(Mr. LEAHY) and the Senator from Hawaii (Mr. AKAKA) were added as cosponsors of S. 2310, a bill to promote the national security of the United States by facilitating the removal of potential nuclear weapons materials from vulnerable sites around the world, and for other purposes.

S. 2321

At the request of Mr. BYRD, the name of the Senator from South Carolina (Mr. GRAHAM) was added as a cosponsor of S. 2321, a bill to amend title 32, United States Code, to rename the National Guard Challenge Program and to increase the maximum Federal share of the costs of State programs under that program, and for other purposes.

S. 2323

At the request of Mr. SHELBY, the name of the Senator from Kentucky (Mr. BUNNING) was added as a cosponsor of S. 2323, a bill to limit the jurisdiction of Federal courts in certain cases and promote federalism.

S. 2328

At the request of Mr. DORGAN, the name of the Senator from Wisconsin (Mr. KOHL) was added as a cosponsor of S. 2328, a bill to amend the Federal Food, Drug, and Cosmetic Act with respect to the importation of prescription drugs, and for other purposes.

S. 2352

At the request of Mr. ENSIGN, the name of the Senator from Mississippi (Mr. LOTT) was added as a cosponsor of S. 2352, a bill to prevent the slaughter of horses in and from the United States for human consumption by prohibiting the slaughter of horses for human consumption and by prohibiting the trade and transport of horseflesh and live horses intended for human consumption, and for other purposes.

S. 2371

At the request of Mr. KENNEDY, the name of the Senator from Indiana (Mr. BAYH) was added as a cosponsor of S. 2371, a bill to amend the Occupational Safety and Health Act of 1970 to expand coverage under the Act, to increase protections for whistleblowers, to increase penalties for certain violators, and for other purposes.

S. 2376

At the request of Mr. BUNNING, the names of the Senator from South Carolina (Mr. GRAHAM) and the Senator from Texas (Mrs. HUTCHISON) were added as cosponsors of S. 2376, a bill to amend the Internal Revenue Code of 1986 to repeal the scheduled restrictions in the child tax credit, marriage penalty relief, and 10 percent rate bracket, and for other purposes.

S. 2385

At the request of Mr. BINGAMAN, the name of the Senator from New Mexico (Mr. DOMENICI) was added as a cosponsor of S. 2385, a bill to designate the United States courthouse at South Federal Place in Santa Fe, New Mexico, as the ''Santiago E. Campos United States Courthouse''.

S.J. RES. 31

At the request of Mr. EDWARDS, the names of the Senator from California (Mrs. BOXER) and the Senator from Illinois (Mr. DURBIN) were added as cosponsors of S.J. Res. 31, a joint resolution to provide for Congressional disapproval of certain regulations issued by the Office of the Comptroller of the Currency, in accordance with section 802 of title 5, United States Code.

S.J. RES. 32

At the request of Mr. EDWARDS, the names of the Senator from California (Mrs. BOXER) and the Senator from Illinois (Mr. DURBIN) were added as cosponsors of S.J. Res. 32, a joint resolution to provide for Congressional disapproval of certain regulations issued by the Office of the Comptroller of the Currency, in accordance with section 802 of title 5, United States Code.

S. CON. RES. 8

At the request of Ms. COLLINS, the name of the Senator from Wisconsin (Mr. KOHL) was added as a cosponsor of S. Con. Res. 8, a concurrent resolution designating the second week in May each year as ''National Visiting Nurse Association Week''.

S. CON. RES. 99

At the request of Mr. BROWNBACK, the name of the Senator from Nebraska (Mr. HAGEL) was added as a cosponsor of S. Con. Res. 99, a concurrent resolution condemning the Government of the Republic of the Sudan for its participation and complicity in the attacks against innocent civilians in the impoverished Darfur region of western Sudan.

S. RES. 202

At the request of Mr. CAMPBELL, the name of the Senator from Wisconsin (Mr. KOHL) was added as a cosponsor of S. Res. 202, a resolution expressing the sense of the Senate regarding the genocidal Ukraine Famine of 1932–33.

S. RES. 325

At the request of Mr. SANTORUM, the name of the Senator from Minnesota (Mr. COLEMAN) was added as a cosponsor of S. Res. 325, a resolution expressing the sense of the Senate regarding the creation of refugee populations in the Middle East, North Africa, and the Persian Gulf region as a result of human rights violations.

S. RES. 343

At the request of Mr. LUGAR, the name of the Senator from Wisconsin (Mr. FEINGOLD) was added as a cosponsor of S. Res. 343, a resolution calling on the Government of the Socialist Republic of Vietnam to respect all universally recognized human rights, including the right to freedom of religion and to participate in religious activities and institutions without interference or involvement of the Government; and to respect the human rights of ethnic minority groups in the Central Highlands and elsewhere in Vietnam.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. AKAKA:

S. 2390. A bill to amend the Homeland Security Act of 2002 (6 U.S.C. 101 et seq.) to establish a Geospatial Management Office within the Department of Homeland Security to establish and maintain geospatial preparedness for homeland security purposes; to the Committee on Governmental Affairs.

Mr. AKAKA. Mr. President, I rise today to introduce the Homeland Security Geospatial Information Act of 2004 which would create a Geospatial Management Office within the Department of Homeland Security (DHS). Geospatial information is a critical component of effective planning for homeland security.

