

said: Mr. Secretary, we got that from your Department.

Now the Department of Transportation says: Not quite. What they really meant was license in the sense of domesticating, having an individual in some State to be subject to service. In other words, if there is an accident and some aggrieved party wants to serve the particular—let's say Mexican truck—they have to have the State and an office and an individual to be served, subject to service that we all know about in the practice of law.

That could be corrected, as the Senator from Washington said, by amendment. True it is that, yes, Vicente Fox, the new President of Mexico, has given us hope with NAFTA. There is no doubt we have NAFTA. I opposed it as vigorously as anyone, but now we have to see that it works.

In all candor, this is the first chance I have seen that we can make it work under the new President, particularly with his Foreign Minister, Jorge Castaneda, who has taught up here in the United States. He has worked on this and I have talked to him about safety. Mexico does not really want to get embroiled in this. They are mostly interested in immigration and industry and economic expansion and everything else, and they don't want to cross wires with the United States on the matter of the Motor Carrier Safety Improvement Act Of 1999.

He said that to me several times. I understand that. Neither do we, because this is a reciprocal thing. If we required something up here in the United States that was untoward or discriminatory, they would require the same thing of us down in Mexico.

We are working this treaty out. These provisions under the Murray amendment are all in conformance with NAFTA—and are required by the U.S. motor carrier act. I can tell you that right now.

Senator MURRAY and Senator SHELBY should be commended for their thoughtful process. The President said we are going to license, and the trucks can come over January 1st. The confrontational Sabo amendment in the House said there will be no money to process applications and the trucks would not be eligible to come over. It said we are going to save money by cutting funding off for the fiscal year 2002. That doesn't get us anywhere. If we take up Representative SABO's legislative proposal, it will be another year and a half before we can address the issue. Nothing would happen until October of next year.

Everybody wants to move along on this particular score. Jimmy Hoffa testified at the hearing for this Murray amendment. We asked him about these particular amendments because we wanted to be sure it was deliberate and nondiscriminatory in the sense that it was required of the U.S. motor carrier act. That is the way it has been provided.

The Senator from New Mexico, Mr. DOMENICI, was correct in saying that

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

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

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

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

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

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

For example, the Comptroller General said:

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

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

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

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

I yield the floor.

The PRESIDING OFFICER. Who seeks recognition?

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

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

MORNING BUSINESS

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

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

ORDER OF BUSINESS

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

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

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

my caucus that there is no question that we ought to be able to do those two. Senator BYRD, the chairman of the Appropriations Committee, shares my view.

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

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

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

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

All of us have August recess plans, but we have to accomplish these four

essential items, in addition to the nominations that I want to be able to move forward and confirm before we take a vacation. I think we have a fundamental duty not only to build on what we have been able to do in the appropriations process, but also to deal with the many other additional requirements that are pending before the Senate prior to the time we leave.

So just to sum up, it is my hope, even though we are not making a lot of progress today so far on the Transportation bill, that we can complete it. I see the distinguished Chair of the subcommittee on HUD/VA on the floor. She has indicated that she knows of no significant legislative impediments to consideration of her appropriations bill. So at least those two bills will need to be addressed prior to the time we leave. And then, of course, as I said, there is the Agriculture authorization supplemental. I can't imagine that anybody would want to hold it up or want to delay its implementation. As I have noted, the House has already acted. It would be our hope and expectation that we cannot only act but that we can work out our differences with the House in time to assure that this bill is sent to the President before we leave. If we fail to do that, of course, we then fail to allocate the \$5.5 billion committed to emergency agricultural spending in the budget.

The Export Administration Act, of course, is also something we need to consider. I see the Chair of the Banking Committee, whose jurisdiction it is, and he has indicated as well his desire to cooperate and move forward in a bipartisan way to ensure that we attain that goal.

So we have a lot of work to do in 2 weeks. I expect we are going to stay in late Tuesday, Wednesday, and Thursday nights. I think it is important for us to make full use of this week, and we will be doing so. If I am required to file cloture on Transportation by the end of the day, I will do so. I am withholding that at this point because I hope that some accommodation can be reached on a vote on whatever amendments may be offered on Mexican trucking. But we have to get on with our work. We simply can't afford these long delays throughout the week.

IN MEMORY OF OFFICERS GIBSON AND CHESTNUT

Mr. DASCHLE. Mr. President, in about 1 minute we will be observing a moment of silence in memory of Officers Gibson and Chestnut.

As my colleagues will recall, it was 3 years ago to the minute these unfortunate and tragic deaths occurred. I ask at the appropriate time, which is now, that we observe a moment of silence.

(The Senate observed a moment of silence.)

Mr. DASCHLE. Mr. President, I appreciate my colleagues' and everyone's attention. If I may say for a moment, I remember this day 3 years ago as if it

occurred just yesterday. I did not know Officers Gibson and Chestnut personally, but I knew them, and as we all recognize, we take for granted all too often the tremendous service provided to us by our police and by those who guard our security each and every day.

The loss of life under circumstances such as this is all the more tragic when you appreciate their dedication to public service, their commitment to our good health and security, and the recognition that their families still grieve their loss.

I know I speak on behalf of the entire Senate in wishing the families of Detective Gibson and Officer Chestnut our very best and most heartfelt wishes and recognition, once again, of their tremendous dedication to public service and their commitment to us and to all those who survive and continue to work each and every day, in keeping with the spirit and dedication that they so ably demonstrated.

Mr. LEAHY. Will the distinguished leader yield?

Mr. DASCHLE. I will be happy to yield.

Mr. LEAHY. Mr. President, I associate myself with the words of our distinguished leader. I came over to the Senate for the express purpose of this moment.

Like the distinguished leader, I recall this tragedy. I had just arrived in Vermont on that day, and I recall when the police officers in the airport said: Senator, have you heard what happened? Any of us who has served in law enforcement has a sense of what goes through everybody's mind.

I thought of Officer Chestnut who just a few days before as I was going through the door stopped me and said my wife had just gone through. We were at some event up here. I do not even remember now what the event was. He said: I sent your wife on up. He said as a joke: You must be late because you are behind her. That is a family thing.

Detective Gibson traveled with different groups I had been with when we had hearings outside Washington and had gone with Senators on different events. A lot of times we were around when there would be dignitaries up here, and he would recognize the different Senators. It was always the same thing: He would see us or a family member: Here, come on through; and he would take care of us.

It can sometimes be very easy to take for granted the law enforcement around the Capitol. There is a significant law enforcement presence. It is, as the distinguished leader said, like family. We see them and are with them, and yet when something such as this happens, you realize they are the line of defense between us and that tiny, tiny, tiny fraction of people in this country who would do injury, not to us individually but to really the symbols of our Government.

I thank the distinguished leader for his words. I know they are words that