

the world of terrorism. In the mean time we must act to make transportation safer in the United States. We must exhibit a sense of urgency and pass this legislation immediately.

Airline security is a crucial part of transportation security, but we can't stop there. We must also improve the safety of our railroads and our ports. We must ensure the safety of all components of our rail system, including: tunnel security, terminal safety, bridge safety and protection of our track switchboards. Over 22 million people a year ride our railroads and forty percent of all freight is transported on our rails. A terrorist attack on our rails could result in catastrophic loss of life and paralyze our economy. Amtrak is ready and willing to improve passenger rail safety in this country, but it also must address its critical infrastructure needs. For example, the tunnels that run through Washington, Baltimore, and New York accommodates trains that carry roughly 350,000 people a day. These tunnels don't meet minimum safety standards, they don't have proper ventilation, and there is not adequate lighting. Rail safety requires federal help, but annual appropriations for Amtrak is frozen at \$521 million, about half of its \$955 million authorization in TEA-21. The Amtrak emergency package would improve safety and security on our trains by: hiring more police officers to patrol trains, stations and railroads; provide anti-terrorism training for employees; install cameras to monitor facilities; improve the safety of tunnels, especially in the aging tunnels that run through Maryland, Washington, and New York.

The Amtrak emergency package would also provide additional rail capacity to accommodates increased ridership. In the days following the September 11th tragedy, Amtrak employees worked around the clock to provide a safe, viable option to our traveling public. Daily ridership from September 12 to September 17 jumped 17 percent, and that doesn't include all of the airline tickets that Amtrak honored to keep America on the move. On the Northeast Corridor, Amtrak added roughly 30 percent more seating capacity, or 2,000 more seats per day on unreserved trains. Amtrak responded to our national crisis in many ways: they helped carry our mail, they delivered thousand of emergency relief kits to New York, and they provided transportation to firefighters, police and medical personnel. Some may argue that now is not the time to discuss Amtrak. I would argue there's never been a better time. Now is the time to give Amtrak the support it needs to keep America moving quickly and safely. The simple truth is that we have a National Passenger Railroad System in this country that needs our immediate help with security and capacity upgrades. It is our duty to respond.

I would also like to take this opportunity to rise as a cosponsor of the Carnahan amendment. This important

amendment would help those who are most hurt by the economic impact of the terrorist attacks of September 11. Thousands of American workers have lost their jobs during this economic downturn. These workers need our help. We need to act quickly on a economic stimulus package that targets the American worker. Airline and aviation employees have been especially hard hit. 140,000 thousand of these workers have been laid off since the terrorist attacks. Unemployment is steadily rising in the industry. Last week, 528,000 people filed for unemployment. That is the nearly the population of Baltimore City, and a figure we haven't seen in nine years. These people are our pilots, our flight attendants, baggage handlers, concessionaires and aircraft builders. These workers have lost their paychecks, lost their health care and could lose their homes. They need our immediate help, just as we helped their former employers with a \$15 billion stabilization package of grant and loan guarantees.

I am confident that the airline industry and the U.S. economy will recover, but help is needed today. Senator CARNAHAN's amendment would provide financial assistance, training and health care coverage to employees of the airline industry who lose their jobs as a result of the attacks on September 11. The Carnahan amendment would provide income support by extending the number of weeks eligible individuals can receive unemployment insurance, from 26 weeks to 79 weeks. These cash payments would not create a strain on state budgets, because they would be funded entirely by the Federal Government. Workers who don't meet their states' requirements for unemployment insurance would not be left out. They would receive 26 weeks of federally financed unemployment insurance.

This amendment also addresses job training. Workers who may not return to their jobs within the airline industry would be eligible for retraining benefits. Other workers would be eligible for training to upgrade their skills. This amendment would enable laid off workers to keep their health care by expanding the COBRA program. This would enable people who have lost their jobs to retain their health insurance. Madame President, I strongly support the Carnahan amendment. It is a thoughtful and comprehensive airline workers relief package. It's also a good starting point to address the needs of working families in America, and provides a good model for a broader economic stimulus package.

Mr. McCAIN. Mr. President, I believe in just a minute we will move to final passage.

Mr. HOLLINGS. Mr. President, if there are no further amendments, we are ready for third reading.

The PRESIDING OFFICER. The question is on engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading and was read the third time.

