

renewable, domestic fuels to increase fuel supplies, reduce our dependence on foreign oil, and increase the U.S.' ability to control its own energy security and economic future.

#### MORNING BUSINESS

Mr. REID. I ask unanimous consent that the Senate now proceed to a period for morning business, with Senators permitted to speak not in excess of 5 minutes.

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

#### SECURE OUR COASTLINE

Mr. CLELAND. Madam President, I am proud to be a part of this body which wisely acted to improve border security last night. As we approach the end of April, I am here today to urge my House colleagues to act on the issue of port security, which the Senate passed unanimously last year. Our Nation's coastline is over 95,000 miles—by far our most prolific border. Yet, despite the tremendous national mobilization to increase security since September 11, protecting our seaports has been a somewhat elusive goal. Although the Senate acted last December to tighten security at our Nation's ports, the legislation is still stalled in the House of Representatives.

In my home state of Georgia, ports play an important role in international commerce and military support. The Port of Brunswick, GA, with three marine terminals, is growing rapidly. Brunswick is the home of a world-class auto and machinery import-export processing facility as well as an expanding forest products and agri-bulk operation. With the completion of the new Sidney Lanier Bridge this year and the on-going deepening of the Brunswick Harbor channel, the future of this operation is even brighter.

At the Port of Savannah, which brings in the eighth largest cargo volume in the Nation, ships carry iron, steel, lumber, machinery, and paper products.

It was the fastest growing container shipping operation in the Nation during calendar year 2001, and the only port to experience double-digit growth for the year. The total volume of business at the port has grown steadily over the last decade, reflecting its important contribution as a powerful economic benefit for importers, exporters and consumers located throughout the entire southeast region of the United States. The Port of Savannah is also an important strategic ally to our Nation's military, serving as a first responder for deployment of military equipment, supplies and personnel to hot spots around the world.

To utilize this important port, ships must traverse the Savannah River and pass between historic River Street, with its shops and restaurants, and the new Convention Center and hotel on Hutchinson Island, which can accom-

modate over 10,000 guests and employees. On any given day, there are thousands of people walking the streets of this beautiful, old town. If someone with sinister motives were able to gain access to this channel, they could easily wreak havoc on a large number of people in a short period of time. Imagine this situation repeated at ports throughout the country, many of which are located around large population centers. A New York Times article from November 2001 sums up the problem with a description of a port in Portland, Maine:

The unscrutinized containers, the bridge, the oil tanks, the dormant but still radioactive nuclear power plant 20 miles north of the harbor—all form a volatile mix in a time of terrorism.

One must not forget that 68 nuclear power plants are located along navigable waters, and in my State, we also face maritime security risks as a result of the opening of a liquefied natural gas terminal LNG. One LNG carrier can carry enough gas to heat the homes of over 30,000 families.

Our ports and waterways are vulnerable. The Interagency Commission on Crime and Security in U.S. Seaports reports:

The state of security in U.S. seaports generally ranges from poor to fair, and in a few cases, good.

This same report surveyed 12 large ports and found that only 3 controlled port access from the land, and that 9 of these ports did not control access via the water. To realize the ramifications, we only need to remember the U.S.S. *Cole*.

While Congress did appropriate over \$93 million in funds for port security upgrades last year, we can and must do more. We have an opportunity, and a duty, to act to help prevent a terrorist attack on our ports before it happens. In December, the Senate unanimously passed S. 1214, the Port and Maritime Security Act of 2001. I am a cosponsor of this important legislation because I understand the crippling affect a terrorist attack at our ports would have on the Nation's commerce as well as our people.

Ninety-five percent of foreign trade travels on water. After September 11, the Nation's air travel system was halted for days, crippling commercial airlines, the postal service, and the transportation of goods and people worldwide.

Millions of dollars were lost in unrealized revenue as a result of only 4 days. The airports however, had a security system in place. They only needed adjusting in order to reopen our skies.

