for other purposes; which was ordered to lie on the table; as follows:
On page 41, between lines 13 and 14, insert the following:

SEC. 3. PRIORITY HIGHWAY PROJECTS, MINNESOTA.

In selecting projects to carry out using funds apportioned under section 110 of title 23, United States Code, the State of Minnesota shall give priority consideration to the following projects:

(1) The Southeast Main and Rail Relocation Project in Moorhead, Minnesota.

(2) Improving access to and from I-35 W at Lake Street in Minneapolis, Minnesota.

SA 1159. 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 appropriate place, insert the following:

"Provided, That this provision shall be effective four days after the date of enactment of this Act."

SA 1165. 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 appropriate place, insert the following:

"Provided, That the provision shall be effective five days after the date of enactment of this Act."

SA 1166. 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 appropriate place, insert the following:

"Provided, That this provision shall be effective one day after the date of enactment of this Act."

SA 1167. 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 appropriate place, insert the following:

"Provided, That this provision shall be effective two days after the date of enactment of this Act."

SA 1168. Mr. GRAMM proposed an amendment to amendment SA 1030 submitted by Mrs. MURRAY and intended to be proposed to the amendment SA 1025 proposed by Mrs. MURRAY 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; as follows:
At the appropriate place, insert the following:

"Provided, That notwithstanding any other provision of Act, nothing in this Act shall be applied in a manner that the President finds to be in violation of the North American Free Trade Agreement."

SA 1169. 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 appropriate place, insert the following:

"Provided, That effective one day after the date of enactment of this Act, not withdrawing any other provision of Act, nothing in this Act shall be applied in a manner that the President finds to be in violation of the North American Free Trade Agreement."

SA 1170. Mr. FEINGOLD 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 the matter proposed to be inserted, insert the following:

SEC. 345. SAFETY OF CROSS-BORDER TRUCKING BETWEEN UNITED STATES AND NAFTA COUNTRIES.

(a) STUDY BY SECRETARY OF TRANSPORTATION.—

(1) IN GENERAL.—The Secretary of Transportation shall conduct a study on the extent to which motor carriers from a NAFTA country currently operating in the United States, or applying for a long-haul permit to operate in the United States, meet or exceed the safety standards required for United States motor carriers.

(2) REPORT.—

(A) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Secretary shall report to the Committee on the results of the study conducted under paragraph (1).
S. 2675—SA 1174—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 appropriate place, insert the following: "Provided, That notwithstanding any other provision of Act, nothing in this Act shall be applied in a manner that the Inspector General of the Department of Transportation certifies to be in violation of the North American Free Trade Agreement."

SA 1173. 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 appropriate place, insert the following: "Provided, That notwithstanding any other provision of Act, nothing in this Act shall be applied in a manner that the Department of Transportation Inspector General certifies to be in violation of the United States’ obligations regarding the granting of operating authority to Mexican motor carriers.

SA 1174. 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 appropriate place, insert the following: "Provided, That notwithstanding any other provision of Act, nothing in this Act shall be applied in a manner that the President finds to be in violation of the United States’ obligations regarding the granting of operating authority to Mexican motor carriers."
SA 1175. Mr. FITZGERALD (for himself and Mr. INHOFE) submitted an amendment intended to be proposed 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:

In the matter proposed to be inserted, strike "preserving service at Chicago Meigs Airport ('Meigs Field')," and insert "preserving and utilizing existing Chicago-area reliever and general aviation airports."

SA 1176. Ms. SNOWE (for herself and Mr. MCCAIN) submitted an amendment intended to be proposed to amendment SA 1130 submitted by Ms. COLLINS and intended to be proposed 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:

After "Coast Guard." add the following: "No percentage limitation on funds made available for depot-level maintenance and repair workload may be imposed as a result of this section.".

SA 1177. Ms. SNOWE (for herself, Mr. MCCAIN, Mr. BREAUX, and Ms. COLLINS) submitted an amendment intended to be proposed to amendment SA 1132 submitted by Ms. COLLINS and intended to be proposed 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:

Add before the period the following: "and insert the following:"

Notwithstanding any other provision of this Act, section 328 shall have no force or effect.

SA 1178. Mr. MCCAIN 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that treats Mexican nationals differently from Canadian nationals.

SA 1180. Mr. MCCAIN 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that treats Mexican nationals differently from Canadian nationals.

SA 1181. Mr. MCCAIN 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that treats Mexican nationals differently from Canadian nationals.

