INSPASS or CANPASS. Enrollment in these programs is voluntary. Making it a mandatory requirement would become a major impediment to cross border mobility for millions of American and Canadian travellers. Our reading of Section 104 of the Act does not lead us to such a conclusion. I would therefore also appreciate your confirmation that it was not Congress's intention to require all Canadians, travelling to the U.S. by September 30, 1999, to hold such a card.

Thank you in advance for your cooperation on these matters.

Yours sincerely,

RAYMOND CHRÉTIEN,
Ambassador.

Mr. ABRAHAM. Unfortunately, the INS appears to maintain, regardless of the intention, that the law clearly calls for a record of every entry and departure by noncitizens entering or departing the United States. I will be sending a letter to INS Commissioner Doris Meissner to ask how the agency interprets section 110, how the agency plans to implement the law, and how we might work together to remedy what I see as an enormous problem on the horizon.

Bumper-to-bumper traffic is not an unusual occurrence in many parts of the country, whether its a morning or afternoon commute or a trip to a football game. This also occurs every day at already busy border crossing points. But imagine if you will, the traffic nightmare of back-up for miles and miles that would result from implementing this new provision at all U.S. border crossings. Under the section 110 statute, every Canadian citizen and American permanent resident must present a visa or proper immigration form to border inspectors. In 1996 alone, over 116 million people entered the United States by land from Canada. Similarly, over 52 million Canadian residents and United States permanent residents entered Canada last year. The new provision would require a stop on the U.S. side to record the exit of each person in every car. That's more than 140,000 every day; 6,000 every hour; 100 every minute. And that is just when you exit the United States. Those person entering the United States from Canada will also confront a similar circumstance. These delays will affect American citizens alike.

Now imagine the economic impact of such a policy. The free flow of goods and services that are exchanged every day through the United States and Canada has provided both countries with enormous economic benefits. Together, trade and tourism between the two nations is worth a billion dollars a day for the United States, and Canada is the United States' largest trading partner. The State of Michigan is an important beneficiary of this longstanding close relationship. The Ambassador Bridge in Detroit is the largest land border crossing point in North America. The United States automobile industry conducts $300 million worth of trade with Canada every day. Michigan, and Detroit in particular, would be severely impacted by excessive delays that would surely arise if truckers were forced to show a visa or fill out immigration forms at each port of entry. New just-in-time delivery methods have made United States-Canadian border crossings integral parts of our automobile assembly lines. A delivery of parts delayed by as little as 20 minutes can cause expensive assembly line shutdowns.

Tourism is another industry that would surely be affected by the implementation of section 110. Suddenly, people in Windsor, Canada, who thought they'd head to Detroit for a Tiger's baseball game or Red Wing's hockey game think again and stay home—with their money. In fact, this provision would force all Canadian residents who visit their family and friends in America to obtain a visa or obtain other immigration forms. It is for these reasons that we have twice rebuffed previous attempts in the Senate to impose a tax on border crossings.

Mr. President, our borders are already crowded. In 1993, nearly 9 million people traveled over the Ambassador Bridge I referred to earlier, 6.4 million traveled through the Detroit-Windsor tunnel, and approximately 6.1 million crossed the Blue Water Bridge in Port Huron. Think what it would mean to load them down with paperwork and fee payments. Optimistically, the new controls might take an extra 2 minutes per border crosser to fulfill. That is almost 17 hours of delay for every hour's worth of traffic. It's just not practical, and we must act to prevent it from happening.

As chairman of the Senate Subcommittee on Immigration, I intend to hold hearings in both Michigan and Washington to learn more of the impact of section 110. I am certain these proceedings will be useful in determining how to clarify the act and make the case to my colleagues that we must remedy this situation.

The illegal immigration law passed last year focused on those persons who enter our Nation illegally, not those who come here legally to make a better life for themselves and their families—let alone those who visit family here on a regular basis or help carry out our crucial, ongoing trade with Canada. I should also note that Canadians have not historically presented significant illegal immigration problems and that I appreciate very much the unique and close relationship Americans and Canadians share. Section 110 will not go into effect until September 1998. In the meantime, it is my hope that Congress will take the time to closely consider the problems I have outlined and conform the act to reflect current policy and our special relationship with Canada.

Mr. President, I yield the floor. I suggest the absence after quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

TREASURY, POSTAL SERVICE, AND GENERAL GOVERNMENT APPROPRIATIONS ACT, 1998—CONFERENCE REPORT

The Senate continued with the consideration of the conference report.

Mr. CAMPBELL. Mr. President, given that there are no further Senators seeking recognition, I yield my time.

Mr. KOHL. I yield my time.

The PRESIDING OFFICER. All time has expired.

Mr. CAMPBELL. Mr. President, I urge the Senate to adopt the conference report for H.R. 2378, and ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

The PRESIDING OFFICER (Mr. FRIST). The question is on agreeing to the conference report. On this question, the yeas and nays have been ordered, and the clerk will the role.

The assistant legislative clerk called the roll.

The result was announced—yeas 55, nays 45, as follows:

[Rollcall Vote No. 264 Leg.]

YEAS—55

Akaka	Glenn	Mack
Bennett	Gorton	McConnell
Biden	Graham	Mikulski
Bingaman	Hagel	Moynihan
Breaux	Harkin	Murkowski
Bumpers	Hatch	Nickles
Byrd	Hutchison	Reed
Campbell	Inhofe	Robb
Chafee	Inouye	Rockefeller
Coats	Jeffords	Roth
Cochran	Kempthorne	Sarbanes
Conrad	Kennedy	Smith (OR)
Craig	Kerry	Stevens
Daschle	Kohl	Thompson
Domenici	Landrieu	Thurmond
Dorgan	Levin	Torricelli
Durbin	Lieberman	Warner
Feinstein	Lott	
Ford	Lugar	

NAYS—45

Abraham	Enzi	Leahy
Allard	Faircloth	McCain
Ashcroft	Feingold	Moseley-Braun
Baucus	Frist	Murray
Bond	Gramm	Reid
Boxer	Grams	Roberts
Brownback	Grassley	Santorum
Bryan	Gregg	Sessions
Burns	Helms	Shelby
Cleland	Hollings	Smith (NH)
Collins	Hutchinson	Snowe
Coverdell	Johnson	Specter
D'Amato	Kerrey	Thomas
DeWine	Kyl	Wellstone
Dodd	Lautenberg	Wyden

The conference report was agreed to.

Mr. CAMPBELL. Mr. President, I move to reconsider the vote.

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

The motion to lay on the table was agreed to.

The PRESIDING OFFICER. The Senator from Virginia.