However, what security system is in place at our ports? If something happened at my home State's port of Savannah or Brunswick, how would this Nation respond? I believe Americans would rightly expect seaborne shipments to stop. This means that the employment of over 1 million people would be in jeopardy; over \$74 billion in annual gross domestic product would

halt; personal income contributions of over \$52 billion would disappear, and local and Federal revenue exceeding \$20 billion would dry up. The ripple effects throughout our Nation's economy and the world's—because sea shipment is the ultimate example of globalization—would be devastating. Unlike the airports, restoring normal sea shipments would take longer than 4 days because there is no system in place to upgrade but rather a patchwork of security initiatives that may not allow for any quick or uniform upgrades. In view of all of these disturbing facts, I urge my House colleagues to take up and pass S. 1214, which contains important provisions to make our seaports more secure.

At a minimum, S. 1214 requires security assessments and authorizes funding for these assessments at our ports, which some port authorities have done already. The Georgia Ports Authority—GPA—for example, has already conducted this assessment with its own funds.

This report recommends a major increase in the number of surveillance cameras, lighting, fencing and other perimeter security measures at Savannah and Brunswick. It also recommends the addition of some 40 new law enforcement and other security personnel to enhance the 60 person police force now deployed at the Port of Savannah and to also provide additional coverage in Brunswick. In addition, there is a recommendation for a major expansion of the credentialing system for personnel and vehicles that have access to the port facilities.

We do not yet have the price tag for all of these improvements, but we know that it will be costly. I am certain that GPA will be applying for Federal funding to assist in these costs, and I will strongly support their application as we work through the budget process. The \$93 million grant program Congress established was only a first step toward strengthening our seaports, and S. 1214 would help us get closer to that goal.

This legislation also requires background checks for personnel employed in security Sensitive positions.

Additionally, S. 1214 authorizes funding for screening and detection equipment, and it requires crew and cargo manifests to be reported to the U.S. Customs Service before the ship arrives at a domestic port, not after.

In order to help coordinate the many agencies and law enforcement personnel at our Nation's ports, the bill encourages, where possible, locating these personnel at the same facility.

Additionally, after working with the bill's authors, I drafted a provision included in the Senate passed bill which establishes a pilot program operated by the U.S. Customs Service to ensure the integrity and security of cargo entering the United States. Specifically, this provision calls for Customs to explore the types of technology available that can be used to ensure a ship's

goods have not been tampered with. Such technology could enable "preapproved" cargo to enter the United States on an expedited basis.

This program would also require communication and coordination with foreign ports and foreign Customs officials and shippers, at the point the goods are loaded onto ships bound for our land, and would likely result in prescreening of American bound goods at these foreign ports.

This "extension" of our borders to enable screening of containers at foreign ports translates into a greater chance of eliminating threats at home and ensuring that properly handled and safe cargoes can be moved through the system so that we can focus on potentially more dangerous cargoes.

Commander Stephen Flynn of the U.S. Coast Guard and a Senior Fellow at the Council on Foreign Relations believes that homeland security can be supported through "establishing private-sector cooperation, focusing on point-of-origin security measures, and embracing the use of new technologies."

I wholeheartedly agree with Commander Flynn, and I believe my amendment accomplishes these goals.

I am pleased with the Commissioner of the U.S. Customs Service, Robert Bonner. He is in support of my amendment. In a speech given on January 17, 2002, Commissioner Bonner announced the Service's Container Security Initiative.

With over half of our Nation's containers originating at only 10 international ports, targeting these ports for an "international security standard [for] sea containers," as Commissioner Bonner put it, would result in prescreening of most of the goods entering the country. The Commissioner continued by stating that pre-screening of containers and the use of technology are vital parts of this program:

A first step in the [container security initiative] begins by examining and comparing our targeting methods with those of our international partners. And we should consider dispatching teams of targeting experts to each other's major seaports to benchmark targeting and to make sure that all high risk containers are inspected by the same technology that can detect anomalies requiring physical examination inside the container. . . . Having your containers checked and pre-approved for security against the terrorist threat at a mega-port participating in this program should and likely will carry tangible benefits.

