

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

The PRESIDING OFFICER. The clerk will report the amendment by number.

The legislative clerk read as follows:

The Senator from New Hampshire (Mr. GREGG), for Ms. COLLINS, proposes an amendment numbered 1563.

The PRESIDING OFFICER. Without objection, the amendment is agreed to.

The amendment (No. 1563) was agreed to, as follows:

(Purpose: To provide funding for the Rapid Response Program in Washington and Hancock Counties, Maine)

On page 34, line 5, after "Act" insert "of which \$250,000 shall be for a grant to the Rapid Response Program in Washington and Hancock Counties, Maine".

Mr. GREGG. Mr. President, I thank the chairman of the committee for the tremendous effort he has done on this bill and for his very courteous approach to the Republican membership as we brought this bill forward.

I thank his staff, led by Lila Helms, who did a superb job. I especially thank my staff who worked hours, nights and days in many instances, led by Jim Morhard, who has done an extraordinary job to bring this bill to its present status. It is an excellent bill.

I appreciate the support of the Senate. I thank the Members who supported this bill.

Mr. HOLLINGS. Mr. President, let me thank the distinguished Senator from New Hampshire. We could not have passed this bill without his leadership and without his cooperation, and particularly without his vision with respect to terrorism. The Senator from New Hampshire was our chairman back in May. He held 3 days of hearings that got this comprehensive provision in the particular State-Justice-Commerce appropriations measure.

Let me also thank his staff: Jim Morhard, Kevin Linskey, Katherine Hennessey, and Nancy Perkins; and, of course, my own staff: Lila Helms, Jill Shapiro Long, Derek Orr, and Luke Nachbar.

I thank particularly the staff that really gets it done: Lula Davis, Marty Paione, Peter Arapis, Gary Myrick, and Tim Mitchell; the distinguished majority leader; and, most of all, the distinguished assistant majority leader who has been working around the clock. He is still working. I want him to hear my words of praise because HARRY REID of Nevada really got us moving and got these things accomplished. I couldn't feel more personally indebted to him for his leadership.

I yield the floor.

The PRESIDING OFFICER. The Senator from Virginia is recognized.

Mr. WARNER. Mr. President, I was at the White House today with the President discussing all aspects of this present crisis. In the course of the conversations, he specifically referred to the fact that America must be understanding of those of Arab dissent, espe-

cially those who are American citizens, and indeed others who are here for various reasons. This terrible crisis should not reflect across the board on that culture. For it, I think, will eventually be seen as a very small fraction. I commend the President for our meeting today.

I have for over 40 years had the privilege and the opportunity to be in the Oval Office. I started with President Eisenhower as a young person in the White House. I have been in that office with every successive President on a variety of matters. Our President, in the brief meeting of about 20 minutes or so with the two Senators from New York, my colleague, GEORGE ALLEN, myself, Condoleezza Rice, and Andrew Card, his chief, was absolutely calm. He was comfortable. He was knowledgeable. You got the feeling that he is a President who knew precisely what was going on and what has to be done. He was resolute and spoke with clarity about how he will take certain steps to right the criminal wrongs that have been done against our country in due course. He is going to do it on his own timetable—nobody will pressure him—when he has the facts in hand to hold those accountable for these crimes against our country.

I am very proud of our President. Indeed, he said that this is going to take time. It might not be one; it might be two; who knows how many actions we will have to take. But let there be no doubt that this country is resolute in its determination, and that our citizens will be proud of the manner in which men and women of the Armed Forces and all other portions of our Government will respond to this crisis and do whatever we can to see that it doesn't happen again.

I thank the Chair. I yield the floor.

#### A DAY OF EMOTIONS

Mr. NELSON of Florida. Mr. President, as we wind up this extraordinary day, it has been a day of tremendous emotional swings. Earlier this morning, I came to this floor grief stricken having just talked to a family from Florida who had lost one of their members. Later on in the day, I talked to a police officer, now a widower of the flight attendant on the airliner that crashed in Pennsylvania who called her husband telling him that it had been hijacked and that she wanted to tell him that she loved him and she wanted their boys to know that she loved them. That is the flight that we have heard so many reports was targeted coming into Washington. It had made a 180-degree turn, having left Newark, westbound, and was headed to Washington. In fact, we have heard so many stories of other cellular telephone calls from the airplane that would indicate that the passengers, who were the real heroes, had indicated they knew that the hijackers were intent on harm to the Nation, and they were going to overcome the hijackers. In fact, they

did—at their own peril, at their own demise, but being tremendous heroes to this country.

