

THE HIGHWAY BILL

Mr. DORGAN. Mr. President, there has been a fair amount of discussion in the last few days about the desire that many Members of the Senate have that we be able to debate a highway bill here on the floor of the Senate. I want to add my voice to that of Senator BYRD and Senator GRAMM of Texas, Senator BAUCUS and so many others who have come to the floor of the Senate and indicated the importance of the Senate proceeding ahead to deal with the highway bill.

I know that there are those who say, "Well, the House of Representatives indicates it is not going to proceed on a highway bill until some point much later, perhaps following the decisions made on the budget." There are those who say in the Senate that we ought not proceed until we deal with the budget.

The fact is, the highway bill was supposed to have been done last year and was not. It ought to be done now. If we wait, we will move right to that May 1st drop-dead date on the highway short-term extension, and we will leave a good many States out there wondering what on Earth are they going to do with respect to their roads and bridges that need repair and rebuilding? Now, the highway bill does not sound very sexy or very interesting to some. But the investment in highways is very important to this country. It represents an investment in infrastructure, it represents jobs and economic activity and opportunity. It is very, very important.

We take for granted so many things in this country, almost every day. But go, for example, to Honduras and get on a road going south from Tegucigalpa, and then think to yourself, as you drive along that road, what a different kind of infrastructure there exists in some countries versus what we have done in this country. We take roads for granted until we go elsewhere in the world and discover what we have done in this country to make this a better place.

I come from a very, very rural area of America, a county the size of the State of Rhode Island that has only 3,000 residents. I know from that background how important roads have been to my hometown—the opportunity to move grain to market, the opportunity to get to a hospital, the opportunity to go back and forth for purposes of commerce. It unlocks economic opportunities in all parts of our country. That is why building and maintaining the network of roads and bridges in our country has been so important.

One of the wonderful examples of progress in this country was when we decided as a country that we were going to build an interstate highway system and it was going to be an American system, a national system. They did not decide, you know, we should debate whether the interstate highway should go through a State like North Dakota. They did not say, "Well, when it gets to Fargo, ND, on the Minnesota

border, we have to stop there because there aren't enough people living between Fargo, ND, and Beach, ND, over by the Montana side to justify building four lanes of highway calling it an interstate." They don't say that.

They built an interstate highway all across this country to connect this country even through remote rural areas because we knew it was a good investment for this country.

Roads, infrastructure—it represents an awfully good investment for this country. What has happened to us—and I am not laying partisan blame at all—what has happened to us is we have gotten embroiled in debates about a lot of other issues here in the U.S. Senate when in fact it is our duty and responsibility to take up the issue of highway reauthorization and get it done.

We have a very short construction season in some of our northern States. We have to know what kind of money is available, what kind of investment can be made, what kind of resources will be available to us to proceed and develop the plans needed to maintain our roads and bridges. I worry very much that what is going to happen to us is we will come up to the May 1st deadline and not have done the highway bill even this year, when in fact it should have been done last year. So the question before the Senate is not whether we are going to do a highway bill. The question is when. And the question of when is very, very important.

I know the majority leader told the Senate that it would be the first order of business when we come back after the first of the year. I also know there are others in the Senate who are tugging at his sleeves saying, well, we do not want the highway bill to come up until after the budget. So I know the majority leader wants to bring the highway bill up, but he has other Members suggesting that it be brought up later.

I urge the majority leader, in the strongest terms possible, to heed the call of Senator GRAMM from Texas, Senator BYRD, Senator BAUCUS, Senator CHAFEE, so many other Senators who say this is a critically important issue. Let's do this. Let's do it together in a bipartisan way, and let's tell the Governors and the mayors and the legislators and the folks out in our country in the countries and the cities that here is our highway bill, here are the resources, here is our investment in infrastructure. We are proud of it. We want to do it because it is good for the country. Let's do it soon.

So we will continue, in the coming days, to call for action on the highway bill. It is not meant in any way as a partisan call, because there are both Republicans and Democrats who feel very strongly that it ought to be placed right at the top of the agenda right now. Some say that when the highway bill comes to the floor, there will be 100 or 200 amendments. Well, if there are 100 amendments, we could

have gotten rid of a lot of them last week and this week. Let's work our way through it and pass this legislation and send a message to the folks out in the country that this Congress values the investment in infrastructure in our country, this Congress understands the importance of a highway program that provides certainty to the American people about our investment in infrastructure.

