

supported by the National League for Democracy. These restrictions must remain until Burma embarks on a true path of reconciliation—a process that must include the NLD and Burmese ethnic minorities.

The picture today in Burma is tragically clear. So long as a band of thugs rules Burma, its people will never be free. They will remain mired in poverty and suffering, cut off from the world, with only their indomitable spirit to keep them moving forward. With our action today, we will support this spirit.

Mr. BROWNBACK. Mr. President, I rise with several of my colleagues to speak about the importance of the renewal of the Burma sanctions. I also wish to speak candidly about the Burmese Military Junta's continued oppression of their people through rape, torture and other severe human rights abuses.

As the world's only imprisoned Nobel Peace Prize recipient, Aung San Suu Kyi continues to inspire the democracy movement and seek support for their peaceful cause. It has been reported that the National League for Democracy has collected more than 300,000 signatures on a petition calling for change in the country. Those who sign are actively putting their lives in danger by publicly stating that they seek democratic change and some 1,400 political prisoners are locked up for supporting human rights and democracy.

The human rights abuses in Burma continue daily against ethnic minorities, political activists and others who simply suffer as innocent bystanders. A 2002 Human Rights Watch report found that Burma has nearly 70,000 child soldiers in its army, more than any other country in the world. Up to 2 million people have been forced to flee the country as refugees and migrants and the burning of villages continues in eastern Burma, especially in the Karen and Karenni states. Last year I drew to your attention a report titled "Shattering Silences", in which the Karen Women's Organization carefully investigated and recorded the Burmese military regime's use of rape as a weapon of war against ethnic minority women, revealing a shockingly brutal and callous practice.

For the past two years, I have joined my colleagues in reauthorizing the Burmese Freedom and Democracy Act, which bans mainly textile and garment imports from Burma. When I chaired the East Asia and Pacific Subcommittee I held a hearing on this very subject. In that hearing I spoke about the importance of a multilateral isolation policy. I urge my colleagues to consider the strides that have been made in just two years of promoting such a policy.

In a major and important move, the European Union, in October 2004, followed the lead of the United States and significantly strengthened its sanctions on Burma, including a ban on investments in enterprises of the ruling

regime and a strengthened visa ban. The EU also pledged to join the United States in opposing loans to Burma's regime from the International Monetary Fund and World Bank. The European Parliament passed a resolution calling "on the UN Security Council to address the situation in Burma as a matter of urgency." Additionally, 289 members of the British parliament tabled a motion calling on the UN Security Council to address the situation in Burma.

After both houses of Congress passed resolutions in October 2004 calling on the UN Security Council to address the situation in Burma, the parliament of Australia followed suit. The Australian motion called on the government to, "support the Burmese National League for Democracy's call for the UN Security Council to convene a special session to consider what further measures the UN can take to encourage democratic reform and respect for human rights in Burma."

Support at the United Nations is growing as well. Burma was one of only a few countries on which resolutions were passed by the United Nations Commission on Human Rights. This was led by the European Union with strong support from the United States as well as support from Japan. The resolution strongly condemned what it called "the systematic ongoing violation of human rights" in Burma.

There has been unprecedented action on Burma within ASEAN. Whereas in the past ASEAN refused to even comment on what it deemed Burma's "internal affairs", many members of the organization are now publicly pressuring Burma to step aside as the chair of the association in 2006.

The tough approach maintained by the United States towards Burma, including import sanctions and a possible boycott of 2006 meetings, is for the first time encouraging many Asian nations to rethink whether the Burmese regime should assume the rotating chairmanship. There is widespread belief within the leadership of ASEAN countries that Burma has failed to deliver on its promises to the region.

In all of the above-mentioned instances, the strong stand of the United States has influenced countries around the world. The movement at the EU, UN, and within ASEAN is unprecedented. We must keep up the tough pressure by the United States.

I urge my colleagues to reauthorize the sanctions as a strong and clear signal that the United States will not support this brutal regime and their continued oppression of activists and minorities.

