

This is a man who took the time to learn the names of the men and women who work here in the Capitol and in the Senate office buildings.

In fact, his staff allots extra time for him to get to the Senate floor to vote because they know he will stop and talk to people on the way.

During the memorial ceremony in the Capitol Rotunda for our two officers who lost their lives protecting this building, Senator KEMPTHORNE noticed that the son of one of the officers, overwhelmed by emotion, suddenly left the room.

DIRK followed him, and spent a half-hour alone with him, away from the cameras. The public doesn't see those things, but that's the kind of concern we expect from him.

His willingness to share credit gave us our Unfunded Mandates Act and reauthorization of the Safe Drinking Water Law. And his eye for detail and pride in his own home State led to the transformation of that long, sterile corridor between the Capitol and the Dirksen and Hart office buildings.

Now, as tourists ride the space-age mechanized subway, they enjoy the display of State flags and seals that form a patriotic parade. It delights the eye and lifts the spirit.

If you've ever visited Idaho, known its people, and seen its scenic wonders, you don't have to wonder why he's leaving us early.

You wonder, instead, why he ever left.

Years ago, he explained his future this way: That he would know when it was time to leave the Senate when he stopped asking "why" and started saying "because."

We're going to miss him and Patricia, and no one needs to ask "why." Even so, we know the Governor will be forceful spokesman on the Hill for all the governors.

They could not have a better representative. The Senate could not have a better exemplar. We could not have a better friend.

Mr. President, I would also like to pay tribute to two members of my Senate team who plan to leave us by the end of the year.

As our Sergeant at Arms, Greg Casey holds one of the Senate's highest positions of trust and authority. It is an awesome job, overseeing the hundreds of employees who keep the Capitol in operation.

There is also a ceremonial component to the position of Sergeant at Arms, and Greg has performed in that role admirably well.

But behind the formalities lie enormous operational responsibilities. It is not a job for the weak of will. Greg's performance has set, for all future occupants of his office, a new standard of energy, efficiency, and spirit.

By recognizing hard work and achievement at all levels, he has led the entire Capitol work force to become more professional, more modern, and more team-oriented.

Before appointing him Sergeant at Arms, I had the benefit of his managerial skills as administrative officer to the Majority Leader.

He helped me reassemble the office after Senator Dole moved on to other efforts. And before that, he had served for years as Chief of Staff to Senator LARRY CRAIG of Idaho.

That was a natural fit, for Greg is a classic Idahoan, like his State's two Senators, to whom he has been close since his college days. He is a doer, not a talker, and is undaunted by the challenges from which others shrink. He has done a great job for me, for the Senate, and for his country.

One of his chief concerns has been the security of the Capitol.

Even before the tragic events of last July, he had begun to enhance the safety of those who visit, and those who work in, this building.

We thank Julia, his wife, and their little boy, Greg Jr., for their sacrifice of the family time that means so much to them. And we share their happiness that they will now have more time together.

The second member of my team who will be leaving in the near future is Steve Seale, legal counsel to the Majority Leader.

Steve came to Washington a little more than two years ago at my request—and gave up a seat in the Mississippi Senate to do so. Even more of a sacrifice was moving, with Miriam and their two little girls, Caitlin and Elise, from their home in Hattiesburg to the wilds of Northern Virginia.

He has poured his heart into what can be a thankless task: guarding every line of the law, while telling those in authority what they cannot do.

In official Washington today, no one needs to be reminded of how important those functions are.

Steve has handled an array of judicial, legal, and constitutional issues for me; and I have not been alone in relying on his counsel.

I have deeply appreciated his loyalty, but I have valued even more his willingness to put the law—in all its complexity and with all its restrictions and limitations—before all else, including the convenience of person or of party.

Displayed on his desk is a hand-written note from his two daughters, which, with certain adjustments in spelling, reads like this: "Dear Dad, come home for hugs and kisses."

The Senate cannot beat that offer, and I do not begrudge Steve the opportunity to put family first. Indeed, many Members of Congress will envy him.

There is a saying among persons who have been on my staff, all the way back to my early days in the House of Representatives.

They say that, once you have worked for LOTT, you always work for LOTT.

I take that as a compliment, and I'm taking this occasion to let Steve know that, in his case, it is going to apply for a long, long time.

Mr. President, before we turn to other business, I should offer one final tribute.

When the American people tune in to our televised proceedings, they often see, here beside me or elsewhere on the Senate floor, a lovely young woman, tall, blonde, and beautiful. Her name is Alison Carroll McSlarrow.

