

forward in such a timely manner; and we are deeply appreciative, and we thank you so much.

Madam Speaker, I yield back the balance of my time.

Mr. GEKAS. Madam Speaker, I yield myself such time as I might consume only to allow the RECORD to reflect that we also appreciate the efforts of the gentleman from New York (Mr. NADLER), the ranking minority member on our committee, who helped to shepherd this whole issue to both the hearing stage in our subcommittee and to the point where we now seek the final approval of the Congress of the compact in question, and also to David Lachman and to other staff members, some of whom are better known than others to us, but nevertheless to whom we are all grateful.

Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. EMERSON). The question is on the motion offered by the gentleman from Pennsylvania (Mr. GEKAS) that the House suspend the rules and pass the joint resolution, H.J. Res. 62.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the joint resolution was passed.

A motion to reconsider was laid on the table.

APPOINTMENT OF CONFEREES ON
H.R. 2084, DEPARTMENT OF
TRANSPORTATION AND RELATED
AGENCIES APPROPRIATIONS
ACT, 2000

Mr. WOLF. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 2084) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 2000, and for other purposes, with a Senate amendment thereto, disagree to the Senate amendment, and agree to the conference asked by the Senate.

The SPEAKER pro tempore (Mr. LINDER). Is there objection to the request of the gentleman from Virginia?

There was no objection.

MOTION TO INSTRUCT OFFERED BY MR. SABO

Mr. SABO. Mr. Speaker, I offer a motion to instruct conferees.

The Clerk read as follows:

Mr. SABO moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the bill, H.R. 2084, be instructed to provide maximum funding, within the scope of conference, for the functions and operations of the Office of Motor Carriers.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Minnesota (Mr. SABO) and the gentleman from Virginia (Mr. WOLF) each will be recognized for 30 minutes.

The Chair recognizes the gentleman from Minnesota (Mr. SABO).

(Mr. SABO asked and was given permission to revise and extend his remarks.)

Mr. SABO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this motion is very straightforward. The House bill includes \$70.484 million for the functions and operations of the Office of Motor Carriers. Senate bill provides \$57.418 million, and this motion to instruct simply instructs the House conferees to provide the maximum amount possible for motor carrier safety operations.

Mr. Speaker, I want to particularly commend the gentleman from Virginia (Mr. WOLF), the chair of the subcommittee, for his ongoing effort to make sure that we maximize our ability to monitor and inspect and make sure we have the safest motor vehicle safety program in this country and in particular his focus on drug safety, and I commend his leadership, and I just think we should follow his leadership and provide the funding that is provided in the House bill.

Mr. Speaker, this Motion to Instruct is very straightforward. The House bill includes \$70.484 million for the functions and operations of the Office of Motor Carriers. The Senate bill provides \$57.418 million. This Motion to Instruct simply instructs the House conferees to provide the maximum amount possible for motor carrier safety operations.

Mr. Speaker, I want to commend the gentleman from Virginia, Mr. WOLF, for his efforts over the past two years in shining a bright light on the serious deficiencies in the Department of Transportation's oversight of truck safety. Nearly every driving American has had the unpleasant experience of looking in his or her rear view mirror at a very large truck speeding down the highway.

Nearly 5,400 deaths occurred from large truck accidents in 1997—the most recent year available. This is the equivalent of a major airline crash with 200 fatalities every 2 weeks. And, regardless of the cause of these accidents, it is nearly always the occupant in the car involved that loses.

One out of every four large trucks that get inspected each year are so unsafe that they are pulled off the roads. That is the safety record of those trucks that are inspected—a large number are never even inspected.

Over 6,000 motor carriers received a less than satisfactory safety rating between 1995 and 1998 and many of these carriers continue to operate.

The number of compliance reviews OMC performed has declined by 30% since FY 1995, even though there has been a 36% increase in the number of motor carriers over this period. Nearly 250 high-risk carriers recommended for a compliance review in March 1998 did not receive one.

Only 11% of more than 20,000 motor carrier violations in 1998 resulted in fines, and the average settlement per enforcement case decreased from \$3,700 to \$1,600 from 1995 to 1998.