The National Council of State Legislatures, today, has written the majority leader saying:

On behalf of the Nation's State legislators, the National Conference of State Legislatures reiterates its continuing, firm support for immediate action on ISTEA reauthorization.

That is the highway bill.

It is crucial that a long-term reauthorization be enacted before March 31.

It goes on to say:

The National Council of State Legislatures feels that immediate action is essential. States face imminent shortfalls in various program accounts at the end of March, 1998, shortfalls which can have serious ramifications for State transportation programs. For example, contractual relationships for future highway construction can be compromised, transit agencies can be unable to apportion funds without the passage of authorizing legislation, and highway safety programs can come to a halt in certain States. State legislators remain greatly concerned about the possibility of these disruptions.

I ask unanimous consent to have this printed in the RECORD.

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

NATIONAL CONFERENCE OF
STATE LEGISLATURES,

Washington, DC, February 4, 1998.

Hon. TRENT LOTT,
U.S. Senate, Washington, DC.

DEAR SENATOR LOTT: On behalf of the nation's state legislators, the National Conference of State Legislatures reiterates its continuing, firm support for immediate action on ISTEA reauthorization.

It is crucial that a long-term reauthorization be enacted before March 31st. NCSL feels that immediate action is essential. States face imminent shortfalls in various program accounts at the end of March 1998, shortfalls which can have serious ramifications for state transportation programs. For example, contractual relationships for future highway construction can be compromised, transit agencies can be unable to apportion funds without the passage of authorizing legislation, and highway safety programs can come to a halt in certain states. State legislators remain greatly concerned about the possibility of these disruptions.

Thank you for your consideration. We hope that you will do your part to ensure the passage of any surface transportation reauthorization.

Sincerely yours,

RICHARD FINAN,
Senate President, Ohio,
NCSL President.

Mr. DORGAN. Mr. President, I know the majority leader wants to pass this legislation. I know there will be a bipartisan consensus on a highway reauthorization bill. I come today to the floor of the Senate saying, let us start

now, let us move to the highway reauthorization bill and decide to take action as quickly as possible for the benefit of this country.

I yield the floor.

ANDY REESE

Mr. COCHRAN. Mr. President, today in Mississippi, funeral services were held for Andy Reese, who was a long time reporter for United Press International and later served as the public information officer of the Mississippi House of Representatives.

He was a friend of mine and of many others who had the good fortune to come to know him. He was totally trustworthy, very intelligent, and dependably accurate in his reporting. Our state has suffered a great loss.

I ask unanimous consent that an editorial in today's Clarion Ledger of Jackson, MS which eloquently describes his career and his wonderful qualities be printed in the RECORD.

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

"ANDY" REESE

A QUIET MAN WITH A POWERFUL VOICE

For most Mississippians, the name of Andrew "Andy" Reese was anything but a household word. But, the words he spoke and wrote made a powerful impact on this state.

Reese, of Jackson, died Sunday at age 65. For 28 years, he worked for United Press International (UPI), covering some of the biggest stories of the civil rights era here.

Since 1985, he provided the calming voice that was the bridge between the fractious media and sea of egos that is the Legislature, serving as House public relations officer.

He was as calm, thoughtful and informative during the heat of a legislative battle as he was during those thorny times in the '60s when chaos seemed to reign supreme.

Reese had a soft, quiet voice, filled with humor and respect for all he met and lending reason in times of turmoil. But, his impact was thunderous. His integrity was unimpeachable, his reputation solid, his trust sure.

Reese is to be buried today. But, his influence upon this state will not be forgotten. His honesty and intellect will be remembered as guidelines for others to follow.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Tuesday, January 3, 1998, the Federal debt stood at \$5,474,822,352,150.77 (Five trillion, four hundred seventy-four billion, eight hundred twenty-two million, three hundred fifty-two thousand, one hundred fifty dollars and seventy-seven cents).

One year ago, February 3, 1997, the Federal debt stood at \$5,297,382,000,000 (Five trillion, two hundred ninety-seven billion, three hundred eighty-two million).

Five years ago, February 3, 1993, the Federal debt stood at \$4,171,477,000,000 (Four trillion, one hundred seventy-one billion, four hundred seventy-seven million).

Ten years ago, February 3, 1988, the Federal debt stood at \$2,458,168,000,000 (Two trillion, four hundred fifty-eight billion, one hundred sixty-eight million).