What they cannot see is that she is smart, hard-working, savvy, dedicated, principled, caring, ingenious—a master of our legislative process, expert in our Senate rules, an astute advisor, and a persistent voice of conscience to do the right thing.

She came to the Senate after teaching grade school. That experience both reflected and strengthened her interest in children. It helps to explain her opposition to the destructive policies that have for so long dominated federal education programs.

As legislative assistant to Senator DAN COATS, as a Republican staffer in the Labor and Human Resources Committee—and as my chief floor assistant when I was the Majority Whip, she has had a major impact, not only on the processes we follow, but on the policies we have advanced.

Indeed, her determination to protect the health care of the American family had a great deal to do with the defeat of the President's plan to bring that sector of the economy under government control.

For the last two and a half years, she has been my deputy chief of staff. I have relied upon her for everything from vote counts to policy analysis, from parliamentary tactics to legislative strategy.

In her office hangs a framed series of photographs, taken when she was seated next to me here. As I made some expansive gesture, I somehow knocked her in the head.

Her composure never changed; mine did. She remained the consummate professional, doing her job above all else.

Before the 106th Congress assembles in January, Alison and her husband, Kyle, Senator COVERDELL's chief of staff, will have moved to Arizona, where he will be working for former Vice President Dan Quayle. It is hard to imagine my office without her.

I will miss her expertise, of course, and the way she stands up to me more than anyone else on my staff. I will miss her good humor and her idealism. And the Senate will miss her more than I can say.

She leaves with our gratitude, our admiration, and our love.

TRIBUTE TO STAFF

Mr. LOTT. Mr. President, I have to recognize some of my own staff members. Alison Carroll McSlarrow has been my deputy Chief of Staff for the past couple of years. She has done a wonderful job. I have tried to talk her out of getting married and then out of moving to Arizona. But Kyle

McSarrow, who worked with me a while, and now works with Senator COVERDELL, swept her off her feet and now off to Arizona. I will never quite get over what he has done to me. They are a great and wonderful couple. Alison has come to be one of my most trusted aides. She is so competent. I have always been able to rely on her. I will miss her tremendously. I wanted to have an expression of my appreciation in the RECORD for her.

My counsel, Steve Seale, will be going downtown to work with a law firm, which will remain nameless for now. He is a close friend from my own State of Mississippi. He was a naval officer and he was a State Senator and had an outstanding law practice. He left that to come and work for me over the past 3 years. He has done an outstanding job. I wish him the very best in the future.

Last but not least, I want to especially recognize our Sergeant at Arms, Gregg Casey. Gregg had worked for, of course, our policy chairman, LARRY CRAIG. He did a great job with him as Chief of Staff. He is a very close friend of DIRK KEMPTHORNE, the other Senator from Idaho. He came to my aid when I became majority leader to try to help me get my office organized, as I was putting 3 separate staffs into one. He has a real talent for organization and getting an office set up where it can be administered properly. I had another emergency on my hands. We had a need for a new Sergeant at Arms and he agreed to not go back with Senator CRAIG and go into this position of Sergeant at Arms. Over the past 2, 2½ years, he has done a great job in my Senate office and as Sergeant at Arms. It has been difficult in many respects because there were problems that needed to be dealt with. He stepped up to the task.

Of course, we had the very trying experience when we had two of our own security people here in the Capitol killed. That week, I'm sure, is one that has been indelibly marked in Gregg Casey's mind—the horror of it and all that went on. Actually, through it all, a family atmosphere came out of it, and everybody felt a closeness. He did a great job in the aftermath of that and provided real leadership. I know he is going to have many great opportunities in the future. I thank Gregg Casey for a job well done as Sergeant at Arms. This place is better because of the service he has given.

THE NATIONAL SALVAGE MOTOR VEHICLE CONSUMER PROTECTION ACT OF 1998

Mr. LOTT. Mr. President, I am very disappointed that there was an objection to the final passage of the National Salvage Motor Vehicle Act of 1998. This bipartisan consumer measure would have combated the growing and costly fraud of selling rebuilt salvage vehicles as undamaged used cars. This small, but important package would

have saved consumers and automobile dealers more than \$4 billion annually and would have kept millions of structurally unsafe vehicles off America's roads and highways.

As my colleagues are aware, the practice of selling salvage vehicles without disclosing their damage history has become a serious national problem—aided by titling requirements that vary from state to state. A significant number of our colleagues in this chamber recognized that the status quo simply is not working. Something needed to be done to protect used car buyers and automobile dealers all across America from title washing. This Congress took action to quell this anti-consumer plague that has preyed on unsuspecting victims for far too long. Unfortunately, the Administration killed this much needed consumer protection measure.