SA 1182. Mr. MCCAIN 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that imposes additional requirements on Mexican nationals not imposed on Canadian nationals.

SA 1179. Mr. MCCAIN 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that imposes additional requirements on Mexican nationals not imposed on Canadian nationals.

SA 1178. Mr. MCCAIN 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that imposes additional requirements on Mexican nationals not imposed on Canadian nationals.

SA 1184. Mr. SMITH of New Hampshire 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 the amendment add the following:

Notwithstanding any other provision of this Act, no provision of this Act shall be implemented in a manner that treats Mexican nationals differently from Canadian nationals.
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(1) the authorized amount for the national scenic areas under the Transportation Equity Act for the 21st Century of $28,848,128 for fiscal year 2002 should be available for discretionary grant award by the Secretary of Transportation; and

(2) no funds available for discretionary grant award by the Secretary of Transportation shall be directed to specific activities by Congress.

SA 1185. Mr. BOND 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, please insert:

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 review or processing of an application by a Mexican motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border until—

(1) the Federal Motor Carrier Safety Administration—

(A)(i) requires a safety review of the carrier before granting conditional and, again, before granting permanent authority to any such carrier;

(ii) requires that such safety review shall, at a minimum, include the verification of available safety performance data necessary to determine the carrier’s preparedness to comply with United States motor carrier safety rules and regulations;

(B) each such safety compliance review should take place onsite at the Mexican motor carrier’s facilities where such onsite review is necessary to ensure compliance with United States motor carrier safety rules and regulations;

(C) requires a policy whereby Federal and State inspectors randomly verify electronically the safety fitness of the licensed operators of drivers of Mexican motor carrier commercial vehicles crossing the border;

(D) gives a distinctive Department of Transportation number to each Mexican motor carrier operating beyond the commercial zone to assist inspectors in enforcing motor carrier safety regulations including hours-of-service rules under part 395 of title 49, Code of Federal Regulations;

(E) requires—

(i) inspections of all commercial vehicles of Mexican motor carriers authorized, or seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border that do not display a valid Commercial Vehicle Safety Alliance in accordance with the requirements for a Level I inspection under the criteria of the North American Standard Inspection (as defined in section 390.105 of title 49, Code of Federal Regulations), including examination of the driver, vehicle exterior and vehicle under-carriage, and

(ii) a Commercial Vehicle Safety Alliance decal to be affixed to each such commercial vehicle upon completion of the inspection required by clause (i) or a re-inspection if the vehicle fails to meet the criteria for the Level I inspection when no component parts were hidden from view and no evidence of a defect was present, and

(iii) that such decal, when affixed, expire at the end of a period of not more than 90 days, but nothing in this paragraph shall be construed to preclude the Administrator from imposing a vehicle or vehicle component being found to have a safety violation subsequent to the inspection for which the decal was affixed and from requiring such vehicle to be removed from the road;

(F) requires State inspectors who detect violations of Federal motor carrier safety laws or regulations to enforce them or notify Federal authorities of such violations;

(G) initiates a study to determine whether (i) to equip significant United States-Mexico border crossings on Federal highways with Weigh-In-Motion (WIM) systems as well as fixed scales suitable for enforcement action and (ii) to require that inspectors verify by either means that the commercial zone to assist inspectors in enforcing motor carrier safety regulations including hours-of-service rules under part 395 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;

(H) gives a distinctive United States Mexico Commercial Vehicle Safety Alliance to vehicles operating beyond United States municipalities and commercial zones on the United States-Mexico border until—

(i) inspections of all commercial vehicles of Mexican motor carriers authorized, or seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border that do not display a valid Safety Compliance Review (as defined in section 350.105 of title 49, Code of Federal Regulations) establishing minimum requirements for the certification of motor carrier safety auditors; and

(ii) requires that such safety compliance review should take place onsite at the Mexican motor carrier’s facilities where such onsite review is necessary to ensure compliance with United States motor carrier safety rules and regulations;

(iii) under sections 218(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 border;

(iv) under section 219(d) of that Act (49 U.S.C. 14901 nt.) that prohibit foreign motor carriers from leasing vehicles to another carrier to transport cargo across the United States while the lessor is subject to a suspension, restriction, or limitation on its right to operate in the United States;

(v) under section 219(a) of that Act (49 U.S.C. 14901 nt.) that prohibit foreign motor carriers from operating in the United States that is found to have operated illegally in the United States; and

