

Second, let me again describe what we mean by a catastrophic attack. It means a single cyber attack that would likely result in \$50 billion in economic damage, 2,500 Americans dying or a severe degradation of our national security. We are talking about significant consequences that would be catastrophic for this country—consequences we cannot and should not ignore.

There are plenty of cyber threats that cannot be discussed in public because they are classified—I know that as a member of the Senate Intelligence Committee—but in light of the cyber threat to critical infrastructure described by Admiral Rogers and Director of National Intelligence Clapper in open testimony before the Congress, the bare minimum we ought to do is to ask to require DHS and the appropriate Federal agencies to describe to us what more could be done to prevent a catastrophic cyber attack on our critical infrastructure.

One or two years from now, I don't want us to be standing here after a cyber 9/11 chastising ourselves, saying: Why didn't we do more to confront an obvious and serious threat to our critical infrastructure?

By including these two provisions in the managers' substitute amendment, we are strengthening the protections for Federal civilian agencies and beginning—not going nearly as far as I would like but beginning the vital task of protecting our critical infrastructure. We will be strengthening the cyber defenses of our Nation.

I urge my colleagues to support the managers' amendment and the underlying bill. By passing this long-overdue legislation, we will begin the long-overdue work of securing our economic and national security and our personal information for generations to come.

Thank you, Madam President.

I yield the floor.

Madam President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. NELSON. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

TAKATA AIRBAG RECALL

Mr. NELSON. Madam President, I rise today to speak about the Takata airbag recall and the continued need for urgency in this area.

Last week the National Highway Traffic Safety Administration announced that they currently had—this figure will blow your mind—19 million vehicles and 23 million airbags under recall. So far, the completion rates for this recall are not very good. There is a national completion rate of some 22 percent, and for States such as Florida where there is high heat and humid-

ity—that is suspected as part of the reason the components break down—the completion rate is just under 30 percent, meaning that people are not taking their cars in to fix the problem that caused the recall in the first place.

Takata started running ads through the print media and social media, and Honda is running ads to get consumers to a dealer to replace their defective airbags. I am also aware that to boost replacement inflators, three other airbag manufacturers are helping to manufacture them.

So this Senator wants to take this opportunity to state that wherever this message can be delivered to consumers, you better take your car if it is under recall and get it in to the dealer in order to get a replacement airbag; otherwise, you are walking around with, in effect, a grenade in the middle of your steering wheel or dashboard.

Madam President, I ask unanimous consent to show a number of items in the Senate to illustrate what I am talking about with the airbags.

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

Mr. NELSON. To Members of the Senate, this is a deflated airbag that has already exploded. If you can see, this part is the center of the steering wheel. In this case, this happens to be a Honda; here is the letter "h." This would be sitting right in front of you in the steering wheel. When you have an accident, if it is of sufficient impact, it is going to cause the airbag to inflate. This is designed as a lifesaver. This explosive device inside the airbag, and the gas compound in there is ammonium nitrate. If it is defective, when the explosion occurs, the hot gases that are released from the compound come out through these little holes around the side, and that inflates the airbag. But what has happened and has caused almost 20 million cars to be recalled is that the hot gases are exploding in this device with such force that it is causing the metal to break and come out in the inflated bag with such force, tearing through the bag, as this particular bag shows—it has a big hole in it. Here is the hole where the metal came out. It is like a grenade exploding in front of you, in your steering wheel, with shrapnel going into the people who are driving or who are in the passenger seat with the dashboard airbag. We are finding out now that a few months ago there was the explosion of side airbags in some of the cars, in the doors. Lo and behold, that is throwing out shrapnel as well.

I want to show the Senate what it is like when these inflators explode. This is an inflator that was inside the device I just showed you. This photograph is a blowup by the Battelle Institute for the National Highway Traffic Safety Administration. This is a blown-up photograph of the inflator starting to inflate. What it is supposed to do is shoot the gases out here, which inflates the bag I showed you, but look what

has happened. It is being ruptured in the side, throwing out metal. This is what it looks like under very fast photography. Metal fragments are coming out when it should have been just gas coming out to inflate the bag.