Mr. President, the House of Representatives, under the stewardship of Chairman TOM BLILEY of the House Commerce Committee, and Congressman RICK WHITE, the author of the House companion bill, passed most of the Senate's legislation on October 10 with bipartisan support. The House wisely chose to exclude a federal overlay system in addition to existing state branding procedures. This duplicative approach was strongly opposed by the American Association of Motor Vehicle Administrators which represents the very people who would administer the provisions of any auto salvage legislation.

Removing the proposed federal overlay was not taken lightly. The House took a serious look at a recent letter from the AAMVA which strongly objected to the concept of dual federal and state branding systems. Based on its analysis, the House concluded that the proposed federal overlay scheme would have created greater consumer confusion instead of achieving the legislation's intended purpose of enhancing information disclosure. At this time Mr. President, I ask unanimous consent to have printed in the RECORD the October 5, 1998 letter from the American Association of Motor Vehicle Administrators to House Commerce Committee Chairman TOM BLILEY.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

AMERICAN ASSOCIATION OF
MOTOR VEHICLE ADMINISTRATORS,
Arlington, VA, October 5, 1998.

Hon. TOM BLILEY,
Chairman, House Commerce Committee, Rayburn House Office Building, Washington, DC.

DEAR CHAIRMAN BLILEY: On October 2, the Senate passed Bill 852, the National Motor Vehicle Safety, Anti-Theft, Title Reform, and Consumer Protection Act of 1997. Senate 852 incorporates the Levin amendment, which specifies a federal overlay of salvage terms and procedures. Under the federal overlay approach, a state which chooses to adopt the federal standards is free to also retain its current, inconsistent definitions and procedures with respect to salvage vehicles.

We understand that the bill will now be considered by the House/Senate Conference

Committee. We believe that the federal overlay approach is unacceptable for three reasons:

1. It undercuts the important objective of uniformity in the handling of salvage vehicles;

2. Since participation in the federal standards is entirely voluntary for the states, the federal overlay approach serves no useful purpose, while undercutting the important goals of the bill; and

3. It creates an unworkable system.

Therefore, we request that the federal overlay system be stricken from the final bill so that the bill can achieve the important objectives which Congress, motor vehicle administrators, law enforcement, dealers and others have long worked toward. Even without the Levin amendment, Senate 852 already contains substantial compromises that address the concerns of proponents of the Levin amendment.

Specifically, the federal overlay approach creates problems including:

LACK OF UNIFORMITY

The federal overlay approach completely destroys the primary goal of the legislation: to move toward uniformity of definitions and procedures with respect to salvage vehicles. Such uniformity was the most fundamental of the recommendations of the Motor Vehicle Titling, Registration and Salvage Advisory Committee. In making this recommendation, the Advisory Committee was, in part, addressing Congress' mandate in the Anti Car Theft Act of 1992, which directed the Advisory Committee to "include an examination of the extent to which the absence of uniformity and integration of State laws regulating vehicle titling and registration and salvage of used vehicles allows enterprising criminals to find the weakest link to 'wash' the stolen character of the vehicle."

During the advisory committee's deliberations, it was estimated that there were approximately 65 different words and symbols used in the states to designate salvage and other damaged vehicles, a jumble of terms creating problems for motor vehicle administrators, law enforcement and the consumers they both serve. Rather than moving us toward uniformity, the federal overlay approach raises the specter of actually adding to these 65 terms and symbols.

LACK OF BENEFIT

The federal overlay approach is particularly disturbing in that, given constitutional constraints, participation in the federal standards is voluntary for the states. Since there is no mandate on the states and since a state has to voluntarily adopt the federal standards in order to be affected by them, it is especially troubling that Congress would set up a system in which a state would have two inconsistent programs in place.

PRACTICAL CONCERNS

In our view, the federal overlay poses an unworkable and unrealistic result. Some examples of these problems are as follows:

1. Because the federal definition and the state definition would not be the same, a vehicle could meet the federal definition but not the state definition, or could meet the state definition and not the federal definition. In such a common circumstance, what is the consumer to understand from a title which tells him or her "this vehicle is federal salvage but not state salvage" or "this vehicle is not federal salvage but is state salvage"?

2. If a vehicle is both federal salvage and state salvage, which procedures are to apply? These procedures include application, reporting timeframes, inspection, disclosures, branding, etc. and will, in almost all cases, be different under the federal standards than under the state standards.