delay to work out this problem?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. And the request came from two Republican Senators?

Mrs. MURRAY. The Senator is correct.

Mrs. BOXER. I thank my friend for sharing that information.

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

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. MURRAY. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 2002—Continued

AMENDMENT NO. 1058 TO AMENDMENT NO. 1025

Mrs. MURRAY. Mr. President, I send an amendment to the desk.

The PRESIDING OFFICER. The clerk will report.

The assistant legislative clerk read as follows:

The Senator from Washington [Mrs. MURRAY], for Mr. FITZGERALD, Mr. DURBIN, Mr. BAYH, and Mr. LUGAR, proposes an amendment numbered 1058 to amendment No. 1025.

Mrs. MURRAY. I ask unanimous consent that further reading of the amendment be dispensed with.

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

(Purpose: Relating to commercial air service at the Gary-Chicago Airport)

On page 55, line 2, insert after "access," the following: "increasing commercial air service at the Gary-Chicago airport, and increasing commercial air service at the Greater Rockford Airport".

On page 55, line 7 insert after "Chicago area" the following: "including Northwest Indiana".

Mrs. MURRAY. Mr. President, I ask for the yeas and nays on the amendment.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The question is on agreeing to Amendment No. 1058. The clerk will call the roll.

The senior assistant bill clerk called the roll.

The result was announced—yeas 100, nays 0, as follows:

[Rollcall Vote No. 248 Leg.]

YEAS—100

Akaka	Crapo	Inouye
Allard	Daschle	Jeffords
Allen	Dayton	Johnson
Baucus	DeWine	Kennedy
Bayh	Dodd	Kerry
Bennett	Domenici	Kohl
Biden	Dorgan	Kyl
Bingaman	Durbin	Landrieu
Bond	Edwards	Leahy
Boxer	Ensign	Levin
Breaux	Enzi	Lieberman
Brownback	Feingold	Lincoln
Bunning	Feinstein	Lott
Burns	Fitzgerald	Lugar
Byrd	Frist	McCain
Campbell	Graham	McConnell
Cantwell	Gramm	Mikulski
Carmahan	Grassley	Miller
Carper	Gregg	Murkowski
Chafee	Hagel	Murray
Cleland	Harkin	Nelson (FL)
Clinton	Hatch	Nelson (NE)
Cochran	Helms	Nickles
Collins	Hollings	Reed
Conrad	Hutchinson	Reid
Corzine	Hutchison	Roberts
Craig	Inhofe	Rockefeller

Santorum	Snowe	Torricelli
Sarbanes	Specter	Voinovich
Schumer	Stabenow	Warner
Sessions	Stevens	Wellstone
Shelby	Thomas	Wyden
Smith (NH)	Thompson	
Smith (OR)	Thurmond	

The amendment (No. 1058) was agreed to.

Mr. REID. I move to reconsider the vote.

Mr. NICKLES. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

Mr. CONRAD. Mr. President, I am pleased to rise today in support of H.R. 2299, the Department of Transportation and Related Agencies Appropriations Act for Fiscal Year 2002.

The bill provides \$15.575 billion in discretionary budget authority, including \$695 million for defense spending. The budget authority will result in new outlays in 2002 of \$20.257 billion. When outlays from prior-year budget authority are taken into account, discretionary outlays for the Senate bill total \$52.926 billion in 2002. Of that total, \$28.489 billion in outlays counts against the allocation for highways spending and \$5.275 billion counts against the allocation for mass transit spending. The remaining \$19.162 billion in outlays, including those for defense

spending, counts against the allocation for general purpose spending. The bill is within its Section 302(b) allocations for budget authority and outlays for general purpose, defense, highways, and mass transit spending. In addition, the committee once again has met its target without the use of any emergency designations.

Once again, I would like to commend Chairman BYRD and Senator STEVENS, as well as subcommittee Chairwoman MURRAY and Senator SHELBY, for their efforts to work cooperatively and expeditiously to move this legislation. The bill provides important new resources across all transportation modes. Not only does this bill fully meet our previous commitment to the highways, mass transit, and aviation programs, but it also provides important additional resources to improve pipeline safety and to support operations and development at the Coast Guard and the Federal Railroad Administration.

I urge the adoption of the bill.

I ask unanimous consent that a table displaying the Budget Committee scoring of this bill be inserted in the RECORD.

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

H.R. 2299, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, 2002; SPENDING COMPARISONS—SENATE-REPORTED BILL

[In millions of dollars]

	General purpose	Defense	Highway	Mass transit	Mandatory	Total
Senate-reported bill:						
Budget Authority	14,880	695	0	0	(915)	14,660
Outlays	18,546	616	28,489	5,275	801	53,727
Senate 302(b) allocation:¹						
Budget Authority	14,884	695	0	0	(915)	14,664
Outlays	19,164	0	28,489	5,275	801	53,729
House-passed:						
Budget Authority	14,552	340	0	0	(915)	13,977
Outlays	18,500	332	29,321	5,664	801	54,618
President's request:						
Budget Authority	14,552	340	0	0	(915)	13,977
Outlays	18,543	332	29,321	5,664	801	54,661
SENATE-REPORTED BILL COMPARED TO						
Senate 302(b) allocation:¹						
Budget Authority	(4)	0	0	0	0	(4)
Outlays	(2)	0	0	0	0	(2)
House passed:						
Budget Authority	328	355	0	0	0	683
Outlays	46	284	(832)	(389)	0	(891)
President's request:						
Budget Authority	328	355	0	0	0	683
Outlays	3	284	(832)	(389)	0	(934)

¹ The 2002 budget resolution includes a "firewall" in the Senate between defense and nondefense spending. Because the firewall is for budget authority only, the appropriations committee did not provide a separate allocation for defense outlays. The table combines defense and nondefense outlays together as "general purpose" for purposes of comparing the Senate-reported outlays with the subcommittee's allocation.

Notes.—Details may not add to totals due to rounding. Totals adjusted for consistency with scorekeeping conventions. For enforcement purposes, the Budget Committee compares the Senate-reported bill to the Senate 302(b) allocation.

MORNING BUSINESS

Mr. REID. I ask unanimous consent that the Senate now go into a period of morning business, with Senators allowed to speak for up to 5 minutes each.

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

EUDORA WELTY: REMEMBERING THE LIFE OF A GREAT SOUTHERN WRITER

Mr. LOTT. Mr. President, yesterday, writer Eudora Welty, a native of Mississippi, passed away at the age of 92.

Miss Welty was best known for her short stories and the way they captured the life of the American South. Miss Welty had a gift in telling of the traditions and the relationships of her native south, and she received worldwide recognition for her work which helped make Southern writing a focus in 20th century literature. Many people do not know that she was also an accomplished photographer.

Miss Welty is considered by many literary authorities to be the greatest American writer of our time. She grew up in Jackson, Mississippi, and attended public schools. She often re-

called trips to the Jackson library with her mother that began her love for literature. She attended Mississippi University for Women, where she was first published in the school newspaper, and went on to graduate from the University of Wisconsin. She returned to her native state in 1923 to live and write in the Belhaven neighborhood of Jackson, Mississippi, the remainder of her life.

Miss Welty began her career with the publishing of her first short story, "Death of a Traveling Salesman", which appeared in 1936. The Optimist's Daughter, published in 1972, earned Miss Welty the 1973 Pulitzer Prize for