to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1134. Mr. BOND submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1135. Mr. SHELBY submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1136. Mr. STEVENS submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1137. Mr. STEVENS submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1138. Mr. GRAMM submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1139. Mr. GRAMM (for himself, Mr. MCCAIN, and Mr. DOMENICI) submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1140. Mr. GRAMM submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1141. Mr. GRAMM submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1142. Mr. GRAMM submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1143. Mr. GRAMM submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1144. Mr. DOMENICI submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1145. Mr. DURBIN submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1146. Mr. DOMENICI submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1150. Mr. FEINGOLD submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, supra; which was or-
dered to lie on the table.
SA 1151. Mr. GRAHAM (for himself and Mr. SNOWE) submitted an amendment intended to be proposed by him to the bill H.R. 2299, supra; which was ordered to lie on the table.
SA 1152. Mr. ALLARD (for himself and Mr. INHOFE) submitted an amendment intended to be proposed by him to the bill H.R. 2299, supra; which was ordered to lie on the table.
SA 1153. Mr. BAYH (for himself and Mr. LUGAR) submitted an amendment intended to be proposed by him to the bill H.R. 2299, supra; which was ordered to lie on the table.
SA 1154. Mr. MURKOWSKI proposed an amend-
ment to the bill S. 1218, to extend the author-
SA 1155. Mr. BROWNBACK submitted an amend-
ment intended to be proposed by him to the bill S. 723, to amend the Public Health Service Act to provide for human embryonic stem cell generation and research; which was referred to the Committee on Health, Edu-
cation, Labor, and Pensions.
SA 1156. Mr. BROWNBACK submitted an amend-
ment intended to be proposed by him to the bill S. 723, supra; which was referred to the Committee on Health, Education, Labor, and Public
SA 1157. Mr. SMITH, of New Hampshire (for himself, Mr. HARKIN, and Mr. HATCH) submitted an amendment intended to be pro-
posed by the Departments of Com-
merce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, which was or-
dered to lie on the table.

TEXT OF AMENDMENTS
SA 1063. Mr. KERRY submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, making ap-
propriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was or-
dered to lie on the table.
SA 1064. Mr. GRAHAM proposed an amend-
ment to amendment SA 1025 submitted by Mrs. MURRAY and intended to be proposed to the amend-
ment SA 1025 proposed by Mrs. MURRAY to the bill (H.R. 2299) making appro-
priations for the Department of Trans-
portation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:
SA 1065. Mr. GRAMM (for himself, Mr. MCCAIN, and Mr. DOMENICI) proposed an amend-
ment to amendment SA 1030 submitted by Mrs. MURRAY and intended to be proposed to the amend-
ment SA 1025 proposed by Mrs. MURRAY to the bill (H.R. 2299) making appro-
priations for the Department of Trans-
portation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:
SA 1066. Mrs. FEINSTEIN submitted an amend-
ment intended to be proposed by her to the H.R. 2299, making appro-
priations for the Department of Trans-
portation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was or-
dered to lie on the table; as follows:
SA 1067. Mr. LOTT submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, making appro-
priations for the Department of Trans-
portation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:
SA 1068. Mr. GRAMM submitted an amend-
ment intended to be proposed by him to the bill H.R. 2299, making appro-
priations for the Department of Trans-
portation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:
SA 1069. Mr. KERRY submitted an amend-
ment to amendment SA 1025 submitted by Mrs. MURRAY and intended to be proposed to the amend-
ment SA 1025 proposed by Mrs. MURRAY to the bill (H.R. 2299) making appro-
priations for the Department of Trans-
portation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:
SA 1069. Mr. VOINOVICH submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:


(a) SHORT TITLE.—This section may be cited as the “Protect Social Security Surpluses Act of 2001.”

(b) REVISION OF ENFORCING DEFICIT TARGETS.—Section 253 of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 903) is amended—

(1) by striking subsection (b) and inserting the following:

“(b) Excess Deficit; Margin.—The excess deficit is, if greater than zero, the estimated deficit for the budget year, minus the margin for that year. In this subsection, the margin for each fiscal year is 0.5 percent of estimated total outlays for that fiscal year.”;

(2) by striking subsection (c) and inserting the following:

“(c) Determining Excess Deficit.—Each non-exempt account shall be reduced by a dollar amount calculated by multiplying the baseline level of sequesterable budgetary resources in that account at that time by the uniform percentage necessary to eliminate an excess deficit.”;

(3) by striking subsections (g) and (h).

