

every airliner combined. It is another spot of vulnerability. So are our reservoirs, our powerplants. All these are places of vulnerability that must be addressed.

If the Senate tomorrow is to address safety in transportation, that debate cannot be complete if we secure aircraft without dealing with railroads because they are equally vulnerable.

Indeed, every Metroliner that leaves New York for Boston or Washington potentially can hold up to 2,000 people. Every train represents three 747s with average loads. Under any time in a tunnel along the Northeast corridor where two trains pass, 3,000 or 4,000 people can be vulnerable at an instant.

Indeed, long before this tragedy occurred, the Senate was put on notice by Amtrak that its tunnels were aging and had safety difficulties. Indeed, the six tunnels leading to Penn Station in New York under the Hudson River were built between 1911 and 1920. The Senate has been told they do not have ventilation. They do not have standing firehoses, and they do not have escape routes.

The Senate would like to deal with transportation safety by securing airplanes. If only life were so easy. It is more complex because transportation in our country is more complex.

Imagine the scenes of people attempting to escape the World Trade Center. You can get a concept of what it would be like for people trying to get from under the Baltimore tunnels or the Hudson River tunnels, if there were a fire or other emergency. Five hundred or 1,000 people under Penn Station alone would have to climb up nine stories of spiral staircases, which is also the only route for firefighters to gain access.

It is not just the New York tunnels. The tunnels in Baltimore were built in 1877. The engineering was done by the Army Corps of Engineers during the Civil War. They still operate. High-speed railroads purchased by this Senate at the cost of billions of dollars, which operate at 150 miles per hour, slow to 30 miles per hour in these tunnels to navigate their Civil War engineering. One hundred sixty trains carrying thousands and thousands of passengers go through each of these tunnels every day in New York, Philadelphia, Boston, Baltimore, and, indeed, Washington, DC, itself.

The tunnels to Union Station in Washington that travel alongside the Supreme Court annex building were built in 1907 and service up to 60 trains every single day and have the same difficulties.

This is not a new problem. It has been coming for years. It is a problem in efficiency. It is an economic problem. But what looms most large today is it is an enormous safety problem. All of us must do everything possible to secure air safety, but if this Senate acts upon air safety without dealing with these Amtrak and commuter trains, we have not fully met our responsibility.

Closing the barn door is not good enough when we can see open doors all around us that are other invitations for attack.

Amtrak has proposed a \$3.2 billion program to enhance safety: One, a \$471 million security plan to assure that there are police in proximity to trains, bomb-sniffing dogs, and bomb detection equipment for luggage—uncompromisable, logical, and essential—two, a command center and new communications equipment to ensure that the police are in contact with all trains, all police units at all times, including a hazmat detection and response system and fencing to assure that access to stations and trains can be controlled; third, \$1 billion in safety and structural improvements for tunnels in New York, New Jersey, Baltimore, and Washington, as I have outlined, for fire and escape, and a billion dollars in capacity enhancement for rail, bridges, and switching stations along the Northeast corridor to deal with what has been a 40- to 50-percent increase in ridership since the September 11 attacks. This is necessitated by the need to have 608 additional seats from 18 Metroliners and Acela trains to deal with this demand, and to assure that the Nation has at least a duplicity of service for our major northeastern metropolitan regions, so if air travel is interrupted again, or lost, there is some means of commerce, travel, and communication.

But indeed, while it is much of the Northeast, it is not entirely the Northeast. Amtrak trains, in a national emergency, could be the only communication with the South, great Western cities, and, most obviously, in the Midwest. This is a danger that confronts all Americans. But, frankly, if it only concerns a single city in a single State in a great Union, when our citizens are in danger and the Nation has been attacked, and a program of security and safety is required, we should deal with those safety requirements that affect all States, as with our airliners. But even the least among us should be part of that program—to assure that their unique transportation needs are safe and secure.