My interest in homeland security geospatial information developed out of my efforts to ensure support for predisaster mitigation programs, such as Project Impact. Project Impact was started by FEME in 1997 to help communities become disaster-resistant by preventing damage and loss of life and property during a disaster and reducing recovery time and costs afterwards.

Geospatial technologies, such as satellite imagery and aerial photography, provide data that create the maps and charts that can help prevent a disaster from occurring or lessen the impact of an unforeseeable event by equipping first responders with up-to-date information. In the event of a terrorist chemical attack, knowing which way a contaminated plume will travel can save lives. Similarly, the damage of a natural disaster, such as wildfire, can be lessened by maps that help predict which areas will be in the path of the blaze.

My own State of Hawaii is vulnerable to hurricanes, torrential rains and flooding, tsunamis, droughts, earthquakes, and even wildfires. Four years ago, flooding on the islands of Hawaii and Maui caused approximately $20 million in damage to private and public facilities. In order to predict floods more accurately, local officials need current, interoperable data on water levels and surrounding infrastructure so that accurate maps predicting the flow of water can be created on demand. Accurate maps are also critical for swift and safe evacuation procedures.

All levels of government are more effective and efficient when employing geospatial technology, especially in the area of homeland security. Its uses include, but are not limited to: disaster early warning and mitigation, border monitoring, criminal investigations, public health protection, and critical infrastructure oversight.

In the past, geospatial information management has been done in a piecemeal fashion. Domestic geospatial data procurement and sharing is poorly coordinated and managed. According to a 2003 study by Cary and Associates, a geotechnology consulting firm, the Federal Government spends $5 billion per year on geospatial goods and technologies. This figure does not include the amount being spent by State and local agencies, which some experts estimate is two to three times that of the

Federal Government. It is also estimated that at least half of the government's geospatial spending is going towards redundant activities.

During a House Government Reform hearing in June 2003, Mark Forman, then the Administrator of the Office of E-Government and Information Technology, admitted that the Office of Management and Budget had no idea how much money federal agencies spend on geospatial procurement.

The Administration's current solution to this problem is Geospatial One-Stop, an online portal where organizations and individuals can access geospatial information developed by Federal, State, and local agencies. While Geospatial One-Stop is a good sharing tool, it helps to reduce government redundancy only if agencies voluntarily access data from it instead of procuring the data themselves. With no one keeping a close eye on an agency's geospatial spending, there is no incentive for it to utilize this tool.

The legacy agencies that make up DHS had traditionally managed their own geospatial procurement. But many of the homeland and non-homeland security missions of DHS complement each other. Sharing maps and data reduces redundancy, provides savings, and ensures better information for disaster response.

Currently, the DHS Chief Information Officer (CIO) is working to break down this geospatial stove piping within the Department by naming a Geospatial Information Officer. However, there is no single office in DHS officially responsible for geospatial management, and therefore, no corresponding budget. In the present structure, the Geospatial Information Officer does not have the authority to compel the five DHS directorates to cooperate with his efforts. The entire agency should make geospatial coordination a priority.

A geospatial management office needs to be created and codified within DHS. A congressionally mandated office would give the Geospatial Information Officer more authority with which to do this job.

The Office of Geospatial Management has the potential to significantly increase the quality of the resources homeland security officials rely on by reducing redundancy and improving the quality of geospatial procurement. But in order to do this it needs authority and funding.

This office would also serve as a mechanism for coordinating with State and local authorities. Much of the geospatial information available today is created at the state and local levels. Centralizing this information will make it more widely available to first responders and other homeland security officials.

The Homeland Security Geospatial Act of 2004, will address these needs by: creating the Office of Geospatial Management under the CIO; giving this office the responsibility for managing DHS geospatial activities and coordinating with State and local officials on geospatial initiatives that pertain to homeland security; and naming the Department as member of the Geospatial One-Stop Board of Directors, which will give DHS a role in coordinating federal geospatial activities.

We can improve the Department's mission of protecting America, while maximizing the funds. I urge my colleagues to support this important legislation.

By Mr. WYDEN (for himself and Mr. GRAHAM of South Carolina):

S. 2392. A bill to amend the Federal Election Campaign Act of 1971 to require candidates to stand by their printed and Internet advertising, and for other purposes; to the Committee on Rules and Administration.

Mr. WYDEN. Mr. President, I rise today to introduce the ''Political Candidate Personal Responsibility Act,'' together with my colleague from South Carolina, LINDSEY GRAHAM. This bill would extend the successful model of the ''Stand By Your Ad'' provision—which requires candidates for Federal office to take explicit personal responsibility for TV and radio ads—to additional types of media, including the Internet, that today aren't covered.

Although the elections of 2004 are still months away, the onslaught of political advertising has already begun. As the election nears, with each passing day, political ads become more and more prevalent.

But something is different this year. Two things, actually.

First, as anyone who watches television has probably noticed, this year political ads feature a personal statement by the candidate saying ''I'm so-and-so and I approved this message.'' The candidates are taking full personal responsibility, clearly and publicly, for the advertisements put out by their campaigns.