UNANIMOUS CONSENT
AGREEMENT—S.J. RES. 25

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Mr. President, I ask unanimous consent that upon disposition of S. 1447, the aviation safety bill, the Senate proceed to the consideration of S.J. Res. 25, the joint resolution designating September 11 as a day of remembrance; that there be 20 minutes for debate on the resolution, equally divided between the two leaders or their designees; that no amendments or motions be in order; and that upon the use or yielding back of the time, the Senate vote without any intervening action on final passage of the joint resolution.

Mr. McCAIN. Reserving the right to object, I ask the Senator from Nevada, could he include in there that immediately after the vote, Senator VOINOVICH be given 15 minutes to speak as in morning business on the legislation just passed?

The PRESIDING OFFICER. Does the Senator so modify his request?

Mr. REID. That would be fine. The Senator from Ohio would speak immediately following the vote on final passage. I am wondering: Everyone will be here. If consent is granted, we are going to have, immediately following that, two more votes on judges. It would appear to me the Senator from Ohio has to be here anyway. Perhaps we could have him give his speech then.

Mr. McCAIN. I would ask in modification that both Senators from Ohio would like to speak for 10 minutes and it would take place following the election of the judges.

Mr. REID. Mr. President, could I have my first unanimous consent request approved; that is, we are going to take care of the resolution dealing with the day of remembrance?

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

UNANIMOUS CONSENT AGREEMENT—EXECUTIVE CALENDAR

Mr. REID. Mr. President, as in executive session, I ask unanimous consent that immediately following the disposition of the joint resolution establishing a day of remembrance, the Senate proceed to executive session and vote on the nominations of Barrington Parker to be a circuit court judge and Michael Mills to be a Federal district court judge; that any statements thereon appear at the appropriate place in the RECORD, the President be immediately notified of the Senate's action, and the Senate return to legislative session.

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

Mr. REID. Mr. President, as in executive session, I ask unanimous consent

that we now order the yeas and nays on both of these nominations with one show of seconds. I ask for the yeas and nays.

The PRESIDING OFFICER. Without objection, it is so ordered. Is there a sufficient second?

There appears to be a sufficient second.

The yeas and nays were ordered.

Mr. REID. I further ask unanimous consent that following these votes, Senator VOINOVICH and Senator DEWINE be recognized for up to 10 minutes each as in morning business.

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

Mr. REID. Mr. President, I alert all Members, Senator DASCHLE has the right, under the order previously entered, to call up the antiterrorism legislation. It is my understanding, having spoken to the leader not too long ago, that that is his intention. Following all this, we would take up tonight the antiterrorism legislation, so everyone should be aware of that. We have four amendments in order. We have some time for general debate. It could be a long evening.

AVIATION SECURITY ACT—
Continued

Mr. HOLLINGS. Mr. President, I ask for the yeas and nays on the bill.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The yeas and nays were ordered.

The PRESIDING OFFICER. The Senator from Arizona.

Mr. MCCAIN. Mr. President, I thank the distinguished chairman of the committee for his leadership and effort on this very important legislation, and all the staff who have been involved. I also thank Senator ROCKEFELLER, particularly, and Senator HUTCHISON, as well, for her incredible efforts on this legislation.

This is an appropriate day for this legislation and the antiterrorism legislation, given that it has been 1 month since the terrorist attack. We in the Senate are taking a major step in ensuring that this kind of thing can never happen again. All of us in this body can be pleased at the effort that has been put forth on this legislation.

I yield the floor.

The PRESIDING OFFICER. The Senator from South Carolina.

Mr. HOLLINGS. Mr. President, I thank our distinguished ranking member, Senator MCCAIN, for his total cooperation and leadership on this measure, along with Senator HUTCHISON of Texas and Senator ROCKEFELLER of West Virginia who lead our Aviation Subcommittee. It is not only an important safety measure but, in a sense, an airport and airline stimulus bill because now, if the House can take this up in judicious fashion, we can move forward and everyone can be assured immediately of security in air travel.

For example, the American people will know once and forever that a domestic airliner is never going to be used as a weapon of mass destruction because we will have that cockpit secured, never to be opened in flight, so then we can economize on our requirements for the military patrolling over flights, ready to shoot down a domestic airline because it cannot be hijacked in the sense of taken over and directed anywhere, beyond a particular discord or disruption in the cabin itself. Once that occurs, the pilots will be informed, they will land, law enforcement will be there, and that will end hijacking in America, as it has in Israel.