## SUBMITTED RESOLUTIONS

SENATE RESOLUTION 135—CONGRATULATING THE NATIONAL ASPHALT PAVEMENT ASSOCIATION ON ITS 50TH ANNIVERSARY AND RECOGNIZING THE CONTRIBUTIONS OF MEMBERS OF THE ASSOCIATION TO THE UNITED STATES

Mr. INHOFE (for himself, Mr. BOND, Mr. BAUCUS, and Mr. JEFFORDS) submitted the following resolution; which was considered and agreed to:

S. RES. 135

Whereas in 2005, the National Asphalt Pavement Association (incorporated on May 17, 1955, as the National Bituminous Concrete Association) celebrates its 50th anniversary;

Whereas the members of the National Asphalt Pavement Association play a key role in strengthening the economy of the United States and promoting the mobility of citizens of the United States by providing hot-mix asphalt used in the construction of the 41,000-mile Interstate Highway System and other highways, streets, roads, parking lots, and airports;

Whereas the National Asphalt Pavement Association has focused on continually improving the quality of asphalt pavement by establishing a quality improvement program;

Whereas the National Asphalt Pavement Association has facilitated technology transfer and advanced new asphalt pavement technologies through partnerships, scanning tours, publications, and presentations;

Whereas the National Asphalt Pavement Association, through members of the Association, has fostered and encouraged young people to pursue careers in civil engineering by establishing the National Asphalt Pavement Association Research and Education Foundation to provide scholarships, sponsor educational exhibitions, and fund research of national significance relating to hot-mix asphalt;

Whereas the National Asphalt Pavement Association, through members of the Association, endowed the National Center for Asphalt Technology, the world's premier institution for asphalt research, and continues to fund the activities of the Center; and

Whereas the National Asphalt Pavement Association will continue to contribute to research to ensure that the Interstate Highway System will be designed and constructed for perpetual use in order to meet the growing economic and national security needs of the United States: Now, therefore, be it

*Resolved*, That the Senate—

(1) congratulates the National Asphalt Pavement Association on its 50th anniversary; and

(2) recognizes and celebrates the achievements of the members of the National Asphalt Pavement Association for their contributions to the economic well-being of the citizens of the United States.

SENATE CONCURRENT RESOLUTION 31—TO CORRECT THE ENROLLMENT OF H.R. 1268

Mrs. HUTCHISON submitted the following concurrent resolution; which was considered and agreed to:

S. CON. RES. 31

*Resolved by the Senate (the House of Representatives concurring)*, That in the enrollment of H.R. 1268, an Act making emergency

supplemental appropriations for the fiscal year ending September 30, 2005, and for other purposes, the Clerk of the House of Representatives is hereby authorized and directed to correct section 502 of title V of division B so that clause (ii) of section 106(d)(2)(B) of the American Competitiveness in the Twenty-first Century Act of 2000 (Public Law 106-313; 8 U.S.C. 1153 note), as amended by such section 502, reads as follows:

“(ii) MAXIMUM.—The total number of visas made available under paragraph (1) from unused visas from the fiscal years 2001 through 2004 may not exceed 50,000.”.

#### AMENDMENTS SUBMITTED AND PROPOSED

SA 606. Mr. CORZINE (for himself and Mr. LAUTENBERG) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table.

SA 607. Mrs. HUTCHISON (for herself, Mr. NELSON of Nebraska, Mr. BURNS, Mr. PRYOR, and Mr. SHELBY) submitted an amendment intended to be proposed by her to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 608. Mr. BURNS submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 609. Mr. DEWINE (for himself and Mr. DORGAN) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 610. Mr. FEINGOLD (for himself and Mr. LEAHY) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 611. Mr. ALLEN (for himself and Mr. ENSIGN) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 612. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 613. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 614. Mr. REID submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 615. Mr. SCHUMER (for himself, Mr. KENNEDY, Mrs. CLINTON, and Mr. LEVIN) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 616. Mrs. CLINTON (for herself, Mr. SCHUMER, Mr. CRAIG, and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 605 proposed by Mr. INHOFE to the bill H.R. 3, supra; which was ordered to lie on the table.

SA 617. Mrs. HUTCHISON (for herself, Mr. NELSON, of Nebraska, Mr. BURNS, Mr. SHELBY, Mr. PRYOR, and Mr. GRAHAM) proposed an amendment to amendment SA 605 proposed by Mr. INHOFE to the bill H.R. 3, supra.

SA 618. Mr. HARKIN (for himself, Mr. KENNEDY, Mr. OBAMA, and Mr. CARPER) submitted an amendment intended to be proposed by him to the bill H.R. 3, supra; which was ordered to lie on the table.

#### TEXT OF AMENDMENTS— (CORRECTION)

SA 605. On page S4748 of the RECORD of May 9, 2005, Vol. 151, No. 59, correct

the amount shown under “(c) MAJOR CAPITAL INVESTMENT GRANTS.—There are authorized to be appropriated to carry out section 5309(i)(2)(A)—“(3). . .” to read “\$1,697,663,000 for fiscal year 2008; and . . .”

