United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 107th CONGRESS, FIRST SESSION

Vol. 147 WASHINGTON, FRIDAY, SEPTEMBER 21, 2001 *No. 124*

House of Representatives

The House met at 9 a.m.

The Chaplain, the Reverend Daniel P. Coughlin, offered the following prayer:

Lord God, ever faithful to Your covenant with Your people, and always loving to those who call upon Your Holy Name, be with us today and in the unfolding historic days ahead. In this land of liberty, we freely choose to be renewed in faith and place our trust in You.

At this time of seeking justice, Lord, guide our President and the Members of this Congress. Confirm them and all Americans, military and civilians alike, to the noble task of performing daily work to the best of their ability.

Already You have lifted this Nation from death and debris with stories of heroes and heroines, songs of revitalized patriotism and new depth of unity born out of love of family and love of country.

With Your help, our grieving will never end but become fond remembrance. With Your help, our response to all forces of evil and injustice has just begun and will never cease.

Emerging from clouds of dismay, You Lord, have brought about quiet resolve, a deeper respect for all humanity and a longing for lasting peace.

Lord, may the words of Daniel Webster which are engraved above this Chamber now come to life in the flesh and bone of this country.

Let us develop the resources of our land, call forth its power, build up its institutions, promote all its great interests and see whether we also, in our day and generation, may not perform something worthy to be remembered.

And with Your blessing, may this country itself become a vast and splendid monument, not of oppression and terror, but of wisdom, of peace, and of liberty upon which the world may gaze with admiration forever. Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from New York (Mr. REYNOLDS) come forward and lead the House in the Pledge of Allegiance.

Mr. REYNOLDS led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

ANNOUNCEMENT BY THE SPEAKER

The SPEAKER. The Chair will delay 1-minute requests until the end of the legislative day.

MAKING IN ORDER AT ANY TIME CONSIDERATION OF H.R. 2904, MILITARY CONSTRUCTION APPROPRIATIONS ACT, 2002

Mr. HOBSON. Mr. Speaker, I ask unanimous consent that it be in order at any time for the Speaker, as though pursuant to clause 2(b) of rule XVIII, to declare the House resolved into the Committee of the Whole House on the State of the Union for consideration of the bill (H.R. 2904) making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes, and that consideration of the bill proceed according to the following order.

The first reading of the bill shall be dispensed with.

All points of order against the bill and against its consideration are waived.

General debate shall be confined to the bill and shall not exceed 1 hour equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations.

After general debate the bill shall be considered for amendment under the 5-minute rule.

During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the CONGRESSIONAL RECORD designated for that purpose in clause 8 of rule XVIII, and amendments so printed shall be considered as read.

At the conclusion of consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted.

The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

GENERAL LEAVE

Mr. HOBSON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 2904, and that I may include tabular and extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Printed on recycled paper.

MILITARY CONSTRUCTION APPROPRIATIONS ACT, 2002

The SPEAKER. Pursuant to the order of the House of today and rule XVIII, the Chair declares the House in the Committee of the Whole of the State of the Union for the consideration of the bill, H.R. 2904.

□ 0905

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 2904) making appropriations for military construction, family housing, and base realignment and closure for the Defense Department for the fiscal year ending September 30, 2002, and for other purposes, with Mr. GILLMOR in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the order of the House of today, September 21, 2001, the bill is considered as having been read the first time.

The gentleman from Ohio (Mr. HOBSON) and the gentleman from Massachusetts (Mr. OLVER) each will control 30 minutes.

The Chair recognizes the gentleman from Ohio (Mr. HOBSON).

(Mr. HOBSON asked and was given permission to revise and extend his remarks.)

Mr. HOBSON. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, before I present the subcommittee's recommendations, let me take a moment to address the events perpetrated on the United States last week.

America has been hurt by these attacks, but we are far from defeated. We will care for our wounded and mourn for those who have lost their lives. We will repair the physical damage to our institutions and seek out those who are responsible. We will have justice. We will stand together, and we will emerge from this catastrophe stronger than before.

This subcommittee is committed to working with the Defense Department to ensure the necessary resources are available for reconstructing the Pentagon and improving the anti-terrorism and force protection measures of defense facilities at home and abroad.

Let me assure the Members, the funding needed to rebuild the Pentagon will be made available from last week's $40 billion emergency spending measure; and it is my understanding that the Department is already moving ahead with the reconstruction effort from the first $10 billion provided to the President.

Mr. Chairman, I would also like to point out that the portion of the Pentagon which was damaged in the attack on September recently received a thorough renovation. The safety improvements made as part of those renovations, including the Kevlar window protection and the new sprinkler system, have been credited with saving more lives from being lost in the attack.

Although the renovation of the Pentagon was originally funded through the Subcommittee on Defense of the Committee on Appropriations and the Pentagon Renovation Revolving Fund, we fully expect the reconstruction of the destroyed wedge of the building to be funded through the military construction defense-wide appropriation.

For now, the President has encouraged America to go back to work. This includes the Congress, and today we are moving forward with this needed legislation to improve the quality of life for our military personnel.

This legislation also includes numerous infrastructure and security improvements at bases across the country. These are desperately needed by our military forces. Force protection requirements are addressed in every new building or major renovation, and we will continue to work with the Department to ensure these requirements are current and met.

Therefore, it is my pleasure to present to the House the recommendations of the military construction appropriations bill for fiscal year 2002.

I would particularly like to thank the gentleman from Massachusetts (Mr. OLVER), my ranking member, and other members of the subcommittee for their help in producing a bipartisan recommendation.

The bill presented to the House today totals $10.5 billion. This represents a $1.56 billion, or 17 percent increase, from last year's appropriation. This appropriation amount is within the 302(b) allocation for both budget authority and outlays.

The recommendations before the House are solid, fully funded priority projects for the services and our troops. The legislation helps meet the needs of our military families and improves our national security infrastructure. It is fiscally responsible, while supporting the housing, child care and medical needs of our military.

Within the $10.5 billion, we have been able to address quality of life issues, including $1.2 billion for troop housing, $43 million for child development centers, $199 million for hospital and medical facilities, $1.1 billion for new family housing units and for improvements to existing units, and $2.9 billion for operating and maintenance of existing family housing units.

In this bill, there is over $1.1 billion for overseas construction of family housing. This subcommittee has seen firsthand the conditions that our troops live and work in overseas, and we are appalled by what we have seen. This $1.1 billion only begins to buy down these requirements, but it will go a long way for the spirit and morale of our servicemen and women stationed overseas.

We have worked closely with the authorizing committee; and I would like to thank the gentleman from New Jersey (Mr. SAXTON) and his staff for their help, particularly Phil Grone, a longtime staff member who is leaving to go down to the Defense Department.

Also this year we have had a new clerk of our committee, Valerie Baldwin. Valerie and her staff have done a great job in her first year as clerk.

I would also like to thank Tom Forhan of the minority staff. Tom has traveled with us as we have gone around. He has been very helpful in making sure that this is a bipartisan bill.

Of course, I have to thank my ranking member. The gentleman from Massachusetts (Mr. OLVER) has been a great Member. He has gone with us all over the world looking at facilities, making sure that the environment is protected, and where we are going for the future. He has done a terrific job in learning this job. This is not an easy job to learn, and he has done a great job at it.

In conclusion, this $10.5 billion is roughly 3 percent of the total defense budget, but it directly supports the men and women in our Armed Forces. There are critical shortfalls in our defense infrastructure; and we believe this bill begins to address those shortfalls, in increasing productivity, readiness, recruitment and retention, all very vital at this most critical time in our national defense.

Mr. Chairman, I include the following tabular material for the RECORD.

MILITARY CONSTRUCTION APPROPRIATIONS BILL, 2002 (H.R. 2904)
(Amounts in thousands)

	FY 2001 Enacted	FY 2002 Request	Bill	Bill vs. Enacted	Bill vs. Request
Military construction, Army	907,878	1,760,541	1,739,334	+831,456	-21,207
Foreign currency fluctuation adjustment	-635			+635	
Rescission			-36,400	-36,400	-36,400
Miscellaneous appropriations (P.L. 106-554)	26,941			-26,941	
Supplemental appropriations (P.L. 107-20)	9,144			-9,144	
Total	943,328	1,760,541	1,702,934	+759,606	-57,607
Military construction, Navy	929,113	1,071,408	1,154,248	+225,135	+82,840
Foreign currency fluctuation adjustment	-2,889			+2,889	
Rescission			-19,588	-19,588	-19,588
Supplemental appropriations (P.L. 107-20)	3,187			-3,187	
Total	929,411	1,071,408	1,134,660	+205,249	+63,252
Military construction, Air Force	868,294	1,068,250	1,185,220	+316,926	+116,970
Miscellaneous appropriations (P.L. 106-554)	11,974			-11,974	
Supplemental appropriations (P.L. 107-20)	5,065			-5,065	
Total	885,333	1,068,250	1,185,220	+299,887	+116,970
Military construction, Defense-wide	819,954	694,558	863,058	+43,104	+168,500
Foreign currency fluctuation adjustment	-7,115			+7,115	
Rescission			-10,250	-10,250	-10,250
Supplemental appropriations (P.L. 107-20)	-14,376			+14,376	
Total	798,463	694,558	852,808	+54,345	+158,250
Total, Active components	3,556,535	4,594,757	4,875,622	+1,319,087	+280,865
Military construction, Army National Guard	281,097	267,389	313,348	+32,251	+45,959
Miscellaneous appropriations (P.L. 106-554)	4,490			-4,490	
Total	285,587	267,389	313,348	+27,761	+45,959
Military construction, Air National Guard	203,381	149,072	198,803	-4,578	+49,731
Supplemental appropriations (P.L. 107-20)	6,700			-6,700	
Total	210,081	149,072	198,803	-11,278	+49,731
Military construction, Army Reserve	108,499	111,404	167,769	+59,270	+56,365
Military construction, Naval Reserve	64,331	33,641	62,351	-1,980	+28,710
Rescission	-2,400		-925	+1,475	-925
Total	61,931	33,641	61,426	-505	+27,785
Military construction, Air Force Reserve	36,510	53,732	81,882	+45,372	+28,150
Total, Reserve components	702,608	615,238	823,228	+120,620	+207,990
Total, Military construction	4,259,143	5,209,995	5,698,850	+1,439,707	+488,855
Appropriations	(4,261,543)	(5,209,995)	(5,766,013)	(+1,504,470)	(+556,018)
Rescissions	(-2,400)		(-67,163)	(-64,763)	(-67,163)
NATO Security Investment Program	171,622	162,600	162,600	-9,022	
Family housing, Army:					
New construction	165,459	59,200	61,700	-103,759	+2,500
Construction improvements	63,450	220,750	220,750	+157,300	
Planning and design	6,528	11,592	11,592	+5,064	
Subtotal, construction	235,437	291,542	294,042	+58,605	+2,500
Operation and maintenance	969,566	1,108,991	1,096,431	+126,865	-12,560
Foreign currency fluctuation adjustment	-19,911			+19,911	
Subtotal, operation and maintenance	949,655	1,108,991	1,096,431	+146,776	-12,560
Supplemental appropriations (P.L. 107-20)	26,480			-26,480	
Total, Family housing, Army	1,211,572	1,400,533	1,390,473	+178,901	-10,060
Family housing, Navy and Marine Corps:					
New construction	204,669	114,847	124,847	-79,822	+10,000
Construction improvements	192,652	183,054	203,434	+10,782	+20,380
Planning and design	19,914	6,499	6,499	-13,415	
Subtotal, construction	417,235	304,400	334,780	-82,455	+30,380
Operation and maintenance	880,696	918,095	910,095	+29,399	-8,000
Foreign currency fluctuation adjustment	-1,071			+1,071	
Subtotal, operation and maintenance	879,625	918,095	910,095	+30,470	-8,000
Supplemental appropriations (P.L. 107-20)	20,300			-20,300	
Total, Family housing, Navy and Marine Corps	1,317,160	1,222,495	1,244,875	-72,285	+22,380

MILITARY CONSTRUCTION APPROPRIATIONS BILL, 2002 (H.R. 2904)—Continued
(Amounts in thousands)

	FY 2001 Enacted	FY 2002 Request	Bill	Bill vs. Enacted	Bill vs. Request
Family housing, Air Force:					
New construction	71,857	140,800	140,800	+68,943	
Construction improvements	173,663	352,879	370,879	+197,216	+18,000
Planning and design	12,732	24,558	24,558	+11,826	
Foreign currency fluctuation adjustment	-6,839			+6,839	
Subtotal, construction	251,413	518,237	536,237	+284,824	+18,000
Operation and maintenance	824,453	869,121	858,121	+33,668	-11,000
Foreign currency fluctuation adjustment	-5,392			+5,392	
Subtotal, operation and maintenance	819,061	869,121	858,121	+39,060	-11,000
Supplemental appropriations (P.L. 107-20)	13,625			-13,625	
Total, Family housing, Air Force	1,084,099	1,387,358	1,394,358	+310,259	+7,000
Family housing, Defense-wide:					
Construction improvements		250	250	+250	
Operation and maintenance	44,787	43,762	43,762	-1,025	
Total, Family housing, Defense-wide	44,787	44,012	44,012	-775	
Department of Defense Family Housing Improvement Fund		2,000	2,000	+2,000	
Homeowners assistance fund, Defense		10,119	10,119	+10,119	
(By transfer)			(7,730)	(+7,730)	(+7,730)
Total, Family housing	3,657,618	4,066,517	4,085,837	+428,219	+19,320
New construction	(441,985)	(314,847)	(327,347)	(-114,638)	(+12,500)
Construction improvements	(429,765)	(756,933)	(795,313)	(+365,548)	(+38,380)
Foreign currency fluctuation adjustment	(-6,839)			(+6,839)	
Planning and design	(39,174)	(42,649)	(42,649)	(+3,475)	
General reduction					
Operation and maintenance	(2,779,907)	(2,939,969)	(2,908,409)	(+128,502)	(-31,560)
Foreign currency fluctuation adjustment	(-26,374)			(+26,374)	
Family Housing Improvement Fund		(2,000)	(2,000)	(+2,000)	
Homeowners Assistance Fund		(10,119)	(10,119)	(+10,119)	
(By transfer)			(7,730)	(+7,730)	(+7,730)
Base realignment and closure accounts:					
Part IV	1,022,115	532,200	552,713	-469,402	+20,513
Supplemental appropriations (P.L. 107-20)	9,000			-9,000	
Total	1,031,115	532,200	552,713	-478,402	+20,513
GENERAL PROVISIONS					
General provision (sec. 129)	-100,000			+100,000	
Foreign currency account (sec. 132)	-83,000			+83,000	
Grand total:					
New budget (obligational) authority	8,936,498	9,971,312	10,500,000	+1,563,502	+528,688
Appropriations	(8,938,898)	(9,971,312)	(10,567,163)	(+1,628,265)	(+595,851)
Rescissions	(-2,400)		(-67,163)	(-64,763)	(-67,163)
(By transfer)			(7,730)	(+7,730)	(+7,730)

Mr. Chairman, I reserve the balance of my time.

□ 0915

Mr. OLVER. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I want to start out by returning the thanks that the gentleman from Ohio (Mr. HOBSON), the chairman of the subcommittee has already given. I want first to thank the chairman for his cooperation in the production of what is truly a bipartisan bill. I want to thank also the very excellent work that has been done by the staffs, both the majority staff, so ably led by Valerie Baldwin, and our minority staff, Tom Forhan from the minority, and my own personal staff, Suzanne DuMont.

Mr. Chairman, I want to make clear that America will find no difference between the majority and the minority in our support for the men and women who protect America. So I endorse the comments that have been made along those lines by the chairman.

This bill was reported out before the terrible events of last week, but includes help on the course the President of the United States set in America's fight against international terrorism.

Many Members know that many of our problems with military facilities are with those facilities overseas. It is always easier to get the required resources at home. Troops and their families serving at our bases in foreign countries are more easily forgotten. We have railheads that can barely be used to move equipment, vehicle maintenance shops smaller than the vehicles they are supposed to support, and housing so poor that, for the sake of their families, members of the armed services are reluctant to reenlist.

This bill provides $500 million more than the President requested earlier this year and, obviously, before the events of September 11. The gentleman from Ohio (Mr. HOBSON) and the committee have already added to the President's requested projects that are badly needed in the Middle East, Europe and the Far Pacific.

We have added, for instance, for separate projects a total of more than $5 million for two special forces training ranges in the Pacific which will be used to train our troops, our grounds troops, the Marines and the Army, for urban combat. We have added more than $5 million for an Air Force facility in Turkey, and there is another $12 million for replacing the barracks in Korea. Those are some of the kinds of examples of foreign places where the facilities are particularly inadequate. But what we have been able to do within the allocation is just a small step in the right direction.

We have many serious problems with our facilities overseas that affect not only the quality of life for our troops and their families, but our military readiness as well. We all have a responsibility to work together to correct this grim situation.

The report for this bill begins with a declaration of the committee support for our national efforts to recover from and respond to the terrorist attacks. We may have our differences on a few matters, but on this we are standing together. We need this bill to continue our efforts, to give our support to the men and women who are protecting us in the military. I urge the Members to support the bill.

Mr. HOBSON. Mr. Chairman, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT) for a colloquy.

Mr. TRAFICANT. Mr. Chairman, I would like to first make a brief statement.

America certainly has been a generous Nation. We have literally rebuilt Germany, Japan and Italy after World War II and saved France from collapse. The Marshall Plan and the Truman Plan have saved other countries.

I want to applaud President Bush for challenging both America and the entire free world in one of the great speeches made in our history last night. It is certainly helping to heal America. But there are still some symptoms that exist that must be addressed.

In our great show of patriotism with flags waving all over America, the news has been reported that most of these flags have been made in China. I want to just state that China, as recently as this morning, has announced and pledged support to President Bush and our coalition worldwide. But on Tuesday, September 11, if that date rings a bell, the Chinese Government signed a cooperative agreement with the Taliban government of Afghanistan which, in fact, harbors Osama bin Laden.

I think we have to make sure that nations do not speak out of both sides of their mouths. But my question was, when I first came over, I have added Buy American language to respective bills. After having looked, there were two versions of bills here. I want a clarification.

The Traficant language basically states that any grants awarded under this bill shall be to entities that shall agree to comply with the Buy American Act. In addition, the Traficant language says that any firm or company that is in violation of the Buy American Act shall be ineligible to receive grants or contracts under this bill.

I was under the impression that only one section of that existed, but the staff of the gentleman has basically stated that both provisions are in the bill.

Mr. Chairman, I would like to know if both of those provisions do exist in this particular bill.

Mr. HOBSON. Mr. Chairman, if the gentleman will yield, it is my opinion they do, as it is our intent. I am very sensitive to this. I happen to be pursuing a similar Buy American situation in another bill right now, which I plan to talk to the gentleman about at a later time.

Mr. Chairman, I want the gentleman to know I am very sympathetic to that provision.

Mr. TRAFICANT. Mr. Chairman, I would like to offer that Buy American provision with the gentleman. I want to commend the gentleman for the great job he has done; and I also want to commend our ranking member, the gentleman from Massachusetts (Mr. OLVER) for his initiation here.

Mr. HOBSON. Mr. Chairman, I yield myself such time as I may consume. I have no further requests for time, but I would like to do two things before I ask my ranking member if he has any additional speakers.

First of all, I would like to thank Kenny Kraft of my personal staff who has worked on the Hill for over 20 years. He worked on appropriations for many, many years. He has been very helpful to me as we put this bill together, along with the staff of the committee. Kenny has been very loyal to our staff, and I very much appreciate that.

Also, the gentleman from Florida (Mr. YOUNG), the chairman of the Committee on Appropriations, feels very strongly about our military and about the military preparedness of our troops. He had hoped to be here this morning; he wanted to speak on this bill, but he has been requested to be in a conference discussing other bills that are before the Committee on Appropriations; and, therefore, he was not able to be here. But both the gentleman from Florida (Mr. YOUNG) and his wife, Beverly, have traveled extensively and have a very strong feeling for our troops and the quality of life of our troops. I want to thank them for their support. I know that the gentleman, if he were here, would be much more eloquent on this, but he has done a great job for us; and I just want to say that I am sorry he is not here this morning, because I know he wanted to do that.