So it has been that kind of day. We have gone from the swings of the emotion of the lows, with those kinds of grief-stricken experiences, to the highs of where we have never seen this place so unified. We have never seen both sides of the aisle come together as they have in recent American political history. We have never seen the unity of the legislative branch of Government and the executive branch.

So it has been an extraordinary day. It has been an extraordinary 3 days. I am just grateful to be one participant, along with my colleague from Minnesota, who is the Presiding Officer.

I will defer to the great leader we have from the State of Nevada, a man who is the glue that pulls us all together, who gives the support that is the right hand to our great majority leader. It is my privilege to relinquish the floor so he might speak.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Mr. President, I express my appreciation to my friend from Florida for those flattering words.

#### MORNING BUSINESS

Mr. REID. Mr. President, I ask unanimous consent that the Senate now proceed to a period of morning business with Senators allowed to speak therein for a period not to exceed 5 minutes each.

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

#### THE HAPPY HOOLIGANS

Mr. CONRAD. Madam President, when the Pentagon was attacked and F-16s were scrambled from Langley Air Force Base, those fighter planes were the 119th Fighter Wing of the North Dakota National Guard. I didn't know that myself when I saw those planes flying. I can tell you, they made an awful lot of us feel much more secure when we saw F-16 fighter planes in the air protecting Washington, DC. So imagine my surprise and my pride when I learned that those were North Dakota National Guard fighter planes.

This is the group we affectionately call in North Dakota the Happy Hooligans. The Happy Hooligans are America's best. The Happy Hooligans have been called the best fighter unit on the planet Earth. They have been called that because the Happy Hooligans have been recognized in competition after competition as America's best. Not only have they won the competitions—the William Tell award, for example—as the best active fighting unit in the United States, but they have not only been in competition with other National Guard units but the regular Air Force. The Happy Hooligans come out No. 1.

So not only are we incredibly proud in North Dakota that a key part of this

Nation's defense at this time of tragedy and attack was from North Dakota but that we sent our very best and that our very best are America's very best.

#### GROWING PROBLEM OF PIRACY AT SEA

Mr. AKAKA. Mr. President, I rise today to call attention to the growing problem of piracy at sea. The days of Blackbeard and Captain Kidd may be gone, but pirates are still with us.

In February 2001 the International Maritime Bureau, IMB, of the International Chamber of Commerce reported that piracy attacks jumped 57 percent from 1999 to 2000. The IMB reported a total of 469 attacks on ships either at sea, at anchor, or in port. Today's pirates prowl the sea in speed-boats, armed with automatic weapons, satellite phones, and global positioning devices. They are often backed by organized crime syndicates, making use of forged registration documents and bills of lading to offload hijacked cargo. Rarely are hijacked ships recovered or pirates arrested.

We should be concerned with this because U.S. trade and national security depend upon maritime transportation. Ninety percent of the world's cargo is carried over the seas. In addition to its role in foreign commerce, our Nation's merchant shipping fleet provides vital national security sealift in the event of war or other crisis. Crews and cargo are coming under increasing attack from pirates. Through violence or the threat of force, pirates are boarding vessels and looting cargo. Last year, there were 72 reported deaths of mariners and 99 injuries due to pirate attacks.

Maritime crime, in general, can take many forms including low-level assaults, thefts, armed robbery, organized hijacking, environmental crimes, and smuggling of humans or contraband. Criminals use violence or the threat of violence to target seafarers, cargo, and ships. Attacks may occur while at dock, in territorial waters, or on the high seas. Piracy can result in immediate loss of life and property and may present a threat to navigational safety.

Under international law, piracy is defined as theft or other illegal acts of violence committed on the high seas for private gain by the crew of a private ship against another ship, or the persons or property on board. The phrase "on the high seas" is a legal term of art. It is any area not within the territorial sea, or sovereignty, of another state. Under the United Nations Convention on the Law of the Sea, a state's territorial sea extends 12 nautical miles from its coastline. Piracy on the high seas is considered a crime against all nations. Accordingly, under international law every state has the right to seize pirate ships on the high seas and arrest pirates who are subject to the jurisdiction of the courts of the state which carried out the arrest.