I look forward to working with Commissioner Bonner and the Customs Service on this initiative, as well as implementation of the pilot program called for in my amendment, and I have written to the Commissioner conveying my strong interest in the CSI program and pledging my full cooperation in implementing it. Additionally, I was pleased to read in the April 16 Washington Post that several U.S. businesses have signed on to participate in such a program to better ensure the integrity and safety of goods entering the United States.

I look forward to reviewing the successes and recommendations resulting

from this important port security initiative.

One of the Customs Service's vital partners in the current port security regime is the U.S. Coast Guard. They were among some of the first respondents to the homeland security call on and after September 11.

I applaud the President for including the Coast Guard funding level increases in his budget, which will better enable the Coast Guard to carry out its multifaceted security initiatives—from monitoring our ports to search and rescue to drug interdiction programs.

In a Washington Post column from Sunday, March 3, about the potential development of weapons of mass destruction by Al Qaeda, the author writes:

In "tabletop exercises" conducted as high as Cabinet level, President Bush's national security team has highlighted difficult choices the chief executive would face if the new sensors picked up a radiation signature on a boat steaming up the Potomac River . . .

Congress must send the President a strong port security bill before it is too late. I urge the House to promptly pass S. 1214.

#### TRIBUTE TO BOB KILLEEN

Mr. DAYTON. Madam President, I rise today to pay tribute to Bob Killeen, the former Subregional Director for Minnesota of United Auto Workers of Region 10. Bob has been a good friend of mine for the last 25 years. And even though his doctors say that he is in a tough battle, knowing Bob, and knowing his courage and his heart, I would not be surprised to see him bouncing back tomorrow.

I do want to take this opportunity on the Senate floor to pay tribute to him for the leadership he has given to the United Auto Workers in Minnesota over the past decades, to thank him for his enlightened leadership on behalf of working men and women in Minnesota, and to recognize him as a leader and a teacher for those who have followed in his footsteps, such as myself. Senator WELLSTONE, I know, joins with me in these remarks.

Bob is courageous in his convictions. He is always true to those convictions. But he has proceeded as a gentleman in the best sense of that word. He is respected by his friends and his supporters, and even by those who may have sat on the other side of the bargaining table. Bob has treated everybody with the same kind of respect and regard. That is why so many people love him, as I do, and care for him as a human being, and respect his convictions and his principles.

I say to Bob and to the members of the Killeen family how indebted all of us in Minnesota are to all of you for lending your spouse, and your father, to us during these years. I know it took many hours and nights away from his family for Bob to do the work that he was committed to doing. I know he would not have wanted it any other way, and I know his family would not have wanted it any other way as well.

To Bob, I wish you Godspeed. I thank you from the bottom of my heart for the gifts of your wisdom and your principles that you have bequeathed to me. I say to you: You have done a remarkably wonderful job for Minnesota, Bob. Thank you very much.

#### LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Madam President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of last 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 March 25, 1993 in New Haven, CT. Two Yale students were harassed and assaulted because they are gay. The assailant, Mark Torwich, 27, of Shelton, was charged with a hate crime in connection with the incident.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol that can become substance. I believe that by passing this legislation and changing current law, we can change hearts and minds as well.

#### ADDITIONAL STATEMENTS

##### WOMEN'S AUTOIMMUNE DISEASES RESEARCH AND PREVENTION ACT

• Mrs. BOXER. Madam President, yesterday I introduced the Women's Autoimmune Diseases Research and Prevention Act. This legislation would expand, intensify and better coordinate activities between the Office on Women's Health, the National Institutes of Health and other national research institutes with respect to autoimmune diseases in women.

The term "autoimmune disease" refers to a varied group of more than 80 serious, chronic illnesses that involve the human organ system; the nervous, gastrointestinal and endocrine systems; the skin and other connective tissues; the eyes; and blood and blood vessels. These are illnesses where the body's protective mechanisms go haywire, and where the body's immune system attacks the very organs it was designed to protect.

Overall, some 50 million Americans are afflicted with some form of autoimmune disease. But for reasons we do not understand, the vast majority of those affected, approximately 75 percent, are women, and most are stricken during the working and childbearing years. Taken together, autoimmune diseases represent the fourth largest cause of disability among women in the United States.