Mr. Chairman, I have no further requests for time, and I would ask my ranking member if he has any further requests for time.

Mr. OLVER. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

Mr. HOBSON. Mr. Chairman, I yield back the balance of my time.

Mr. UNDERWOOD. Mr. Chairman, I join my colleagues in support of H.R. 2904, legislation making appropriations for our nation's military construction needs for FY 2002. Passage of this bill will ensure that our military infrastructure is maintained and upgraded to meet our increased national defense demands. Most importantly, this bill will enhance the quality of life for our military personnel and their families by improving the living and working conditions at our military installations.

I am particularly pleased to note that included within this bill is funding for several MILCON projects that will directly support Guam and its strategic role to our national security in the Western Pacific. The military facilities located on Guam will benefit from over $66 million in new construction and improvements, an amount almost doubling what Guam

received last year. Phase II of the Guam Army Guard Readiness Center and the ground breaking for a Guam Air National Guard training center will go forward as a result of this legislation. These are two very important and desperately needed projects to maintain essential readiness and operational capabilities. Other projects included in the bill are a Forward Operation Location War Reserve Material Storage Facility at Andersen Air Force Base and the modernization of the Navy's Bachelor Enlisted Quarters and Public Works Waterfront Utilities. This bill also contains $20 million to continue the replacement of Andersen's hydrant fuel system, funding that will equip the base with the largest fuel capacity in the entire Pacific.

The people of Guam welcome this significant boost in military construction activity and appreciate the recognition given our people in uniform, particularly the Guam Army and Air Guards. This bill ultimately bolsters our troops, advances our readiness and strengthens our overall defense capabilities. I commend the Chairman, Mr. HOBSON, and the Ranking Member, Mr. OLVER, for their diligent work in crafting this important legislation and I urge its passage.

Mr. NUSSLE. Mr. Chairman, I rise in favor of H.R. 2904, providing appropriations for military construction.

H.R. 2904 provides $10.5 billion in budget authority and $9.2 billion in outlays for fiscal year 2002. It is fully consistent with the concurrent resolution on the budget and complies with the Congressional Budget Act.

The bill provides exactly the amount of new budget authority permitted under the 302(b) allocation for the Subcommittee on Military Construction. Consequently, it complies with section 302(b) of the Budget Act, which stipulates that appropriation bills may not exceed the reporting subcommittee's 302(b) allocation.

The bill exceeds the level requested by the President by $529 million in budget authority.

The bill does not designate any emergencies. Nor does it provide any advanced appropriations. It does, however, rescind $67 million in previously appropriated budget authority.

I commend my colleagues for working to produce a bill that is consistent with our national priorities and the budget resolution.

Mr. BUYER. Mr. Chairman, I rise in strong support of the Fiscal Year 2002 Military Construction Appropriations bill.

This bill is good for defense, and it is good for the nation.

Equally important, it is good for the people of Indiana because it continues to recognize their important contributions to this nations national security, by providing funding for Grissom Air Reserve Base, the Newport Chemical depot, and the Crane Naval Service Warfare Center.

I would like to thank Chairman HOBSON for honoring my requests for funding.

Specifically for the $66 million for Newport Chemical depot.

This funding comes on the heels of well over $145 million for Newport over the last four years.

In addition, this bill provides $13.2 million to finish Phase III of the Grissom Air Reserve Base Services Complex.

Over the last two years, this body has authorized $22.1 million for phases I and II, as well as an additional $4.73 million for the construction of a new Marine Corps Reserve Center at Grissom, and a total of $4.8 million for three Army National Guard Maintenance Shops in Plymouth, Logansport, and Delphi.

Lastly, this bill provides $9.11 million for a Microwave Engineering Device Facility and $5.82 million for a Special Warfare Engineering Facility at the Crane Naval Surface Warfare Center.

Mr. Chairman, I want to thank this body on behalf of the hard working people of Indiana for recognizing their contributions to national security, as well as funding the military construction projects that I have requested.

Mr. HOBSON. Mr. Chairman, I ask unanimous consent that the bill, through page 21, line 13, be considered as read, printed in the RECORD, and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from Ohio?

There was no objection.

The text of the bill through page 21, line 13, is as follows:

H.R. 2904

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated for military construction, family housing, and base realignment and closure functions administered by the Department of Defense, for the fiscal year ending September 30, 2002, and for other purposes, namely:

MILITARY CONSTRUCTION, ARMY

(INCLUDING RESCISSION)

For acquisition, construction, installation, and equipment of temporary or permanent public works, military installations, facilities, and real property for the Army as currently authorized by law, including personnel in the Army Corps of Engineers and other personal services necessary for the purposes of this appropriation, and for construction and operation of facilities in support of the functions of the Commander in Chief, $1,739,334,000, to remain available until September 30, 2006: *Provided*, That of this amount, not to exceed $163,141,000 shall be available for study, planning, design, architect and engineer services, and host nation support, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor: *Provided further,* That of the funds appropriated for ''Military Construction, Army'' under Public Law 106–52, $36,400,000 is hereby rescinded.

MILITARY CONSTRUCTION, NAVY

(INCLUDING RESCISSION)

For acquisition, construction, installation, and equipment of temporary or permanent public works, naval installations, facilities, and real property for the Navy as currently authorized by law, including personnel in the Naval Facilities Engineering Command and other personal services necessary for the purposes of this appropriation, $1,154,248,000, to remain available until September 30, 2006: *Provided*, That of this amount, not to exceed $30,972,000 shall be available for study, planning, design, architect and engineer services, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor: *Provided further,* That of the funds appropriated for ''Military Construction, Navy'' under division A of Public Law 106–246, $19,588,000 is hereby rescinded.

MILITARY CONSTRUCTION, AIR FORCE

For acquisition, construction, installation, and equipment of temporary or permanent public works, military installations, facilities, and real property for the Air Force as currently authorized by law, $1,185,220,000, to remain available until September 30, 2006: *Provided*, That of this amount, not to exceed $83,000,000 shall be available for study, planning, design, architect and engineer services, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor.

MILITARY CONSTRUCTION, DEFENSE-WIDE

(INCLUDING TRANSFER AND RESCISSION OF FUNDS)

For acquisition, construction, installation, and equipment of temporary or permanent public works, installations, facilities, and real property for activities and agencies of the Department of Defense (other than the military departments), as currently authorized by law, $863,058,000, to remain available until September 30, 2006: *Provided*, That such amounts of this appropriation as may be determined by the Secretary of Defense may be transferred to such appropriations of the Department of Defense available for military construction or family housing as he may designate, to be merged with and to be available for the same purposes, and for the same time period, as the appropriation or fund to which transferred: *Provided further*, That of the amount appropriated, not to exceed $74,496,000 shall be available for study, planning, design, architect and engineer services, as authorized by law, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor: *Provided further,* That of the funds appropriated for ''Military Construction, Defense-wide'' under division B, title III, chapter 3 of Public Law 106–246, $10,250,000 is hereby rescinded.

MILITARY CONSTRUCTION, ARMY NATIONAL GUARD

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Army National Guard, and contributions therefor, as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, $313,348,000, to remain available until September 30, 2006.

MILITARY CONSTRUCTION, AIR NATIONAL GUARD

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Air National Guard, and contributions therefor, as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, $198,803,000, to remain available until September 30, 2006.

MILITARY CONSTRUCTION, ARMY RESERVE

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Army Reserve as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, $167,769,000, to remain available until September 30, 2006.

MILITARY CONSTRUCTION, NAVAL RESERVE

(INCLUDING RESCISSION)

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the reserve components of the Navy and Marine Corps as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, $62,351,000, to remain available until September 30, 2006: *Provided further*, That of the funds appropriated for ''Military Construction, Naval Reserve'' under division A of Public Law 106–246, $925,000 is hereby rescinded.

MILITARY CONSTRUCTION, AIR FORCE RESERVE

For construction, acquisition, expansion, rehabilitation, and conversion of facilities for the training and administration of the Air Force Reserve as authorized by chapter 1803 of title 10, United States Code, and Military Construction Authorization Acts, $81,882,000, to remain available until September 30, 2006.

NORTH ATLANTIC TREATY ORGANIZATION

SECURITY INVESTMENT PROGRAM

For the United States share of the cost of the North Atlantic Treaty Organization Security Investment Program for the acquisition and construction of military facilities and installations (including international military headquarters) and for related expenses for the collective defense of the North Atlantic Treaty Area as authorized in Military Construction Authorization Acts and section 2806 of title 10, United States Code, $162,600,000, to remain available until expended.

FAMILY HOUSING CONSTRUCTION, ARMY

For expenses of family housing for the Army for construction, including acquisition, replacement, addition, expansion, extension and alteration, as authorized by law, $294,042,000, to remain available until September 30, 2006.

FAMILY HOUSING OPERATION AND MAINTENANCE, ARMY

For expenses of family housing for the Army for operation and maintenance, including debt payment, leasing, minor construction, principal and interest charges, and insurance premiums, as authorized by law, $1,096,431,000.

FAMILY HOUSING CONSTRUCTION, NAVY AND MARINE CORPS

For expenses of family housing for the Navy and Marine Corps for construction, including acquisition, replacement, addition, expansion, extension and alteration, as authorized by law, $334,780,000, to remain available until September 30, 2006.

FAMILY HOUSING OPERATION AND MAINTENANCE, NAVY AND MARINE CORPS

For expenses of family housing for the Navy and Marine Corps for operation and maintenance, including debt payment, leasing, minor construction, principal and interest charges, and insurance premiums, as authorized by law, $910,095,000.

FAMILY HOUSING CONSTRUCTION, AIR FORCE

For expenses of family housing for the Air Force for construction, including acquisition, replacement, addition, expansion, extension and alteration, as authorized by law, $536,237,000, to remain available until September 30, 2006.

FAMILY HOUSING OPERATION AND MAINTENANCE, AIR FORCE

For expenses of family housing for the Air Force for operation and maintenance, including debt payment, leasing, minor construction, principal and interest charges, and insurance premiums, as authorized by law, $858,121,000.

FAMILY HOUSING, DEFENSE-WIDE

For expenses of family housing for the activities and agencies of the Department of Defense (other than the military departments) for construction, including acquisition, replacement, addition, expansion, extension and alteration, and for operation and maintenance, leasing, and minor construction, as authorized by law, as follows: for construction, $250,000 to remain available until September 30, 2006; for Operation and Maintenance, $43,762,000; in all $44,012,000.

DEPARTMENT OF DEFENSE FAMILY HOUSING IMPROVEMENT FUND

For the Department of Defense Family Housing Improvement Fund, $2,000,000, to remain available until expended, for family housing initiatives undertaken pursuant to section 2883 of title 10, United States Code, providing alternative means of acquiring and improving military family housing, and supporting facilities.

HOMEOWNERS ASSISTANCE FUND, DEFENSE

For the Homeowners Assistance Fund established by Section 1013 of the Demonstration Cities and Metropolitan Development Act of 1966, as amended (42 U.S.C. 3374) $10,119,000, to remain available until expended.

BASE REALIGNMENT AND CLOSURE ACCOUNT

For deposit into the Department of Defense Base Closure Account 1990 established by section 2906(a)(1) of the Department of Defense Authorization Act, 1991 (Public Law 101–510), $552,713,000, to remain available until expended: *Provided*, That not more than $511,670,000 of the funds appropriated herein shall be available solely for environmental restoration, unless the Secretary of Defense determines that additional obligations are necessary for such purposes and notifies the Committees on Appropriations of both Houses of Congress of his determination and the reasons therefor.

GENERAL PROVISIONS

SEC. 101. None of the funds appropriated in Military Construction Appropriations Acts shall be expended for payments under a cost-plus-a-fixed-fee contract for construction, where cost estimates exceed $25,000, to be performed within the United States, except Alaska, without the specific approval in writing of the Secretary of Defense setting forth the reasons therefor.

SEC. 102. Funds appropriated to the Department of Defense for construction shall be available for hire of passenger motor vehicles.

SEC. 103. Funds appropriated to the Department of Defense for construction may be used for advances to the Federal Highway Administration, Department of Transportation, for the construction of access roads as authorized by section 210 of title 23, United States Code, when projects authorized therein are certified as important to the national defense by the Secretary of Defense.

SEC. 104. None of the funds appropriated in this Act may be used to begin construction of new bases inside the continental United States for which specific appropriations have not been made.

SEC. 105. No part of the funds provided in Military Construction Appropriations Acts shall be used for purchase of land or land easements in excess of 100 percent of the value as determined by the Army Corps of Engineers or the Naval Facilities Engineering Command, except: (1) where there is a determination of value by a Federal court; (2) purchases negotiated by the Attorney General or his designee; (3) where the estimated value is less than $25,000; or (4) as otherwise determined by the Secretary of Defense to be in the public interest.

SEC. 106. None of the funds appropriated in Military Construction Appropriations Acts shall be used to: (1) acquire land; (2) provide for site preparation; or (3) install utilities for any family housing, except housing for which funds have been made available in annual Military Construction Appropriations Acts.

SEC. 107. None of the funds appropriated in Military Construction Appropriations Acts for minor construction may be used to transfer or relocate any activity from one base or installation to another, without prior notification to the Committees on Appropriations.

SEC. 108. No part of the funds appropriated in Military Construction Appropriations Acts may be used for the procurement of steel for any construction project or activity for which American steel producers, fabricators, and manufacturers have been denied the opportunity to compete for such steel procurement.

SEC. 109. None of the funds available to the Department of Defense for military construction or family housing during the current fiscal year may be used to pay real property taxes in any foreign nation.

SEC. 110. None of the funds appropriated in Military Construction Appropriations Acts may be used to initiate a new installation overseas without prior notification to the Committees on Appropriations.

SEC. 111. None of the funds appropriated in Military Construction Appropriations Acts may be obligated for architect and engineer contracts estimated by the Government to exceed $500,000 for projects to be accomplished in Japan, in any NATO member country, or in countries bordering the Arabian Gulf, unless such contracts are awarded to United States firms or United States firms in joint venture with host nation firms.

SEC. 112. None of the funds appropriated in Military Construction Appropriations Acts for military construction in the United States territories and possessions in the Pacific and on Kwajalein Atoll, or in countries bordering the Arabian Gulf, may be used to award any contract estimated by the Government to exceed $1,000,000 to a foreign contractor: *Provided*, That this section shall not be applicable to contract awards for which the lowest responsive and responsible bid of a United States contractor exceeds the lowest responsive and responsible bid of a foreign contractor by greater than 20 percent: *Provided further*, That this section shall not apply to contract awards for military construction on Kwajalein Atoll for which the lowest responsive and responsible bid is submitted by a Marshallese contractor.

SEC. 113. The Secretary of Defense is to inform the appropriate committees of Congress, including the Committees on Appropriations, of the plans and scope of any proposed military exercise involving United States personnel 30 days prior to its occurring, if amounts expended for construction, either temporary or permanent, are anticipated to exceed $100,000.

SEC. 114. Not more than 20 percent of the appropriations in Military Construction Appropriations Acts which are limited for obligation during the current fiscal year shall be obligated during the last 2 months of the fiscal year.

(TRANSFER OF FUNDS)

SEC. 115. Funds appropriated to the Department of Defense for construction in prior years shall be available for construction authorized for each such military department by the authorizations enacted into law during the current session of Congress.

SEC. 116. For military construction or family housing projects that are being completed with funds otherwise expired or lapsed

for obligation, expired or lapsed funds may be used to pay the cost of associated supervision, inspection, overhead, engineering and design on those projects and on subsequent claims, if any.

SEC. 117. Notwithstanding any other provision of law, any funds appropriated to a military department or defense agency for the construction of military projects may be obligated for a military construction project or contract, or for any portion of such a project or contract, at any time before the end of the fourth fiscal year after the fiscal year for which funds for such project were appropriated if the funds obligated for such project: (1) are obligated from funds available for military construction projects; and (2) do not exceed the amount appropriated for such project, plus any amount by which the cost of such project is increased pursuant to law.

(TRANSFER OF FUNDS)

SEC. 118. During the 5-year period after appropriations available to the Department of Defense for military construction and family housing operation and maintenance and construction have expired for obligation, upon a determination that such appropriations will not be necessary for the liquidation of obligations or for making authorized adjustments to such appropriations for obligations incurred during the period of availability of such appropriations, unobligated balances of such appropriations may be transferred into the appropriation ''Foreign Currency Fluctuations, Construction, Defense'' to be merged with and to be available for the same time period and for the same purposes as the appropriation to which transferred.

SEC. 119. The Secretary of Defense is to provide the Committees on Appropriations of the Senate and the House of Representatives with an annual report by February 15, containing details of the specific actions proposed to be taken by the Department of Defense during the current fiscal year to encourage other member nations of the North Atlantic Treaty Organization, Japan, Korea, and United States allies bordering the Arabian Gulf to assume a greater share of the common defense burden of such nations and the United States.

(TRANSFER OF FUNDS)

SEC. 120. During the current fiscal year, in addition to any other transfer authority available to the Department of Defense, proceeds deposited to the Department of Defense Base Closure Account established by section 207(a)(1) of the Defense Authorization Amendments and Base Closure and Realignment Act (Public Law 100–526) pursuant to section 207(a)(2)(C) of such Act, may be transferred to the account established by section 2906(a)(1) of the Department of Defense Authorization Act, 1991, to be merged with, and to be available for the same purposes and the same time period as that account.

SEC. 121. (a) No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the ''Buy American Act'').

(b) No funds made available under this Act shall be made available to any person or entity who has been convicted of violating the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the ''Buy American Act'').

SEC. 122. (a) In the case of any equipment or products that may be authorized to be purchased with financial assistance provided under this Act, it is the sense of the Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(b) In providing financial assistance under this Act, the Secretary of the Treasury shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

(TRANSFER OF FUNDS)

SEC. 123. Subject to 30 days prior notification to the Committees on Appropriations, such additional amounts as may be determined by the Secretary of Defense may be transferred to the Department of Defense Family Housing Improvement Fund from amounts appropriated for construction in ''Family Housing'' accounts, to be merged with and to be available for the same purposes and for the same period of time as amounts appropriated directly to the Fund: *Provided*, That appropriations made available to the Fund shall be available to cover the costs, as defined in section 502(5) of the Congressional Budget Act of 1974, of direct loans or loan guarantees issued by the Department of Defense pursuant to the provisions of subchapter IV of chapter 169, title 10, United States Code, pertaining to alternative means of acquiring and improving military family housing and supporting facilities.

SEC. 124. None of the funds appropriated or made available by this Act may be obligated for Partnership for Peace Programs in the New Independent States of the former Soviet Union.

SEC. 125. (a) Not later than 60 days before issuing any solicitation for a contract with the private sector for military family housing the Secretary of the military department concerned shall submit to the congressional defense committees the notice described in subsection (b).

(b)(1) A notice referred to in subsection (a) is a notice of any guarantee (including the making of mortgage or rental payments) proposed to be made by the Secretary to the private party under the contract involved in the event of—

(A) the closure or realignment of the installation for which housing is provided under the contract;

(B) a reduction in force of units stationed at such installation; or

(C) the extended deployment overseas of units stationed at such installation.

(2) Each notice under this subsection shall specify the nature of the guarantee involved and assess the extent and likelihood, if any, of the liability of the Federal Government with respect to the guarantee.

(c) In this section, the term ''congressional defense committees'' means the following:

(1) The Committee on Armed Services and the Military Construction Subcommittee, Committee on Appropriations of the Senate.

(2) The Committee on Armed Services and the Military Construction Subcommittee, Committee on Appropriations of the House of Representatives.