This is what one of those pieces of metal looks like. It is a shard of metal that is part of the inflator. Can you imagine that hitting you in the neck? Well, that is what happened to one of my citizens in Florida, in the Orlando area. She ran into a fender bender in an intersection at a traffic light. Lo and behold, when the police got there, they found her slumped over the wheel, and they thought it was a homicide because her neck was slashed. They found out that what happened was a piece of metal like this had lacerated her neck and cut her jugular vein.

Another one of my constituents, a fireman—a big, hulking guy, the kind who will pick you up, if you are disabled and in a house that is burning down, and carry you out safely to save you—well, he won't be a fireman anymore because one of those metal fragments hit him in the eye and he is blind in one eye.

Those are just two incidents of scores across the country, of which there have been a handful of deaths.

If a jagged piece of metal can cause severe injury because it is coming at you at high speed, don't you think that if you have one of these vehicles that are under recall, you had better get it to the dealer to have it replaced?

Check to see if your car is under recall because sometimes people don't get it in the mail or they don't open the mail. Go to www.safercar.gov and put in your car's vehicle identification number—the VIN number—and then you will see if your car is on a recall list.

Those that are on the recall list that I mentioned earlier unfortunately may not be the last to be recalled. The New York Times just reported that a study commissioned by Takata with Penn State University shows larger issues with the use of ammonium nitrate in the airbag inflators. In addition, there was another incident just this past June where a Takata side airbag ruptured in a relatively new 2015 Volkswagen. And just a week ago, General Motors recalled vehicles that also had defective Takata side airbags. It raises the question, are any of the Takata inflators safe?

Last week Senator THUNE and I sent a letter to Takata asking for additional documents and information regarding these side airbags. We also asked more questions about the use of ammonium nitrate. Also, the National Highway Traffic Safety Administration announced that it may expand its recall to all the model year vehicles with Takata airbags.

NHTSA must use all of its tools under the law to maximize consumer protection. These potential hand grenades, stored in the steering wheel or dashboard, must get off the road. The

American driving public cannot afford any more wasted time.

Don't we think these corporations that are causing this outrageous situation that has killed seven people in the United States and severely injured dozens more—don't we think that they ought to be held accountable? If executives at Takata knew about their defective products, if they knew that and did nothing, or worse, if they covered it up, then they ought to go to jail. Not another fine, not another settlement, somebody ought to be going to jail. Lying about a danger of this magnitude is a criminal act.

We have a crisis of consumer confidence in the vehicle-safety area. Certainly that has been demonstrated with these Takata airbags.

What about General Motors' misinformation, lack of information, and outright deception about the defective ignition switches? And now what about Volkswagen's deliberate efforts to lie about—and to cover up—emissions from its diesel vehicles?

A few weeks ago I sent a letter to Chairwoman Edith Ramirez of the Federal Trade Commission, asking them to crack down on Volkswagen's unfair and deceptive practices in connection with its "clean diesel" vehicle claims, and today I received a response. The Chairwoman of that Commission told me they are investigating the claims against Volkswagen, along with the Department of Justice and the Environmental Protection Agency. In her response she said: "No reasonable consumer would knowingly purchase a vehicle that he or she could not legally drive."

I agree. Don't we all agree? So it is time to get tough and to hold these folks and these corporations accountable.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. TESTER. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

CYBERSECURITY INFORMATION SHARING BILL

Mr. TESTER. Madam President, today I rise as a staunch supporter of every American's right to privacy. I rise because, like many Montanans, I have grave concerns about whether my personal information gets handed over to the government.