This is the direct result of the ''Stand By Your Ad'' provisions included in the McCain-Feingold campaign reform law. As the author of the original ''Stand By Your Ad'' amendment, together with my good friend Senator COLLINS, I'm proud of the effect our new requirement is having on the tone of radio and TV campaign ads. Already, in the first election cycle where it applies, it's making a real difference.

The reason is simple. The public is turned off by aggressively negative attack ads—and candidates know it. So when candidates have to associate themselves in a personal manner with their ads, they are going to be extra careful about the tone. A nasty or controversial attack can backfire, leading to negative perceptions of the candidate who approved it.

In short, candidates are thinking twice about the tone of the ads they put on the air. Representatives of national, non-partisan campaign reform groups such as Common Cause, the Campaign Legal Center, Democracy 21, and the Center for Responsive Politics have all been quoted in the press as saying that there has been a noticeable shift away from the overly negative attack ads of the past.

The second change this year is that Internet communications are coming into their own as a vehicle for political advertising. Americans are spending more time online—plus many now have Internet connections and computing power that enables them to view video that matches the quality of television. Political campaigns have taken note, and have made major strides in tapping into the tremendous potential of the Internet for reaching large numbers of people at low cost.

According to press reports, the Presidential campaigns already have e-mailed links to campaign videos to literally millions of people. These Internet-based communications can spread like wildfire, because each recipient can easily forward them to others. Moreoever, Web videos often attract attention from the news media, so the message sometimes ends up getting carried on television as well.

Political messages are also starting to appear on websites that carry banner or pop-up ads. It has been estimated that politicians will spend an estimated $25 million this year on online ads.

The rise of Internet-based ads is not just a flash in the pan—it's a trend that is sure to continue.

I have a long history of supporting the Internet, e-commerce, and Internet-based innovation. In politics as in so many other areas, the Internet brings exciting opportunities—in this case, to create new avenues for democratic dialogue and engagement in the political process.

But I don't believe that the Internet should be allowed to become a vehicle for political candidates to sidestep existing campaign rules and engage in mudslinging without accountability.

The problem is, the scope of the ''Stand By Your Ad'' provisions is limited. They only apply to television and radio ads. Internet communications are not covered. Nor are communications such as newspaper ads or mass mailings.

Already, there are clear signs that highly negative ads are migrating to the Internet—in part because the ''Stand By Your Ad'' requirements don't apply there. Here are a few recent press headlines:

''Political Attack Ads Already Popping Up on the Web.''

''Presidential Ad War Hits the Web—Harsh Attacks Leveled Online, Where TV Rules Don't Apply.''

''Political Smears Thrive Online.''

The ads these articles talk about aren't just ordinary text messages sent through e-mail or posted on a website.

Often, they are full, professionally produced videos, equal in quality to anything you might see on TV—and therefore packing the same emotional impact as a well crafted TV ad. But instead of using broadcast, satellite, or cable, they are e-mailed to thousands or even millions of Internet users.

So today, I am introducing the ''Political Candidate Personal Responsibility Act.'' You could also call it ''Stand By Your Ad II.'' The basic idea is that what works for TV and radio should work for other types of communications as well. Candidates wishing to distribute negative campaign materials via the Internet or the mail should be held just as accountable as they are now for ads they put on the air.

Specifically, the bill would require that campaign communications such as audio or video ads transmitted over the Internet, newspaper ads, brochures, bulk mailings, bulk e-mail, and prerecorded telephone calls—if they mention another candidate for the same office—must carry a ''Stand By Your Ad'' disclaimer stating that the candidate personally approved the message. For Internet audio or video and prerecorded phone calls, the requirements would be identical to those that now apply to radio or television. For printed materials, whether paper or electronic, a picture of the candidate would be required to accompany the statement.

I believe that forcing candidates to take personal responsibility also forces them to think long and hard about releasing the types of aggressive negative attacks that have been growing all too common during election seasons. This is important, because when people get turned off by the electoral process, voting and public involvement suffer. Decreasing the amount of negativity in our political campaigns may help reduce some of the cynicism about politics, and bring more people back into the process.

I say to my colleagues, Stand By Your Ad is working. So let's take the next step and extend this success to campaign communications generally. Let's build on the good work we've already done in getting candidates to take responsibility for what they say.

And yes, I'm RON WYDEN, and I stand by this statement.

I ask unanimous consent that my statement and a copy of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2392

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Political Candidate Personal Responsibility Act of 2004''.

SEC. 2. ADDITIONAL REQUIREMENTS FOR PUBLIC COMMUNICATIONS BY CANDIDATES FOR FEDERAL OFFICE.

(a) PRINTED MEDIA.—Section 318(c) of the Federal Election Campaign Act of 1971 (2 U.S.C. 441d(c)) is amended—

(1) in the matter preceding paragraph (1), by inserting '', including a printed communication that is transmitted through the Internet,'' after ''subsection (a)'';

(2) in paragraph (2), by striking ''and'' after the semicolon at the end;

(3) in paragraph (3), by striking the period and inserting ''; and''; and

(4) by adding at the end the following:

''(4) if the communication is described in paragraph (1) or (2) of subsection (a) and makes any direct reference to another candidate for the same office—

''(A) include a clearly identifiable photographic or similar image of the candidate;

''(B) include a clearly readable printed statement identifying the candidate and stating that the candidate has approved the communication; and

''(C) occupy no less than 10 percent of the total area of the communication.''.