(vi) under which a commercial vehicle operated by a Mexican motor carrier may not enter the United States at a border crossing unless an inspector is on duty or 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 performance test or inspection, and that explains why it will not be able to complete such rulemaking or policy, and the date by which it expects to complete such rulemaking or policy; and

(2) the Department of Transportation Inspector General reports in writing to the Committee on Transportation and Infrastructure of the Congress that he will periodically report on—

(A) all new inspector positions funded under this Act have been filled and the inspectors are fully trained;

(B) each inspector conducting on-site safety compliance reviews in Mexico consistent with the safety fitness evaluation procedures set forth in part 390 of title 49, Code of Federal Regulations, is fully trained as a safety specialist;

(C) the requirement of subparagraph (B) has been met by having 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 part 395 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 1186. Mr. BOND 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:

In lieu of the matter being proposed please insert:

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 review or processing of an application by a Mexican motor carrier for authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border until—

(1) the Federal Motor Carrier Safety Administration—

(A)(i) requires a safety review of the carrier before granting conditional and, again, before granting permanent authority to any such carrier;

(ii) requires that such safety review shall, at a minimum, include the verification of available safety performance data necessary to determine the carrier’s preparedness to comply with United States motor carrier safety rules and regulations;

(B) requires that any such decal, when affixed, exist for the fiscal year ending September 30, 2002 should be available for discretionary grant award by the Secretary of Transportation and related agencies for the determination of the appropriate number of Federal and State motor carrier inspectors for the United States-Mexico border until—

(i) inspections of all commercial vehicles of Mexican motor carriers authorized, or seeking authority to operate beyond United States municipalities and commercial zones on the United States-Mexico border that do not display a valid Commercial Vehicle Safety Alliance in accordance with the requirements for a Level I inspection under the criteria of the North American Standard Inspection (as defined in section 390.105 of title 49, Code of Federal Regulations), including examination of the driver, vehicle exterior and vehicle under-carriage, and

(ii) a Commercial Vehicle Safety Alliance decal to be affixed to each such commercial vehicle upon completion of the inspection required by clause (i) or a re-inspection if the vehicle fails to meet the criteria for the Level I inspection when no component parts were hidden from view and no evidence of a defect was present, and

(iii) that such decal, when affixed, expire at the end of a period of not more than 90 days, but nothing in this paragraph shall be
on the United States-Mexico border that do
not display a valid Commercial Vehicle Safe-
ty Alliance inspection decal or from re-
quiring that such a decal be removed when it
is determined that such vehicle has a safety
violation that requires the inspection for
which the decal was granted;
(F) requires State inspectors who detect
violations of Federal motor carrier safety
laws or regulations to enforce those require-
ments by issuing citations to motor carriers,
inspectors, and/or notifying Federal authorities of such violations;
(G) initiates a study to determine whether
(i) to equip significant United States-Mexico
border crossings with Weigh-In-Motion
(WIM) systems as well as fixed scales suit-
able for enforcement action and (ii) to re-
quire that inspectors verify by either means
the weight of each commercial vehicle enter-
ing the United States at such a crossing;
(H) the Federal Motor Carrier Safety Ad-
ministration has implemented a policy to
ensure that Mexican motor carriers will be
granted authority to operate beyond United
States municipalities and commercial zones
on the United States-Mexico border unless
that carrier provides proof of valid insurance
with an insurance company licensed in the
United States; and
(i) publishes in final form regulations or
issues policies—
(i) under section 218(b) of the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C.
31144 nt.) that establish minimum require-
ments for Mexican motor carriers, including
motor carriers, to ensure they are knowl-
edgeable about Federal safety standards,
that include the administration of a pro-
iciency examination;
(ii) under section 31148 of title 49, United
States Code, that implement measures to
improve training and provide for the certifi-
cation of motor carrier safety auditors;
(iii) under sections 218(a) and (b) of that
Act (49 U.S.C. 31133 nt.) establishing stan-
dards for the determination of the appropriate

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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 for authority to oper-
ate beyond United States municipalities and
commercial zones on the United States-Mex-
ico border until

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

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Mr. BOND submitted an amendment 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,
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SA 1187. Mr. BOND submitted an
amendment 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,
number of Federal and State motor carrier inspectors for the United States-Mexico border; and

(iv) under subsection 219(d) of that Act (49 U.S.C. 14901 nt.) that prohibit foreign motor carriers to operate beyond the United States while the lessor is subject to a suspension, restriction, or limitation on its right to operate in the United States; and