As the Senate debates the Cybersecurity Information Sharing Act, I start by acknowledging the inherent conflict between the right to privacy and national security. Some folks want to pretend this conflict doesn't exist, but it does. Ask yourself this: How do we stop cyber terrorists from crashing our networks, stealing our personal infor-

mation, and throwing our entire economy into a tailspin—an economy that is dependent on technology? How do we do this without violating your right to privacy and mine? How do we do this without giving the Federal Government far-reaching authority to share the personal information of law-abiding citizens?

These are tough questions that require thoughtful answers, and I do believe we can answer them. I do believe we can strike a balance that protects our right to privacy and protects our Nation from threats. That is why I want to offer my support for a couple of amendments sponsored by colleagues from both sides of the aisle.

The first amendment, from Senators FLAKE and FRANKEN, provides the necessary 6-year sunset for this legislation. That means that in 6 years Congress would be forced to have another conversation about how we ensure every American's right to privacy while also ensuring our national security. These conversations are incredibly important, and we should revisit them often. We should revisit them often because we know that a government unchecked is dangerous. In a world where technology changes faster than our laws, we cannot and must not give corporations and the Federal Government unbridled authority for generations to come.

We already know that several Federal agencies have engaged in invasive surveillance of law-abiding Americans. They have utilized intrusive monitoring techniques—tracking our phone calls, listening to our conversations, gathering storehouses of personal information. They have done this in the name of the PATRIOT Act, one of the worst pieces of legislation ever to come out of this body. It took a long time for those agencies to own up to the fact that certain operations were far bigger in scope than what they had led Congress or the American public to believe.

The best thing we can do to try to prevent a repeat of those mistakes is to pass the amendment offered by my good friend Senator WYDEN. This amendment would improve cyber security and better protect privacy by reducing the amount of unnecessary personal information that would be shared about a possible cyber security threat. It seems like common sense to me, and I certainly appreciate Senator WYDEN championing this issue.

As Members of Congress we all took an oath to the people of this Nation to protect them from enemies both foreign and domestic, and we should not give up our ability to check and balance this administration or for that matter the next one. That is why the Flake-Franken amendment and the Wyden amendment are so critical, and I urge my colleagues to support them when they come to the floor.

With that, Madam President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. INHOFE. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. INHOFE. Madam President, I ask unanimous consent to be recognized for such time as I may consume.

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

TRANSPORTATION REAUTHORIZATION BILL

Mr. INHOFE. Madam President, I came back today and had really good news over the weekend. I think a lot of people have gotten together on both sides, in the House and the Senate, to do what we are supposed to be doing.

I often refer to that old instrument called the Constitution, which says there are two main things we are supposed to be doing here: One is defending America, and the other is building roads and bridges. That is what we are supposed to be doing.

The Presiding Officer has heard me say before that my top priority as chairman of the Environment and Public Works Committee is, and continues to be, passing a long-term highway reauthorization bill. The last one we passed was in 2005. I was proud to be the author of it at that time. It expired in 2009. Since that time, we have not had anything except short-term extensions. I have to remind my conservative friends, because I am a conservative, that the conservative position is to have a long-term reauthorization bill, because the short-term costs about 30 percent off the top. As a result, the industry stakeholders and local government leaders have lost faith in Congress's ability to provide funding certainty to maintain and advance our surface transportation and infrastructure. Ranking Member BARBARA BOXER and I have been fighting for a long period of time to change this and reverse the trend of wasteful short-term patches.

On June 24, our committee—and this is very unusual for this to happen. Our committee unanimously voted to advance to the Senate the DRIVE Act, which is a 6-year reauthorization bill. In July, the Senate gave strong bipartisan support by a vote of 65 to 34, a 2-to-1 majority. Again, this is not something that normally happens with a major piece of legislation. It also included contributions from the Senate Commerce Committee and the Senate Banking Committee, so it is not just the Environment and Public Works Committee. Other committees have parts of this legislation also.

The Senate worked hard across party lines to put forward a solution for our Nation's roads and bridges. We ended the summer by passing yet another short-term patch in order to give more time for the House to join our efforts. Unfortunately, we are now 3 days away