(c) MEDICARE EXEMPT.—The Balanced Budget and Emergency Deficit Control Act of 1985 is amended—

(1) in section 253(b)(3)(A), by striking clause (1); and

(2) in section 256, by striking subsection (d).

(d) ECONOMIC AND TECHNICAL ASSUMPTIONS.—Notwithstanding section 254(j) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 904(j)), the Office of Management and Budget shall use the economic and technical assumptions underlying the report issued pursuant to section 1106 of title 31, United States Code, for purposes of determining the excess deficit under section 253(b) of the Balanced Budget and Emergency Deficit Control Act of 1985, as added by subsection (b).

(e) APPLICATION OF SEQUESTERATION TO BUDGET ACCOUNTS.—Section 256(k) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 906(k)) is amended by—

(1) striking paragraph (2); and

(2) redesignating paragraphs (3) through (6) as paragraphs (2) through (5), respectively.

(f) STRENGTHENING SOCIAL SECURITY POINTS OF ORDER.—

(1) IN GENERAL.—Section 312 of the Congressional Budget Act of 1974 (2 U.S.C. 663) is amended by inserting “and Social Security ‘’ after “(m)”.

(2) SUPER MAJORITY REQUIREMENT.—

(A) POINT OF ORDER.—Section 904(c)(1) of the Congressional Budget Act of 1974 is amended by inserting “Social Security’’ after “(d)”.

(B) WAIVER.—Section 904(d)(2) of the Congressional Budget Act of 1974 is amended by inserting “Social Security’’ after “(d)”.

(3) ENFORCEMENT IN EACH FISCAL YEAR.—The Congressional Budget Act of 1974 is amended in—

(A) section 301(a)(7) (2 U.S.C. 632(a)(7)), by striking “for the fiscal year” through the period and inserting “for each fiscal year covered by the resolution”;

(B) section 311(a)(3) (2 U.S.C. 642(a)(3)), by striking beginning “for the fiscal year” through the period and inserting the following: “for any of the fiscal years covered by the concurrent resolution”;

(g) EFFECTIVE DATE.—This section and the amendments made by this section shall apply to fiscal years 2002 through 2006.

SA 1070. Mr. CRAPO (for himself and Mr. CRAIG) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 55, line 1, insert “preserving servicing at Chicago Meigs Airport (‘Meigs Field’),” after “Airport.”

SA 1072. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 75, line 18, insert “and” after the semicolon.

On page 75, beginning with line 23, strike through line 2 on page 76

On page 76, line 3, strike “(vi)” and insert “(v)”.

SA 1073. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 7, insert “and” after the semicolon.

On page 78, beginning in line 14, strike “vehicules” and insert “vehicles.”

On page 78, strike lines 18 through 19.

SA 1074. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 75, strike lines 16 through 22.

On page 75, line 23, strike “(cv)” and insert “(cv)”.

On page 76, line 3, strike “(vi)” and insert “(v)”.

SA 1075. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 77, strike line 9 through 25.

On page 78, line 1, insert “(F)” and insert “(G)”.

On page 78, line 8, strike “(G)” and insert “(F)”.

On page 78, line 16, strike “(H)” and insert “(G)”.

SA 1076. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year
on page 78, strike lines 19 through 24.
On page 77, line 1, strike ``(D)'' and insert ``(C)''.
On page 77, line 9, strike ``(E)'' and insert ``(D)''.
On page 78, line 1, strike ``(F)'' and insert ``(E)''.
On page 78, line 8, strike ``(G)'' and insert ``(F)''.
On page 78, line 16, strike ``(H)'' and insert ``(G)''.

SA 1077. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 74, line 19, strike ``and based''.

SA 1078. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, strike lines 3 through 6, and insert the following:

``(vi) requiring motor carrier safety inspectors to be on duty during all operating hours at all United States-Mexico border crossings used by commercial vehicles;''

SA 1079. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 73, strike lines 5 through 7.
On page 73, line 8, strike ``(C)'' and insert ``(E)''.
On page 73, line 12, strike ``(D)'' and insert ``(C)''.
On page 73, line 19, strike ``(E)'' and insert ``(D)''.
On page 74, line 1, strike ``(F)'' and insert ``(E)''.
On page 74, line 5, strike ``(G)'' and insert ``(F)''.
On page 74, line 12, strike ``(H)'' and insert ``(G)''.
On page 74, line 21, strike ``(I)'' and insert ``(H)''.