(TRANSFER OF FUNDS)

SEC. 126. During the current fiscal year, in addition to any other transfer authority available to the Department of Defense, amounts may be transferred from the account established by section 2906(a)(1) of the Department of Defense Authorization Act, 1991, to the fund established by section 1013(d) of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3374) to pay for expenses associated with the Homeowners Assistance Program. Any amounts transferred shall be merged with and be available for the same purposes and for the same time period as the fund to which transferred.

SEC. 127. Notwithstanding this or any other provision of law, funds appropriated in Military Construction Appropriations Acts for operations and maintenance of family housing shall be the exclusive source of funds for repair and maintenance of all family housing units, including flag and general officer quarters: *Provided*, That not more than $25,000 per unit may be spent annually for the maintenance and repair of any general or flag officer quarters without 30 days advance prior notification of the appropriate committees of Congress: *Provided further*, That the Under Secretary of Defense (Comptroller) is to report annually to the Committees on Appropriations all operations and maintenance expenditures, and all uses of funds pursuant to 10 U.S.C. 2601, for each individual flag and general officer quarters for the prior fiscal year: *Provided further*, That nothing herein precludes the Secretary concerned from using funds pursuant to 10 U.S.C. 2601 or similar authority.

SEC. 128. The Army, Navy, Marine Corps, and Air Force are directed to submit to the appropriate committees of the Congress by July 1, 2002, a Family Housing Master Plan demonstrating how they plan to meet the year 2010 housing goals with traditional construction, operation and maintenance support, as well as privatization initiative proposals. Each plan shall include projected life cycle costs for family housing construction, basic allowance for housing, operation and maintenance, other associated costs, and a time line for housing completions each year.

(TRANSFER OF FUNDS)

SEC. 129. Of the funds made available in this Act, $4,000,000 appropriated under the heading ''Military Construction, Air Force'' and $4,000,000 appropriated under the heading ''Military Construction, Defense-wide'' shall be available to complete a military construction project for which funds were appropriated in Public Law 107–20 under the heading, ''Military Construction, Air Force''.

The CHAIRMAN. All time for general debate has expired.

Pursuant to the order of the House of today, the bill shall be considered for amendment under the 5-minute rule. During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD, and those amendments will be considered as having been read.

Are there any amendments?

If not, the Clerk will read the last 2 lines of the bill.

The Clerk read as follows:

This Act may be cited as the ''Military Construction Appropriations Act, 2002''.

The CHAIRMAN. If there are no amendments, under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. SHIMKUS) having assumed the chair, Mr. GILLMOR, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 2904) making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes, pursuant to the order of the House of today, he reported the bill back to the House.

The SPEAKER pro tempore (Mr. SHIMKUS). Under the rule, the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the bill.

Under clause 10 of rule XX, the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 401, nays 0, not voting 29, as follows:

[Roll No. 344]

YEAS—401

Abercrombie	Davis, Tom	Hoyer
Ackerman	Deal	Hulshof
Aderholt	DeFazio	Hunter
Akin	DeGette	Hyde
Allen	Delahunt	Inslee
Andrews	DeLauro	Isakson
Armey	DeLay	Israel
Baca	DeMint	Issa
Bachus	Deutsch	Istook
Baird	Diaz-Balart	Jackson (IL)
Baker	Dicks	Jackson-Lee (TX)
Baldacci	Doggett	Jefferson
Baldwin	Dooley	Jenkins
Ballenger	Doolittle	John
Barcia	Doyle	Johnson (CT)
Barr	Dreier	Johnson (IL)
Barrett	Duncan	Johnson, E. B.
Bartlett	Dunn	Johnson, Sam
Barton	Edwards	Jones (NC)
Bass	Ehlers	Jones (OH)
Becerra	Emerson	Kanjorski
Bentsen	English	Kaptur
Bereuter	Eshoo	Keller
Berkley	Etheridge	Kelly
Berry	Evans	Kennedy (MN)
Biggert	Everett	Kennedy (RI)
Bilirakis	Farr	Kerns
Bishop	Fattah	Kildee
Blagojevich	Ferguson	Kilpatrick
Blumenauer	Filner	Kind (WI)
Blunt	Flake	King (NY)
Boehlert	Fletcher	Kingston
Boehner	Foley	Kirk
Bonilla	Forbes	Kleczka
Bonior	Ford	Knollenberg
Bono	Fossella	Kolbe
Borski	Frank	Kucinich
Boswell	Frelinghuysen	LaFalce
Boucher	Frost	LaHood
Boyd	Gallegly	Lampson
Brady (PA)	Ganske	Langevin
Brady (TX)	Gekas	Lantos
Brown (FL)	Gephardt	Largent
Brown (OH)	Gibbons	Larsen (WA)
Brown (SC)	Gilchrest	Larson (CT)
Bryant	Gillmor	Latham
Burr	Gilman	LaTourette
Burton	Gonzalez	Leach
Buyer	Goode	Lee
Callahan	Goodlatte	Levin
Calvert	Gordon	Lewis (CA)
Camp	Goss	Lewis (GA)
Cannon	Graham	Lewis (KY)
Cantor	Granger	Linder
Capito	Graves	Lipinski
Capps	Green (TX)	LoBiondo
Capuano	Green (WI)	Lofgren
Cardin	Grucci	Lucas (KY)
Carson (OK)	Gutierrez	Lucas (OK)
Castle	Gutknecht	Luther
Chabot	Hall (OH)	Maloney (CT)
Chambliss	Hall (TX)	Maloney (NY)
Clay	Harman	Manzullo
Clayton	Hart	Mascara
Clement	Hastings (FL)	Matheson
Clyburn	Hastings (WA)	Matsui
Coble	Hayes	McCarthy (MO)
Collins	Hayworth	McCarthy (NY)
Combest	Hefley	McCollum
Condit	Herger	McDermott
Cooksey	Hill	McGovern
Costello	Hilleary	McHugh
Cox	Hilliard	McInnis
Coyne	Hinojosa	McIntyre
Cramer	Hobson	McKeon
Crane	Hoeffel	McNulty
Crenshaw	Hoekstra	Meehan
Crowley	Holt	Meek (FL)
Cunningham	Honda	Menendez
Davis (CA)	Hooley	Mica
Davis (FL)	Horn	Miller, Gary
Davis (IL)	Hostettler	Miller, George
Davis, Jo Ann	Houghton	Mink
Mollohan	Reynolds	Stark
Moore	Riley	Stearns
Moran (KS)	Rivers	Stenholm
Moran (VA)	Rodriguez	Strickland
Morella	Roemer	Stump
Murtha	Rogers (KY)	Stupak
Myrick	Rogers (MI)	Sununu
Nadler	Rohrabacher	Sweeney
Napolitano	Ros-Lehtinen	Tancredo
Neal	Ross	Tanner
Nethercutt	Rothman	Tauscher
Ney	Roukema	Tauzin
Northup	Roybal-Allard	Taylor (MS)
Norwood	Royce	Taylor (NC)
Nussle	Rush	Terry
Oberstar	Ryan (WI)	Thomas
Obey	Ryun (KS)	Thompson (CA)
Olver	Sabo	Thompson (MS)
Ortiz	Sanchez	Thornberry
Osborne	Sanders	Thune
Ose	Sandlin	Thurman
Otter	Sawyer	Tiahrt
Owens	Saxton	Tiberi
Oxley	Schakowsky	Tierney
Pallone	Schiff	Toomey
Pascrell	Schrock	Traficant
Pastor	Scott	Udall (CO)
Payne	Sensenbrenner	Upton
Pelosi	Serrano	Velazquez
Pence	Sessions	Visclosky
Peterson (MN)	Shadegg	Vitter
Peterson (PA)	Shaw	Walden
Petri	Shays	Walsh
Phelps	Sherman	Wamp
Pickering	Sherwood	Watkins (OK)
Pitts	Shimkus	Watson (CA)
Platts	Shows	Watt (NC)
Pombo	Shuster	Waxman
Pomeroy	Simmons	Weiner
Portman	Simpson	Weldon (PA)
Pryce (OH)	Skeen	Weller
Putnam	Skelton	Wexler
Quinn	Slaughter	Whitfield
Radanovich	Smith (MI)	Wicker
Rahall	Smith (NJ)	Wilson
Ramstad	Smith (TX)	Wolf
Rangel	Smith (WA)	Woolsey
Regula	Snyder	Wu
Rehberg	Solis	Wynn
Reyes	Souder	Young (AK)
	Spratt	Young (FL)

NOT VOTING—29

Berman	Hansen	Miller (FL)
Carson (IN)	Hinchey	Paul
Conyers	Holden	Price (NC)
Cubin	Lowey	Schaffer
Culberson	Markey	Towns
Cummings	McCrery	Turner
Dingell	McKinney	Udall (NM)
Ehrlich	Meeks (NY)	Waters
Engel	Millender-McDonald	Watts (OK)
Greenwood		Weldon (FL)

□ 0957

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. CALLAHAN. Mr. Speaker, on rollcall No. 344 I entered the chamber just as the clerk closed the vote because I was unavoidably detained. Had I been present, I would have voted ''yes.''

Mr. WELDON of Florida. Mr. Speaker, I was unavoidably detained during the vote on H.R. 2904. Had I been present I would have voted ''yes'' in favor of the bill.

Ms. MCKINNEY. Mr. Speaker, on rollcall No. 344, Military Construction Appropriations Act, had I been present, I would have voted ''yea.''

Mr. UDALL of New Mexico. Mr. Speaker, on rollcall No. 344, I was unable to record my vote. Had I been present, I would have voted ''yea.''

Mr. WATTS of Oklahoma. Mr. Speaker; as a result of the tragic events of September 11, 2001, I was involved in an Inter-Faith Alliance Ministry meeting this morning at your request. Due to my participation in this meeting, I was not present for the vote on H.R. 2904, The Military Construction Appropriations Act for Fiscal Year 2002. Had I been present for this vote, I would have voted ''aye.''

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1109

Mr. CALLAHAN. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 1109.

The SPEAKER pro tempore (Mr. SHIMKUS). Is there objection to the request of the gentleman from Alabama?

There was no objection.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 9 o'clock and 58 minutes a.m.), the House stood in recess subject to the call of the Chair.

□ 1744

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. THORNBERRY) at 5 o'clock and 44 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 2926, AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. REYNOLDS, from the Committee on Rules, submitted a privileged report (Rept. No. 107–214) on the resolution (H. Res. 244) providing for consideration of the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system, which was referred to the House Calendar and ordered to be printed.

WAIVING REQUIREMENT OF CLAUSE 6(a) OF RULE XIII WITH RESPECT TO CONSIDERATION OF CERTAIN RESOLUTIONS

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 242 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 242

Resolved, That the requirement of clause 6(a) of rule XIII for a two-thirds vote to consider a report from the Committee on rules on the same day it is presented to the House is waived with respect to any resolution reported on the legislative day of Friday, September 21, 2001, providing for consideration or disposition of a bill to preserve the continued viability of the United States air transportation system.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman

from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 242 waives clause 6(a) of rule XIII requiring a two-thirds vote to consider a rule on the same day it is reported from the Committee on Rules. The rule applies to the waiver to a special rule reported on the legislative day of September 21, 2001, providing for consideration or disposition of a bill to preserve the continued viability of the United States air transport system, H.R. 2926, the Air Transportation Safety and System Stabilization Act.

The rule allows this body to take up this legislation in a timely fashion, making it possible for prompt consideration of a much needed relief measure for the struggling airline industry.

Mr. Speaker, this House has been united as rarely, if ever, seen before. We came together in an overwhelming and bipartisan fashion to aid those in crisis and support our President as he seeks justice. Today, we need to come together again to consider a critical piece of legislation to further guide our Nation and its citizens through this crisis. Now is not the time for stalling or dilatory tactics. This legislation has been approved by leaders on both sides of the aisle, in both Chambers, and in conjunction with the administration. It is imperative that we move forward with this urgent measure.

I urge my colleagues to support this rule so we may proceed with the legislation itself.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I thank my colleague for yielding the time, and I yield myself such time as I may consume.

This is the first of two rules that we will consider. This rule provides for the waiver of the 24-hour layover requirement for the next rule. I will have a fairly lengthy statement when we take up the next rule. We do have a number of speakers who want to speak on this rule as well as the next rule.

Mr. Speaker, I yield 2 minutes to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. I thank the gentleman for yielding time.

Mr. Speaker, here we have before us a bill that will cost the taxpayers of America more than $20 billion. There will be 1 hour of debate. No amendments will be allowed. Even if this bill passes, 100,000 people in jobs directly related to the airline industry will lose their jobs. We have heard that from the CEOs who essentially wrote this bill. They are still going to fire or lay off 100,000 people. There is not one penny in this bill of accommodation for those people, for their insurance, for their mortgage, or anything else. Not one penny.

There are tens of thousands of other people who work in related businesses: travel agents, car rental agencies, hotels. The list is endless. There is not one penny for those people of assistance in this bill. Not an emergency disaster declaration. No help with their payments to the bank. Not one penny.

And then we go to our local airports. Millions of dollars a day are being spent by our local airports to beef up security. There is not one penny in this bill for them either. So 100,000 workers, related workers, all the other governments in America that are incurring costs, not one cent in this bill.

Even more distressing than that is the fact that the inadequate security measures that prevailed before this tragedy continue to prevail and under this bill will not be improved. This bill does not specify that we will federalize airport security, which we have heard from virtually every expert, we have even heard it from the airline CEOs, they just say they are not willing to pay for it, and they say the American public will not pay for it. They say the American public will not tolerate a $3 tax for airline security. That is incredible. They are so out of touch. But they are so much in touch that they got everything they wanted in this bill, but everybody else is excluded.

This bill does not do the things we need to do today. It might be hard to write a good bill by tonight, but we can stay here this weekend and write a bill. If this is a crisis, why are the Republicans running out of town? Why are they pushing us out of here? Why are they limiting debate? And why are they not allowing a single amendment?

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. GEORGE MILLER).

(Mr. GEORGE MILLER of California asked and was given permission to revise and extend his remarks.)

Mr. GEORGE MILLER of California. Mr. Speaker, last night we heard from our President about what this Nation needs to do to come together in the face of the challenge and the crises and the dangers that we face. Yet today the first thing we do is bring out legislation that is very narrow in its focus. It only takes care of the solvency of the airlines to the exclusion of everyone else; to the exclusion of the workers who have lost their jobs, who are directly related to this, to their families, the problems they are suffering now as a result of that.

We take care of airline executive compensation. They are guaranteed in this bill they can make somewhere between 5 and 35, and, if they bail out of this industry in the next few months, they can make up to $70 million. They are taken care of. But the people who have lost their health care coverage, the people who have lost their income, they are not taken care of.

This is about a Nation going forward together. But in this legislation, we left the workers behind. This legislation is based upon the premise that somehow if we give the airlines a bailout, that people will fly again.

But this legislation does not deal with the problems that the American public is concerned about. They are not concerned about whether or not their airline is solvent, they are concerned about whether or not it is safe. We failed to address, as we have for over a decade, the federalization of the law enforcement powers given to the people who are screening the bags and providing security. The fact of the matter is we have heard from so many people in the airline industry that people are only marginally better off, if any better off, since September 11 in the airline industry. That is why they are not flying.

This legislation should direct this administration and this government to federalize those systems. No, we are going to debate it. We are going to debate, and the airlines are going to come back and tell us that airline traffic cannot stand this fee, they cannot stand this fee so we cannot federalize this system. We had better do this, but we do not do it in this legislation. Why? Because we had to rush home last weekend. Why? Because we have to rush home this weekend.

Supposedly we are in a setting here where we have to take these extraordinary measures to deal with the Nation's business, and all the Congress can think about is getting out of town. We ought to take care of the American people. We ought to take care of the American people who lost their jobs.

Mr. REYNOLDS. Mr. Speaker, I yield such time as he may consume to the gentleman from California (Mr. DREIER), the distinguished chairman of the Committee on Rules.

Mr. DREIER. Mr. Speaker, I thank my friend for yielding time.

Mr. Speaker, our Nation has gone through some of the most extraordinary days in our over 200-year history. A week ago Tuesday, we saw the harshest, most strident, barbaric attack on the civilian population of this country that we have ever seen. We have, over the last several days, been working together in a bipartisan way to deal with the challenge that lies ahead. Last night in this Chamber, the President of the United States stood right behind me and delivered an extraordinarily eloquent statement about the challenges that are ahead of us. As he did that, I was very pleased to see enthusiastic support from Democrats and Republicans, and the American people.

Last Friday night, an attempt was made to deal with part of this challenge by addressing the concerns of an industry that is critically important to the economic survival of the United States. I am not one who is a proponent of having the Federal Government subsidize or in any way underwrite a private sector entity. I happen to have very libertarian leanings as a Republican. I want to get the government out as much as we possibly can, especially when it comes to the marketplace. But a week ago Tuesday, following the tragic incident at the World

Trade Center, here at the Pentagon, and in Pennsylvania, all planes that were headed, incidentally, to my State of California, we tried our darndest to look at ways in which we could deal with this challenge. Obviously, a decision was made by the Federal Government that we had to, on Tuesday, close down our Nation's airports.

In closing down those airports, we have seen figures of several hundred million dollars a day lost by the airline industry. That was a decision that the Federal Government made to close down those airports. A private sector entity was impacted by that. It happens to be the industry which allows for the flow of goods and services, and people, around this country and throughout the world.

In the 21st century, it is obvious that air travel is going to be critical for our Nation's survival. We have to rely on that. We cannot go back to simply rail, truck, car or bus travel. We need to have a viable airline industry.

Last Friday night, an attempt was made to put into place a package that would provide an immediate influx of cash so that the airline industry did not go under, and provide some loan guarantees that would help sustain the industry for a longer period of time. I do not support the idea of rewarding any entity for bad practices, unwise business practices of the past. But I will say that when Speaker Hastert and Minority Leader Gephardt and our team, with the other body, proceeded to work on this package late into last night, my friend the gentleman from Missouri (Mr. BLUNT) has been very involved in this, many Members have been involved again on both sides of the aisle, a decision was made that we would try to ensure that we did not see the airline industry in this country go under.

That is exactly what we are trying to do right now, because a decision that was made by the Federal Government jeopardized the ability of this industry to have the flow of revenue that it needed to survive and continue to allow people and goods to move throughout this country. So that is why when the package, after having worked on it for a week, it was a week ago tonight that the first attempt was made to move this package through, and many Members, as I said, have been involved in this, we came together late last night. And I want to, as I often do here, thank both Democrats and Republicans on the Committee on Rules who worked late into the night in preparation for this and then reconvened early this morning to proceed again, and we have just now completed our work in the Committee on Rules, reporting out this bill which I believe is a very positive and important step.

Now, as we held our hearing upstairs this afternoon, Mr. Speaker, I should say that there were a wide range of very important and understandable concerns that have been raised. There is a great deal of pain that these barbarians have inflicted on the American people and on the civilized world. We want to do everything that we possibly can to mitigate the level of that pain. But right now we are here dealing with a very important industry that needs to remain viable for the economic stability of the United States and the world. That is why this effort is focused on this industry.

Again, there are loads of very important concerns that have been raised and will be continually raised from both sides of the aisle. But at this point, I recommend, Mr. Speaker, that we pass, first of all, the provision that allows us to proceed with the same-day consideration of this rule, then pass the rule, and move ahead and pass this bill so we can send that very important signal to the American people that we are going to ensure that we can see that very important flow of individuals and of goods and of services throughout this country.

I urge an ''aye'' vote on this first rule that allows us to bring up consideration of the rule for the legislation.

□ 1800

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from Wisconsin (Mr. OBEY).

Mr. OBEY. Mr. Speaker, there is absolutely no question that we must help the airline industry, but I have some real problems with the way we are going about it.

This package says we are going to give roughly $15 billion in assistance to the airline industry, and I have no objection to that so long as it is a fair package, but there is nothing in this package for the people who work for those airlines; nothing by way of extension of unemployment compensation; nothing by way of extending their health benefits under COBRA, even though they would have to pay for those benefits themselves; nothing by way of additional training for them.