This debate will be held tomorrow. I know some people would like to avoid it entirely. It is unpleasant to have any differences. We all want to agree on everything. In this instance, it may not be necessary. But some of us have raised this issue of expanded rail capacity and rail safety not for months but for years. Forgive me, but across my State there are 3,000 families who have lost a son, or a daughter, or a mother, or a father—not to injury but to death. This is not a theoretical problem. Terrorism has struck my State, as it struck Washington and New York—only it may have consumed even more of our lives. While it is every American's loss, you can understand we feel it most acutely. For me, responding to the attack will never be enough. Our responsibility is to forecast the next

problem and assure that it never happens. We are grateful for resources for the victims, but our duty is to assure that there are no more victims. That is what Amtrak and rail safety is all about. This debate will be had tomorrow. It is one we dare not lose.

I yield the floor, and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. HARKIN. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. HARKIN. Madam President, I ask unanimous consent that notwithstanding the previous order entered, I be allowed to speak for up to 5 minutes, and then have the Senate adjourn at that point.

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

REOPENING NATIONAL AIRPORT

Mr. HARKIN. Madam President, I had a longer speech I wanted to give with charts and graphs and items such as that, but I want to take the time this evening to just register my deepest concern about the reopening of National Airport. This goes back a long way with me. I remember when however many billions of dollars was put into modernizing National Airport, and I have been saying for many years that it is just an accident waiting to happen. Quite frankly, we were very lucky when the Air Florida flight crashed into the bridge, in that it didn't get any higher and crash into downtown Georgetown or the Lincoln Memorial or the Jefferson Memorial.

I remember that day as though it were yesterday, when that Air Florida flight took off and crashed into the 14th Street Bridge. I thought at that time—maybe if it had a little bit less ice on the wings, a little bit more power, and a few things were different—about where that plane might have come down. Whatever the reason for having National Airport located where it was in the past, I think those reasons have been shunted aside and overcome, right now at least, by what happened on September 11.

Notwithstanding the act of the terrorists, I still believe National Airport is still an accident waiting to happen. The approaches—I don't care what anybody says—are intricate and hard to fly in the best of conditions. You have an airport where, as one of our briefings told us—I think one of the people who briefed us about National Airport said that if you are in a landing configuration, the time from the airport to the Capitol is less than 30 seconds; from there to the White House is less than 20 seconds, and to the Pentagon it is less than 15 seconds. There is no way you can put a perimeter or fence around Washington, DC, if you have an

airport such as National right downtown. You can't do it.

So, therefore, I have thought for a long time that National Airport ought to be moved someplace further out in Virginia. It is true that we need an airport, but it ought to be either down 95 or out west someplace, outside the city, so you can put a 20-mile or so perimeter around this city into which no aircraft is allowed. And then you might have a good perimeter defense of Washington, DC.

But I have the sneaking suspicion that National Airport is being opened because it is convenient—convenient to the higher-ups in Government. It is convenient to us. It is convenient to me; personally, it is convenient. I love National Airport. It is 10, 15 minutes from my house. Otherwise, I have to drive to BWI or Dulles. But I have to put aside my convenience for what I think is the greater interest of this country.

There has been a lot of talk about how much money we put into National in upgrading it. It is a beautiful facility. But what would it cost to replace this Capitol? You could never do it. Or the White House or the Lincoln Memorial or the Jefferson Memorial or everything else that is so precious and almost sacred to our Nation?

So I disagree that somehow, if we kept it closed, it means the terrorists have won. I disagree. I think National ought to be opened somewhere else. There is plenty of open territory outside of Washington, DC, to the south and to the west. There are a lot of big areas out in Virginia. It would still be an economic income to the State of Virginia and the upper Virginia area. It is needed, but it is not needed where it is. So I wanted to register my concern about the reopening of National Airport, and, quite frankly, I don't think it should have been there in the first place. If you could turn the clock back, it should have been put somewhere else. Certainly, the amount of money that was put into upgrading it in the last few years, while it is a magnificent facility, I think was unwise. I said so

at the time and I say it again today. There are a lot of things that could be done with that facility there. Look at what they did with Inner Harbor at Baltimore. Just think what that would do for tourism with tourist attractions beside an airport.

I see it from two standpoints: First, the defense of Washington, DC, and having an adequate perimeter of defense; and, second, because of the type of approaches in and out of National, there is an inherent danger.

I wanted to register my concerns. I hope we will take another look at this issue and rebuild National Airport some other place farther outside the city.

Madam President, my time has expired. I yield the floor.