(b) INTERNET AND PRERECORDED TELEPHONE COMMUNICATIONS.—

(1) AUDIO AND VIDEO INTERNET COMMUNICATIONS.—Section 318(d)(1) of the Federal Election Campaign Act of 1971 (2 U.S.C. 441d(d)(1)) is amended by adding at the end the following:

''(C) BY INTERNET.—Any communication described in paragraph (1) or (2) of subsection (a) which is transmitted through the Internet and which makes any direct reference to another candidate for the same office shall—

''(i) in the case of an audio communication, meet the requirements applicable to communications transmitted through radio under subparagraph (A); and

''(ii) in the case of a video communication, meet the requirements applicable to communications transmitted through television under subparagraph (B).''.

(2) PRERECORDED TELEPHONE COMMUNICATIONS.—Section 318 of the Federal Election Campaign Act of 1971 (2 U.S.C. 441d) is amended—

(A) in subsection (a), by inserting ''telephone call which consists in substantial part of a prerecorded audio message'' after ''mailing,'' each place it appears in the matter preceding paragraph (1); and

(B) in subsection (d)(1), as amended by paragraph (1), by adding at the end the following:

''(D) BY PRERECORDED TELEPHONE CALL.—

''(i) IN GENERAL.—Any communication described in paragraph (1) or (2) of subsection (a) which is a telephone call which consists in substantial part of a prerecorded audio message and which makes any direct reference to another candidate for the same office shall meet the requirements applicable to communications transmitted through radio under subparagraph (A).

''(ii) EXCEPTIONS.—The requirements of this subparagraph shall not apply to a communication that is—

''(I) terminated by or at the request of the recipient of the communication after less than 30 seconds; or

''(II) not initiated by the party making the communication.''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to communications made after the date that is 180 days after the date of enactment of this Act.

By Mr. ROCKEFELLER (for himself, Mr. MCCAIN, and Mr. HOLLINGS):

S. 2393. A bill to improve aviation security; to the Committee on Commerce, Science, and Transportation.

Mr. ROCKEFELLER. Mr. President, I rise today to introduce legislation that is intended to help the Transportation Security Administration (TSA) improve our Nation's aviation security system. All of us continue to have real concerns about our Nation's security given the threats that we face, and aviation continues to be a focus of those that want to do us harm.

I, first, want to acknowledge the work of Senators MCCAIN and HOLLINGS. We all have spent a lot of time thinking about the problems of our aviation system, and the threats our country faces in today's environment. Their support and thoughts have enabled all of us to put together a better piece of legislation, and we share a common goal—a better, and more secure, aviation system.

We began this process right after 9–11, but more needs to be done. Most of us understand that improvements have been made, but it has now been three years and we must complete the job. This bill, the Aviation Security Advancement Act, will move us further toward completion of this task.

When terrorists hijacked airlines and used them as weapons of mass destruction against our nation, the American people saw firsthand that we were quite vulnerable to an unseen enemy, and that our way of life was threatened in a way it had never been before. National security immediately became the primary focus of our government, and many other private entities, as everyone understood that another failure of this magnitude would be a devastating blow to the country.

In response to 9–11, Congress passed P.L. 107–71, the Aviation and Transportation Security Act or ATSA, which federalized the airport security screener workforce and required an expansive strengthening of aviation security in the U.S. As a frequent flier, I believe that the vast majority of travelers are confident in the new security regime and feel that we are much safer than we were under the system that existed before. This confidence is borne out through increasing passenger levels that are fast approaching those prior to the terror attacks in 2001. With an increased volume of passenger flow and aircraft traffic will come further challenges for aviation security. The Aviation Security Advancement Act is intended to help TSA foster a higher level of security than currently exists and focus on additional tasks that need to be addressed in this rapidly changing environment.

Yet I continue to be completely frustrated by the progress we are making with respect to screener effectiveness. Testimony before our Committee, public reports and recent editorials, all tell us that we can not rest until the effectiveness of screeners is improved. In addition, new technologies need to be deployed to help them do their jobs. We can not spend billions of dollars on a system and have it barely measure up to pre-9–11 days.

The Aviation Security Advancement Act takes needed steps to bolster aviation security and provides TSA the financial and physical support needed to close numerous loopholes in the current security regime. In response to

the increasing use of aviation by the traveling public, this legislation standardizes the Federal screener workforce and requires TSA make efforts to improve the efficiency of passenger screening to insure individuals are processed in a faster, more secure manner. To address shortcomings in cargo security, the bill would overhaul all-cargo aviation security by implementing recommendations developed by the Aviation Security Advisory Committee and by funding a new grant program to pursue technological improvements that will help secure freight on all-cargo and passenger aircraft. The bill also seeks to increase the efficiency of baggage screening by funding capital security projects at airports across the country, while providing money for the research and development of advanced screening machines, and mandating a schedule for in-line placement of Explosive Detection Systems rather than various alternative means now practiced at many airports.

In addition, the bill would mandate improvements to a number of other sectors of aviation security where I feel more needs to be done. Among these efforts would be increased support for the Federal Air Marshal program, airport perimeter security, and intelligence information sharing. It also authorizes funding for TSA to develop a biometric center of excellence to focus on definitive identification of travelers and employees which I believe could have a dramatic impact on the speed of passenger screening while providing greater security for the entire system.