SA 1080. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 72, beginning with line 23, strike through line 4 on page 73 and insert the following:

``(AH) requires a safety review of such motor carrier to be performed before the carri-
er is granted conditional operating author-
ity to operate beyond United States munici-
palities and commercial zones on the United States-Mexico border, and before the carrier
is granted permanent authority to operate beyond United States municipalities and commercial zones on the United States-
Mexico border; and''

``(ii) requires the safety review to include verification of available performance data and
safety management programs, including drug and alcohol testing, drivers' qualifications,
drivers' hours-of-service records, records of periodic vehicle inspections, insurance,
and other information necessary to de-
termine the carrier's preparedness to comply
with Federal motor carrier safety rules and
regulations;''

SA 1081. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 72, line 15, strike ``Between United States and Mexico.'' and insert ``In the United States.''

In the following places, strike ``Mexican'' and insert ``foreign'':

(1) Page 72, line 18.
(2) Page 73, line 6.
(3) Page 74, line 10.
(4) Page 73, line 13.
(5) Page 74, line 14.
(6) Page 74, line 4.
(7) Page 77, line 5.
(8) Page 77, line 15.
(9) Page 77, line 18.
(10) Page 78, line 3.
(11) Page 78, line 10.
(12) Page 78, line 20.

On pages 72 through 78, strike ``United States-Mexico'' each place it appears and in-
sert ``United States''.

On page 76, line 14, strike ``in Mexico'' and insert ``outside the United States''.

On page 77, beginning in line 3, strike ``the Mexican government'' and insert the govern-
ment of any foreign country that shares a border with the United States''.

On page 77, line 16, strike ``in Mexico'' and insert ``in any foreign country that shares a border with the United States''.

On page 77, beginning in line 21, strike ``Mexico-domiciled motor carrier'' and insert
``motor carrier domiciled in any foreign country that shares a border with the United States''.

SA 1082. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 74, line 1, strike ``(vi)'' and insert ``(v)''.

On page 74, line 5, strike ``(G)'' and insert ``(F)''.

On page 74, line 12, strike ``(H)'' and insert ``(G)''.

On page 74, line 21, strike ``(I)'' and insert ``(H)''.

SA 1083. Mr. Garam (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 75, line 18, insert ``and'' after the semicolon.

On page 75, beginning with line 23, strike through line 2 on page 76.

On page 76, line 3, strike ``(vi)'' and insert ``(v)''.

SA 1084. Mr. McCain (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 75, strike lines 16 through 22.
On page 75, line 23, strike ``(v)'' and insert ``(iv)''.

On page 76, line 3, strike ``(vi)'' and insert ``(v)''.

SA 1085. Mr. McCain (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 77, strike line 9 after the semicolon.

On page 78, line 1, strike ``(F)'' and insert ``(E)''.

On page 78, line 8, strike ``(G)'' and insert ``(F)''.

On page 78, line 16, strike ``(H)'' and insert ``(G)''.

SA 1086. Mr. McCain (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 7, insert ``and'' after the semicolon.

On page 78, beginning in line 14, strike ``ve-
hicles'' and insert ``vehicles''.

On page 78, strike lines 16 through 19.

SA 1087. Mr. McCain (for himself and Mr. Gramm) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 72 starting on line 23 strike ``full safety compliance review of the carrier con-
sistent with the safety fitness evaluation procedures set forth in part 385 of title 49.
Code of Federal Regulations, and gives the carrier a satisfactory rating'' and insert
``safety review which includes verification of available performance data and safety manage-
ment programs, including drug and alcohol testing, drivers' qualifications, drivers' hours-of-service records, records of periodic
vehicle inspections, insurance, and other information necessary to determine the carriers preparedness to comply with Federal motor carrier safety rules and regulations.

SA 1088. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 73 line 5 strike “compliance” and line 7 following “facilities” insert “where warranted by safety considerations of the availability of safety performance data.”

SA 1089. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 73 starting on line 16 strike “including hours-of-service rules under part 395 of title 49, Code of Federal Regulations.”

SA 1090. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 73 starting on line 16 strike “‘timely manner.”

SA 1091. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 74 starting on line 5 strike “‘(H)’."

SA 1092. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 74 line 21 strike “‘(iv)’” and insert regulations, policies, or interim final rules.”

SA 1093. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 75 line 10 strike “‘(iv)’” and insert “‘(v)’.”

SA 1094. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 75 starting on line 3 strike “. that include the administration of a proficiency examination.”