ADJOURNMENT UNTIL 10 A.M. TOMORROW

The PRESIDING OFFICER. Under the previous order, the Senate stands adjourned until 10 a.m. tomorrow.

Thereupon, the Senate, at 6:50 p.m., adjourned until Thursday, October 4, 2001, at 10 a.m.

NOMINATIONS

Executive nominations received by the Senate October 3, 2001:

IN THE ARMY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

L.T. GEN. JOHN P. ABIZAID, 0000

DEPARTMENT OF STATE

SICHAN SIV, OF TEXAS, TO BE REPRESENTATIVE OF THE UNITED STATES OF AMERICA ON THE ECONOMIC AND SOCIAL COUNCIL OF THE UNITED NATIONS, WITH THE RANK OF AMBASSADOR.

PEACE CORPS

GADDI H. VASQUEZ, OF CALIFORNIA, TO BE DIRECTOR OF THE PEACE CORPS, VICE MARK L. SCHNEIDER, RESIGNED.

IN THE COAST GUARD

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT IN THE GRADE INDICATED IN THE UNITED STATES COAST GUARD UNDER TITLE 14, U.S.C., SECTION 271:

To be captain

BRYON ING, 0000

MICHAEL D VALERIO, 0000
STEVEN D HARDY, 0000
STEVE M SAWYER, 0000
WILLIAM J UBERTI, 0000
NORRIS E MERKLE, 0000
BRIAN J FORD, 0000
DOUGLAS B LANE, 0000
BRUCE E VIEKMAN, 0000
STEPHEN L SIELEBECK, 0000
RODRICK M ANSLEY, 0000
EDWIN H DANIELS, 0000
EVERETT F ROLLINS, 0000
STEPHEN J DANCUS, 0000
PATRICK H STADT, 0000
SCOTT D GENOVESE, 0000
ROBERT E MOBLEY, 0000
DANNY ELLIS, 0000
GARY E DAHMEN, 0000
RONALD W BRANCH, 0000
RICHARD A MCCULLOUGH, 0000
DANIEL A CUTRER, 0000
WALTER J REGER, 0000
HAROLD W FINCH, 0000
ERIC J SHAW, 0000
MARY E LANDRY, 0000
KEVIN E DALE, 0000
PAUL D JEWELL, 0000
JACK V RUTZ, 0000
DENNIS M HOLLAND, 0000
MICHAEL A JETT, 0000
WILLIAM D BAUMGARTNER, 0000
LARRY R WHITE, 0000
STEPHEN E MEHLING, 0000
MICHAEL C GHIZZONI, 0000
WILLIAM R MARHOFFER, 0000
JAMES D MAES, 0000
MICHAEL A NEUSS, 0000
GEORGE H HEINTZ, 0000
JOSEPH W BRUBAKER, 0000
MICHAEL D HUDSON, 0000
KEVIN J CAVANAUGH, 0000
GEORGE A ASSENG, 0000
CHRISTINE J QUEDENS, 0000
CHRISTOPHER D MILLS, 0000
TIMOTHY V SKUBY, 0000
HARRY E HAYNES, 0000
DAVID J REGAN, 0000
JEAN M BUTLER, 0000
GARY M SMIALEK, 0000
ROBERT E DAY, 0000
MICHAEL D INMAN, 0000
SHARON W FIJALK, 0000
IAN GRUNTHUR, 0000
STEPHEN D AUSTIN, 0000
DEREK H RIEKST, 0000
THOMAS D HOOPER, 0000
JAMES D BJOSTAD, 0000
THOMAS P OSTEB, 0000
DANIEL J MCCLELLAN, 0000

To be commander

JAMES R DIRE, 0000
RICHARD W SANDERS, 0000
JOSEPH E VORBACH, 0000

CONFIRMATION

Executive nomination confirmed by the Senate October 3, 2001:

DEPARTMENT OF STATE

ROBERT W. JORDAN, OF TEXAS, TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE KINGDOM OF SAUDI ARABIA.

THE ABOVE NOMINATION WAS APPROVED SUBJECT TO THE NOMINEE'S COMMITMENT TO RESPOND TO REQUESTS TO APPEAR AND TESTIFY BEFORE ANY DULY CONSTITUTED COMMITTEE OF THE SENATE.