It is clear that we need to take more action to improve the security of our skies. The Aviation Security Advancement Act will be a big step in the right direction. I appreciate the support of Senators MCCAIN and HOLLINGS and urge my colleagues to co-sponsor the bill so that we can move it through the Committee quickly.

Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 2393

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Aviation Security Advancement Act''.

SEC. 2. AVIATION SECURITY STAFFING.

(a) STAFFING LEVEL STANDARDS.—

(1) DEVELOPMENT OF STANDARDS.—Within 90 days after the date of enactment of this Act, the Secretary of Homeland Security, in consultation with the Secretary of Transportation and Federal Security Directors, shall develop standards for determining the appropriate aviation security staffing standards for all commercial airports in the United States necessary—

(A) to provide necessary levels of aviation security; and

(B) to ensure that the average aviation security-related delay experienced by airline passengers does not exceed 10 minutes.

(2) GAO ANALYSIS.—The Comptroller General shall, as soon as practicable after the date on which the Secretary of Homeland Security has developed standards under paragraph (1), conduct an expedited analysis of the standards for effectiveness, administrability, ease of compliance, and consistency with the requirements of existing law.

(3) REPORT TO CONGRESS.—Within 120 days after the date of enactment of this Act, the Secretary of Homeland Security and the Comptroller General shall transmit a report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure on the standards developed under paragraph (1), together with recommendations for further improving the efficiency and effectiveness of the screening process.

(b) INTEGRATION OF FEDERAL AIRPORT WORKFORCE AND AVIATION SECURITY.—The Secretary of Homeland Security shall conduct a study of the feasibility of combining operations of Federal employees involved in screening at commercial airports and aviation security related functions under the aegis of the Department of Homeland Security in order to coordinate security-related activities, increase the efficiency and effectiveness of those activities, and increase commercial air transportation security.

SEC. 3. IMPROVED AIR CARGO AND AIRPORT SECURITY.

(a) IN GENERAL.—There are authorized to be appropriated to the Secretary of Homeland Security for the use of the Transportation Security Administration, in addition to any amounts otherwise authorized by law, for the purpose of improving aviation security related to the transportation of cargo on both passenger aircraft and all-cargo aircraft—

(1) $200,000,000 for fiscal year 2005;

(2) $200,000,000 for fiscal year 2006; and

(3) $200,000,000 for fiscal year 2007.

(b) NEXT-GENERATION CARGO SECURITY GRANT PROGRAM.—

(1) IN GENERAL.—The Secretary shall establish and carry out a grant program to facilitate the development, testing, purchase, and deployment of next-generation air cargo security technology. The Secretary shall establish such eligibility criteria, establish such application and administrative procedures, and provide for such matching funding requirements, if any, as may be necessary and appropriate to ensure that the technology is deployed as fully and as rapidly as practicable.

(2) RESEARCH AND DEVELOPMENT; DEPLOYMENT.—To carry out paragraph (1), there are authorized to be appropriated to the Secretary for research and development related to next-generation air cargo security technology as well as for deployment and installation of next-generation air cargo security technology, such sums are to remain available until expended—

(A) $100,000,000 for fiscal year 2005;

(B) $100,000,000 for fiscal year 2006; and

(C) $100,000,000 for fiscal year 2007.

(c) AUTHORIZATION FOR EXPIRING AND NEW LOIS.—There are authorized to be appropriated to the Secretary $150,000,000 for each of fiscal years 2005 through 2007 to fund projects and activities for which letters of intent are issued under section 44923 of title 49, United States Code, after the date of enactment of this Act.

(d) REPORTS.—The Secretary shall transmit periodic reports no less frequently than every 6 months to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure on—

(1) the progress being made toward, and the status of, deployment and installation of next-generation air cargo security technology under subsection (b); and

(2) the amount and purpose of grants under subsection (b) and the locations of projects funded by such grants.

SEC. 4. AIR CARGO SECURITY MEASURES.

(a) ENHANCEMENT OF AIR CARGO SECURITY.—The Secretary of Homeland Security, in consultation with the Secretary of Transportation, shall develop and implement a plan to enhance air cargo security at airports for commercial passenger and cargo aircraft that incorporates the recommendations made by the Cargo Security Working Group of the Aviation Security Advisory Committee.

(b) SUPPLY CHAIN SECURITY.—The Administrator of the Transportation Security Administration shall—

(1) promulgate regulations requiring the evaluation of indirect air carriers and ground handling agents, including background checks and checks against all Administration watch lists; and

(2) evaluate the potential efficacy of increased use of canine detection teams to inspect air cargo on passenger and all-cargo aircraft.

(c) ALL-CARGO AIRCRAFT SECURITY.—Subchapter I of chapter 449, United States Code, is amended by adding at the end the following:

''44925. All-cargo aircraft security

''(a) ACCESS TO FLIGHT DECK.—Within 180 days after the date of enactment of this Act, the Administrator of the Transportation Security Administration, in coordination with the Federal Aviation Administrator, shall—

''(1) issue an order (without regard to the provisions of chapter 5 of title 5)—

''(A) requiring, to the extent consistent with engineering and safety standards, that allcargo aircraft operators engaged in air transportation or intrastate air transportation maintain a barrier, which may include the use of a hardened cockpit door, between the aircraft flight deck and the aircraft cargo compartment sufficient to prevent unauthorized access to the flight deck from the cargo compartment, in accordance with the terms of a plan presented to and accepted by the Administrator of the Transportation Security Administration in consultation with the Federal Aviation Administrator; and

''(B) prohibiting the possession of a key to a flight deck door by any member of the flight crew who is not assigned to the flight deck; and

''(2) take such other action, including modification of safety and security procedures and flight deck redesign, as may be necessary to ensure the safety and security of the flight deck.