#### TEXT OF AMENDMENTS

SA 606. Mr. CORZINE (for himself and Mr. LAUTENBERG) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

After section 1703, insert the following:

##### SEC. 17. LETTING OF CONTRACTS.

Section 112 of title 23, United States Code, is amended by adding at the end the following:

“(g) EFFECT OF SECTION.—Nothing in this section prohibits a State from enacting a law or issuing an order that limits the amount that an individual that is a party to a contract with a State agency under this section may contribute to a political campaign.”.

At the end of subtitle G in title I, add the following:

##### SEC. 17. DUTIES OF THE SECRETARY OF TRANSPORTATION.

Section 5323(h) of title 49, United States Code, is amended—

(1) by redesignating paragraphs (1) and (2) as subparagraphs (A) and (B), respectively, and identifying appropriately;

(2) by striking “A grant or loan” and inserting the following:

“(1) IN GENERAL.—A grant or loan”; and

(3) by adding at the end the following:

“(2) PROCUREMENT REQUIREMENTS.—The enactment of a law or issuance of an order by a State that limits the amount of money that may be contributed to a political campaign by an individual doing business with a grantee shall be considered to be in accordance with Federal competitive procurement requirements.”.

SA 607. Mrs. HUTCHISON (for herself, Mr. NELSON of Nebraska, Mr. BURNS, Mr. PRYOR, and Mr. SHELBY) submitted an amendment intended to be proposed by her to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 1609(a) and insert the following:

(a) INTERSTATE SYSTEM RECONSTRUCTION AND REHABILITATION PILOT PROGRAM.—Section 1216(b) of the Transportation Equity Act for the 21st Century (23 U.S.C. 129 note; 112 Stat. 212) is repealed.

SA 608. Mr. BURNS submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

##### SEC. . GRANT PROGRAM FOR COMMERCIAL DRIVER TRAINING.

(a) ESTABLISHMENT.—The Secretary of Transportation shall establish a program for

making grants to commercial driver training schools and programs for the purpose of providing financial assistance to entry level drivers of commercial vehicles (as defined in section 31301 of title 49, United States Code).

(b) FEDERAL SHARE.—The Federal share of the cost for which a grant is made under this section shall be 80 percent.

(c) FUNDING.—There are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for the purpose of carrying out this section \$5,000,000 for each of the fiscal years 2006 through 2009.

SA 609. Mr. DEWINE (for himself and Mr. DORGAN) submitted an amendment intended to be proposed by him to the bill H.R. 3, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

##### SEC. . PRESIDENTIAL COMMISSION ON ALCOHOL-IMPAIRED DRIVING.

(a) FINDINGS.—Congress finds that—

(1) there has been considerable progress over the past 25 years in reducing the number and rate of alcohol-related highway fatalities;

(2) the National Highway Traffic Safety Administration projects that fatalities in alcohol-related crashes declined in 2004 for the second year in a row;

(3) in spite of this progress, an estimated 16,654 Americans died in 2004, in alcohol-related crashes;

(4) these fatalities comprise 39 percent of the annual total of highway fatalities;

(5) about 250,000 are injured each year in alcohol-related crashes;

(6) the past 2 years of decreasing alcohol-related fatalities follows a 3-year increase;

(7) drunk driving is the Nation’s most frequently committed violent crime;

(8) the annual cost of alcohol-related crashes is over \$100,000,000,000, including \$9,000,000,000 in costs to employers;

(9) a Presidential Commission on Drunk Driving in 1982 and 1983 helped to lead to substantial progress on this issue; and

(10) these facts point to the need to renew the national commitment to preventing these deaths and injuries.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that, in an effort to further change the culture of alcohol impaired driving on our Nation’s highways, the President should consider establishing a Presidential Commission on Alcohol-Impaired Driving—

(1) comprised of—

(A) representatives of State and local governments, including state legislators;

(B) law enforcement;

(C) traffic safety experts, including researchers;

(D) victims of alcohol-related crashes;

(E) affected industries, including the alcohol, insurance, and auto industries;

(F) the business community;

(G) labor;

(H) the medical community;

(I) public health; and

(J) Members of Congress; and

(2) that not later than September 30, 2006, would—

(A) conduct a full examination of alcohol-impaired driving issues; and

(B) make recommendations for a broad range of policy and program changes that would serve to further reduce the level of deaths and injuries caused by drunk driving.