

years. These threats, as so tragically evidenced on September 11, are not only focused on our Armed Forces, but the heart and soul of our nation, its citizens.

I am especially pleased that this bill contains significant funding levels to support the operations, especially environmental clean-up, at the Savannah River Site in my home State. Additionally, the bill includes the bill makes a strong statement, which was inserted at my request, regarding plutonium disposition. I believe that now more than ever we must eliminate the threat that this material pose. I strongly urge the Department of Energy to follow the RECORD of Decision on plutonium disposition and build the MOX fuel fabrication plant otherwise the Savannah River Site may be forced to store plutonium indefinitely, which is an unacceptable situation.

Although this bill came to the floor under a shadow, I urge the Senate to unite and put aside the partisan interest for the sake of the Nation and, more importantly, for the sake of the men and women who may soon be thrust into harms way.

Mr. CARNAHAN. Mr. President, I would like to associate myself with remarks of the chairman and ranking member on the pending legislation.

Several months ago, I called for a new national commitment to our armed forces. I said that we need to reassess who the enemy is, redesign our military for a new century, and rededicate ourselves to our men and women in uniform and their families.

I am pleased to report that the Defense Authorization bill does all of those things. As our armed forces prepare for a long struggle against terrorism, they count on full support from this Congress.

This legislation authorizes \$343.5 billion for national defense programs, the full amount requested by the administration. And it goes beyond what the administration requested in pay increases and quality of life improvements for the men and women of the armed forces.

The bill also provides additional investments to redesign our military capabilities. It will enhance our airlift capabilities, which will allow US forces to mobilize quickly and respond to crises and terrorist threats around the globe. A centerpiece of this effort is the C-17, produced in my home State of Missouri. I am proud to have worked closely with Senators LEVIN, WARNER, KENNEDY, and SESSIONS, to authorize an additional multi-year contract for this versatile aircraft.

In addition, the committee worked to improve the country's defenses against emerging threats. It adds \$600 million to the administration's budget proposal to combat terrorism and weapons of mass destruction attacks.

The bill will help us shape a new force structure to respond quickly, forcefully, and effectively against terrorists. Senators LANDRIEU and ROB-

ERTS, in particular, helped develop an important framework for responses to threats against our homeland. We have recommended that the Pentagon review its antiterrorism defenses. It should ascertain how various parts of the Defense Department can better coordinate preventative measures and responses to such attacks.

I have the honor of being my State's first Senate Armed Services Committee member in nearly 25 years. I have enjoyed working with my colleagues, Senators LEVIN and WARNER, to help craft this bill. This legislation is good for Missouri, but far more importantly, it is good for America. It will strengthen our military, enhance quality of life for our armed forces, and prepare our Nation to confront the terrorists head-on.

In every generation, Americans have risen to threats against our freedom. Now we must do so again. We must make a new national commitment to our armed forces.

By passing this bill, let us send a message to the terrorists and those who harbor them: America is ready. Your days are numbered.

Mr. President, I thank the Chairman and the Ranking Member for their leadership, and I enthusiastically support this bill.

MUKILTEO LAND TRANSFER

Mrs. MURRAY. Mr. President, today I am pleased to offer an amendment to the fiscal year 2002 Defense Authorizations bill improving upon a land transfer included in the fiscal year 2001 Defense Authorizations bill. Last year, I worked to include language transferring the 22 acre Mukilteo Tank Farm from the United States Air Force to the Port of Everett, Washington. The Port, in cooperation with the City of Everett, the City of Mukilteo, the Washington State Department of Transportation, Sound Transit, and the Washington State Ferry System, plans to redevelop the site to include a new ferry terminal, commuter rail, a marina and enhanced shoreline access. This redevelopment will revitalize Mukilteo and Everett while improving transportation in this area. An important first step in implementing these development plans is for the Air Force to convey this property to the Port of Everett.

For almost 30 years, the 22 acre parcel of land has also been home to the National Marine Fisheries Service's, NMFS', Mukilteo Field Research Facility. Its laboratories are currently housed in old, run-down military barracks. Last year's land transfer legislation did not convey any of the property to NMFS. The agency was concerned that it had lost its chance to own a portion of the 22 acres, and thus to make significant improvements to the site. The facility conducts valuable marine research, which will lead to improved long-term success in protecting and restoring salmon, groundfish and other species in Puget Sound.