''(b) SCREENING AND OTHER MEASURES.—Within 1 year after the date of enactment of this Act, the Administrator of the Transportation Security Administration, in coordination with the Federal Aviation Administrator, shall issue an order (without regard to the provisions of chapter 5 of title 5) requiring—

''(1) all-cargo aircraft operators engaged in air transportation or intrastate air transportation to physically screen each person, and that person's baggage and personal effects, to be transported on an all-cargo aircraft engaged in air, transportation or intrastate air transportation;

''(2) each such aircraft to be physically searched before the first leg of the first flight of the aircraft each day, or, for inbound international operations, at aircraft operator's option prior to the departure of any such flight for a point in the United States; and

''(3) each such aircraft that is unattended overnight to be secured or sealed or to have access stairs, if any, removed from the aircraft.

''(c) ALTERNATIVE MEASURES.—The Administrator of the Transportation Security Administration, in coordination with the Federal Aviation Administrator, may authorize alternative means of compliance with any requirement imposed under this section.''.

(d) CONFORMING AMENDMENT.—The subchapter analysis for subchapter I of chapter 449, United States Code, is amended by adding at the end the following:

''44925. All-cargo aircraft security''.

SEC. 5. EXPLOSIVE DETECTION SYSTEMS.

(a) IN-LINE PLACEMENT OF EXPLOSIVE-DETECTION EQUIPMENT.—Within 180 days after the date of enactment of this Act, the Secretary of Homeland Security shall establish a schedule for replacing trace-detection equipment used for in-line baggage screening purposes as soon as practicable with explosive detection system equipment. The Secretary shall notify the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure of the schedule and provide an estimate of the impact of replacing such equipment, facility modification and baggage conveyor placement, on aviation security-related staffing needs and levels.

(b) NEXT GENERATION EDS.—There are authorized to be appropriated to the Secretary of Homeland Security for the use of the Transportation Security Administration $100,000,000, in addition to any amounts otherwise authorized by law, for the purpose of research and development of next generation explosive detection systems for aviation security under section 44913 of title 49, United States Code. The Secretary shall develop a plan and guidelines for implementing improved explosive detection system equipment.

(c) PORTAL DETECTION SYSTEMS.—There are au thorized to be appropriated to the Secretary of Homeland Security for the use of the Transportation Security Administration $250,000,000, in addition to any amounts otherwise authorized by law, for research and development and installation of portal detection systems or similar devices for the detection of biological, radiological, and explosive materials. The Secretary of Homeland Security, in consultation with the Secretary of Transportation, shall establish a pilot program at not more than 10 commercial service airports to evaluate the use of such systems.

(d) REPORTS.—The Secretary shall transmit periodic reports no less frequently than every 6 months to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure on research and development projects funded under subsection (b) or (c), and the pilot program established under subsection (c), including cost estimates for each phase of such projects and total project costs.

SEC. 6. AIR MARSHAL PROGRAM.

(a) CROSS-TRAINING.—The Secretary of Homeland Security shall transmit to the Senate Committee on Commerce, Science, and Transportation and the House of Rep resentatives Committee on Transportation and Infrastructure a report on the potential for cross-training of individuals who serve as air marshals and on the need for providing contingency funding for air marshal operations.

(b) AUTHORIZATION OF ADDITIONAL APPROPRIATIONS.—There are authorized to be appropriated to the Secretary of Homeland Security for the use of the Transportation Security Administration, in addition to any amounts otherwise authorized by law, for the deployment of Federal Air Marshals under section 44917 of title 49, United States Code, $83,000,000 for the 3 fiscal year period beginning with fiscal year 2005, such sums to remain available until expended.

SEC. 7. TSA-RELATED BAGGAGE CLAIM ISSUES STUDY.

Within 90 days after the date of enactment of this Act, the Secretary of Homeland Security, in consultation with the Secretary of Transportation, shall transmit to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure a report on the present system for addressing lost, stolen, damaged, or pilfered baggage claims relating to air transportation security screening procedures. The report shall include—

(1) information concerning the time it takes to settle such claims under the present system;

(2) a comparison and analysis of the number, frequency, and nature of such claims before and after enactment of the Aviation and Transportation Security Act using data provided by the major United States airlines; and

(3) recommendations on how to improve the involvement and participation of the airlines in the baggage screening and handling processes and better coordinate the activities of Federal baggage screeners with airline operations.

SEC. 8. REPORT ON IMPLEMENTATION OF GAO HOMELAND SECURITY INFORMATION SHARING RECOMMENDATIONS.

Within 30 days after the date of enactment of this Act, the Secretary of Homeland Security, after consultation with the heads of Federal departments and agencies concerned, shall transmit to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure a report on implementation of recommendations contained in the General Accounting Office's report titled ''Homeland Security: Efforts To Improve Information Sharing Need To Be Strengthened'' (GAO–03–760), August, 2003.