SA 1095. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76 strike all after “‘(2)” through page 78 line 19.

SA 1096. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76 starting on line 1 strike “‘(H)”.

SA 1097. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76 line 12 strike “‘(H)”.

SA 1098. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, line 12 strike “‘(J)”.

SA 1099. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, line 23 strike “‘(v)”.

SA 1100. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, line 3 strike “‘(vi)”.

SA 1101. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, line 3 strike “‘(vii)”.

SA 1102. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 77, beginning with line 14, strike through line 24 on page 78.

On page 77, line 16, strike “‘(iv)”.

SA 1103. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 77, line 23, strike “‘(v)”.

SA 1104. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 10 strike “‘(iv)”.

SA 1105. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 16, strike “‘(iv)”.

SA 1106. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 23, strike “‘(v)”.

SA 1107. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 3 strike “‘(vi)”.

SA 1108. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 9 strike through 25.

On page 78, line 1 strike “‘(P)”.

SA 1109. Mr. MCCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 78, line 10 through 15.
On page 78, line 1, strike ``(F)'' and insert ``(E)''.
On page 78, line 8, strike ``(G)'' and insert ``(F)''.
On page 78, line 16, strike ``(H)'' and insert ``(G)''.

SA 1116. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 77, strike lines 1 through 8.
On page 77, line 9, strike ``(E)'' and insert ``(D)''.
On page 78, line 1, strike ``(F)'' and insert ``(E)''.
On page 78, line 8, strike ``(G)'' and insert ``(F)''.
On page 78, line 16, strike ``(H)'' and insert ``(G)''.

SA 1117. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 77, strike lines 9 through 25.
On page 78, line 1, strike ``(F)'' and insert ``(E)''.
On page 78, line 8, strike ``(G)'' and insert ``(F)''.
On page 78, line 16, strike ``(H)'' and insert ``(G)''.

SA 1118. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 78, strike lines 1 through 7.
On page 78, line 8, strike ``(G)'' and insert ``(F)''.
On page 78, line 16, strike ``(H)'' and insert ``(G)''.

SA 1119. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 74, strike lines 22 through 25; on page 75, lines 1 through 4.
On page 75, line 5, strike ``(ii)'' and insert ``(i)''.
On page 75, line 10, strike ``(iii)'' and insert ``(ii)''.
On page 75, line 16, strike ``(iv)'' and insert ``(iii)''.
On page 75, line 23, strike ``(v)'' and insert ``(iv)''.
On page 76, line 3, strike ``(vi)'' and insert ``(v)''.

SA 1120. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
Beginning on page 47, strike line 19 and all that follows through page 53, line 12.

SA 1121. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 74, beginning with line 21, strike through line 7 on page 76.

SA 1122. Mr. McCAIN (for himself and Mr. GRAMM) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 78, strike lines 1 through 7.

SA 1123. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
SEC. 350. (a) Congress makes the following findings:
(1) Section 345 of the National Highway System Designation Act of 1995 authorizes limited relief to drivers of certain types of commercial motor vehicles who are subject to certain restrictions on maximum driving time and on-duty time.
(2) Subsection (c) of that section requires the Secretary of Transportation to determine by rulemaking proceedings that the exemptions granted are not in the public interest and adversely affect the safety of commercial motor vehicles.
(3) Subsection (d) of that section requires the Secretary of Transportation to monitor the safety performance of drivers of commercial motor vehicles who are subject to an exemption under section 345 and report to Congress prior to the rulemaking proceedings.
(b) It is the sense of Congress that the Secretary of Transportation should not take any action that would diminish or revoke any exemption in effect on the date of the enactment of this Act for drivers of vehicles under section 345 of the National Highway System Designation Act of 1995 (Public Law 104-59; 109 Stat. 613; 49 U.S.C. 31136 note) unless the requirements of subsections (c) and (d) of such section are satisfied.

SA 1124. Mr. ALLEN submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SA 1125. Mr. ALLEN submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SA 1126. Mr. ALLEN submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SA 1127. Ms. COLLINS submitted an amendment intended to be proposed by her to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SA 1128. Ms. COLLINS submitted an amendment intended to be proposed by her to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SA 1129. Ms. COLLINS submitted an amendment intended to be proposed by her to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SA 1130. Ms. COLLINS submitted an amendment intended to be proposed by her to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the
fiscal year ending September 30, 2002, and for other purposes; which was or-
derred to lie on the table; as follows:—

On page 61, beginning on line 21, strike “This paragraph” and all that follows through “(b)” on line 24, and insert the fol-
lowing:

Such section is further amended by insert-
ing “(a)” before the first sentence and by adding at the end the following new sub-
sections:

(b) A shipyard or depot-level maintenance and repair facility of the Department of De-
fense located at a home port for a Coast Guard vessel shall be treated in the same man-
ner as a Coast Guard yard on other Coast Guard specialized facility for the purposes of
competition for and assignment of mainte-
nance and repair workloads of the Coast
Guard.