People are saying, ''Oh, there is a limit of $300,000 in this bill on executive compensation for airline executives.'' That is not true. This proposal says that if you made more than $300,000 last year, you cannot earn more than you made last year and have your company eligible for this loan guarantee. That means that one airline CEO can collect $13 million in compensation next year. Another, $11 million. Meanwhile, for workers, there is zip, zero.

If we are going to have everybody get into the lifeboats, we ought to have enough lifeboats. We should not be like the Titanic. There ought to be enough lifeboats so that not just investors and CEOs but also workers get some help out of their government. We ought to be willing to stay here Saturday and Sunday and Monday, however long it takes, to put this package together.

There is much talk of unity. God knows how much we need it. But if you want unity, the best way to get it is to convince all Americans that they are going to be treated equally. Do not tell the workers of this country that they will be considered as afterthoughts, and that is what has happened.

Yes, we have an urgent need to act, but we also have an urgent need to provide fairness and justice. That is what the American people deserve. This package does not do that. I desperately do not want to vote against it, but it is very difficult to vote for it when it has this kind of rampant unfairness.

This bill ought to go back to committee. Our leaders on both sides of the aisle have enough talent and enough dedication to take a couple of extra days and put this package together so that everyone, everyone is helped by it, not just those who have the best connections with Washington.

Mr. REYNOLDS. Mr. Speaker, I yield 4 minutes to the gentleman from Florida (Mr. FOLEY).

Mr. FOLEY. Mr. Speaker, I would like to thank the gentleman from New York (Mr. REYNOLDS) for bringing this matter to consideration on the floor.

I am chairman of the Travel and Tourism Caucus, and I can underscore the concern in this building today is to get the economy moving. Now, I respect the concerns of the other Members of this body who are worried about employees and safeguards for employees. I struggle with those issues, too; but if we do not deal with this issue rather quickly, there will not be employees at all, regardless of the efforts of those to protect them in this bill.

The Dow Jones industrial average dropped 1,200 points this week. I left my home a moment ago to watch the news out of BWI airport talking about massive layoffs. Wall Street is looking and the major banks around the globe are watching what we do tonight to decide whether any credit will be available for airlines.

So we have a real choice here today. We have a choice of helping immediately, move some economic stimulus, loan guarantees to the airline industry or we can sit here and twiddle our thumbs and assume that this will fix itself. Wall Street is saying it will not.

I can assure you, based on the economic model that I am seeing in Florida, Hawaii, California, New York, Texas, Arkansas, I do not have time to go over 50 States, but stick around because the economic pain is real, not imagined.

One of the prior speakers said somehow that we rushed out of this building last week and we are trying to rush out of the building this week. I take great exception to that because many of us have worked and labored and toiled to try and find some opportunity to provide comfort for those in New York, those at the Pentagon; and we have focused our efforts on both relief and remedy for those. And we have also given the President of the United States the unified support of the Congress and the people of this country to endeavor to try and rid the world of terrorism.

I would love to obviously have a lot of time to debate some of these issues. God knows we would love to sit around and hammer things out, knock the table, and protect everyone in the room. I mean this in all sincerity, that we need to put this underlying legislation on the floor now today and move expeditiously so that on Monday next when the markets open there is a safety net under the structure of the airline industry.

Believe me, I complained to many of these same operators yesterday that were in my office that own the major carriers, and I was worried about baggage carriers and line workers and fuelers and mechanics and flight attendants and captains and co-captains. I worry about the treatment of individuals.

I worry about the treatment received by individual Americans as they traversed this country just but a few weeks ago and complained about how they were treated and talked about airline passenger rules or bill of rights. And, sure, I would like to sweep up some of these things and spend hours and days and weeks on finding a perfect solution here, because I know with both sides working, we can.

But, regrettably, based on this economic crisis we face, we either provide the guarantee, as we did in the Chrysler Corporation bailout years ago that many objected to vehemently, that Members from Detroit insisted we needed; and, thank God, the Congress responded, because, God knows, Chrysler not only succeeded, but survived and excelled and hired millions of American workers to be on their assembly line.

So the choice is clear today: move consideration or find huge massive layoffs. So the employees you think you are protecting under the debate today will be those that are, in fact, given pink slips on Monday, because credit will be shut off, airline employees will be going home, no one will be flying, and the economy of the United States of America will grind to an absolute halt.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. HOLT).

Mr. HOLT. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, this bill should not be coming up now. It is not ready. It does not deal with the fundamental problem. Yes, there is an urgent need to strengthen the airline industry. We need to do this in a bipartisan way. We need to do it urgently. There is much in this bill, $15 billion in direct aid and loan guarantees, and that is good. You will hear about perspective liability and retrospective liability. I will not talk about that.

It does not include, however, anything, about the needs of working families—the baggage handlers, the flight attendants, the pilots, the agents, the clerks—unless you consider executive salary packages of $13 million as dealing with the needs of working families.

But let us face facts. What is the real problem now? People are not flying. Why are they not flying? They are concerned about airline security.

This bill has two sentences about airline security. One sentence says that last week we said we were going to do something. The other sentence says that in the future we are going to do something.

If we want to revitalize the airline industry, we have to get people back in the planes. How are we going to get them back in the planes? Certainly we cannot do it unless we reassure them about the security of the airlines. The fundamental problem we are facing right now is people are not flying.

Yes, we have an urgent need. We should stay here this weekend, Saturday, Sunday, Monday, if necessary, and get it right. This is an important industry. It is critical to all other aspects of our society. We should do it, and we should take the time to do it right.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. WELDON).

Mr. WELDON of Florida. Mr. Speaker, I rise encouraging all my colleagues to vote for this rule, which allows same day consideration, and then the subsequent rule on the bill, and certainly passage of the final bill.

This is the first bite of the apple. There have been a number of Members who have risen who want to do more. We are going to have plenty of opportunity to do more, but we are clearly in a crisis situation right now.

I know the impact of this issue in the State that I represent, Florida, is gigantic. We have hotels in Florida that are virtually empty, rental car fleets that are virtually at a standstill, theme parks and other tourist attractions that are empty. We are going to be seeing layoffs in a lot of other industries, and all of the myriad other issues, airline safety, fair treatment for employees, we are going to have an opportunity to take those issues up.

I will tell you an issue I am very concerned about. We have indemnification in this underlying bill. We indemnify the airlines, but not the manufacturers. Some people might say how ridiculous; what trial attorney would sue a manufacturer of an airplane in a hijack situation? Mr. Speaker, it has happened. They have tried to sue manufacturers of airplanes in hijacking situations. So we are going to have to go back and revisit indemnification.

We are going to have lots of opportunities to deal with these issues. But this is the right thing to do at this hour. We need to do this for America. It is not for the airline industries, it is for Florida, California, Washington State, it is for the United States of America.

Let us pass this rule, and pass the next rule and the underlying bill.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. WATT).

Mr. WATT of North Carolina. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I am going to vote against the rule for same day consideration, because I think if this bill were not considered today and were considered tomorrow, we could get a much, much better bill in several respects. I am going to vote against the second rule for consideration of the bill, because I think if we were allowed to offer amendments to the bill, we would end up with a much, much better bill.

But if, at the end of the day, those rules are passed and this bill comes before us, I am going to vote for the bill. Not because I think it is a perfect bill. It can be improved by adding security provisions. It can be improved by adding employee assistance provisions, which I think are gravely needed and we must pass, whether we pass them tonight or in the near future. It can be improved with amendments regarding executive compensation and a number of other things.

But we must get the airlines back on a solid footing, and we must provide an assurance to the families of the victims of this tragic incident that their interests, their financial interests, will be taken care of. Those two things are in this bill.

So my opposition to the bill really is about the things that are not in it, which I hope the majority will see fit to bring a bill on next week. I understand that is being considered. I think it is absolutely imperative that we deal with employee assistance provisions, whether in this bill or in some other bill. And if we were not rushing to judgment tonight, we could do it in the context of this bill. I think we are missing an opportunity.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Georgia (Mr. ISAKSON).

Mr. ISAKSON. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I rise in favor of this rule, the subsequent rule, and the final bill. As a member of the Subcommittee on Aviation and as a Member that has answered numerous questions over the last 2 days, and in light of some of the things that have been said, I think it is important that we be very honest and very candid in our debate today.

Mr. Speaker, safety was considered first priority to this bill, and any reference to the contrary is incorrect.

□ 1815

In fact, the $5 billion infusion is in part because the FAA shut down the American airlines, all of them, until such time as new security procedures were put in place, which, in fact, have resulted in the arrest and capture and now the jailing of certain suspects against the United States of America.

Secondly, it should be known that sky marshals are already on United States aircraft and additional marshals are already in training. For someone to send the signal to America that we

have not paid attention to safety is wrong. For someone to say that executive compensation or management compensation, one must be considered over the other, I ask a simple question to those who object. There will be no compensation to anyone if America's airlines fail and are grounded.

For those that worry about the travel agent and the hotel and Disneyland, in my city, my district, tourism is number two. There are no safe airlines flying. There is no safe financial underfooting on those airlines, there is no other ancillary business.

I respect genuine debate, but America needs to know this Congress dealt with safety first. Second, its interest is for all workers, management or otherwise; and third, to ensure the dominos do not fall, we must stabilize the lead domino in a principle industry of American commerce that carries 40 percent of all U.S. exports today.

So I conclude, I am prejudiced. I am for this. I ran a business for 33 years. I watched America save the jobs of Chrysler's workers by this Congress underwriting loan guarantees for a period of time for them to recover. I watched them save the city of New York, the one we all cry for today, for that same reason, and Lockheed Aircraft that builds the planes that are about to go and fly. Now for us to quibble over perceptions or send a mixed signal that safety is not first or that we have not given this deliberation is, I would submit, incorrect and unfair.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. FILNER).

Mr. FILNER. Mr. Speaker, we do have a national emergency. We do have an industry that we need to be working in America. But those emergencies should not be an excuse to stampede the democratic process, to rush through a bill which has not been considered duly, prohibits amendments, prohibits the process from taking place. I object to a process when we do have the time. The markets will not open until Monday morning. We have time to look at this.

As JOHN SWEENEY says, who is the president of the AFL–CIO, ''If Members of Congress fail to include relief to workers in the airline bailout bill, it will be an unconscionable, divisive and economically irresponsible omission.''

He writes, ''Over the past ten days, our Nation has been reminded again and again by the grim and inspiring images of rescue and relief workers that it is working people who are the first to step up to respond to their neighbors, their community and their country. And it is workers and their families who are taking a direct and immediate hit from the terrorist attacks and the resulting airline crisis. A hit that will have a rippling, destabilizing effect on the economy unless it is addressed.

''Over the past week, the AFL–CIO, airline unions and congressional leaders have invested a huge amount of work into developing a worker relief package that includes unemployment, job training and health benefit protections to workers laid off as a result of the financial crisis in the airline industry. Extensive work has also gone into developing additional assistance to workers throughout the economy and that package must be acted upon soon.

''But now, Members of Congress appear poised to stiff airline industry workers in the bailout bill, even as they award protections to airline executives for their golden parachutes.

''Any Member of either party who casts a vote to leave workers out of the relief bill will be voting to betray American workers in the bipartisan spirit of our last ten days.''

That is a letter that JOHN SWEENEY wrote to the Members of Congress.

Mr. Speaker, I would add that we have time to right this wrong. Let us do it please.

The letter referred to is as follows:

AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

STATEMENT BY AFL–CIO PRESIDENT JOHN J. SWEENEY REGARDING CONGRESSIONAL DECISION ON WORKER RELIEF PACKAGE—AIRLINE BAILOUT BILL SEPTEMBER 21, 2001

If members of Congress fail to include relief to workers in the airline bailout bill, it will be an unconscionable, divisive and economically irresponsible omission.

Over the past 10 days, our nation has been reminded again and again by the grim and inspiring images of rescue and relief workers that it is working people who are the first to step up to respond to their neighbors, their community and their country. And it is workers and their families who are taking a direct and immediate hit from the terrorist attacks and the resulting airline crisis—a hit that will also have a rippling, destabilizing effect on the economy unless it is addressed.

Over the past week, the AFL–CIO, airline unions and congressional leaders have invested a huge amount of work into developing a worker relief package that includes unemployment, job training and health benefits protections to workers laid off as a result of the financial crisis in the airline industry. Extensive work has also gone into developing additional assistance to workers throughout the economy and that package must be acted up soon.

But now, members of Congress appear poised to stiff airline industry workers in the bailout bill—even as they award protections to airline executives for their golden parachutes.

Any member of either party who casts a vote to leave workers out of the relief bill will be voting to betray American workers and the bipartisan spirit of the last week.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. THORNBERRY). The Chair would remind all Members of the rule and Speaker's directive regarding the use of cellular telephones on the House floor.

Mr. REYNOLDS. Mr. Speaker, I yield 5 minutes to the gentleman from Wisconsin (Mr. SENSENBRENNER), the chairman of the Committee on the Judiciary.

Mr. SENSENBRENNER. Mr. Speaker, I rise in opposition to the underlying bill. It is well intentioned and relief to the airline industry is necessary to keep these vital transportation links operating. But its provisions are so fatally flawed that it will disrupt other parts of the economy and its victim compensation provisions are unfair and set an expensive precedent which Congress will rue in the future.

First, the liability limitation provisions transfer the airlines' contingent liabilities to others with devastating implications on other segments of the economy. It is fine to limit airlines' liability, but this will simply put others on the hook.

In addition to United and American Airlines, who will have limited liability under this bill, plaintiffs' lawyers will also likely sue Boeing, which manufactured the four planes, General Electric or Pratt and Whitney who probably made the engines, the Port Authority which is the owner of the World Trade Center, whatever company made the steel which collapsed, and on and on. These companies' liability is not limited by this bill.

While the airlines will not face bankruptcy as a result of September 11, should this bill pass, its failure to limit others' liability will mean Congress will need to pass corrective legislation again and again to protect American companies and their workers' jobs because this bill did not do it right.

Remember, any company having a substantial contingent liability will not be able to borrow money from the banks to keep itself afloat.

The formula that compensates the airlines is not fair either. The United States Government does have a moral responsibility to make whole the airlines for the losses they suffered as a result of the FAA closing U.S. air space and the delays caused by airplane closures and heightened security. But that is not all this bill does. It makes payments based upon how many seat-miles each carrier has. That amounts to a subsidy and gives a premium to those carriers based not on their losses caused by the tragedies of September 11 but how big they are and how many seats they have.

Finally, this bill creates a new entitlement program to pay families of victims of this tragedy through taxpayers' dollars.

No entitlement was enacted by Congress to compensate victims of the Oklahoma City bombing, earthquakes in California, hurricanes in Florida, and floods along the Mississippi River. If this entitlement is approved, does Congress really want to say no to the victims of future tragedies, whether as a result of natural or man-made disasters? If a disaster strikes in any of our hometowns, how can we explain voting for an entitlement in this bill, but not for our own constituents? Stop and think of the precedent this bill sets when a future disaster strikes.

There is plenty money available to compensate the families of the victims of September 11. Mr. Speaker, $20 billion has already been appropriated for relief. The President has signed legislation to speed up payments to the families of police and firefighters killed in

the line of duty, and the Crime Victims Compensation Fund has over $1 billion already available for disbursal. Millions come from FEMA and the Department of Health and Human Services and elsewhere, and there will be tens of billions of dollars from insurance and those liable.

But stop, let us do this right. Let us vote this bill down and come back and address these very legitimate problems.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from California (Mr. WAXMAN).

Mr. WAXMAN. Mr. Speaker, as our country faces some very difficult times, we are going to hear a lot about shared sacrifice. Shared sacrifice is firefighters charging into the World Trade Center to rescue people they had never met and dying in the effort. Shared sacrifice, we are told, is the unfortunate news that over 100,000 workers are going to lose their jobs for the good of their companies. Shared sacrifice, it is clear, means that our sons and daughters, mothers and fathers in the military are going to be sent into battle. But today, in the first economic bill to deal with the September 11 tragedy, we see that there are limits to shared sacrifice.

Under this airline bailout bill, senior executives will be able to continue to earn millions of dollars in salary and other compensation. In one case, this bill will permit a senior executive to earn over $34 million and, if he leaves the company, to receive up to $70 million in severance benefits. This is inexcusable, it is obscene, it exploits a painful tragedy, and it makes a mockery of the idea of shared sacrifice.

We cannot change this bill; but we can be morally outraged by this inequity, and we can ask the airline CEOs to do what this bill does not. They are asking taxpayers for billions of dollars in help, and then they will be firing thousands of their workers. At this time, they should publicly adopt policies that limit executive compensation to reasonable levels. That will honor shared sacrifice and the sacrifices so many others have made and will make.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Vermont (Mr. SANDERS).

Mr. SANDERS. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, during the last 10 days, the American people and Members of the Congress have been in emotional shock from the terrible loss of life and tragedy that struck. We are all together struggling and trying to determine the most effective way to end terrorism and to punish those people who committed this atrocious act.

But on the issue of how we can deal with the airlines and how as a Nation we deal with the perhaps coming recession, I do not think that there should be a lot of debate. The American people want to believe that we are all in this together; and when they see that 100,000 airline workers are laid off in an industry that is crumbling, they not only want to restore that industry, but they want to make sure that the workers who have been running those industries are treated fairly. They do not want to read in the papers that they are providing taxpayer dollars so that CEOs can end up with tens and tens of millions of dollars in executive compensation but, at the same time, there is apparently no money available to provide health insurance for workers who were laid off. They want to know that the package that we are passing is fair in terms of providing security for the people who will get on the planes. Where is the definition of what we will be doing in terms of security?

Mr. Speaker, we are moving into an economic recession; and in a certain sense, this legislation is the first bill that we will be looking at as to how we are going to respond; and the American people are demanding that, if we are in this together, we have got to protect the working people, we have got to protect the most vulnerable people; and this legislation does not do that.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentlewoman from North Carolina (Mrs. CLAYTON).

Mrs. CLAYTON. Mr. Speaker, I thank the gentleman for yielding time.

Mr. Speaker, we have a crisis in public confidence in our airline industry. Before September 11, fuel prices were rising, business travel was declining, and some of our airlines in my State had serious financial problems.

□ 1830

After September 11, the government ordered the grounding of flights for several days, which caused considerable financial loss to all airlines. Now the flights have resumed. Consumers have been slow to return to the air. Therefore, the financial problems of our airlines have become more severe, and they need help from the Federal Government.

Indeed, the Federal Government should help the airlines, but this bill does not adequately address the economic and security issues resulting from and exacerbated by the terrorist hijacking and the crashes on September 11. A Federal bailout of our airlines alone will not restore public confidence and increase ridership in our airlines which is, indeed, the basis for the airlines' long-term security.

Simply stated, people are afraid to fly. In order to restore public confidence, we should move responsibility for aviation security from airlines and their subcontractors to the Federal Government, employing trained security experts. We should do this immediately. In this bill, at least make an indication we are committed to it, not sometime in the future but in this bill.

The tragic events of last Tuesday should be a wake-up call to this Nation. No longer can we afford to rely upon low-wage unskilled workers, with an astonishingly high turnover annually, to manage our first line of defense against a repeat of events of September 11. We should act now to federalize airport security. This probably will substantially increase public confidence and ridership, and increase financial stability and the cash flow to our airlines.

In addition to the hardships suffered by our airlines during the crisis, thousands of airline workers have lost their jobs or may lose their jobs in the future. Thousands of airport vendors, hotels, tourism, business, and small business, mostly, also are suffering economically and need help from the Federal Government.

We should be careful how we respond here, because we must respond to others as well; not that we should not respond, but this response is insufficient. The workers and small business operators in communities all across our Nation constitute the backbone of their local economies. These workers, tens of thousands of them, may be expendable from any airline, but they are essential to their families and to their communities.

Mr. Speaker, we should vote against this rule, and we should also vote against this bill.