I directed the parties involved to reach a mutually agreeable solution. I am very pleased to announce that today's amendment reflects an agreement between the National Oceanic and Atmospheric Administration, NOAA, NMFS and the Port of Everett. Upon transfer of the 22 acres, the Air Force will convey 1.1 acres to NOAA. After 12 years, any portion of the 1.1 acres not being used by NOAA shall automatically revert to the Port of Everett. In addition, the Secretary of Commerce will have the authority to exchange portions of the 1.1 acres with the Port of Everett should such an exchange be deemed mutually agreeable.

This amendment reflects almost a year of negotiations and hard work on the part of many people within each organization. I would like to thank John Mohr, Executive Director for the Port of Everett, and Donna Darm, Acting Regional Administrator for NMFS in the Northwest Region. I appreciate their outstanding leadership in crafting this agreement. I look forward to continuing to work with the Port of Everett, NMFS and NOAA on this and any other issue that may arise in the future. Congratulations on working out an agreement which, I believe, is in the long-term interest of the community, the state of Washington and the nation.

The PRESIDING OFFICER. The Senator from South Carolina is recognized.

Mr. HOLLINGS. I ask unanimous consent that I may proceed as in morning business for 20 minutes.

Mr. WARNER. Mr. President, reserving the right to object, I wish to ask the Senator if he will forbear for a moment.

In my capacity as ranking member of the committee, I thank our committee member from the great State of Louisiana for all of her hard work and for her taking over the chairmanship of the Emerging Threats Subcommittee. I don't know of any other task facing the Senate today that is greater than what faces her in trying to work for the administration now that the President has made some very significant announcements in restructuring efforts of the Federal Government toward addressing the emerging and, indeed, regrettably existing threats now poised at our country. So I commend the Senator from Louisiana and wish her well in the weeks and months to come in her new capacity as chairman.

Ms. LANDRIEU. I thank the Senator. Let me respond briefly. To assure the Senator from Virginia that we are up to the task and that our members are ready to go, we look forward to working with him, and I appreciate his guidance, support, and direction.

Mr. WARNER. I thank the Senator from Louisiana.

The PRESIDING OFFICER. Is there objection to the request of the Senator from South Carolina to speak as in morning business?

Mr. REID. Madam President, what was the request?

The PRESIDING OFFICER. The request is from the Senator from South Carolina to speak as in morning business.

Mr. REID. Reserving the right to object, before we move off the Defense bill—if it is within the rules, 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. DASCHLE. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

MORNING BUSINESS

Mr. DASCHLE. Madam President, I ask unanimous consent that the Senate enter into a period for morning business, with Senators not to speak for more than 15 minutes each.

Mr. WARNER. Madam President, I will not object. That will mean we will now go off the Defense bill, which we discussed. In consultation with our chairman, I hope by Monday we will be ready to proceed with some amendments as soon as the leadership establishes the parameters as to when the votes will be taken. We will be ready.

Mr. DASCHLE. Madam President, I appreciate very much the report from the ranking member. The ranking member and the chairman have done a good job getting us to this point. We ought to be ready with amendments. We are going to have votes as early as 12 o'clock on Monday. I would like to entertain amendments as early as 10 o'clock on Monday morning and be prepared for votes as early as 12 o'clock on Monday.

We will certainly work with the ranking member, the chairman, and accommodate those Senators who wish to offer amendments. We need to get started. I would like to get into a very complete debate on Monday. We will be in throughout the day and maybe into the evening on Monday in order to continue our work on the Defense authorization bill.

Mr. WARNER. Madam President, I thank our distinguished leader.

Mr. DASCHLE. Madam President, I will also say for the interest of colleagues, we will be propounding the unanimous consent request with regard to the consideration of the aviation legislation sometime shortly, but it was in the interest of accommodating Senators who wish to speak that I thought it would be appropriate for us now to enter into a period for morning business. We will do that and be back on the floor with the request in the not too distant future.

I yield the floor.

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

Who seeks recognition? The Senator from South Carolina.