SEC. 343. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND MEXICO

No funds limited or appropriated in this Act may be obligated or expended for the re-
view or processing of an application by a Mexican motor carrier to oper-
ate beyond United States municipalities and commercial zones on the United States–Mex-
ico border until—

(i) the Federal Motor Carrier Safety Ad-
ministration—

(A) determines that the applicant meets the
requirements of the Federal Motor Carrier Safety Ad-
ministration–

(b) each inspector conducting on-site safe-

(iii) under section 31148 of title 49, United States Code, that implement measures to
comply with United States safety rules and regulations;

(C) requires the inspection of all Mexican
motor carrier operations and vehicles;

(D) gives a distinctive Department of Trans-
portation number to each Mexican motor carrier
operating beyond the commer-
cial zone to assist inspectors in enforcing
motor carrier safety regulations including
such on-site reviews and inspections
must be carried out by the

(ii) under section 318(a) and (b) of that
Act (49 U.S.C. 31133 nt.) establishing standards
for the determination of the appropriate number of Federal and State motor carrier
inspectors for the United States; and

(iii) under section 219(a) of that Act (49 U.S.C. 14901 n.) that prohibit foreign motor carrier operators from operating
in the United States; and

(iv) under section 219(d) of that Act (49 U.S.C. 14901 n.) that prohibit foreign motor carriers from operating
in the United States; and

(v) under section 219(d) of that Act (49 U.S.C. 14901 n.) that prohibit foreign motor carriers from operating
in the United States; and

(vi) under which a commercial vehicle op-
erated by a Mexican motor carrier may not enter the United States at a border crossing
unless an inspector is on duty to transmits to the Congress within 30 days of the date of
enactment of this Act, a notice in writing that it will not be able to complete such
rulemaking or issue such policy, that expla-
in any such safety compliance

SEC. 349. (a) AMOUNT AVAILABLE IN FISCAL YEAR 2002 FOR ESSENTIAL AIR SERVICE PRO-
GRAM.—Notwithstanding any other provision of law, $35,000,000 shall be available in fiscal
year 2002 for purposes of the Essential Air Service Program under subchapter II of chap-
ter 417 of title 49, United States Code.

(b) SOURCE OF FUNDS.—The amount available
under subsection (a) shall be derived as follows:

First, from user fees collected by the Secretary of Transportation in fiscal year
2002 for flights over the United States that do not involve a land in the United
States, with the amount of such user fees used for that purpose not to exceed
$35,000,000.

Second and notwithstanding the limita-
tions in the third proviso under the heading
“GRANTS-IN-AID FOR AIRPORTS” in title I of this
Act, from amounts transferred by the
Administrator of the Federal Aviation Ad-
ministration from amounts in the Airport
and Airway Trust Fund established under
section 9502 of the Internal Revenue Code of
1986 (26 U.S.C. 9502) that are available under
that heading.

SA 1132. Ms. COLLINS submitted an amendment intended to be proposed by
her to the bill H.R. 2299, making ap-
propiations for the Department of Trans-
portation and related agencies for the
fiscal year ending September 30, 2002, and for other purposes; which was or-
derred to lie on the table; as follows:—

Strike section 332.

SA 1133. Mrs. HUTCHISON submitted an amendment intended to be proposed by
her to the bill H.R. 2299, making ap-
propiations for the Department of Trans-
portation and related agencies for the
fiscal year ending September 30, 2002, and for other purposes; which was or-
derred to lie on the table; as follows:—

On page 61, beginning on line 21, strike “This paragraph” and all that follows through “(b)” on line 24, and insert the fol-
lowing:

Such section is further amended by insert-
ing “(a)” before the first sentence and by adding at the end the following new sub-
sections:

(b) A shipyard or depot-level maintenance and repair facility of the Department of De-
fense located at a home port for a Coast Guard vessel shall be treated in the same man-
ner as a Coast Guard yard on other Coast Guard specialized facility for the purposes of
competition for and assignment of mainte-
nance and repair workloads of the Coast
Guard.