Mr. REYNOLDS. Mr. Speaker, I yield 3 minutes to the gentleman from Texas (Mr. BARTON), who represents the Dallas-Fort Worth Airport, one of the busiest in the world.

(Mr. BARTON of Texas asked and was given permission to revise and extend his remarks.)

Mr. BARTON of Texas. Mr. Speaker, I thank the gentleman from New York, the distinguished member of the Committee on Rules, for yielding time to me.

Mr. Speaker, D–FW airport, except for one runway, is totally within the Sixth District of Texas, which happens to be the district that I am privileged to represent. There were over 40,000 American Airlines and Delta Airlines and various other airline employees that work at that hub airport.

We know the tragic events that happened on September 11 in which four American flag carriers, two Delta and two American Airlines, went into the Trade Center, the Pentagon, or into the countryside in Pennsylvania. At D–FW as we speak, it is an airport that is operating at less than 50 percent capacity. The flights that go in that airport are operating about at about 30 percent capacity.

American, United, and other airlines have laid off tens of thousands of people this week. This is not the time to argue about the perfect airline relief bill. We have a very reasonable bill before us. It has been hammered out in negotiation between the minority, the majority, the airline industry, the airport associations, and the White House. We need to get the bill on the floor. The first thing we have to do is pass this rule. Then we have to pass the second rule. Then we have to pass the bill.

I have an airport security task force at D–FW that has been operating for over a year and a half to come up with a series of recommendations about how to increase airport security. Most of those recommendations, until last week, dealt with increasing security to prevent illegal drugs from going through our hub airports, but many of them are applicable to terrorism.

I am very willing to continue the dialogue with the Department of Transportation, the FAA, and all the other interested parties, but I am not willing to get into a contest where we refuse to bring up absolutely necessary legislation.

I would urge my colleagues, let us pass this rule, let us pass the second rule, and then let us pass the bill. If we need to come back in a month, 2 months, or whatever, let us do it, but let us not take an industry that is on its knees and force it to be flat on its back. Let us help the airlines and the economy. Pass these rules and pass this bill.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. EDWARDS).

Mr. EDWARDS. Mr. Speaker, this is not a perfect bill, but it is an important first step toward protecting the viability of our Nation's air transportation system. For that important reason, I am going to support these rules and support this legislation today.

But, Mr. Speaker, I also want to send a very clear message to the airlines that will receive these taxpayers' funds today. That is that those of us who represent hundreds of thousands of people from mid-sized cities and rural areas will be watching to see whether they take our Federal tax dollars in one hand and with the other hand cut off service to middle America.

That should not happen, it cannot happen; and if it were to happen, I think when the second round of this airline support legislation inevitably comes back before this House, it would be very difficult to encourage and convince the taxpayers of middle America and rural America to continue supporting airline viability if there is no viability in rural areas because they have already cut off service.

With that caveat, we will support this legislation, and hope Members on both sides of the aisle will do so, as well.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. BENTSEN).

(Mr. BENTSEN asked and was given permission to revise and extend his remarks.)

Mr. BENTSEN. Mr. Speaker, I rise in support of the rule and in support of the bill. I appreciate some of the concerns that our colleagues have brought up. It is a shame that we did not address employee issues and security issues. Quite frankly, I think we had the time to do it, but we did not.

I want to focus on some areas that I had particular concern about. I, for one, and I do not think this is a partisan issue, have had concerns where we have the Federal Government intervening in the private markets. The intention of giving loan guarantees in any private market function is something the Congress should have great concerns about.

I and many Members of this body have supported that from time to time when we have felt there are extraordinary situations, and I do think this is an extraordinary situation. But I also think it is incumbent upon the Members of the House and the other body to ensure that the Federal Government, and thus the taxpayers, have an ability that we may well be paid back if there is a problem with the extension of this credit.

As the bill was originally drafted, quite frankly, it did not meet that standard. So I appreciate the fact, in how I read the bill now, that we have done a couple of things that are important. One, we brought the fiduciary officers of the Federal Government, in effect, the chairman of the Federal Reserve Board and the Secretary of the Treasury, as voting members into this commission, because they should be involved in the extension of credit. That has always been the case in any other extension of credit that I am aware of that we have done as a government.

Number two is that we have said that they have to consider and in fact have to have certain collateralization of the guarantee or the credit that is extended. Many of these airlines are highly leveraged, and there is not much that they can extend in terms of collateral, but the use of warrants, the use of equity, the use of options is something that is not unprecedented and is something that in fact we should consider. I am glad it is finally in this bill.

Finally, I am glad that the bill does not include a set, specific term, but rather gives broad discretion to the board and to the administration in setting the terms and condition. The burden will be on them to strike the best deal for the taxpayers, and ensuring that this is done, but it is better than a 10-year term.

With that, I rise in strong support of the bill and ask that my colleagues pass it.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentlewoman from New York (Mrs. MALONEY).

Mrs. MALONEY of New York. Mr. Speaker, I rise in support of the the rule and in support of the underlying bill.

Last week's attacks did unspeakable damage, unspeakable harm with great loss of life, but last week's attack underscored just how indispensable air travel is to our economy. Since the attacks, hotel occupancy in New York City has plummeted, restaurants are empty, broadway shows have closed. People fly to New York from all over the world, but right now they are scared to fly.

With the $3 billion allocated from the antiterrorism package, new safeguards will make air travel safer, but we do not know when passengers will return. In the meantime, if the airlines go out of business, what will be the next business to go out of business? We will all be out of business, and we cannot let that happen.

Supporting our airlines is also an act of patriotism. The terrorists wanted to ground America, so we need to fly. We also need to compensate victims, many of whom were my constituents and friends. We need to compensate workers that are not covered in this package.

I have been assured by our leader, the gentleman from Missouri (Mr. GEPHARDT), that he will introduce a bill tomorrow which will do that, with the support of many in the leadership on the other side of the aisle. We need to answer this act of hostility by restoring the friendly skies domestically, and by sending airplanes of a different sort to get the cowards of the September 11 attack.

Mr. FROST. Mr. Speaker, I yield 5 minutes to the gentleman from Texas (Mr. DOGGETT).

Mr. DOGGETT. Mr. Speaker, I want to begin by commending President Bush for his efforts to bring our Nation together. This is a time for bipartisan commitment to make common cause on behalf of our country.

Yet the handling of this bill, I believe, violates that very spirit. We now debate what is really a ''jam rule,'' jamming through this Chamber a piece of legislation involving a tremendous expenditure of taxpayer money without an opportunity for the Members to read and understand the provisions; and it will be immediately followed by a ''gag rule'' that denies the Members the slightest opportunity to improve this bill by offering amendments and strictly limits their remarks during debate. Such parliamentary tricks, really, I think divide us at a time when we should be coming together.

There was a plainspoken Texan who once sat in that chair, a legendary figure who presided over this House, by the name of Sam Rayburn. He said that, in conducting the people's business, three of the most important words are simply ''wait a minute.'' That simple maxim I think has never rung more true than with this piece of legislation.

At midnight last Friday, when many Members of this House were asleep, like many members of the American public, when we had been told that all of our regular work was completed, an attempt was made to force through this House, in a matter of minutes, a bill that spent $15 billion, that is billion with a B, of taxpayer money, a bill composed of a mere three pages.

All that I personally did about those three pages at that time was to apply

Mr. Rayburn's three words: Wait a minute. Wait a minute, because the bill that we had then and that we have now contains nothing meaningful, not one word, well, a few words at the end of the bill that are meaningless, making passing reference to previous legislation, but it does nothing to assure the security of Americans on planes flying across this country. That is deferred until later, instead of making it our first priority now. We have 31 pages tonight instead of last Friday's three pages, but those pages provide no more security for the travelling public.

I said ''wait a minute'' because that bill did not contain protection for the taxpayer; those three pages were only a blank check.

In that regard, I want to commend again President Bush's administration, because had it not been for them seizing the opportunity of these last few days and demanding an Air Transportation Stabilization Board, it would not be in the bill. This very provision of which the supporters tonight boast in this bill would not be there if they had overcome my objection at midnight last week.

I said, wait a minute then, because it contained no provision to protect those who do the hard work within our airline industry.

□ 1845

It contained no shared sacrifice. At that time all the money could have gone to executive compensation, to those at the top.

Tonight, now that it has been studied carefully, they put a limitation in the bill. And do you know what that limitation is? That limitation is that those at the top of the airline industry cannot make any more than they did last year. Do you know how much that is? For one fellow that is $35 million. And the poorer CEO's can only make $6 million. And so the American taxpayer is going to contribute to their $35 million; and, oh, by the way, if they bail out this next year, they can get up to $70 million in a golden parachute.

What about the people that cook the meals, that clean the cabins, that stand out there and risk their lives for the safety of all of us? What security do they get in this bill? They do not get one dime or one plug nickel in this bill.

That is why I say it is a shame what is happening here tonight. They got nothing last Friday, and we have come around to another Friday and those hardworking Americans do not get the protection they need in this bill. It is wrong for this Congress to help those at the top and forget those who are doing the hard work out there. And we have been told in the interim that 100,000 Americans working for the airlines will probably be laid off even if the airlines get every dime for which they are asking.

It is not my intent to demonize this industry or question the motives of those who have come forward. This is a vital industry to our country. I am ready to help it. I am ready to respond. I am ready to respond this very minute. But crafting this bill has not been an open inclusive process. Rather it has been one closed-door session after another where the taxpayer rights, the safety of the American public, and the rights of American workers have been ignored.

I'm voting no because it's not right to put those at the top in first class seats and leave everybody else—the taxpayers, the flying public, and the workers out on the tarmac without even a bag of peanuts.

The SPEAKER pro tempore (Mr. THORNBERRY). The time of the gentleman has expired. All time of the gentleman from Texas (Mr. FROST) has expired. The gentleman from New York (Mr. REYNOLDS) has 7 minutes remaining.

Mr. REYNOLDS. Mr. Speaker, I yield myself such time as I may consume to note that the previous speaker indicated that some Members were sleeping last Friday.

I want to remind Members of the history of last week. We were actually in regular order of business. There was a unanimous consent request brought, as the gentleman knows, because he was here as part of the debate that was under consideration.

And the second thing the gentleman referred to was the language regarding executive salaries. I would like the record to so record that the executive salaries language that capped the executive salaries was included at the request of a minority ranking member, and that is why that language appears as it does in the legislation.

Mr. Speaker, I yield 2½ minutes to my friend, the gentleman from Missouri (Mr. BLUNT), who has spent countless hours on this legislation in the spirit of compromise with both Republican and Democratic Members and leadership.

Mr. BLUNT. Mr. Speaker, I thank the gentleman for yielding me this time.

What has happened, Mr. Speaker, in the last week, is that 100,000 layoff announcements have been issued. I do not know how many fewer of those would have been announced if we had acted last week, but I think fewer than that. And if we do not act this week, there will be more layoffs next week.

We have had a whole week to discuss this bill. People have suggested that was not a bipartisan process. I can seldom think of a time in the House, in the few years I have been here, of a more bipartisan process, where the minority leader in the House, the Speaker of the House, the two leaders of the other body both agreed totally on what was going to go in this bill.

That does not mean they think that is the only thing that needs to be done, nor should anybody suggest for a minute that anybody on this floor thinks this will be the last thing that is done. Just because our leaders on both sides of the aisle were for this does not mean that is all they are for. It does not mean we will not hear even later in this debate an understanding that there will be more legislation. But what it does mean is that if this rule is not approved and the second rule is not approved and the bill is not approved, after a week, a full week to come together, for our leaders to come together with the very best thing they could all agree on, is that some time this week airlines would no longer have insurance.

The unknown liability of two airlines who were victims of terrorists last week would make it impossible, in all likelihood, for them to get access to the financial markets they need to get access to. And by this time next week, planes all over America would be sitting on runways. Nobody will be flying if we do not address these critical issues. Airlines cannot fly without liability coverage.

We address those issues here. Two airlines would not be able to have access to capital with some unknown question about their liability. We address those issues here. Victims could not begin to get access to compensation through a special procedure that is addressed in this bill.

This is a critical time. There will be more legislation that relates to this industry. Many of the points that have been made here tonight can be addressed. Those points were not made during the week in these discussions. Now, that does not mean they cannot be made; that does not mean they cannot be made or will not be made in the next few days. It does mean that we need to stop the layoffs now, we need to keep these planes in the air, and we need to keep this irreplaceable industry a viable part of our economy.

We do this with the action we take here tonight. I urge my colleagues to vote for the rules and for the bill.

POINT OF ORDER

Mr. DEFAZIO. Mr. Speaker, I rise to a point of personal privilege on the previous statement of the gentleman. If I could state that, or I could ask to have his words taken down, if you would give me a moment.

The SPEAKER pro tempore. The Chair would inform the gentleman that there is no point of personal privilege based on the debate which is in order at this time.

Mr. DEFAZIO. Well, then, if the gentleman made a statement that was untrue about the position of the Democratic leaders and basically directly casting aspersion on them by saying that they did not raise the issues raised by many Members here on the floor in those discussions, and we know that they did, is there a process under which I could have his words taken down or reviewed?

The SPEAKER pro tempore. It is certainly the right of any Member during debate to ask that a Member's words be taken down. At that point the words must be transcribed and read to the

House and the Chair will rule upon them.

Mr. DEFAZIO. But what my question is, since he made an assertion about the Democratic leaders, which I know and others know to be untrue, and about the points we are making on the floor, that these issues were not raised in the negotiations, is there some objection that I could lodge against such an untrue statement on the floor of the House?

The SPEAKER pro tempore. The Chair is unable to rule or respond in anticipation of the actual words being read back to the House.

Mr. DEFAZIO. At this point, hopefully, we will get a chance to rebut those untrue words in future debate.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) has 4 minutes remaining.

Mr. REYNOLDS. Mr. Speaker, I yield 30 seconds to the gentleman from Missouri (Mr. BLUNT).

Mr. BLUNT. Mr. Speaker, I would just like to say that if I inadvertently suggested that anybody had not addressed these issues in good faith all week, or suggested that all of our leaders had not worked hard to make this happen, or that the issues, and I believe in fact I said I was confident that later in this debate our leaders would come to the floor, I meant to say and indicate they had discussed this; they had an understanding of how this would be handled in the future.

I certainly meant no suggestion of any kind that our leaders had not worked hard; that they, and that all sides are not concerned about these issues. If I misspoke in any way, I certainly did not intend to. Because I think there has been hard and dedicated work put in on this by all sides this week.

Mr. REYNOLDS. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, it is my understanding that the other body intends to deem this as passed with no debate, because I think they recognize the seriousness and the cooperation, the unity that has been the hallmark here since September 11 between both bodies of the Congress and the administration. And there should be ample debate. We are trying to next move into a rule that will provide debate on the bill; and, if it is passed, we will move forward to the debate on the issue at hand.

Today, we need to come together again to consider a critical piece of legislation to further guide our Nation and its citizens through this crisis. Now is not the time for stalling or dilatory tactics. This legislation has had constant participation by legislative leaders on both sides of the aisle, both Houses, and with the administration. It is imperative that we move forward with this urgent message and this measure before us tonight.

Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore. The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. DEFAZIO. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 303, nays 107, not voting 20, as follows:

[Roll No. 345]

YEAS—303

Abercrombie
Ackerman
Aderholt
Akin
Andrews
Armey
Bachus
Baker
Baldacci
Ballenger
Barr
Barrett
Bartlett
Barton
Bass
Bentsen
Berkley
Berry
Biggert
Bilirakis
Bishop
Blunt
Boehlert
Boehner
Bonilla
Bono
Borski
Boswell
Boucher
Brady (PA)
Brady (TX)
Brown (SC)
Bryant
Burr
Burton
Buyer
Callahan
Calvert
Camp
Cannon
Cantor
Capito
Capps
Cardin
Carson (OK)
Chabot
Chambliss
Coble
Collins
Combest
Cooksey
Cramer
Crane
Crenshaw
Crowley
Cubin
Culberson
Cummings
Cunningham
Davis, Jo Ann
Davis, Tom
Deal
DeLay
DeMint
Diaz-Balart
Dicks
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehlers
Ehrlich
Emerson
English
Etheridge
Everett
Fattah
Ferguson
Flake
Fletcher
Foley
Forbes
Ford
Frelinghuysen
Frost
Gallegly
Ganske
Gekas
Gephardt
Gibbons
Gilchrest
Gillmor
Gilman
Goode
Goodlatte
Gordon
Goss
Graham
Granger
Graves
Green (TX)
Green (WI)
Greenwood
Grucci
Gutknecht
Hall (OH)
Hall (TX)
Hansen
Hart
Hastings (WA)
Hayes
Hayworth
Herger
Hill
Hilleary
Hobson
Hoeffel
Hoekstra
Honda
Horn
Hostettler
Houghton
Hoyer
Hulshof
Hunter
Hyde
Isakson
Israel
Istook
Jenkins
John
Johnson (CT)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (NC)
Kanjorski
Keller
Kelly
Kennedy (MN)
Kerns
Kind (WI)
King (NY)
Kingston
Kirk
Knollenberg
Kolbe
LaHood
Lampson
Largent
Larson (CT)
Latham
LaTourette
Leach
Levin
Lewis (CA)
Lewis (GA)
Lewis (KY)
LoBiondo
Lofgren
Lowey
Lucas (KY)
Lucas (OK)
Maloney (CT)
Maloney (NY)
Manzullo
Mascara
Matheson
Matsui
McCarthy (NY)
McCrery
McGovern
McHugh
McInnis
McIntyre
McKeon
McNulty
Meehan
Meeks (NY)
Menendez
Mica
Miller, Gary
Moore
Moran (KS)
Morella
Murtha
Myrick
Nethercutt
Ney
Northup
Norwood
Nussle
Oberstar
Ortiz
Osborne
Ose
Otter
Oxley
Pallone
Pascrell
Pastor
Paul
Pence
Peterson (PA)
Petri
Phelps
Pickering
Pitts
Platts
Pombo
Pomeroy
Portman
Price (NC)
Pryce (OH)
Putnam
Quinn
Radanovich
Ramstad
Rangel
Regula
Rehberg
Reyes
Reynolds
Riley
Roemer
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ross
Rothman
Roukema
Royce
Ryan (WI)
Ryun (KS)
Sabo
Sawyer
Saxton
Schiff
Schrock
Sensenbrenner
Serrano
Sessions
Shadegg
Shaw
Shays
Sherwood
Shimkus
Shows
Shuster
Simmons
Simpson
Skeen
Skelton
Smith (MI)
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Souder
Stearns
Stenholm
Stump
Sununu
Sweeney
Tancredo
Tanner
Tauscher
Tauzin
Taylor (MS)
Taylor (NC)
Terry
Thomas
Thompson (CA)
Thornberry
Thune
Tiahrt
Tiberi
Toomey
Traficant
Turner
Upton
Vitter
Walden
Walsh
Wamp
Watkins (OK)
Watson (CA)
Watts (OK)
Weiner
Weldon (FL)
Weldon (PA)
Weller
Wexler
Whitfield
Wicker
Wilson
Wolf
Wynn
Young (AK)
Young (FL)

NAYS—107

Allen
Baca
Baird
Baldwin
Barcia
Becerra
Blagojevich
Blumenauer
Bonior
Boyd
Brown (FL)
Brown (OH)
Capuano
Clay
Clayton
Clement
Clyburn
Condit
Costello
Coyne
Davis (CA)
Davis (FL)
Davis (IL)
DeFazio
DeGette
Delahunt
DeLauro
Doggett
Engel
Eshoo
Evans
Farr
Filner
Frank
Gonzalez
Gutierrez
Hastings (FL)
Hilliard
Hinchey
Hinojosa
Holt
Hooley
Inslee
Jackson (IL)
Jackson-Lee (TX)
Jefferson
Jones (OH)
Kaptur
Kennedy (RI)
Kildee
Kilpatrick
Kleczka
Kucinich
LaFalce
Langevin
Lantos
Larsen (WA)
Lee
Lipinski
Luther
Markey
McCarthy (MO)
McCollum
McDermott
McKinney
Meek (FL)
Millender-McDonald
Miller, George
Mink
Mollohan
Nadler
Napolitano
Neal
Obey
Olver
Owens
Payne
Pelosi
Peterson (MN)
Rahall
Rivers
Rodriguez
Roybal-Allard
Rush
Sanchez
Sanders
Sandlin
Schakowsky
Scott
Sherman
Slaughter
Solis
Spratt
Stark
Strickland
Stupak
Thompson (MS)
Thurman
Tierney
Udall (CO)
Udall (NM)
Velazquez
Visclosky
Watt (NC)
Waxman
Woolsey
Wu

NOT VOTING—20

Bereuter
Berman
Carson (IN)
Castle
Conyers
Cox
Deutsch
Dingell
Dooley
Fossella
Harman
Hefley
Holden
Issa
Linder
Miller (FL)
Moran (VA)
Schaffer
Towns
Waters

□ 1915

Mr. KUCINICH and Mr. BAIRD changed their vote from ''yea'' to ''nay.''