The General Accounting Office and the DOT Inspector General have issued several highly critical reports on the Motor Carrier Office. A third independent review commissioned by the Department of Transportation and led by former Congressman Norm Mineta also concluded that DOT motor carrier safety operations need to be improved and more effectively managed.

Mr. Speaker, this Motion does not address the issue of where the Office of Motor Carriers should be located within the Department of Transportation. Last year, the distinguished gentleman from Virginia was thwarted in his efforts to transfer the Office of Motor Carrier Safety from the Federal Highway Administration to the National Highway Traffic Safety Administration. Last year, we passed a bill to do just that, but the provision was deleted in conference. This year, various proposals have been introduced to create a new Motor Carrier Administration within DOT. I do not know precisely what the right answer is on how this office should be organized in DOT.

I do know, however, that the safety of the American traveling public is at stake, and that the public interest—not special interests—should govern federal oversight of truck safety. Regardless of how we change the boxes on the organizational chart, we need real reform in the Office of Motor Carriers that focuses on increased truck inspections, more safety reviews and compliance audits; improved accident data collection and information systems; increased border inspectors; additional research; and stronger accountability. Additional resources are needed to do the job.

This Motion to Instruct simply recognizes that getting dangerous, speeding and unsafe trucks off the roads should be one of the highest priorities in this bill and we must provide the funding needed to ensure that the DOT has an aggressive safety and enforcement program. I urge the adoption of the Motion to Instruct and I reserve the balance of my time.

Mr. Speaker, I yield to the gentleman from Virginia (Mr. WOLF).

Mr. WOLF. Mr. Speaker, I want to thank the gentleman from Minnesota (Mr. SABO) for the motion because I think if it is carried and it is followed through, it will end up saving a lot of lives.

Mr. Speaker, I rise in support of the motion offered by the gentleman from Minnesota (Mr. SABO) that instructs the conferees to provide maximum funding within the scope of conference for the Office of Motor Carriers. As the body knows, the House-passed bill provides 70.5 million for motor carriers operations. The level is more than 17 million over the fiscal year 1999 enacted level and 15 million more than the Senate passed bill. These funds are needed for critical improvements in crash data, safety system/data base modernization, census information, incident management, and post accident training.

In addition, these funds will provide for additional inspectors to better the enforcement and compliance program and improve motor carrier safety. And lastly, the funds will provide additional resources to address the delay in the backlog of critical safety regulations including those relating to hours of service.

In short, these funds are needed, and I thank the gentleman from Minnesota for his leadership to improve the safety of the motoring public and to eliminate unsafe trucks in the Nation's highway. However, Mr. Speaker, this subcommittee has been concerned now for over a year that the Office of Motor

Carriers in its current structure and placement in the Federal Highway Administration is not performing an aggressive enforcement and compliance program. It cannot do so within the Federal Highway Administration.

A recent Inspector General report found that only 2.5 percent of the interstate motor carriers were reviewed and 64 percent of the Nation's carriers did not have a safety rating. The number of compliance reviews has fallen by 30 percent, 30 percent, since 1995. The amount of fines from unsafe trucking companies has fallen to the lowest level in 1992.

Without a more aggressive and effective program, the General Accounting Office predicts fatalities. People will die. It could rise as high as 6,000 next year. Trucking fatalities reached a decade high of nearly 5,400 in 1997 and remained essentially flat in 1998. This equates to a major airline accident every 2 weeks with about 200 fatalities.

In comparison, other modes of transportation have seen a decline in fatalities, a rising tide of deaths; and lax oversight of the trucking industry are partially a result of the Office of Motor Carrier Placement within the Federal Highway Administration. Their primary mission, Federal Highway, is to award some 25 billion in highway construction funds to the States not to improve safety. Federal Highway is skilled at building and maintaining roads but done a poor job with regard to an effective and forceful truck safety program.

Eclipsed by the agency of over 2,400 staff and 50 division offices, several regional office centers, the Office of Motor Carriers and its safety mission will act as strong focus and is subjugated to second-class status in the Federal Highway Administration. Some personnel within the Office of Motor Carriers have become too close to the trucking industry once they have been charged with regulating. In fact, earlier this year the Inspector General found out the personnel had solicited the trucking industry to generate opposition.