The true scope of the piracy problem, however, is not known. Despite numerous press reports, current sea piracy statistics are incomplete. There is no consensus among reporting organizations on what constitutes a reportable piracy attack. Although the definition under international law requires that the attack occur on the high seas, some organizations include attacks at port. In addition, it appears that instances of piracy among noncommercial vessels such as yachts and regional fishermen may be significantly under-reported.

Although the risk of attack on U.S. flag ships is not significant, piracy is a problem for our trading partners in Asia. The nations of this region account for more than \$435 billion in trade with the U.S., more than any other region in the world. Approximately 98 percent of this commerce moves by sea. The Malacca Straits, separating the Malay Peninsula with the island of Sumatra, is one of the most important shipping lanes in the world. Surrounded by the nations of Indonesia, Malaysia, and Singapore, it is the shortest route between the Indian Ocean and the South China Sea. Asian allies, dependent on oil imports from the Arabian Gulf, rely upon ships passing safely through the straits. It also happens to be a pirate hot spot.

The piracy problem in Southeast Asia has resulted in several regional responses. In July 2000 Indonesia set up a special court to try piracy cases. In November 2000 the Japanese sent a coast guard vessel to India and Malaysia to participate in joint exercises. In January 2001 Malaysia launched an operation to reduce piracy in the Malacca Straits in cooperation with Indonesia, Singapore, and Thailand. In June 2001 the Japanese Coast Guard announced that it is planning to send patrol boats to the region periodically to participate in joint training exercises.

The U.S. has also responded to this issue through the U.S. Coast Guard, USCG. The Coast Guard's Deepwater Program is responsible for conducting operations 50 miles or more out to sea. The Coast Guard is leveraging its maritime law enforcement expertise by providing training to foreign maritime law enforcement agencies to combat sea piracy. For example, in June 2001 the USCG led a cooperation afloat readiness and training, CARAT, exercise on maritime law enforcement techniques with the Royal Thai Navy. CARAT is an annual series of bilateral exercises between the American military and that of several Asian nations including Indonesia, Malaysia, Singapore, the Philippines, and Brunei. Although well-suited for this mission the Coast Guard is currently ill-equipped. It is in the process of modernizing its aging fleet to carry out more deep-water missions. The current plan calls for the replacement of approximately 100 cutters and more than 200 aircraft in the Deepwater Program.

The rise in the number and seriousness of pirate attacks has drawn the

attention of the United Nations' International Maritime Organization, IMO. The IMO encourages cooperation among governments in the area of regulations and standards concerning maritime safety. Since 1998, the IMO has sponsored a series of seminars around the world to study the piracy problem and heighten awareness. At a June 2001 meeting the IMO renewed its call for all governments and industry to intensify their efforts to eradicate sea piracy and encouraged regional agreements supported by appropriate national piracy laws and adequate enforcement and prosecutorial capabilities. The IMO also approved a draft resolution for submission to the U.N. General Assembly session in November 2001.

As the Bush administration reviews its policy on the issue of sea piracy, I strongly encourage consideration of the following points: (1) We need better statistics on pirate attacks to assess the national security risks. More detailed reporting and analysis is needed to determine the appropriate response to this problem. (2) The U.S. should commend those nations in the region that are attempting to police the waters within their jurisdiction and reduce the number of pirate attacks. (3) The U.S. should encourage further regional cooperation, such as the recent agreement between Japan and Southeast Asian nations regarding joint training exercises. (4) Finally, the U.S. should continue to support the actions of the United Nations in addressing the issue of sea piracy. This would include determining the scope of the problem, whether regional actions are adequate, whether further legislation is needed in some countries, and how the U.N. can be of assistance in drafting these new laws and encouraging more effective enforcement capabilities.

Modern-day piracy must be stopped, and the United States can and should be an active partner in the fight against pirate attacks.

#### LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of this year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred August 26, 2001, in Portland, OR. Lorenzo Okaruru, according to detectives, died after being savagely beaten about the head and face with a blunt instrument, most likely by a man who picked up someone he thought was a woman and was angered to find out Okaruru was a man. Law enforcement officials have said they believe Okaruru was killed based on sexual orientation or gender identity. The Washington County Sheriff's Office last week classified