Mr. SCHIFF and Mr. MALONEY of Connecticut changed their vote from ''nay'' to ''yea.''

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PROVIDING FOR CONSIDERATION OF H.R. 2926, AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 244 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 244

Resolved, That upon the adoption of this resolution it shall be in order without intervention of any point of order to consider in the House the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system. The bill shall be considered as read for amendment. The previous question shall be considered as ordered on the bill to final passage without intervening motion except: (1) one hour of debate on the bill equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure; and (2) one motion to recommit.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 244 is a closed rule that provides for the consideration of H.R. 2926, the Air Transportation Safety and System Stabilization Act. This rule and its underlying legislation address the impending needs of the airline industry after last week's tragic attacks on the World Trade Center and the Pentagon.

The rule provides for 1 hour of debate to be equally divided between the chairman and the ranking minority member of the Committee on Transportation and Infrastructure. The rule waives all points of order against consideration of the bill. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, since the morning of September 11, 2001, when, as President Bush said last night, enemies of freedom committed an act of war against our country, our Nation has been through extraordinary and trying times. Over the past week and a half, we have heard countless stories of personal tragedy and selfless heroism. We have seen a Nation come together in a steely resolve to see justice served. And we have felt here in this Congress an unprecedented unity, rooted not just in bipartisanship but nonpartisanship, in citizenship. And we have much work to do.

As President Bush said, ''We face new and sudden national challenges,'' because this war has many fronts. It was heartening for me to see my State's great Governor, George Pataki, and New York's outstanding Mayor, Rudy Giuliani, here in these Chambers last night. I have long valued their friendship. But as a New Yorker, today I value even more their leadership. Each as shown a steady hand and quiet courage through which so many have drawn strength. Equally important, their attendance served as a reminder that we still have work to do to recover, rebuild and strengthen a city and a Nation.

Mr. Speaker, the ripple effect of last week's events has been felt all over the world. In the blink of an eye, the way of life that we have taken for granted for so long has been changed forever. Despite a national state of shock, thousands of our fellow citizens immediately went to work to ensure the safety and security of American citizens.

Within a matter of hours on the day of the attacks, the Federal Aviation Administration carefully orchestrated the safe grounding of every single airplane flying within the United States. This quick response and cooperation from the entire airline industry ensured the safety and well-being of countless individuals. But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and subsequent reductions in the number of flights have hit the industry hard. Already there have been over 80,000 airline-related layoffs, with even more expected in the days and weeks to come.

We must remember that this is not just an industry giant that is suffering. This is a critical component to our way of life and a vital segment of our national economy. Our airlines move people and products across America and throughout the world. They serve not just business and tourism but can, quite literally, determine whether we are able to compete in a global economy.

In my own community, which had already been lagging the national economy, competitive air travel is continually cited as a primary component to economic growth. By coming to the aid of the airline industry, we will make America stronger. And in making America stronger, we will repair and reinforce the fabric of our Nation which was torn by cowards in last week's criminal act of war.

That is why we have a responsibility to help rebuild an industry that has helped keep America strong.

Specifically, the legislation before us authorizes the President to provide $10 billion in loan guarantees and an additional $5 billion in immediate direct aid. This money will help stabilize an industry that is desperately in need of urgent relief.

Additionally, the legislation contains language limiting the liability for any damages arising out of the hijacking and subsequent crashes of American Airlines Flights 11 or 77 and United Airline Flights 93 or 175.

As President Bush stated in his address to the Nation last night, ''We will come together to promote stability and keep our airlines flying with direct assistance during this emergency.''

America faces a daunting struggle in the times ahead. We must stand united as a Nation. We must restore and strengthen our infrastructure so that Americans feel safe and confident again in utilizing the best transportation system in the world.

Mr. Speaker, as I conclude, I would like to commend the chairman of the Committee on Transportation and Infrastructure the gentleman from Alaska (Mr. YOUNG) and the ranking member the gentleman from Minnesota (Mr. OBERSTAR) for their tireless devotion and hard work on this important measure. I would also like to commend the Speaker and the majority leader and the minority leader for their leadership in crafting this legislation along with the other body and with the administration.

I urge my colleagues to support this rule and the underlying legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I thank the gentleman for yielding me the time, and I yield myself such time as I may consume.

Last night, Mr. Speaker, we were all impressed by the President's resolve. Today, this Congress continues the work of helping America recover and rebuild from last week's cowardly, barbaric attack.

On September 11, terrorists murdered thousands of innocent people. They also struck directly at the fabric of America's economy, seeking to cripple our air transportation system. Make no mistake, there is strong bipartisan support for stabilizing America's air transportation system and for ensuring the victims of September 11 get the assistance they need as they rebuild their lives. How to do those things is a difficult and complex question, but a crucially important one. At stake is nothing less than the strength of the economy, hundreds of thousands of American jobs, and our values and way of life.

So Democrats and Republicans have been working overtime to craft a bipartisan emergency package. All of those who have spent the last week hashing out this bill, especially Leader GEPHARDT, Speaker HASTERT, and Ranking Member OBERSTAR, deserve enormous credit.

Mr. Speaker, since the Federal Government grounded air traffic last week, the airline industry has been losing billions of dollars. As a result, hundreds of thousands of Americans, employees of the airlines, as well as the service and manufacturing industries around them, have seen their livelihoods threatened. In the aftermath of last week's attack, fewer people are flying, further hurting the industry. Make no mistake, it is critical that we ensure the security of air travel so people are not afraid to fly. And until the government ensures just compensation for the victims of September 11, the airlines will not be able to buy the insurance or borrow the capital they need to keep operating.

Mr. Speaker, the airlines have already announced some 80,000 layoffs.

Each airline job affects numerous additional jobs in other related industries. Make no mistake, the airlines are part of the foundation of our economy, affecting industries from travel and tourism to manufacturing and electronics.

In North Texas, the area that I represent, thousands of hardworking Americans make their living and support their families at companies like American Airlines, Boeing and Vought Industries.

□ 1930

I have talked to them and I believe this reasonable package will help them and people like them around the country.

This package provides $5 billion to the airlines immediately to make up for the revenue they have lost this month as a result of Tuesday's terrorist attack and the government's order grounding their planes. It provides $10 billion in loan guarantees for airlines that face fewer customers, higher insurance premiums, and rising security costs in the wake of September 11 and requires independent oversight to ensure the government will not be bailing out past management mistakes. Finally, it establishes the Federal Government as the insurer of last resort against terrorist attacks and sets up a victim compensation fund.

Make no mistake, it is not a perfect bill. A lot of Democrats, myself included, believe the Federal Government should guarantee the safety of air travel by taking over security and ensuring security staff are professionally trained and paid.

Additionally, Democrats believe we should do more to help the hundreds of thousands of airline workers whose jobs are on the line. We thought we had a bipartisan agreement to significantly expand unemployment insurance and health coverage for those who lose their jobs; but unfortunately, that was lost at some point late last night. So we will keep working to get that done.

I am pleased that the Speaker has made a commitment to allow us next week to try to help the people who are losing their jobs. I look forward to working on it with colleagues on both sides of the aisle.

So this bill does not do everything I think it should, Mr. Speaker, but it is a reasonable response under the circumstances; and it should help stabilize an industry uniquely devastated by terrorists while also ensuring the victims of September 11 will receive the compensation they and their families need. It protects thousands of Americans' jobs and provides thousands of Americans with justice.

For all those reasons, I urge the adoption of this rule and the passage of the bill.

Mr. Speaker, I reserve the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. RAMSTAD).

Mr. RAMSTAD. Mr. Speaker, I thank the gentleman from New York (Mr. REYNOLDS) for yielding me this time.

Mr. Speaker, I rise in strong support of the rule and the underlying legislation.

Mr. Speaker, today was another sad day in Minnesota. Today, Minnesota-based Northwest Airlines, the largest employer in my congressional district, was forced to eliminate 4,500 jobs. That means layoffs for more than 20 percent of Northwest's 23,000 employees in Minnesota. System-wide, these job cuts affect 10,600 Northwest workers. Before last week's terrorist attacks, Northwest employed 53,000 people.

Because the Federal Government had no choice but to shut down the skies last week as an act of national defense, all the carriers I believe deserve compensation. We simply cannot let the airlines fail.

In the strongest terms possible, I support the legislation before us, providing a $15 billion plan to bolster this struggling airline industry. It is clearly the right thing to do, and we need to do it now.

Mr. Speaker, America needs this airline assistance package which includes $5 billion in direct aid and $10 billion in loan guarantees so the imperiled airlines can continue flying and avoid bankruptcy. Every 1,000 layoffs by Northwest Airlines in Minnesota will result in a $30 million payroll cut. So failure by Congress to pass this critical relief package for the airlines would be absolutely devastating to our economy as well as our airline employees and their families and hundreds of thousands of airline passengers nationally.

Mr. Speaker, without this immediate financial support from the Federal Government, the future of aviation in America would be severely threatened. Let us pass this important legislation today without further delay.

I deeply appreciate the leadership on this package by the gentleman from Minnesota (Mr. OBERSTAR), my friend and colleague, as well as the gentleman from Florida (Mr. YOUNG); and I urge all Members to support this very critical rule and legislation. The employees of Northwest Airlines and the people of Minnesota are both grateful for your bipartisan support.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from Florida (Mr. HASTINGS), a member of the Committee on Rules.

Mr. HASTINGS of Florida. Mr. Speaker, I thank the gentleman from Texas (Mr. FROST), the distinguished ranking member, my friend, for yielding me this time; and I rise to oppose the rule.

I consider the airline industry to be the linchpin of our way of life in America. It is the fuel that provides the engine for our economy here and worldwide. A safe, secure, stable industry is all of our objectives as policymakers.

On Tuesday, airlines were grounded as a matter of defense. On Wednesday, workers living from paycheck to paycheck were driven into the ground. We have a responsibility in a bipartisan manner to protect airplanes and to protect people.

I can assure my colleagues that all of us know that in the past week nearly 100,000 airline employees have been laid off as a result of the terrorist attacks. In the coming days, weeks, and months it is almost certain that the number of layoffs in the airline industry, as well as the industries directly and indirectly affected by airline travel, will drastically increase by thousands.

Analysts point out that the airline industry has a high multiplier effect. For every 100 jobs created by the airline industry, an additional 250 jobs are created by those industries who service the airline. In turn, as many as 250,000 workers may be on the brink of losing their jobs as a result of the layoffs of just the past week.

The human dimension means domestic violence will increase. It means that crime will increase. It means that child abuse will increase. I suffer, as does every Member of this House, with every victim; and we should restore them. I, for one, believe we should rebuild the World Trade Center; and I think we have some responsibility to build the Pentagon immediately. And we should open National Airport.

The Air Transportation System Stabilization Act, as introduced, does very little to provide relief to the workers who already have been or shortly will be displaced as a result of the terrorist attacks. The amendment that I offered in the Committee on Rules today would have provided needed relief to these hardworking Americans while at the same time helping to stimulate our economy.

What I want to know from the Members is why are we going home when we have the responsibility not only to the airline but we have a responsibility to extend unemployment benefits for those who work for the airline?

Why are we going home, when we could stay here tomorrow, Sunday, and Monday and extend job training benefits for people we know will lose their job, or provide more weeks of federally subsidized consolidated omnibus budget reconciliation premiums, and provide optional temporary Medicaid coverage for those workers without COBRA?

I think we should defeat this rule. We should protect the airline industry and the workers. We should do it all and do it now.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. SHAW.)

Mr. SHAW. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I must say that I agree very much with what my friend and colleague the gentleman from Florida just said, except his conclusion is wrong. We must first save the airlines. That is what is of utmost importance.

I listened to the gentleman from Wisconsin (Mr. OBEY) speaking on his concern about some of the obscene salaries

that are continued to be paid while these airlines continue to hemorrhage red ink. I think the people who are considering the loans that we are being asked to guarantee should look very carefully at top executive salaries and see that these salaries should be based upon performance, and performance should be based upon, in part at least, the bottom line. When these airlines are continuing to lose money, the salaries at the top should not be in the figures that they are today. But this is for the loan people to figure out, and I hope that they do so.

But thinking of this country, a collapse of the airline industry all across this country would be devastating. You talk about lost jobs? Talking to some of the executives in my own district about what is happening to the car rental agencies, what is happening to the hotels, what is happening to the theme parks, what is happening to the restaurants, and all of the people who work in those businesses, it is absolutely time that we pass this rule and that we pass this bill.

It may only be the first step, but it is so important that we act tonight, and that we send this message to Wall Street, that the American United States Congress is behind the American airline industry, that we understand the problem, and that we are not going to let the airlines fail, we are not going to let our economy fail. Tonight we must pass this rule, we must pass this bill, and we must move on.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentlewoman from Texas (Ms. JACKSON-LEE).

(Ms. JACKSON-LEE of Texas asked and was given permission to revise and extend her remarks.)

Ms. JACKSON-LEE of Texas. Mr. Speaker, I thank the distinguished gentleman for yielding me time.

Mr. Speaker, I thank the chairman of the Committee on Rules and the ranking member as well. I thank the Speaker, the gentleman from Illinois (Mr. HASTERT) and our leader, the gentleman from Missouri (Mr. GEPHARDT).

Last evening, the President told America that the hour is coming. He indicated to us as a unified Nation that we would not tire or falter or fail. In that spirit, last week I voted aye for America's response. I voted aye for the $40 billion to respond to the horrific tragedy.

Today I am equally concerned about avoiding bankrupt airlines and losing thousands of jobs. I am concerned. Let me say to Linda, who wrote me from my district, along with hundreds of other letters, that I am aware that Continental Airlines has single mothers supporting families and they have invested the last several years to Continental. It would be difficult, as she said, for them to find jobs.

I am equally aware that Captain Kevin B. Lawson may be willingly misinterpreting my position. He needs to pay attention to his Air Pilots Association who want comprehensive legislation. We are concerned about airlines and the airline industry, but we are equally concerned about people and jobs.

Therefore, I would have hoped that this Congress could have looked to solve the problem of jobs. I supported the Hastings amendment, which extended unemployment benefits, provided unemployment insurance benefits, extended job training, and provided COBRA extensions for health care. Who of the hundreds of persons that have written me from the airline would be against that?

I also support helping the airport concessionaires. They are in desperate need. I want an SBA disaster declaration to help them. And I want to federalize the security of airlines, so Americans can get back on the airlines quickly and start flying, going to Hawaii and Las Vegas and taking their children back to college and enjoying life again.

Mr. Speaker, I believe we can do more and reach to higher angels. I believe it is important to have a comprehensive package, and that is why I have raised my voice to fight for those who cannot fight for themselves.

I want to support the airline industry and those employees, too! I want to keep the millions of existing jobs. But, do you know what, Mr. Speaker? When I walk through the airports, I talk to the skycaps, I talk to the cleaning people. Those are the ones that pat Congresswoman SHEILA JACKSON-LEE on the back, and ask for help, not a handout.

I promised them I would work on their behalf, and I want a commitment from this Congress today that we are not going to leave here today without providing assistance for these people who are also affected, hotel workers, skycaps, cleaning people, contract people, people who are also innocent of the events of September 11, 2001.

I believe that we have to work with this rule and work with this legislation. But my heart is broken. Why? Because we could have done this in a more comprehensive manner. What do I say to the skycaps of 20 and 30 years that get $2 an hour? We can do better. The hour is coming. We can vote aye on a plan that will help everyone, if not today—we must do this in the coming days.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. HAYES), who has spent countless hours in committee hearings on this very subject.

Mr. HAYES. Mr. Speaker, I thank the gentleman for yielding me time, and I thank the ranking member for conducting this debate in a very professional and proper way.

Mr. Speaker, I have sat through every minute of hearings on airline financial stability and on security. I have been there for every minute. Members have raised relevant points, some more relevant than others, but here tonight we are faced with doing something that is crucial to our economy and to the airlines, which are a building log of that economy.

Last Friday night, it was brought to our attention by the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Alaska (Mr. YOUNG) that the markets would open on Monday and we needed to send a strong message to Wall Street and the financial community that we would be there for this important part of our commerce.

That did not happen. We spent a week talking about very important things. Let me assure my colleagues, many of whom I have spoken to individually, and thank the gentleman from Missouri (Mr. GEPHARDT), the gentleman from Wisconsin (Mr. OBEY), and the gentleman from Texas (Mr. FROST) for their wonderful cooperation; but here we are a week later. We could have been doing the things that people are raising now.

□ 1945

Please put this discussion aside. Take this building block, put it in place, then we will address in time, as everyone has promised and everyone unanimously wants to do, the other issues, some of which are discovered, many of which are yet to be discovered. Let us pass this rule and this bill.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. LAMPSON).

Mr. LAMPSON. Mr. Speaker, I appreciate the gentleman for yielding me the time.

Mr. Speaker, these are unique and extraordinary times. Some of the steps that we take are not perfect. This is not a perfect piece of legislation. If the events of last Tuesday are any indication, this is not a perfect world.

I support this assistance bill because I believe it is necessary to maintain our transportation and aviation infrastructure. Passing this legislation does not absolve Congress from moving forward with air travel safety and dislocated worker assistance. We must do both as soon as possible. There are other industries that have been and will be effected by the events of September 11, 2001. We must look at these issues in a broader context.

This financial emergency assistance package will ensure the survival of a vital engine to our economy, the airline industry. We cannot afford to wait. By getting the aviation industry back on track, we will have a downstream effect that will provide a boost to all of the related industries that have been hit hard by this tragedy: the car rental agencies, travel agents, tourism, restaurants, theme parks, cruise lines and the list goes on and on and it even multiplies.

By no means does passing this bill today end our work. This is only the first step. We must also address safety and displaced-worker protections immediately.

It is essential that we address safety. We need to restore confidence in the

flying public. No financial aid package will bring passengers back to the planes unless they feel safe. Passengers need to feel sure, or they will indeed stay home.

I strongly believe that a worker-relief package must be addressed by this body as soon as possible. We must provide dislocated worker protections and extended health care coverage, not only for airline workers, but all workers affected by this tragedy; or, again, the costs will multiply. But I do believe that these issues should be addressed in a separate package. This is not the time to try to address every issue in one bill.

These are not ordinary times. Congress is being called on to do extraordinary things, and I urge my colleagues to support this legislation today.

Mr. REYNOLDS. Mr. Speaker, I yield 2½ minutes to the gentleman from South Dakota (Mr. THUNE).

Mr. THUNE. Mr. Speaker, let me say that safety is job one, which is why the airlines, when they were grounded last week, were given a whole set of new rules and regulations by which to live. Anybody who thinks that security is not being taken seriously in this country ought to go to one of the airports, because we have a whole new list of things that we are dealing with that will keep our airports more safe and secure.

Mr. Speaker, I am one who believes in an expanded role for the Federal Government in airport and airline security, and that discussion and debate is under way about how best to do that.