SEC. 343. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND MEXICO

No funds limited or appropriated in this Act may be obligated or expended for the re-
view or processing of an application by a Mexican motor carrier to oper-
ate beyond United States municipalities and commercial zones on the United States–Mex-
ico border until—

(i) the Federal Motor Carrier Safety Ad-
ministration—

(A) determines that the applicant meets the
requirements of the Federal Motor Carrier Safety Ad-
ministration–

(b) each inspector conducting on-site safe-

(iii) under sections 318(a) and (b) of that
Act (49 U.S.C. 31133 nt.) establishing standards
for the determination of the appropriate number of Federal and State motor carrier
inspectors for the United States-Mexico bor-
der;
with the safety fitness evaluation procedures set forth in part 385 of title 49, Code of Federal Regulations, is fully trained as a safety specialist;

(C) the requirement of subparagraph (B) has not been met by transferring experienced inspectors from other parts of the United States to the United States-Mexico border, undermining the level of inspection coverage and safety elsewhere in the United States;

(D) the Federal Motor Carrier Safety Administration has implemented a policy to ensure compliance with hours-of-service rules under section 355 of title 49, Code of Federal Regulations, by Mexican motor carriers seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border;

(E) there is adequate capacity at each United States-Mexico border crossing used by Mexican motor carrier commercial vehicles to conduct a sufficient number of meaningful vehicle safety inspections and to accommodate vehicles placed out-of-service as a result of said inspections;

For purposes of this section, the term "Mexican motor carrier" shall be defined as a Mexico-domiciled motor carrier operating beyond United States municipalities and commercial zones on the United States-Mexico border.

SA 1135. Mr. SHELBY submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in the bill, insert the following:

Snc. . Of the funds provided under "Transit Planning and Research", $575,000 shall be available for a traffic mitigation feasibility study for Auburn University.

SA 1136. Mr. STEVENS submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in the bill, insert the following:

Snc. . Notwithstanding any other provision of law, the conveyance authorized by section 416(a)(1)(H) of Public Law 105–383 shall take place within 3 months after the date of enactment of this Act. Notwithstanding the previous sentence, the conveyance shall include the property under lease as of June 1, 2000 and otherwise be subject to subsections (a)(2)(a)(3), (b), and (c) of section 416 of Public Law 105–383.

SA 1137. Mr. STEVENS submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in the bill, insert the following:

Snc. Section 41703 of title 49, United States Code, is amended by inserting the following subsection at the end of subsection (c):

(d) AIR CARGO VIA ALASKA.—For purposes of (c) of this section, cargo taken on or off aircraft at a place in Alaska in the course of transportation of cargo by one or more air carriers in either direction between any place in the United States and a place not in the United States shall not be deemed to have broken its international journey in, be taken on in, or be destined for Alaska.

SA 1138. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 434, insert the following:

"Provided, That notwithstanding any other provision of this section, nothing in this section shall be applied so as to discriminate against Mexico by imposing any requirements on a Mexican motor carrier that seeks to operate in the United States that do not exist with regard to United States and Canadian motor carriers, in recognition of the fact that the North American Free Trade Agreement is an agreement among three free and equal nations, each of which has recognized rights and obligations under that trade agreement."

SA 1139. Mr. GRAMM (for himself, Mr. MCCAIN, and Mr. DOMENICI) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 434, insert the following:

"(vi) requiring motor carrier safety inspectors to be on duty during all operating hours at all United States-Mexico border crossings used by commercial vehicles; and"

SA 1140. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, strike lines 3 through 7, and insert the following:

(vi) requiring motor carrier safety inspectors to be on duty during all operating hours at all United States-Mexico border crossings used by commercial vehicles; and"

SA 1141. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, strike line 16 and all that follows through "(v)

SA 1142. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, strike line 16 and all that follows through "(v)

SA 1143. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, strike lines 3 through 7, and insert the following:

(vi) requiring motor carrier safety inspectors to be on duty during all operating hours at all United States-Mexico border crossings used by commercial vehicles; and"

SA 1144. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 76, strike lines 19 through 24.

SA 1145. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 77, strike lines 9 through 25.

SA 1146. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 77, strike line 16 and all that follows through "(vi)

SA 1147. Mr. GRAMM submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 72, line 17, strike "for" and insert in lieu thereof "prior to January 1, 2001 for".