(v) subsection 219(a) of that Act (49 U.S.C. 14901 nt.) that prohibit foreign motor carriers from operating in the United States that it is bound to have operated illegally in the United States; and

(vi) under which a commercial vehicle operated by a Mexican motor carrier may not enter the United States at a border crossing unless an inspector is on duty or transmits to the Congress within 30 days of the date of enactment of this Act, a notice of the number of Federal and State motor carrier inspectors that have been fully trained; and

(b) (D) the Federal Motor Carrier Safety Administration has implemented a policy to ensure compliance with hours-of-service rules under part 395 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; and

(2) the Department of Transportation Inspector General reports in writing to the Secretary of Transportation and the Congress that he will periodically report on—

(A) all new inspector positions funded under this Act have been filled and the inspectors have been fully trained;

B) each inspector conducting on-site safety compliance reviews in Mexico consistent 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 part 395 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 Mexican-domestic motor carrier operating beyond United States municipalities and commercial zones on the United States-Mexico border.

SA 1188. Mr. ALLARD submitted an amendment intended to be proposed by him to the bill S. 1246, to respond to the continued economic crisis adversely affect American agricultural producers; which was ordered to lie on the table; as follows:

At the end of title VII, add the following:

SEC. 7. - INTERSTATE MOVEMENT OF ANIMALS FOR ANIMAL FIGHTING

(a) REMOVAL OF LIMITATION.—Section 26 of the Animal Welfare Act (7 U.S.C. 2156) is amended by striking subsection (d) and inserting in its place the following:

“(d) ACTIVITIES NOT SUBJECT TO PROHIBITION.—This section does not apply to the selling, buying, transporting, or delivery of animals in interstate or foreign commerce for any purpose or purposes, so long as those purposes do not include that of an animal fighting venture.”

(b) ENACTING DATE.—The amendment made by subsection (a) takes effect on the date that is 30 days after the date of enactment of this Act.

NOTICES OF HEARINGS/MEETINGS

COMMITTEE ON INDIAN AFFAIRS

Mr. INOUYE. Mr. President, I would like to announce that the Committee on Indian Affairs will meet on July 31, 2001, at 10 a.m. in room 485, Russell Senate Building, to conduct a business meeting on pending committee business, to be followed immediately by a hearing on Indian Health Care Improvement Act focusing on urban Indian Health Care Programs.

Those wishing additional information may contact committee staff at 202-224-2251.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON AGRICULTURE, NUTRITION, AND FORESTRY

Mr. DASCHLE. Mr. President, I ask unanimous consent that the Committee on Agriculture, Nutrition, and Forestry be authorized to meet during the session of the Senate on Thursday, July 26, 2001, at 9:45 a.m. to conduct a hearing. The committee will receive testimony on legislative proposals relating to comprehensive electricity restructuring legislation, including electricity provisions of S. 388 and S. 597, and electricity provisions contained in S. 1273 and S. 2098 of the 106th Congress.

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

COMMITTEE ON FOREIGN RELATIONS

Mr. DASCHLE. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Thursday, July 26, 2001, at 10:00 a.m. to hold a business meeting.

The Committee will consider and vote on the following agenda items:

Legislation:

S. 367, A bill to prohibit the application of certain restrictive eligibility requirements provided by the provision of assistance under part I of the Foreign Assistance Act of 1961.

Nominations:

Mr. Stuart A. Bernstein, of the District of Columbia, to be Ambassador to Jamaica.

Mr. Russell F. Freeman, of North Dakota, to be Ambassador to Belize.

Mr. Michael E. Guest, of South Carolina, to be Ambassador to the Republ.

ic of Kazakhstan.

Mr. Charles A. Heimbold, Jr., of Connecticut, to be Ambassador to Sweden.

Mr. Thomas J. Miller, of Virginia, to be Ambassador to Greece.

The Honorable Larry C. Napper, of Texas, to be Ambassador to the Republ.

ic of Kazakhstan.

Mr. Michael F. Noriega, of Kansas, to be Permanent Representative of the United States of America to the Orga.

nization of American States, with the rank of Ambassador.

Mr. Jim Nicholson, of Colorado, to be Ambassador to the Holy See.

Mr. Mercer Reynolds, of Ohio, to be Ambassador to Switzerland, and to concur in the concurrent resolution granting additional compensation as Ambassador to the Principality of Liechtenstein.