MEASURE READ THE FIRST TIME—S. 1447

Mr. HOLLINGS. Madam President, I understand that a settlement has been reached between the leadership of the House and Senate relative to the airline assistance measure. This measure, an attempt to propound a bare bones solution, does not encompass all the main considerations that came out at the hearing we had in the Commerce Committee yesterday.

It is more or less a gentlemen's agreement that safety is just as important, or this particular Senator was trying to get safety and security ahead of money. Be that as it may, the money has prevailed and the bill will pass, perhaps this weekend or perhaps this afternoon. I want to save time by speaking now so that when the bill is under consideration, I will not be holding up my colleagues who are trying to catch transportation to get home for the weekend.

In that light, I have at the desk a bill by myself, Senator MCCAIN, Senator KERRY, Senator ROCKEFELLER, Senator HUTCHISON, Senator BREAUX, Senator CLELAND, Senator NELSON, Senator EDWARDS, Senator BURNS, Senator SMITH, and Senator REID. I ask it be given its first reading.

The PRESIDING OFFICER. The clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 1447) to improve aviation security, and for other purposes.

Mr. HOLLINGS. I thank the distinguished Chair. Madam President, there is not any question when we are talking about financing that we can give the airline industry billions upon billions of dollars in the next 10 minutes, but the sustenance, success, and the full resumption of airline travel will never occur until the traveling public is confident of safety and security at the airports and on planes in America.

First and foremost, of course, is the matter of the cockpit. Pilots do not want to get into the position of those pilots on 9-11. So they are not only asking for a secure door that can only be opened from the inside, going along with the rule that it not be opened in flight, but that they also be equipped with stun guns. That is going to be taken care of.

We have Federal marshals. We need to extend that program, there is no question about it. But the main kick in the arm of security at all airports of America is the reliance upon the industry itself to provide for that security. It has been going to the lowest bidder, to temporary workers paid minimum wage, their average stay not exceeding 5 months. So there is no professionalism, there is no experience and, as a result, there is no security. Everyone knows this. This was not just revealed at the hearing.

The bill establishes a Deputy Administrator at the Federal Aviation Administration for Aviation Security. We

need a central command with fixed responsibility for this security.

The bill also establishes an Aviation Security Council comprised of representatives from the FAA, the Department of Justice, the Department of Defense, and the CIA to coordinate national security, intelligence, and aviation security information and make recommendations.

There was a question about curbside check-in. Employees stationed there look at their computers. They are well trained to look for certain persons that Interpol, other countries, or the FBI in this country have given as known security risks.

With those that they may have some suspicion about, they check that baggage. Obviously, if the distinguished Senator from California was going through, and she comes through every other week or so, going back and forth to the west coast, she is a discernible public figure, no security risk whatsoever and there is no reason to open the bag. That facilitates airline travel and that is understood.

Even at curbside when they use the computer and bring up the name "Hollings" on the computer, they can see exactly what his travel practices are and other important information to the security of air travel, and either give a double-check through his luggage or maybe a personal check.

El Al Airlines requires that in Tel Aviv. The truth is, we invited El Al's safety executive, and due to the holidays he could not make it, but he will be here the first of the week and is going to brief our committee.

We know there is required security in the country of Israel, and as a result we want to try to emulate their success in that regard. First, put in a deputy administrator with a coordinated council and strengthen the cockpit doors and locks.

We have heard from the distinguished Senator from Massachusetts of his constituent who manufactures such a door. He will be momentarily addressing that.

There is no question in this Senator's mind that once the door is locked securely with a substance such as Kevlar that it cannot be penetrated. Once that is secured and you get the security personnel at Reagan National Airport, you can open up Reagan National. There is no difference between opening up Dulles Airport or Baltimore-Washington Airport and not Reagan with respect to the proximity because, after all, it was the Dulles flight that hit the Pentagon.

Once a flight takes off, to turn around and come back into Washington, it is just as easy to turn from, say, Baltimore or Dulles before anything can really be done to stop its course and come right into the Pentagon again.

I understand what the Secret Service and the National Security Council are saying, but this is no time for debate. As the President said, this is a time for action. So let us start with action, get