In the meantime, Mr. Speaker, the terrorist attacks of September 11 have sent the entire airline industry into an economic crisis with bankruptcy just a few weeks away for the entire industry. These desperate times require action. I believe it is Congress' responsibility to act.

As a fiscal conservative, I am extremely cautious when it comes to spending the money of South Dakotans and all Americans. However, our country has been the victim of a despicable act of terrorism that has ricocheted throughout our entire economy. No business could have foreseen the acts of September 11. In this time of open conflict, it is our responsibility to preserve the American aviation industry.

Mr. Speaker, in South Dakota where air service is provided by small carriers to small airports, we have been hit especially hard. We have already seen carriers curtail air service to some of our communities. However, this legislation contains specific provisions to help small communities in rural States like South Dakota.

I appreciate the leaders on both sides working with me to include language that gives the Secretary of Transportation the authority to ensure that airplane service to small communities continues without interruption. It also includes a $55 million increase in the amount of money authorized under the Essential Air Service Program. This means that small communities across our Nation will have enhanced access to much-needed essential air service funding.

I am pleased that Congress has chosen to make air service a priority for our Nation. I am pleased this legislation contains language to ensure that communities across the country will maintain the air service they have been accustomed to.

Mr. Speaker, I would conclude by saying I look forward to working with the administration, the carriers and the communities to preserve air service, and with the help of this legislation, make sure that those small communities across South Dakota and across this country continue to have the air service they currently have and that it is safe and secure for the future of America.

Mr. FROST. Mr. Speaker, I yield such time as he may consume to the gentleman from Texas (Mr. STENHOLM).

(Mr. STENHOLM asked and was given permission to revise and extend his remarks.)

Mr. STENHOLM. Mr. Speaker, I rise in support of this rule and the legislation which it permits to be taken up later tonight.

Mr. Speaker, I rise in support of this legislation, which will provide necessary assistance to our airlines and protect this sector of our Nation's infrastructure.

We must resolve ourselves to restore the financial stability of our airlines—for we do this not for the sake of the airlines alone, but for the sake of the millions of air travelers.

Even with this assistance, Americans still will be asked to sacrifice, for our country has changed. And yet we know that our country has faced and conquered so many other challenges in its proud history and we will survive this as well.

Thousands of workers in the travel industry have already lost or will lose their jobs, and citizens will be impacted by reduced options for air travel.

My district has already felt the brunt of these airline cutbacks. Continental Express will discontinue service to Abilene and San Angelo Airports beginning October 1, and the sole remaining carrier, American Eagle, has announced that it will reduce the number of daily flights to Dallas-Fort Worth.

I commend Chairman YOUNG and Ranking Member OBERSTAR for including language in this bill to protect rural communities and small airports. Each community that had service prior to September 11 must be assured of continuing air service, and I encourage Secretary Mineta to take steps to ensure this.

It is also important for the airlines to realize that now is not the time to unreasonably raise fares on passengers—especially in rural areas that are served by only one or two carriers. We must make sure that airfare remains reasonable and affordable for all Americans.

We must make our Nation's sky safe again, by increasing security at our airports and on the airplanes themselves, but tonight by ensuring the financial security of the airlines.

This bill is not perfect. In fact there are many changes I would have made. But this bill is the best we can do tonight.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Maryland (Mr. WYNN).

Mr. WYNN. Mr. Speaker, our Nation's airlines do need our help. They are indeed in a crisis situation. I know in my own State of Maryland, U.S. Airways, which has a major economic impact, is in real trouble.

I think there is a large consensus that we ought to help them and we ought to provide the $15 billion that they will need to keep flying. But there is another question that needs to be asked that the American people need to keep at the forefront of their minds during these grim times, and that is simply this: What about the workers? What about the workers?

Make no mistake. Even with this $15 billion infusion, there will still be layoffs; there will still be dislocation. Many of us have said, in this bill we ought to deal with those problems. We ought to deal with the problem of extending unemployment compensation; we ought to deal with the problem of extending health care benefits; we ought to deal with the problem of job retraining.

I believe in balance and fairness. We ought to help the industry; we ought to give the $15 billion. But it is not fair to ignore the employees, the workers, the clerks, the baggage handlers, the cooks, the mechanics, the people that keep the airplanes flying and say, well you wait until later. That seems to be the approach of some in this body that we will take care of that later. They have made a commitment that they will indeed address the workers' concerns. I sincerely hope that they will keep that commitment, and I hope the American people will take them to task; that in the weeks to come, we will, in fact, on the floor of this House deal with the question of protecting our dislocated workers, because they are the people who truly keep America flying.

Mr. REYNOLDS. Mr. Speaker, I yield 2½ minutes to the gentleman from Indiana (Mr. BUYER).

Mr. BUYER. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, this is a bill that recently passed in the other body 96 to one. Ninety-six to one. I had to come to the floor because I could not believe the rhetoric that I am hearing, the passion. I understand the song that is being sung, but let us remember what is occurring here at the moment. An industry is hemorrhaging. Hemorrhaging. Folks, let us calm down for a moment here.

When you look into a pond and it is nice and glassy on a calm, windless day and you take a rock and you throw it into a pond, sure you see the splash; but then you have the ripples that go far out infinitum. We are trying to deal with those ripples and bring calm to it before it hits the shores. Here is an industry that is approaching 100,000 layoffs. We cannot give in to the terrorists. We have to have this immediate infusion.

I have great respect for the leaders of both parties that negotiated this. Let us bring calm here also to our words.

This needs to pass. Yes, it is an economic stabilization. Yes, we have to address security assurances. Yes, we have to address liability. There is plenty of work still yet for us to do.

I want to compliment the Governor of Indiana, Frank O'Bannon, a Democrat governor. He sent a letter to me and said, ''I would like to urge you to support the enactment of the economic assistance for our domestic airline industry as quickly as possible. As you well know, the tragic hijackings of the four commercial jets last week resulted in the first-ever complete shutdown of our air traffic system. This closure itself cost the airline industry hundreds of millions of dollars each day. The continued closure of Reagan Washington National Airport, heightened security measures, reduced passenger demand due to concerns about air safety pose significant obstacles to recovery. Without Federal assistance, including grants and loans, many airlines will go bankrupt.''

I want to compliment Democrat Governor Frank O'Bannon.

Republicans and Democrats are unified. We are unified and there is unity to do this measure, so please let us be very cautious about the rhetoric and the tone that is being used here on this floor, and let us continue our work in a bipartisan fashion on behalf of the American people.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. HINCHEY).

Mr. HINCHEY. Mr. Speaker, everyone in this House wants to be sure that we have a sound airline industry and that it is functioning properly for the American people. But this bill does not do enough in too many areas and in some areas, it does what it does in the wrong way.

The bill, first of all, provides $5 billion in outright grants to the airline industry. The September 21 report of the Democratic staff of the Joint Economic Committee estimates that because of the shutdown, the airline industry in the United States has lost between $360 million and $1 billion, and this bill gives them $5 billion in outright grants and another many billions of dollars and more in loan guarantees follow upon that.

If we want people to get back into airlines, the way to do that is to increase the confidence of the American people in the airline industry. The way to do that is to put safety procedures in place, the kind of safety procedures that the airline industry has resisted for decades, since deregulation. These people who run these airlines are using the cover of crisis for financial gain, and that is what is happening in the context of this bill. No safety procedures, no increases in safety procedures, no additional confidence on the part of the American people.

If we want people back in the airlines, we have to make them safe. Why are we not requiring the airlines to do the kinds of things that will produce confidence in the people who ride on these airlines? Where is that $5 billion going? What is it going to be used for when the airlines have only lost less than $1 billion as a result of the shutdown.

Then, of course, there is the issue of the people who work for the airlines who are getting absolutely nothing out of this particular piece of legislation.

Airline executives making between $5 million and $35 million a year, at a time when the economy has been at its best in modern history, at a time when more people are flying, have nevertheless been able to run several of these airline companies into the ground, and now we are rewarding them with additional billions of dollars.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. Mr. Speaker, I have one piece of concern about the legislation that I wanted to air here. The bailout, or the $5 billion portion, is given on the basis of formula, which is fine, as it should be. However, the next portion, the loan guarantees, will be distributed based not on a formula, but where a governmental entity or a group of individuals will simply pick winners and losers: you have more cash flow than the other guy. You have a bigger asset base than the other guy. You win; you lose.

I hope that as this goes forward, if this legislation passes, that we are vigilant here in ensuring that those who dole out that money do so in an equitable basis and do not try to pick winners and losers in the economy.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Ms. PELOSI).

□ 2000

Ms. PELOSI. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in opposition to the rule. At a time when the American people expect, more than ever expect and truly deserve a full discussion of our response to our national tragedy, the Committee on Rules has presented us with a closed rule.

At a time when the collateral damage to workers associated with the airline industry can run up to 100,000 layoffs, we are not even allowed to discuss amendments to help them. At a time when the airline industry has placed the burden of safety on the travelers with 3-hour waits before scheduled takeoffs, and present us with a bill which barely mentions safety, a bailout of the airline industry will only be a temporary fix if we do not get passengers back on the flights.

The airlines must do a better job of facilitating travel, and this Congress must do a better job for the thousands who are losing their jobs. To do anything less while we are considering a $15 billion bailout is a national disgrace. I urge my colleagues to oppose this rule.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. SHADEGG).

(Mr. SHADEGG asked and was given permission to revise and extend his remarks.)

Mr. SHADEGG. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in support of this rule and of the underlying bill. A week ago tonight, actually early in the wee hours of Saturday morning, I stood on this floor and urged my colleagues to pass the bill that was before us then.

At that time, I discussed the fact that the airline industry had been massively attacked, and that it was suffering, and if we did not act, we would bring financial consequences to the airline industry, and people would lose their jobs. In point of fact, sadly, that prediction turns out to be true. We now know of some 100,000 layoffs in the industry. How many of those layoffs would not have occurred if we had been able to send the right signal last week?

Our enemies do not seek just to destroy buildings, such as the Pentagon and the World Trade Center, they seek to destroy our economy. We cannot let that happen. This bill is a piece of intensely negotiated legislation on which there are fair compromises on each side. Many of my colleagues have concerns about the liability provisions, but as a result of the compromise which has occurred in the last several hours, in the last several days, those compromises are fair.

There is a claims procedure under which the victims of this atrocious act will be able to get relief without having to rely on an attorney, and that is a good move. They should not be victimized again by having to pay a huge contingency fee in order to recover.

The danger in this bill, however, lies in the ability of the Airline Stabilization Board to allocate the monies which are allocated for loan guarantees. Those funds are absolutely critical to keep our airlines in the air.

Sadly, under the wording of this bill, that board can pick winners and losers. We do not need the government picking winners and losers. It is vitally important that we ensure that the airlines of America, not just the big carriers who have lots of capital, who have an old fleet with a lot of equity in it that can stay in the air, but it is vitally important that we keep the small carriers, the cost-sensitive, low-priced carriers, in the air. They are much less able to qualify for those loans.

This legislation should say, ''If you were flying on September 10, we are not going to let the act of these terrorists destroy you and keep you from flying, because we understand that will put your employees out of work.''

I urge my colleagues to make sure that we should not let the stabilization board pick winners and losers and hurt the employees of the small airlines while picking winners for the employees of the bigger airlines.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Michigan (Mr. STUPAK).

Mr. STUPAK. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in opposition to the rule. It is amazing, the last speaker said those airlines that were flying on September 10 should continue flying. That is exactly the amendment I offered in the Committee on Rules today, which the Committee on Rules rejected. Because what we have found, Mr. Speaker, is the airline industry is asking for billions of dollars of taxpayers' money, and yet they are telling some of us in certain parts of this country, we are no longer going to service your area.

If you are taking the taxpayers' money and if you are flying and doing well before September 11, 2001, why are they now cutting out service to areas like Chattanooga; Escanaba, Michigan; and the rest of this country? They are using the terrorist attack as an excuse to get out of certain marketplaces.

The intent of my amendment was not to minimize or aggravate the losses incurred by the airline industry, but a sense of fairness. If they can service our areas before the terrorist attack and take billions of dollars from us, they should at least be able to continue to service our area.

That was our amendment, straight up, forward. That is all we wanted. It was to ensure that areas do not get dropped by airline carriers in a rush to save money during this time. It is a real concern that the carriers will use this emergency as an excuse to cut routes, and, indeed, they already have.

The amendment states, ''Any carrier who drops service within the next 2 years to an airport they served prior to September 11 will not be eligible for funding under the airline bailout bill.'' If a carrier stops providing air transportation to an airport, then the carrier must repay the United States the amount of money that they received.

Billions of dollars in aid should not be given to private industry without some promises in return. Our communities are the heart and soul of America, and should not suffer undue hardship as a result of this tragedy. We cannot leave this to the airlines' discretion. They have already spoken. They have spoken loudly. They will cut service in some parts of this country.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. GRUCCI).

Mr. GRUCCI. Mr. Speaker, I thank my distinguished friend, the gentleman from New York, for yielding time to me. I thank all those in the House here tonight, and all those working on this bill.

About a week ago, when I saw what will forever be known as Ground Zero in New York, my heart ached. My heart ached for those who were afflicted with the pain and suffering, and for those who were going through the rubble and trying to find human life that was left.

Now my heart aches for more Americans, people who are out of work, people who are affected, small business owners across this country, because the airline industry is not up and running. It is the people who live in my district who work there as well. I want to help them. I will do all that I can to do that. But before we can put them back to work, we have to put the airlines back in the air. We need to do all we can to make sure that this country continues to move forward.

We are going to do what we need to do. I heard the President say that; that not only are we going to rebuild New York and Washington, but we are going to rebuild our economy. That is going to be one brick at a time. As we move forward, we are going to take piece by piece, and this piece is to help put the airline industry back in solvency so we can go forward and put people back to work.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Florida (Ms. BROWN).

(Ms. BROWN of Florida asked and was given permission to revise and extend her remarks.)

Ms. BROWN of Florida. Mr. Speaker, I thank the gentleman for yielding time to me.

First of all, let me say that everybody in this House feels the pain of what is going on in the country, and certainly we all want to be supportive. I personally sat through the testimony of the CEOs in the Committee on Transportation and Infrastructure. I know that our carriers need some relief.

But I refuse to vote for a bill that was never debated in committee, and does absolutely nothing for the thousands of employees and businesses that rely on the airline carriers for survival. We are handing over $5 billion, a blank check, to the airline CEOs, and over $10 billion in loan guarantees, with no questions asked; but not one single dime for the over 100,000 employees who the airline carriers are laying off.

How can we go back to the district and tell those hardworking men and women that we were not able to provide a dime for them, but yet we are giving the CEOs $5 billion? Mr. Speaker, the airline carriers are taking advantage of us. We are being chumps.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. BRADY).

Mr. BRADY of Texas. Mr. Speaker, I thank the gentleman for yielding time to me, and I thank him for his leadership on this issue.

Mr. Speaker, Congress is right to act because America's air transportation system is as critical to our economy as our highways, our railroads, and our seaports. This is important locally to me because the 20,000 Continental Airlines furloughs are causing a great deal of hardship for our families in our communities. Without swift action from Congress, many more of our jobs and our businesses will suffer greatly, and so will our chances for recovering from this economic strain, and as we work to open new markets for Texas and for the United States.

These are extraordinary times, and in the end, whatever concerns we may have, we simply cannot sit idle and give terrorists the satisfaction of toppling America's economy as they did the Twin Towers. This is crucial legislation tonight, now, for America.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Massachusetts (Mr. OLVER).

Mr. OLVER. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, this bill today aids the airline companies that were devastated by the terrorism of September 11: United, American, Delta, Northwest, and U.S. Air, and the others who on average have announced a 20 to 25 percent reduction in employees, and cutting 25 percent, on average, of routes. By all accounts, they need the aid.

But the airline industry is not solely these largest of the airline corporations. This bill provides no parallel aid for the nearly 100,000 direct employees of those companies who are losing their jobs, and this bill does not even contemplate the spin-off losses of jobs in the travel/tourism industry, the hotels and resorts, the restaurants, and travel services. That is a severe inequity.

Beyond that, this bill does absolutely nothing to assure the American public that they can travel safely in the new world that has followed September 11. Yesterday, the joint subcommittees of the Committee of Appropriations, the joint Senate and House subcommittees, held a hearing and heard powerful testimony from the FAA, the GAO, the IG, which documented the utterly porous security systems operated by the airlines. They have found that the screeners frequently fail to detect guns, knives, and other threats; that they have been able to repeatedly to breach the secure areas in a large percentage of the airports, and once they had breached the secure areas, could enter easily aboard aircraft.

Mr. Speaker, why is it that these breaches of security systems are so easy? The IG and the GAO cite low wages and low benefits of the employees, little or no training, weak and no criminal investigations of the screeners, no uniform standards for screening. In other words, they are largely dead-end jobs providing security. We must come back to this bill, even though I am going to support the legislation.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT).

(Mr. TRAFICANT asked and was given permission to revise and extend his remarks.)

Mr. TRAFICANT. Mr. Speaker, the terrorists not only wanted to kill Americans, the terrorists wanted to destroy the great symbols of America's freedom: New York, the Trade Center, the Pentagon. If not for those brave Americans, that plane in Pennsylvania would have probably visited this Capitol.

I do not think there is anybody who has fought more for jobs in this Congress than I have. Failure to pass this bill will do something that I think was unintended by the terrorists. It will give them a victory because our aviation industry shutdown kills our economy, kills more jobs, and destroys and wrecks the stability of our freedom.

This is not a perfect bill, but we have the word of the Speaker, the minority leader, that they will revisit this issue and this bill will be perfected. But failure to pass this bill gives these terrorists a victory that they never envisioned. They wanted a symbolic victory. We are giving them an absolute economic victory. That cannot occur, it should not occur, and Congress should do one other thing: not divide our resolve. That is the real goal of these terrorists.

Stay together, pass the rule, pass the bill, and let us fix that as we go on, as we remedy this great disaster.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Illinois (Ms. SCHAKOWSKY).

(Ms. SCHAKOWSKY asked and was given permission to revise and extend her remarks.)

Ms. SCHAKOWSKY. Mr. Speaker, every single Member of this body and every person in this country understands fully that a functioning airline industry is vital to the functioning of our country. Yet, I stand in opposition to this legislation. Why? Because, remarkably, this bill completely ignores the heroes in the airline industry who were and are most deeply and personally affected by the September 11 atrocities, the thousands of everyday airline workers who are now losing their jobs as a result of the September 11 attack.

Members can look in every line and in every page of this bill and we will not find a single mention of them. Those airline executives who earn up to $35 million a year, they will find a whole section here, but not a word about the up to 100,000 industry workers who will lose their jobs even if we pass this bill.

An angry and hurt Association of Flight Attendants said, ''It is sad how quickly those who sacrificed to make our country great, even in these times of tragedy, get left out when corporations go asking for taxpayer money.''

This bill says nothing about unemployment benefits, job training, and health benefits. I stand here tonight ready to help the airline industry, but not just a part of it. Those who say they will help workers next week or the week after, have to be asked: Why not tonight? If we add them to the bill, I would gladly and proudly vote yes.

□ 2015

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield such time as he may consume to the gentleman from New Mexico (Mr. UDALL).

(Mr. UDALL of New Mexico asked and was given permission to revise and extend his remarks.)

Mr. UDALL of New Mexico. Mr. Speaker, I urge my colleagues to stay here and address these issues: the worker employment issues and the safety issues and security issues we have talked about.

There is no doubt that the airline industry is in need of assistance. This industry is vital to our nation's economic strength, and its current struggles have far-reaching implications for all segments of American society. Therefore, at this time of national emergency, I agree that we should help stabilize this important cog in the American economic wheel. However, I do not believe that we should simply provide a ''bailout'' bill for airline companies at the expense of American taxpayers.