Fifteen years ago, February 3, 1983, the Federal debt stood at \$1,197,902,000,000 (One trillion, one hundred ninety-seven billion, nine hundred two million) which reflects a debt increase of more than \$4 trillion—\$4,276,920,352,150.77 (Four trillion, two hundred seventy-six billion, nine hundred twenty million, three hundred fifty-two thousand, one hundred fifty dollars and seventy-seven cents) during the past 15 years.

U.S. FOREIGN OIL CONSUMPTION FOR WEEK ENDING JANUARY 30TH

Mr. HELMS. Mr. President, the American Petroleum Institute reports that for the week ending January 30, the U.S. imported 6,811,000 barrels of oil each day, 329,000 barrels fewer than the 7,140,000 imported each day during the same week a year ago.

While this is one of the rare weeks when Americans imported slightly less oil than the same week a year ago, Americans still relied on foreign oil for 51.7 percent of their needs last week, and there are no signs that the upward spiral will abate. Before the Persian Gulf War, the United States obtained approximately 45 percent of its oil supply from foreign countries. During the Arab oil embargo in the 1970s, foreign oil accounted for only 35 percent of America's oil supply.

Anybody interested in restoring domestic production of oil? By U.S. producers using American workers?

Politicians had better ponder the economic calamity sure to occur in America if and when foreign producers shut off our supply—or double the already enormous cost of imported oil flowing into the U.S.—now 6,811,000 barrels a day.

REPORT CONCERNING THE NATIONAL EMERGENCY WITH RESPECT TO IRAQ—MESSAGE FROM THE PRESIDENT—PM 92

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Banking, Housing, and Urban Affairs.

To the Congress of the United States:

I hereby report to the Congress on the developments since my last report of July 31, 1997, concerning the national emergency with respect to Iraq that was declared in Executive Order 12722 of August 2, 1990. This report is submitted pursuant to section 401(c) of the National Emergencies Act, 50 U.S.C. 1641(c), and section 204(c) of the International Emergency Economic Powers Act (IEEPA), 50 U.S.C. 1703(c).

Executive Order 12722 ordered the immediate blocking of all property and

interests in property of the Government of Iraq (including the Central Bank of Iraq) then or thereafter located in the United States or within the possession or control of a United States person. That order also prohibited the importation into the United States of goods and services of Iraqi origin, as well as the exportation of goods, services, and technology from the United States to Iraq. The order prohibited travel-related transactions to or from Iraq and the performance of any contract in support of any industrial, commercial, or governmental project in Iraq. United States persons were also prohibited from granting or extending credit or loans to the Government of Iraq.

The foregoing prohibitions (as well as the blocking of Government of Iraq property) were continued and augmented on August 9, 1990, by Executive Order 12724, which was issued in order to align the sanctions imposed by the United States with United Nations Security Council Resolution (UNSCR) 661 of August 6, 1990.

This report discusses only matters concerning the national emergency with respect to Iraq that was declared in Executive Order 12722 and matters relating to Executive Orders 12724 and 12817 (the "Executive Orders"). The report covers events from August 2, 1997, through February 1, 1998.

1. In April 1995, the U.N. Security Council adopted UNSCR 986 authorizing Iraq to export up to \$1 billion in petroleum and petroleum products every 90 days for a total of 180 days under U.N. supervision in order to finance the purchase of food, medicine, and other humanitarian supplies. UNSCR 986 includes arrangements to ensure equitable distribution of humanitarian goods purchased with UNSCR 986 oil revenues to all the people of Iraq. The resolution also provides for the payment of compensation to victims of Iraqi aggression and for the funding of other U.N. activities with respect to Iraq. On May 20, 1996, a memorandum of understanding was concluded between the Secretariat of the United Nations and the Government of Iraq agreeing on terms for implementing UNSCR 986. On August 8, 1996, the UNSC committee established pursuant to UNSCR 661 ("the 661 Committee") adopted procedures to be employed by the 661 Committee in implementation of UNSCR 986. On December 9, 1996, the President of the Security Council received the report prepared by the Secretary General as requested by paragraph 13 of UNSCR 986, making UNSCR 986 effective as of 12:01 a.m. December 10, 1996.

On June 4, 1997, the U.N. Security Council adopted UNSCR 1111, renewing for another 180 days the authorization for Iraqi petroleum sales and purchases of humanitarian aid contained in UNSCR 986 of April 14, 1995. The Resolution became effective on June 8, 1997. On September 12, 1997, the Security Council, noting Iraq's decision not to