SEC. 9. AVIATION SECURITY RESEARCH AND DEVELOPMENT.

(a) BIOMETRICS.—There are authorized to be appropriated to the Secretary of Homeland Security for the use of the Transportation Security Administration $20,000,000, in addition to any amounts otherwise authorized by law, for research and development of biometric technology applications to aviation security.

(b) BIOMETRICS CENTERS OF EXCELLENCE.—There are authorized to be appropriated to the Secretary of Homeland Security for the use of the Transportation Se curity Administration $1,000,000, in addition to any amounts otherwise authorized by law, for the establishment of competitive centers of excellence at the national laboratories.

SEC. 10. PERIMETER ACCESS TECHNOLOGY.

There are authorized to be appropriated to the Secretary of Homeland Security $100,000,000 for airport perimeter security technology, fencing, security contracts, vehicle tagging, and other perimeter security related operations, facilities, and equipment, such sums to remain available until expended.

By Mr. BROWNBACK (for himself, Mr. CAMPBELL, and Mr. INOUYE):

S.J. Res. 37. A bill to acknowledge a long history of official depredations and ill-conceived policies by the United States Government regarding Indian Tribes and offer an apology to all Native Peoples on behalf of the United States; to the Committee on Indian Affairs.

MR. BROWNBACK. Mr. President, I rise today to introduce before this body a joint resolution that seeks to address an issue that has long lain unresolved. That issue is our Nation's relationship with the Native peoples of this land.

Long before 1776 and the establishment of the United States of America, this land was inhabited by numerous nations. Like our Nation, many of these peoples held a strong belief in the Creator and maintained a powerful spiritual connection to this land. Since the formation of the American Republic, there have most certainly been numerous conflicts between our Government and many of these Tribes—conflicts in which warriors on all sides fought courageously and in which all sides suffered. However, even from the earliest days of the Republic, there existed a sentiment that honorable dealings and peaceful coexistence were preferable to bloodshed. Indeed, our predecessors in Congress in 1787 stated in the Northwest Ordinance, ''The utmost good faith shall always be observed toward the Indians.''

Many treaties were made between this Republic and the American Indian Tribes. Treaties, as my colleagues in this Chamber know, are far more than words in a page. Treaties are our word, our bond. Treaties with other governments are not to be treated lightly. Unfortunately, too often the United States of America did not uphold its responsibilities as stated in its covenants with the Native American Tribes. Too often, our Government broke its oaths to the Native peoples.

I want my fellow Senators to know that this resolution does not dismiss the valiance of our American soldiers who bravely fought for their families in wars between the United States and different Indian Tribes. Nor does this resolution cast all the blame for the various battles on one side or another. What this resolution does do is recognize and honor the importance of Native Americans to this land and to our Nation—in the past and today—and offers an official apology to the Native peoples for the poor and painful choices our Government sometimes made to disregard its solemn word.

This is a resolution of apology and a resolution of reconciliation. It is a first step toward healing the wounds that have divided us for so long—a potential foundation for a new era of positive relations between Tribal governments and the Federal Government. It is time—it is past time—for us to heal our land of division, all divisions, and bring us together as one people.

Before reconciliation, there must be recognition and repentance. Before there is a durable relationship, there must be understanding. This resolution will not authorize or serve as a settlement of any claim against the United States, nor will it resolve the many

challenges still facing the Native peoples. But it does recognize the negative impact of numerous deleterious Federal acts and policies on Native Americans and their cultures.

Moreover, it begins the effort of reconciliation by recognizing the past wrongs and repenting for them.

Martin Luther King, a true reconciler, once said, ''The end is reconciliation, the end is redemption, the end is the creation of the beloved community.'' This resolution is not the end. But, perhaps it signals the beginning of the end of division and the faint first light and first fruits of the creation of beloved community.

I have worked with the chairman and ranking member of the Indian Affairs Committee, Senator CAMPBELL and Senator INOUYE, in the crafting of this resolution, I also reached out to the Native Tribes as this bill was being formed, and I continue to receive helpful and supportive feedback. I ask that my colleagues in this Chamber, and those in the House of Representatives, join together in support of this important resolution.

I ask unanimous consent that the text of the joint resolution be printed in the RECORD.

There being no objection, the joint resolution was ordered to be printed in the RECORD, as follows:

S.J. RES. 37

To acknowledge a long history of official depredations and ill-conceived policies by the United States Government regarding Indian Tribes and offer an apology to all Native Peoples on behalf of the United States.