It is a very important measure with which we move forward promptly. I am delighted and pleased, particularly with the cooperation I mentioned, the staffs on both sides. But the whip, Democratic whip, HARRY REID, Lord knows—I have been here 35 years; I am still 20 years younger than STROM; he was here a minute ago—he is the best whip I have seen.

I yield the floor.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall it pass? The yeas and nays have been ordered. The clerk will call the roll.

The legislative clerk called the roll.

The result was announced—yeas 100, nays 0, as follows:

[Rollcall Vote No. 295 Leg.]

YEAS—100

Akaka	Durbin	McCain
Allard	Edwards	McConnell
Allen	Ensign	Mikulski
Baucus	Enzi	Miller
Bayh	Feingold	Murkowski
Bennett	Feinstein	Murray
Biden	Fitzgerald	Nelson (FL)
Bingaman	Frist	Nelson (NE)
Bond	Graham	Nickles
Boxer	Gramm	Reed
Breaux	Grassley	Reid
Brownback	Gregg	Roberts
Bunning	Hagel	Rockefeller
Burns	Harkin	Santorum
Byrd	Hatch	Barbanes
Campbell	Helms	Schumer
Cantwell	Hollings	Sessions
Carnahan	Hutchinson	Shelby
Carper	Hutchison	Smith (NH)
Chafee	Inhofe	Smith (OR)
Cleland	Inouye	Snowe
Clinton	Jeffords	Specter
Cochran	Johnson	Stabenow
Collins	Kennedy	Stevens
Conrad	Kerry	Thomas
Corzine	Kohl	Thompson
Craig	Kyl	Thurmond
Crapo	Landrieu	Torricelli
Daschle	Leahy	Voinovich
Dayton	Levin	Warner
DeWine	Lieberman	Wellstone
Dodd	Lincoln	Wyden
Domenici	Lott	
Dorgan	Lugar	

The bill (S. 1447) was passed.

(The bill will be printed in a future edition of the RECORD.)

Mr. HOLLINGS. I move to reconsider the vote.

Mr. DASCHLE. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Mr. President, the Senate has done a terrific job of doing

something on the 1-month anniversary of this tragedy for America that will begin to rehabilitate the economy of our country, and that is with aviation security we can begin to assure the American public they can fly in safety.

The Senate has passed its bill. I think it is a terrific bill. It will augment the cockpit. It will give better quality screening. It will put air marshals in the air.

The American public needs to know the flying system is safe, and this aviation bill is a good start in that direction. I hope the House will follow suit and pass its bill. I know there are some differences, but I hope they will act expeditiously so we can send a bill to the President that will begin to rehabilitate the whole aviation industry and the industries that depend on it.

So I thank the distinguished chairman of the committee, Senator HOLLINGS, Senator MCCAIN, Senator ROCKEFELLER, my counterpart on the Subcommittee on Aviation. We could not have done it without the total support and the total bipartisanship that produced the 100-0 vote.

The PRESIDING OFFICER (Mr. CARPER). The Senator from South Carolina.

Mr. HOLLINGS. Let me thank, once again, the distinguished Senator, Mrs. HUTCHISON of Texas. It is bipartisan, mainly because of her leadership.

The PRESIDING OFFICER. The majority leader.

ORDER OF PROCEDURE

Mr. DASCHLE. I, too, compliment the distinguished chair, the ranking member, the subcommittee chair, and the ranking member for their outstanding work in getting us to this point.

A few days ago people would have been very skeptical about any prediction that this bill would have been passed 100-0, but it has been passed in large measure because of their leadership, and we are grateful.

The next vote, as I think our colleagues are aware, is the resolution on the day of remembrance.

I notify Senators there are three additional votes. There will be a vote on the National Day of Remembrance. There will be two additional rollcall votes on two judges.

I ask unanimous consent that the third and fourth vote in this next sequence be limited to 10 minutes each.

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

Mr. DASCHLE. Mr. President, it is my hope and expectation we will take up the counterterrorism legislation tonight following these votes. It is my hope we could finish the work tonight. If we cannot, of course, we will finish the work tomorrow morning. If there is the possibility we could finish it tonight, it would be my desire not to have any votes tomorrow. So we will leave that to Senators who wish to speak and wish to debate the bill, but