SA 1148. Mr. DOMENICI submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:
On page 72, beginning with line 14, strike through line 24 on page 78 and insert the following:

SEC. 343. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND MEXICO.—
No funds limited or appropriated under this Act may be obligated or expended for the review or processing of an application by a motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border unless that carrier is granted conditional operating authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border; and

(i) on the adequacy of the number of Federal and State motor carrier inspectors for the United States-Mexico border (under section 219(d) of that Act (49 U.S.C. 14901 nt.)), and

(ii) establishes a policy that any safety regulation or the availability of safety performance data; and

(iii) requires Federal and State inspectors in conjunction with a Level I North American Standard Inspection, to verify, electronically or otherwise, the license of each driver of such a motor carrier’s commercial vehicle crossing the border, and institutes a policy for random electronic verification of the license of drivers of such motor carrier’s commercial vehicles at United States-Mexico border crossings;

(iv) as to whether United States and Mexican commercial vehicles at each crossing of the United States-Mexico border at which there is a sufficient number of such commercial vehicle crossings; and

(b) establishes a policy that any safety regulation or the availability of safety performance data; and

(c) requires State inspectors whose operations are funded in part or in whole by Federal funds, to ensure the safety of Federal motor carrier safety laws and regulations, including those pertaining to operating authority and insurance;

(d) establishes a policy that any safety regulation or the availability of safety performance data; and

(e) requires State inspectors whose operations are funded in part or in whole by Federal funds, to ensure the safety of Federal motor carrier safety laws and regulations, including those pertaining to operating authority and insurance;

(f) establishes a policy that any safety regulation or the availability of safety performance data; and

(g) requires the Secretary of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

SEC. 343. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND MEXICO.—
No funds limited or appropriated under this Act may be obligated or expended for the review or processing of an application by a motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border unless that carrier is granted conditional operating authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border; and

(i) on the adequacy of the number of Federal and State motor carrier inspectors for the United States-Mexico border (under section 219(d) of that Act (49 U.S.C. 14901 nt.)), and

(ii) establishes a policy that any safety regulation or the availability of safety performance data; and

(iii) requires Federal and State inspectors in conjunction with a Level I North American Standard Inspection, to verify, electronically or otherwise, the license of each driver of such a motor carrier’s commercial vehicle crossing the border, and institutes a policy for random electronic verification of the license of drivers of such motor carrier’s commercial vehicles at United States-Mexico border crossings;

(iv) as to whether United States and Mexican commercial vehicles at each crossing of the United States-Mexico border at which there is a sufficient number of such commercial vehicle crossings; and

(b) establishes a policy that any safety regulation or the availability of safety performance data; and

(c) requires State inspectors whose operations are funded in part or in whole by Federal funds, to ensure the safety of Federal motor carrier safety laws and regulations, including those pertaining to operating authority and insurance;

(d) establishes a policy that any safety regulation or the availability of safety performance data; and

(e) requires State inspectors whose operations are funded in part or in whole by Federal funds, to ensure the safety of Federal motor carrier safety laws and regulations, including those pertaining to operating authority and insurance;
the Coast Guard under title I under the heading— "COAST GUARD" under the paragraph "Operating Expenses" is hereby increased by $31,100,000.

(2) The amount available for the Coast Guard under the paragraph referred to in paragraph (1) by reason of that paragraph shall be available for the Coast Guard for purposes of law enforcement operations.

(b) Increase in Amount Available for Aviation Capability of Coast Guard for Law Enforcement Operations.—(1) The amount appropriated or otherwise made available for the Coast Guard under this paragraph is hereby increased to $202,935,000, and shall be available for the acquisition, construction, and improvements under the proviso relating to the acquisition of new aircraft and increasing aviation capability is hereby increased by $15,000,000.

(2) The amount available for the Coast Guard under the proviso referred to in paragraph (1) by reason of that paragraph shall be available for the Coast Guard for the acquisition of new aircraft and increases in aviation capability for purposes of law enforcement operations.

SA 1152. Mr. ALLARD (for himself and Mr. INHOFE) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 20, lines 13 through 16, strike "$230,681,878 shall be set aside for the programs authorized under sections 1118 and 1119 of the Transportation Equity Act for the 21st Century, as amended;" and insert "$1,000,000 shall be set aside for the program authorized under section 118(c) of title 23, United States Code, to be used for the project at Interstate Route 25 north of Raton, New Mexico; $229,681,878 shall be set aside for the programs authorized under sections 1118 and 1119 of the Transportation Equity Act for the 21st Century, of which none of the funds may be used to conduct the United States Routes 64 and 87 Portas-to-Flaines corridor study, New Mexico;".