Whereas the ancestors of today's Native Peoples inhabited the land of the present-day United States since time immemorial and for thousands of years before the arrival of peoples of European descent;

Whereas the Native Peoples have for millennia honored, protected, and stewarded this land we cherish;

Whereas the Native Peoples are spiritual peoples with a deep and abiding belief in the Creator, and for millennia their peoples have maintained a powerful spiritual connection to this land, as is evidenced by their customs and legends;

Whereas the arrival of Europeans in North America opened a new chapter in the histories of the Native Peoples;

Whereas, while establishment of permanent European settlements in North America did stir conflict with nearby Indian Tribes, peaceful and mutually beneficial interactions also took place;

Whereas the foundational English settlements in Jamestown, Virginia, and Plymouth, Massachusetts, owed their survival in large measure to the compassion and aid of the Native Peoples in their vicinities;

Whereas in the infancy of the United States, the founders of the Republic expressed their desire for a just relationship with the Indian Tribes, as evidenced by the Northwest Ordinance enacted by Congress in 1787, which begins with the phrase, ''The utmost good faith shall always be observed toward the Indians'';

Whereas Indian Tribes provided great assistance to the fledgling Republic as it strengthened and grew, including invaluable help to Meriwether Lewis and William Clark on their epic journey from St. Louis, Missouri, to the Pacific Coast;

Whereas Native Peoples and non-Native settlers engaged in numerous armed conflicts;

Whereas the United States Government violated many of the treaties ratified by Congress and other diplomatic agreements with Indian Tribes;

Whereas this Nation should address the broken treaties and many of the more ill-conceived Federal policies that followed, such as extermination, termination, forced removal and relocation, the outlawing of traditional religions, and the destruction of sacred places;

Whereas the United States forced Indian Tribes and their citizens to move away from their traditional homelands and onto federally established and controlled reservations, in accordance with such Acts as the Indian Removal Act of 1830;

Whereas many Native Peoples suffered and perished—

(1) during the execution of the official United States Government policy of forced removal, including the infamous Trail of Tears and Long Walk;

(2) during bloody armed confrontations and massacres, such as the Sand Creek Massacre in 1864 and the Wounded Knee Massacre in 1890; and

(3) on numerous Indian reservations;

Whereas the United States Government condemned the traditions, beliefs, and customs of the Native Peoples and endeavored to assimilate them by such policies as the redistribution of land under the General Allotment Act of 1887 and the forcible removal of Native children from their families to far-away boarding schools where their Native practices and languages were degraded and forbidden;

Whereas officials of the United States Government and private United States citizens harmed Native Peoples by the unlawful acquisition of recognized Tribal land, the theft of resources from such territories, and the mismanagement of Tribal trust funds;

Whereas the policies of the United States Government toward Indian Tribes and the breaking of covenants with Indian Tribes have contributed to the severe social ills and economic troubles in many Native communities today;

Whereas, despite continuing maltreatment of Native Peoples by the United States, the Native Peoples have remained committed to the protection of this great land, as evidenced by the fact that, on a per capita basis, more Native people have served in the United States Armed Forces and placed themselves in harm's way in defense of the United States in every major military conflict than any other ethnic group;

Whereas Indian Tribes have actively influenced the public life of the United States by continued cooperation with Congress and the Department of the Interior, through the involvement of Native individuals in official United States Government positions, and by leadership of their own sovereign Indian Tribes;

Whereas Indian Tribes are resilient and determined to preserve, develop, and transmit to future generations their unique cultural identities;

Whereas the National Museum of the American Indian was established within the Smithsonian Institution as a living memorial to the Native Peoples and their traditions; and

Whereas Native Peoples are endowed by their Creator with certain unalienable rights, and that among those are life, liberty, and the pursuit of happiness: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. ACKNOWLEDGMENT AND APOLOGY.

The United States, acting through Congress—

(1) recognizes the special legal and political relationship the Indian Tribes have with the United States and the solemn covenant with the land we share;

(2) commends and honors the Native Peoples for the thousands of years that they have stewarded and protected this land;

(3) acknowledges years of official depredations, ill-conceived policies, and the breaking of covenants by the United States Government regarding Indian Tribes;

(4) apologizes on behalf of the people of the United States to all Native Peoples for the many instances of violence, maltreatment, and neglect inflicted on Native Peoples by citizens of the United States;

(5) expresses its regret for the ramifications of former offenses and its commitment to build on the positive relationships of the past and present to move toward a brighter future where all the people of this land live reconciled as brothers and sisters, and harmoniously steward and protect this land together;

(6) urges the President to acknowledge the offenses of the United States against Indian Tribes in the history of the United States in order to bring healing to this land by providing a proper foundation for reconciliation between the United States and Indian Tribes; and

(7) commends the State governments that have begun reconciliation efforts with recognized Indian Tribes located in their boundaries and encourages all State governments similarly to work toward reconciling relationships with Indian Tribes within their boundaries.

SEC. 2. DISCLAIMER.

Nothing in this Joint Resolution authorizes any claim against the United States or serves as a settlement of any claim against the United States.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 353—DESIGNATING MAY 2004 AS ''OLDER AMERICANS' MONTH''

Mr. CRAIG submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 353

Whereas today's older Americans are living longer, healthier, and more productive lives than any other time in our history, and;

Whereas older Americans exemplify the theme of ''Aging Well, Living Well'' by continuing to give their time to our communities, their knowledge to our children, their experience to our workplace, and their wisdom to all of us, and;

Whereas there are now more than 50,000 people in the United States 100 years old or older, and;

Whereas more than 47 million Americans are now 60 years old or older, and;

Whereas the opportunities and challenges that await our Nation require our Nation to continue to commit to the goal of improving the quality of life for all older Americans;

Whereas it is appropriate for our Nation to continue the tradition of designating the month of May as a time to celebrate the contributions of older Americans and to rededicate its effort to respect and better serve older Americans: Now, therefore, be it

Resolved, That the Senate—

(1) designates May 2004, as 'Older Americans Month';