

and our inventories went down. As a matter of fact, the Administration admits that it was "caught napping" after OPEC decided to decrease production in March of 1999—and while they napped through a long winter's sleep, prices for crude climbed as temperatures plummeted.

The effect on gasoline, diesel and home heating oil was predictable, and in fact was predicted. Last October—a half a year ago—the Department of Energy, in its 1999-2000 Winter Fuels Outlook, projected a 44 percent increase in home heating oil bills. In a severe winter, the agency estimated, an additional 28 percent increase in costs could be felt for residential customers.

In other words, the Department of Energy itself predicted an increase of over 70 percent, but did nothing. In actuality, home heating oil costs jumped from a fairly consistent national of 86 cents per gallon in the winter of 1998-99 to as high as \$2.08 per gallon in Maine early last month—an increase of well over 100 percent. And, in that same time frame, conventional gasoline prices have risen 70 percent or higher.

So now the Administration tells us that gasoline prices will most likely go down by this summer because of the small production increases agreed to by OPEC. Well, even with an increase in OPEC quotas, there will still be a shortfall in meeting worldwide demand for crude oil. Approximately 76.3 million barrels per day are needed to meet demand, but the anticipated new OPEC production is estimated to be only 75.3 million barrels per day. So you'll have to excuse me if I'm a little hesitant accepting estimates from an Administration that seems to make predictions by gazing into a crystal ball. I want to at least make sure that Americans have in their pockets what they would have otherwise paid in fuel taxes if the Administration underestimates prices once again and gasoline hits \$2.00 a gallon.

Beyond the pump, consumers are getting hit with extra costs directly attributable to high fuel costs. If you've paid to send an overnight package lately, you probably noted that you were charged a fuel fee, because their cost of diesel fuel has increased by about 60 percent over the past year. And with a 150 percent increase in jet fuel, that airline ticket you buy today will probably include something you've never seen before—a fuel charge of \$20.00. How long will it be before costs of other products will also be passed on the consumer?

And, consider the impacts to the nations' farmers. The New York Times reported just this past Wednesday that a farmer paying 40 cents a gallon more this year to fuel his diesel tractors and combines is adding as much as \$240 a day to his harvesting costs. In my home state of Maine, we are at the peak season for moving last year's potato crop out of storage and to the large Eastern markets. But the industry can't get truckers to come into the

State to move the potatoes because they are discouraged by the particularly high price of diesel in Maine.

The only help the potato industry has had recently in getting their product to market has certainly not been due to the energy policy of this Administration, but to local truckers who have turned to hauling potatoes because the recent wet weather has kept them away from taking timber out of the Maine woods.

Soon, we will enter the summer months, when tourism is particularly important to the economy of New England and to Maine in particular. With gas prices climbing even higher, we need relief now, and that's what this bill provides.

Mr. President, the choices are clear—do nothing for the taxpayers who are being gouged by failed energy policies, or do something by supporting legislation that acts as a circuit breaker that gives citizens a break at the gas pump, protects the Trust Funds that build our highways and airports, I urge my colleagues to support this bill and I yield the floor.

CLOTURE MOTION

The PRESIDING OFFICER. Under the previous order, the Chair lays before the Senate the pending cloture motion, which the clerk will report.

The assistant legislative clerk read as follows:

CLOTURE MOTION

We the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the motion to proceed to the Gas Tax Repeal Act, S. 2285:

Trent Lott, Frank H. Murkowski, Paul Coverdell, Conrad Burns, Larry E. Craig, Mike Crapo, Judd Gregg, Orrin Hatch, Rod Grams, Susan Collins, Robert F. Bennett, Chuck Grassley, Mike Inhofe, Don Nickles, Sam Brownback, and Richard G. Lugar.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on the motion to proceed to the Gas Tax Repeal Act, S. 2285, shall be brought to a close?

The yeas and nays are required under the rule.

The clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from New Mexico (Mr. DOMENICI) and the Senator from Oklahoma (Mr. INHOFE) are necessarily absent.

Mr. REID. I announce that the Senator from California (Mrs. BOXER) is necessarily absent.

The PRESIDING OFFICER. Are there any other Senators in the Chamber who desire to vote?

The yeas and nays resulted—yeas 86, nays 11, as follows:

[Rollcall Vote No. 51 Leg.]

YEAS—86

Abraham	Allard	Bayh
Akaka	Ashcroft	Bennett

Biden	Gramm	McConnell
Bingaman	Grams	Mikulski
Breaux	Grassley	Moynihan
Brownback	Gregg	Murkowski
Bryan	Hagel	Murray
Bunning	Hatch	Nickles
Burns	Helms	Reed
Campbell	Hollings	Reid
Chafee, L.	Hutchinson	Rockefeller
Cleland	Hutchison	Roth
Cochran	Inouye	Santorum
Collins	Jeffords	Sarbanes
Conrad	Johnson	Schumer
Coverdell	Kennedy	Sessions
Craig	Kerrey	Shelby
Crapo	Kerry	Smith (NH)
Daschle	Kohl	Smith (OR)
DeWine	Kyl	Snowe
Dodd	Landrieu	Specter
Dorgan	Lautenberg	Stevens
Durbin	Leahy	Thompson
Edwards	Levin	Thurmond
Feingold	Lieberman	Torricelli
Fitzgerald	Lott	Voivovich
Frist	Lugar	Wellstone
Gorton	Mack	Wyden
Graham	McCain	

NAYS—11

Baucus	Feinstein	Roberts
Bond	Harkin	Thomas
Byrd	Lincoln	Warner
Enzi	Robb	

NOT VOTING—3

Boxer	Domenici	Inhofe
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The PRESIDING OFFICER. On this vote, the yeas are 86, the nays are 11. Three-fifths of the Senators duly chosen and sworn having voted in the affirmative, the motion is agreed to.

The Senator from Oklahoma.

MORNING BUSINESS

Mr. NICKLES. Mr. President, I ask unanimous consent that there be a period for the transaction of morning business, with Senators permitted to speak for up to 10 minutes each.

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

LARRY HARRISON

Mr. NICKLES. Mr. President, sadly this week the Senate has lost another member of our family. On Monday, Larry Harrison, a retired Senate staffer, passed away in Washington, DC. Before his retirement in June of 1997, Larry had over 36 years of Federal service.

Most of my colleagues will remember Larry's hard work as a Chamber attendant. His dedication to the upkeep of the Chamber and the surrounding rooms will be remembered. On Tuesday evening, former Senator Bob Dole fondly remembered Larry during the Leader's Lecture Series.

Like many of the support staff who work for this institution, Larry arrived at work long before the Senate convened and frequently left the Chamber long after adjournment.

Many Senators will recall Larry's passion for golf. I certainly do. As a matter of fact, Larry was one of the founders of the "Cloakroom Open." This golf tournament was organized by Larry to enable many of the Senate staff who work around the Senate Chamber an opportunity to play a round of golf together. It was a chance for a little camaraderie without the discussion of party or politics.