

WTO dispute panel decisions. Currently when those decisions are made, there are times when our competitors will not abide by the dispute resolution.

We have to support family farms. Preserve the flexibility to assist team farmers through income assistance, crop insurance and other programs that do not distort trade. We have to retain the full complement of nontrade distorting export tools including export credit guarantees, international food assistance, and market development programs. We have to be sure and establish disciplines on State trading enterprises to make them as transparent as the United States' marketing system is.

And nontariff trade barriers, we have to ensure that science and risk assessment principles established by the Sanitary and Phytosanitary Accord during the Uruguay Round are the basis for measures applied to products of new technology and that this process is transparent. We also have to negotiate improved market access for products of new technology including bioengineered products.

Mr. Speaker, we have met with our U.S. Trade Ambassador Charlene Barshevsky and our Secretary of Agriculture Dan Glickman and I am pleased to report that the administration has told us that their highest priority in the upcoming round is agriculture. And, in fact, when they look at their priorities and place them against ours, they almost mirror the importance of the priorities that we have.

So I am pleased that the administration is taking agriculture as an important negotiation during this WTO round that will start in Seattle. We cannot leave this round of the WTO with ag at a competitive disadvantage.

NAFTA PRESENTS ITS OWN Y2K PROBLEM

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise to continue the litany of charges against NAFTA. As we face the end of the millennium, NAFTA presents its own Y2K problem: January 1, 2000, crossborder trucking provisions of NAFTA are expected to allow Mexican trucks to enter free and clear into the United States. A close look into the situation makes NAFTA's Y2K problem quite upsetting.

At a recent National Transportation Safety Board hearing on this issue, Mexico refused to send a representative. Canadian and American representatives appeared, but Mexico was a no-show.

Well, if they happen to have come to this meeting they would have learned how far they are behind Canada and the United States in oversight and regulations.

Does Mexico have log books? No. Does Mexico have vehicle maintenance

standards? No. Does Mexico have roadside inspections? No. Does Mexico have safety rating systems? No. Does Mexico have medical certification of drivers? No.

Simply put, Mexico does not have any oversight of their trucking industry, yet they want the United States to allow their unregulated, unsafe Mexican trucks which weigh up to 106,000 pounds, well over the U.S. limit of 80,000 pounds, to barrel down our highways and byways. In fact, the reason they did not send a representative is that they are upset that President Clinton dare hint that he will not allow Mexican trucks into the USA as of January 1.

Well, Mr. Speaker, Mexico is upset that we will not let their mammoth 106,000-pound unsafe trucks and unsafe drivers into the USA. I say unsafe because of the less than 1 percent of Mexican trucks and Mexican drivers inspected at the border, over 40 percent have failed inspections and were placed out of service. In addition, according to a new report from the Department of Transportation's Inspector General, over 250 Mexican motor carriers have traveled illegally beyond the NAFTA border zone. Therefore, Mexican trucks and drivers have proved to be unsafe lawbreakers.

The Inspector General concluded in his report that, "Adequate mechanisms are not in place to control access of Mexico-domiciled motor carriers into the United States." To ensure that Mexican motor carriers comply with U.S. statutes, the Inspector General suggested that, among other methods, fines should be increased for illegal activities. Well, Mr. Speaker, under a House-passed bill, we have done just that.

H.R. 2679, the Motor Carrier Safety Act, increases fines up to \$10,000 and a possible disqualification for a first-time offense, and up to \$25,000 with a 6-month disqualification for a second offense.

The previous fine was only \$500 to \$1,000 and even the Inspector General stated as such, motor carriers are likely to consider the fines to be simply a cost of doing business.

Hopefully, the Senate will take up the measure that includes the House-passed provisions so that Mexican trucks cannot regard the now measly penalty as a cost of just doing business.

Of course, Mexico is not happy about the increased fines and they and others claim that this is a violation of NAFTA. Excuse me, Mr. Speaker, but since when is a fine of illegal activities a violation of anything? Mexico violates our laws and they say we violate NAFTA?

Clearly, Mexican trucks should not be allowed into the U.S. and President Clinton was right in telling the teamsters that he will not open the borders to Mexican trucks come January 1. Well, that might be the first right move President Clinton has made regarding NAFTA. He can make another

right move by starting the process of withdrawing from NAFTA altogether. Until then, the horrors of Mexican trucks will just be another in the long litany of NAFTA injustices to the United States of America and to its citizens.

PRESIDENT SHOULD NOT GRANT CLEMENCY FOR LEONARD PELTIER

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. OXLEY) is recognized for 5 minutes.

Mr. OXLEY. Mr. Speaker, the month of November has been designated Native American Heritage Month, a time in which to honor the positive contributions of our Nation's earlier inhabitants. I was disturbed to learn then that November has already been designated Leonard Peltier Freedom Month by a group pressing for his release from Leavenworth Federal Penitentiary.

Because of the publicity surrounding this case, we should all be familiar with its details: Leonard Peltier is serving two consecutive life sentences for the cold-blooded murder of two FBI agents on South Dakota's Pine Ridge Indian Reservation in 1975. But it is important that we review the facts of the case separating them from the myths that have arisen over the years, especially as Peltier's supporters are petitioning the White House for clemency for this convicted killer.

On June 26, 1975, FBI Special Agents Ronald A. Williams and Jack R. Coler entered the Jumping Bull Compound of the Pine Ridge Reservation pursuing a man in connection with an assault on two young ranchers in nearby Manderson, South Dakota.

One of the three people in the vehicle the agents were pursuing was Leonard Peltier, a fugitive from justice wanted for the attempted murder of a police officer in Milwaukee. Peltier and his associates stopped their vehicle abruptly and opened fire on the two agents. Surprised, outmanned, and outgunned, Agents Williams and Coler were severely wounded in this barrage of gunfire. Agent Coler was hit in the right arm, the force of the bullet nearly tearing it off. He fell unconscious within moments. Agent Williams, although hit in the left shoulder and right foot, tore off his own shirt in the midst of this chaos and fashioned a tourniquet around his partner's arm.

Ambushed, the two agents lay helpless, completely at the mercy of their assailants. Peltier and the other two gunmen, though, would not be showing any mercy to these law enforcement officers that day. They walked down to where the two agents lay dying after this horrendous assault. Agent Williams, kneeling on the ground with his hand out as if to surrender was shot directly in the face. He died instantly. Peltier's group turned on the still unconscious Agent Coler. They shot them