It is for these reasons that the committee also included in its version of the bill section 2335 that prohibits funds in the act from being used to carry out the functions and operations of the Office of Motor Carriers within Federal Highway. The Department of Transportation Inspector General, the chairman of National Transportation Safety Board, trucking representatives, the enforcement community, and safety advocates all agree that the Office of Motor Carriers should be moved from the Federal Highway Administration. The committee has included this provision so that the appropriate authorizing committees could report legislation that reforms the Office of Motor Carriers.

In closing, Mr. Speaker, the House passed this provision in June. Here it is September 21, and regrettably neither the House nor the Senate has yet to

pass a comprehensive reform of the Office of Motor Carriers. Time is running out. More than 18 months have passed since the subcommittee sounded the alarm that the Office of Motor Carriers needed to be reformed. The American public has waited too long.

So when we are conferencing with the Senate, we will ask that the conferees seek the highest level of funding, as the gentleman from Minnesota (Mr. SABO) wisely has sought for the Office of Motor Carriers and also insist on the House position, section 335, to ensure the funding for the Office of Motor Carriers is spent effectively and reduces the deaths on the highways.

Mr. Speaker, I want to thank the gentleman from Minnesota (Mr. SABO) for this and for all of his efforts with regard to safety on FAA, but particularly on this one, and I support the motion.

Mr. SABO. Mr. Speaker, I thank the gentleman, and I yield back the balance of my time.

Mr. WOLF. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion to instruct.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct offered by the gentleman from Minnesota (Mr. SABO).

The motion was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER pro tempore. Without objection, the Chair appoints the following conferees: Messrs. WOLF, DELAY, REGULA, ROGERS, PACKARD, CALLAHAN, TIAHRT, ADERHOLT, Ms. GRANGER, Messrs. YOUNG of Florida, SABO, OLVER, PASTOR, Ms. KILPATRICK, and Messrs. SERRANO, FORBES and OBEY.

There was no objection.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until approximately 5 p.m.

Accordingly (at 4 o'clock and 43 minutes p.m.), the House stood in recess until approximately 5 p.m.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mrs. EMERSON) at 5 o'clock and 4 minutes p.m.

CONTINUATION OF EMERGENCY WITH RESPECT TO THE NATIONAL UNION FOR THE TOTAL INDEPENDENCE OF ANGOLA—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 106-127)

The SPEAKER pro tempore laid before the House the following message

from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on International Relations and ordered to be printed.

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, prior to the anniversary date of its declaration, the President publishes in the Federal Register and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent the enclosed notice, stating that the emergency declared with respect to the National Union for the Total Independence of Angola (UNITA) is to continue in effect beyond September 26, 1999, to the Federal Register for publication.

The circumstances that led to the declaration on September 26, 1993, of a national emergency have not been resolved. The actions and policies of UNITA pose a continuing unusual and extraordinary threat to the foreign policy of the United States. United Nations Security Council Resolutions 864 (1993), 1127 (1997), 1173 (1998), and 1176 (1998) continue to oblige all member states to maintain sanctions. Discontinuation of the sanctions would have a prejudicial effect on the prospect for peace in Angola. For these reasons, I have determined that it is necessary to maintain in force the broad authorities necessary to apply economic pressure on UNITA to reduce its ability to pursue its military campaigns.

WILLIAM J. CLINTON.

THE WHITE HOUSE, September 21, 1999.

ANNOUNCEMENT OF AMENDMENT PROCESS FOR CONSIDERATION OF H.R. 2506, HEALTH RESEARCH AND QUALITY ACT OF 1999

Mr. REYNOLDS. Madam Speaker, last Friday a "Dear Colleague" letter was sent to all Members informing them that the Committee on Rules is planning to meet this week to grant a rule for the consideration of H.R. 2506, the Health Research and Quality Act of 1999.

The Committee on Rules may grant a rule which would require that amendments be preprinted in the CONGRESSIONAL RECORD. In this case, amendments must be preprinted prior to consideration of the bill on the floor.

Amendments should be drafted to the version of the bill reported by the Committee on Commerce.

Members should use the Office of Legislative Counsel to ensure their amendments are properly drafted and should check with the Office of the Parliamentarian to be certain that their amendments comply with the Rules of the House.