SA 1153. Mr. BAYH (for himself and Mr. LUGAR) submitted an amendment intended to be proposed by him to the bill H.R. 2299, making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2002, and for other purposes; which was ordered to lie on the table; as follows:

On page 31, line 24, insert after "the State of Illinois," the following: "the State of Indiana;".

On page 54, line 25, insert after "affected communities" the following: "(including affected communities in Northwest Indiana)."

SA 1154. Mr. MURkowski proposed an amendment to the bill S. 1218, to extend the termination of the Iraq and Libya Sanctions Act of 1996 until 2006; as follows:

At the appropriate place, insert the following:

SEC. 1. SHORT TITLE AND FINDINGS.

(a) This Title can be cited as the "Iraq Petroleum Import Restriction Act of 2001."

(b) FINDINGS.—Congress finds that—

SEC. 2. PROHIBITION ON IRAQI-ORIGIN PETROLEUM PRODUCTS.

The direct or indirect import from Iraq of Iraqi-origin petroleum and petroleum products is prohibited, notwithstanding an authorization by the Committee established by UNSC Resolution 661, or its designee, or any other order to the contrary.

SEC. 3. TERMINATION/PRESIDENTIAL CERTIFICATION.

This Act will remain in effect until such time as the President, after consultation with the relevant committees in Congress, certifies to the Congress that:

(a) the United States is not engaged in active military operations in enforcing "No-Fly Zones" in Iraq, supporting United Nations sanctions against Iraq, preventing the smuggling by of Iraqi-origin petroleum and petroleum products in violation of UNSC Resolution 661, the United Nations Security Council Resolution 687 by eliminating weapons of mass destruction, or otherwise preventing threatening action by Iraq against the United States or its allies; and

(b) resuming the importation of Iraqi-origin petroleum and petroleum products would not be inconsistent with the national security and foreign policy interests of the United States.
by many, as displaying a profound disrespect for life, and recent scientific advances indicate that they are fruitful and morally unproblematic alternatives to this approach; 

(b)(A) it will be nearly impossible to ban attempts at “reproductive cloning” once cloning human embryos are available in the laboratory because—

(i) cloning would take place within the privacy of the doctor-patient relationship; 
(ii) the transfer of embryos to begin a pregnancy is a simple procedure; and 
(iii) any government effort to prevent the transfer of an existing embryo, or to prevent birth once transfer has occurred would raise substantial moral, legal, and practical issues; and 

(B) so, in order to be effective, a ban on human cloning must stop the cloning process at the beginning; and 

(7) collaborative efforts to perform human cloning are conducted in ways that affect interstate and even international commerce, and the legal status of cloning will have a great impact on how biotechnology companies direct their resources for research and development; 

(c) Prohibition on Human Cloning.—

(1) In General.—Title 18, United States Code, is amended by inserting after chapter 15 the following:

“CHAPTER 16—HUMAN CLONING

‘Sec. 301. Definitions.
‘Sec. 302. Prohibition on human cloning.

‘§ 301. Definitions

‘In this chapter:

‘(1) HUMAN CLONING.—The term ‘human cloning’ means human asexual reproduction, accomplished by introducing the nuclear material of a human somatic cell into a fertilized or unfertilized oocyte whose nucleus has been removed or inactivated to produce a living organism (at any stage of development) with a human or predominantly human genetic constitution.

‘(2) SOMATIC CELL.—The term ‘somatic cell’ means a diploid cell (having a complete set of chromosomes) obtained or derived from a living or deceased human body at any stage of development.

‘§ 302. Prohibition on human cloning

‘(a) It shall be unlawful for any person or entity, public or private, to perform human cloning; or

‘(b) to participate in an attempt to perform human cloning; or

‘(c) to ship or receive the product of human cloning for any purpose.

‘(b) Importation.—It shall be unlawful for any person or entity, public or private, to import the product of human cloning for any purpose.

‘(c) Penalties.—

‘(1) In General.—Any person or entity that is convicted of violating any provision of this section shall be fined under this section.

‘(2) Civil Penalty.—Any person or entity that is convicted of violating any provision of this section shall be subject to, in the case of a violation that involves the derivation of a pecuniary gain, a civil penalty of not less than $1,000,000 and not more than an amount equal to the amount of the gross gain multiplied by 2, if that amount is greater than $1,000,000.

‘(d) Scientific Research.—Nothing in this section shall restrict areas of scientific research not specifically prohibited by this section.