As we consider the amount of assistance we are providing, we also need to ensure that there are sufficient provisions to assist everyone who has been affected by this tragedy. First, we must compensate the victims of the September 11th attack. Second, we need to take steps to prevent future tragedies. Third, we need to help the airline industry, but we also must remember those hard working airline employees who have lost their jobs. Finally, we need to provide support for smaller airports throughout the country. In providing assistance to the beleaguered industry, we must be mindful of these objectives.

Unfortunately, Mr. Speaker, I have reservations about whether or not this bill is mindful of those objectives. I have serious concerns about the lack of employee assistance provisions in this legislation and believe that we, the United States Congress, should be working through the weekend to ensure that those airline employees who need our help receive assistance as soon as possible. I am hopeful that the majority will keep its commitment to move additional legislation to help working families next week.

Nevertheless, Mr. Speaker, despite my reservations about this legislation, I do recognize that it is an important start in a time of great national crisis and will therefore support its passage. I believe that we should provide assistance to the airline industry, but believe it should be done responsibly. The American people demand it, and the American people deserve it.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. ENGEL).

Mr. ENGEL. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, I am here in the Chamber tonight with a heavy heart. I will support this bill reluctantly, but I will oppose the rule. And I will oppose it because of the reasons that so many of my colleagues have given.

I am very disappointed that there is no relief for workers for the airline industry. There is no job training, there is no unemployment compensation, there is no health benefits protection to laid-off workers. None of that is in the bill. I know we are going to revisit it next week, and I hope we get a bill then, but it should be in the bill tonight.

Also, we all know that federalizing the security workers that are by the x-ray machines is something that we are going to have to do. Why are we not addressing this issue in the bill tonight? The fat cats, the heads of the airline industry, are guaranteed and locked in for millions, but American workers are not given the right time of day.

We ought to stay here and we ought to perfect the bill. That is why I am going to oppose this rule, because we should be having amendments that will deal with these issues that we are talking about. What could be more important than helping American workers? So I will support the bill, but I will oppose the rule. The airline industry needs to be helped, but we should be doing everything tonight.

Mr. REYNOLDS. Mr. Speaker, I yield myself such time as I may consume.

As I have been working on seeing this rule come to the floor for some 24 hours, I cannot help but reflect that the goal I hope to achieve by helping to invest some of America into our airlines is to protect those jobs that I have heard so much discussion about, to stop the layoffs, to stop the slowdowns of our economy, not just for the employees of the airlines that we have made reference to today but for all of America who is dependent on those airlines being in the air.

We are now in a global economy. We are dependent on the strength of the airline industry to make America work strong. And when I look at the investment of taxpayer dollars into our airlines, I am thinking about jobs and the economy first. I am thinking about not only the airline jobs, which are so important, but I am thinking about the jobs in my community and across America that people are working in. Americans working day in and day out are dependent on our airlines, whether they use them in their work or they are dependent on the goods and services that those airlines bring about in the reality of their jobs.

We are looking today to move forward with an opportunity for saving jobs, creating jobs, and addressing the jobs so dependent on our airlines. We have heard speeches made in debate today regarding the workers themselves, the airlines, men and women working across America in the tourism industry. That is why I think we need to move ahead and pass this rule so that we can get America working strong, able to depend upon the airline industry, which is so vitally important.

I think we have seen a recognition of that in the last rule vote. I think we will see that in this vote as we move forward to debate the bill. This legislation is about preserving and growing jobs in the airline industry, which means so much to this country.

Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I would inquire of the time remaining on each side.

The SPEAKER pro tempore (Mr. THORNBERRY). The gentleman from New York (Mr. REYNOLDS) has 5 minutes remaining, and the gentleman

from Texas (Mr. FROST) has 5½ minutes remaining.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Ms. SANCHEZ).

Ms. SANCHEZ. Mr. Speaker, I thank the ranking minority member of the Committee on Rules for yielding me this time.

Mr. Speaker, there is no question that we must help the airline industry. They are in a real danger of financial collapse. However, I have real concerns with the way that we are going about giving the airline industry financial assistance. We have left the workers behind in this bill, the workers who are or in so many cases were the heart and the soul of the very industry we may be bailing out this evening.

Despite the efforts over the last several hours, hours to digest and debate a bill of this magnitude, the leadership in this House, the people's House, has refused to include in this legislation any relief for the tens of thousands of workers in the airline and related industries who have lost or will soon lose their jobs because of this crisis.

I have voted against the martial rule; and I will vote against this rule, because I believe that a bill this size, this magnitude, of this importance should not be rushed through the Congress. However, I will vote for this bill because I do not have a choice. The leadership has left no choice.

Mr. Speaker, this bill is not even close to perfect, but I will support it.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. GREEN).

(Mr. GREEN of Texas asked and was given permission to revise and extend his remarks.)

Mr. GREEN of Texas. Mr. Speaker, I rise in strong support of not only the rule but also the Air Transport System Stabilization Act of 2001.

Last week, this country suffered a terrible human loss when terrorists decided to use our airline industry as a weapon of mass destruction. The human magnitude of this attack has now started to crystallize, but the economic consequences of many of our industries, like the airlines, is only now becoming known.

Whether intentionally or unintentionally, the terrorists have brought financial ruin on our national airline system. Our national carriers have suffered a 50 to 80 percent drop in passenger miles flown, and that number may actually get worse in the short term. Congress must step in immediately and provide a financial floor for the industry. They need help, and they need it now.

I understand there are many in this Chamber who want to attach a broad list of legislative mandates and conditions on the bill. I would like to do some of these. But this assistance is only the first step. If we delay providing financial assistance one more week while we haggle over these proposals, this industry would not need the $15 billion because they will be out of business. That is because airlines are going to start declaring bankruptcy and will not need the money.

Delaying this financial assistance package means more workers will lose their jobs and Wall Street will continue to punish their stocks.

Let me make something very clear, our number one priority should be the jobs of the thousands of airline employees being furloughed or laid-off. But, we cannot begin to help them until we arrest the airlines sinking financial position. This legislation is not a bailout, it is a helping hand that I hope all the airlines fully appreciate.

Mr. Speaker, I do also want to interject that I would like to see all the airline CEO's show some solidarity with their workers by agreeing to take a cut in pay. I understand that the legislation caps their pay, but I do not think this is sufficient in the face of the thousands of pink slips being handed out. Tough times need to be shared by all. My colleagues, we have time left in this session to bring a second more comprehensive airline reform package to the floor.

I know the chairman, the gentleman from Alaska (Mr. YOUNG) and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), will work with all Members to address their concerns, but please lets get this package out the door today.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Washington (Mr. DICKS).

(Mr. DICKS asked and was given permission to revise and extend his remarks.)

Mr. DICKS. Mr. Speaker, this legislation tonight certainly is not perfect, but we have a very dire situation that faces the airlines. I happen to come from the State of Washington, which is a State that has already been affected with the Boeing Company announcing a layoff of 30,000 workers in our State. I believe this legislation will help stem that terrible loss and will keep people at work, both in the airlines and at Boeing.

I am deeply disappointed, however, that the leadership chose not to put in place the unemployment compensation benefits that would help the unemployed workers at Boeing and help the unemployed workers at the airlines. It is my understanding that the gentleman from Missouri (Mr. GEPHARDT) and the Speaker will have a colloquy in which they will state their intention to bring legislation up next week. My support for this legislation is contingent upon that happening.

Mr. Speaker, I rise tonight to offer my support for this legislation because I believe it is necessary for the survival of the airline industry in our country at this time. Without the infusion of cash and loan guarantees that is contained in this bill, I believe we would run the real risk that this vital component of our transportation system—so critical to our economy and our way of life—will cease to operate. We have already seen huge airline layoffs resulting from the disaster of September 11th, along with the resulting airport closures and sharp decline in air passenger traffic. And in the Puget Sound area of Washington State that I represent, we face the prospect of 20,000 to 30,000 layoffs at the Boeing Company in the year ahead, due to the industry decline that was certainly exacerbated by the terrorist attacks last week. This package we are considering today will help us avoid more bad news, Mr. Speaker, and deeper job cuts.

However, my support of this bill is contingent on the premise that a comprehensive package of assistance for workers in the airline industry and at Boeing will become law in the next few weeks. This broad array of benefits, including income support, skills training, educational assistance and other re-employment help is absolutely necessary, and it recognizes the tangible impact on workers in the industry as a result of this terrible national tragedy. In fact, I would have preferred if we had included this worker assistance in the legislation we are considering today in the House of Representatives, because the workers deserve an immediate sign from the federal government that they will not be forgotten as we are responding to the financial crisis among the airline companies themselves.

Already, I have begun working with the State of Washington and the U.S. Department of Labor to ensure that existing programs of income support and training are able to meet the sudden huge demand that may be placed upon them. It is important to marshal these resources to help get these workers through the tough economic times ahead.

So I support the legislation to help the struggling airline industry in America at this critical time, Mr. Speaker. But I do so with the understanding and the hope that the workers who will be affected downstream by these same financial problems will know that help is on the way to them also.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. FARR).

Mr. FARR of California. Mr. Speaker, I thank the gentleman for yielding me this time. I rise as the other co-chair of the Congressional Travel and Tourism Caucus, along with my colleague, the gentleman from Florida (Mr. FOLEY).

I rise in support of the bill but with great concern. We have shown nothing but unanimity since the disaster last week. The airlines need this help, but it is not only the airlines that need this help, it is the employees of the airlines that need this help and it is all the other tourism related issues. I really want to ask my colleagues on the other side to try to keep the unity that we saw last night by really helping all of the industry affected in the United States, not just the airlines.

I support this because it is a 3–5–10 bill. And to explain that: it is $5 billion in direct aid; it is $3 billion for airport security, and certainly I think there is more needed in airport security, I think we need to Federalize all our security and we need to have a surcharge on that; and, lastly, it is $10 billion in loan guarantees.

It is a good bill but a bad process.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS)

has 5 minutes remaining, and the gentleman from Texas (Mr. FROST) has 1½ minutes remaining.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Connecticut (Ms. DELAURO).

Ms. DELAURO. Mr. Speaker, today I rise with a troubled conscience to address the rule before this body.

September 11 marked one of the darkest moments in our country's history. On that day, terrorists struck at the heart of our social and economic fabric, and the ripple effects of this tragedy are still being felt. In particular, the airline industry was severely impacted, resulting in tremendous economic hardship for the carriers, the people who work for them, and the travel industry as a whole.

This bill will allow the airlines to continue flying, provide some security for our airports and airways, and grant critical compensation to the families of victims of last week's barbaric attack. For those reasons, I hesitate to vote ''no.'' Nonetheless, the bill does little for more than the 100,000 workers laid off as a result of this tragedy. Millions of laid-off workers and their families will be left behind with no guarantee they will retain their unemployment benefits.

The security provisions do not go far enough. The airline industry has fought the government tooth and nail over increased airline safety. We cannot afford for the airline industries to fail; but they deserve a stern warning, not just a check.

That is why I will vote ''no'' on the rule.

Mr. REYNOLDS. Mr. Speaker, I reserve the balance of my time.

Mr. FROST. Mr. Speaker, I yield myself the remaining time.

The SPEAKER pro tempore. The gentleman from Texas is recognized for ½ minute.

Mr. FROST. Mr. Speaker, as many people have indicated, this is not a perfect bill, but we have very little choice. We need to move forward tonight. We must pass this legislation.

I urge adoption of the rule and adoption of the bill, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I yield myself the balance of my time.

There has been a lot of debate on this rule about jobs and providing some assistance for what will be laid-off airline workers. And as I said earlier, I hope that we will have the opportunity, by strengthening our airline system, that they will be called back.

We have many challenges ahead of us in the hard work that this House and the other body and the administration has. I think about New York City, at the other end of my State, faced with 30 to 40 million square feet of lost office space, and 40,000 workers no longer working every day. And while we look at some of the things we face, and it is apparent we will have future debate on some of the airline industries assistance for laid-off workers, we have so much work to do in a comprehensive package that we need to work together on as we address some of these national tragedies that occurred in America in loss of jobs, let alone loss of life in New York City.

Our focus here today was to save jobs and continue an airline industry that this country is critically dependent on. The ripple effect of last week's attacks have been felt all over the world. In the blink of an eye, the way of life that we have taken for granted for so long has been changed forever.

Despite that national state of shock, thousands of our fellow citizens immediately went to work to ensure the safety and security of our American citizens. Within a matter of hours on the day of the attacks, the Federal Aviation Administration carefully orchestrated the safe grounding of every single airplane flying within the United States. This quick response and cooperation from the entire airline industry ensured the safety and well-being of countless individuals.

□ 2030

But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and subsequent reductions in the number of flights have hit the industry hard. We as Members of Congress know that full well. Already there have been over 80,000 airline-related layoffs with more expected. We must remember that this is not just an industry giant that is suffering. It is a critical component of our way of life and a vital segment of our national economy.

Our airlines move people and products across America and throughout the world. They serve not just business and tourism, but can, quite literally, determine whether we are able to compete in a global economy. The rule is now before us.

Mr. SPRATT. Mr. Speaker, the federal government must come to the aid of the airlines, and help them quickly, or the repercussions will be felt from coast to coast, all over our economy. Before September 11, our economy was at the tipping point; if the airlines fail, the economy will surely move into a recession, and the downturn will be deeper and longer.

I also believe that the victims of this tragedy, whether in the air or on the ground, deserve compensation, and most citizens will be pleased to know that this bill uses their tax dollars for that purpose. But in this case, where the liability of the airlines is unsettled, I do think there are limits to which victims' compensation by the government should be provided. This bill sets up a Victims' Compensation Fund, but does not specify the size of the fund or the maximum that any beneficiary can recover. Many of the victims in the World Trade Center earned many times the incomes of the firemen and police who died trying to protect them. Under this bill, the heirs of those victims will be eligible for many times more benefits than this bill will allow those brave firemen and police. Quite a few claimants will be able to show substantial incomes. The earning capacity of their decedents will run into millions of dollars. I do not doubt their losses, or the grief their survivors must feel, but I do think the compensation to which they are entitled under this bill should be subject to some fair and reasonable limit. At this point, no one has any idea what the government's liability under the Victims' Compensation Fund may be, though it is likely to be substantial.

I wanted to propose that we set a fair but generous cap on the victims' benefits paid by the government, and use some of the money saved to help the thousands of airline workers who are being terminated or laid off, and are in a real sense, victims of the September 11 tragedy also. H. Resolution 244, the rule allowing this bill to come to the House floor, would not permit me to offer such an amendment, and for that reason, I voted against the rule. I will vote for the bill, but it would be a much better bill if such an amendment had been made.

Mr. BLUMENAUER. Mr. Speaker, I rise in opposition to the Rule. The rushed process by which this airline relief legislation has been brought to the Floor does not allow for full consideration of the critical elements that the public deserves to have addressed.

The rule does not allow Members to add provisions to this legislation that would provide a more fair and comprehensive relief package to protect and restore the entire aviation industry, including those who work for airlines and in other directly related industries. In this time of extreme tension and sense of urgency, we should be urgent about doing things right and not rushing to consider solutions that only address half of the problem.

Federal assistance to stabilize the industry is warranted. I cannot, however, support a rule that fails to consider all of the ripple effects to those people and businesses across the country who are directly impacted by last week's tragic events.

Mr. OLVER. Mr. Speaker, every member of this house understands that the airline industry has been devastated by the terrorism of September 11th.

We must provide help to the airline industry. I am sure we will do that today. This bill today aids the airline companies and by all accounts they need aid. United, American, Delta, Northwest, and US Airways are laying off 20–25% of their workforces and cutting 25% of their routes.

But this bill provides no parallel aid for the nearly 100,000 direct employees who are losing their jobs. Furthermore, this bill does not even contemplate the spinoff losses of jobs in the travel and tourism industry, the hotels and restaurants, the resorts and travel services. This is a severe inequity.

Beyond that, this bill does absolutely nothing to assure the American public that they can travel safely in this new world that the terrorism of September 11th has imposed on us all.

Yesterday, in a joint hearing, the Senate and House Transportation Subcommittees on Appropriations heard powerful testimony by the FAA, GAO, and Inspector General documenting the utterly porous security systems operated by the airlines.

Both the GAO and IG have extensively tested the security systems and found that screeners frequently fail to detect guns, knives, and other threats at security check points. The IG repeatedly breached secure areas in a large percentage of their tests at

major airports. Once they entered secure areas, they could easily board aircraft.

Why are the breaches of the security system so easy?

The GAO and IG cite: low wages and benefits of security personnel; little or no training of screeners; weak to no criminal checks on screeners; no uniform standards for screening; very rapid turnover (from 80% to over 200%).

In other word these are largely dead end jobs. DEAD END JOBS protecting the security of American travelers.

This bill does nothing to correct the obvious error of placing airline companies in a double conflict of interest that the present system creates. First, spending the necessary money to provide the security that Americans must have comes from the airline's bottom line. Second, proper screening requires time and causes longer waits in line.

But Americans will not return to the airways unless they are convinced that travel is safe. So, we must professionalize the airport security system with the ultimate responsibility for that security system firmly federalized.

In conclusion, neither the plight of employees of airlines and the related travel and tourism industry nor the necessary security of the American public when they fly is considered in this bill. Both will have to be addressed very soon.

But today, we have a bill that deals with an important part of the airline industry problem.

I urge this House to do that much, but then come back and finish the job before we adjourn this session of Congress.

Mr. REYNOLDS. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore (Mr. THORNBERRY). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. FROST. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 285, nays 130, not voting 16, as follows:

[Roll No. 346]

YEAS—285

Aderholt	Boehner	Chabot
Akin	Bonilla	Chambliss
Andrews	Bono	Coble
Armey	Borski	Collins
Bachus	Boswell	Combest
Baird	Boucher	Cooksey
Baker	Brady (TX)	Cramer
Baldacci	Brown (SC)	Crane
Ballenger	Bryant	Crenshaw
Barr	Burr	Crowley
Bartlett	Burton	Cubin
Barton	Buyer	Culberson
Bass	Callahan	Cunningham
Bentsen	Calvert	Davis, Jo Ann
Berkley	Camp	Davis, Tom
Berry	Cannon	Deal
Biggert	Cantor	DeLay
Bilirakis	Capito	DeMint
Blagojevich	Capps	Diaz-Balart
Blunt	Carson (OK)	Dicks
Boehlert	Castle	Dooley
Doolittle	King (NY)	Riley
Doyle	Kingston	Roemer
Dreier	Kirk	Rogers (KY)
Duncan	Knollenberg	Rogers (MI)
Dunn	Kolbe	Rohrabacher
Edwards	LaHood	Ros-Lehtinen
Ehlers	Lampson	Ross
Ehrlich	Largent	Roukema
Emerson	Larson (CT)	Royce
English	Latham	Ryan (WI)
Etheridge	LaTourette	Ryun (KS)
Everett	Leach	Sabo
Ferguson	Levin	Saxton
Flake	Lewis (CA)	Schiff
Fletcher	Lewis (KY)	Schrock
Foley	LoBiondo	Sensenbrenner
Forbes	Lofgren	Serrano
Ford	Lucas (KY)	Sessions
Frelinghuysen	Lucas (OK)	Shadegg
Frost	Maloney (NY)	Shaw
Gallegly	Manzullo	Shays
Ganske	Mascara	Sherwood
Gekas	Matheson	Shimkus
Gephardt	Matsui	Shows
Gibbons	McCrery	Shuster
Gilchrest	McGovern	Simmons
Gillmor	McHugh	Simpson
Gilman	McInnis	Skeen
Goode	McIntyre	Skelton
Goodlatte	McKeon	Smith (MI)
Goss	Meehan	Smith (NJ)
Graham	Meeks (NY)	Smith (TX)
Granger	Menendez	Snyder
Graves	Mica	Souder
Green (TX)	Miller, Gary	Stearns
Green (WI)	Moore	Stenholm
Greenwood	Moran (KS)	Stump
Grucci	Moran (VA)	Sununu
Gutknecht	Morella	Sweeney
Hall (OH)	Murtha	Tancredo
Hansen	Myrick	Tanner
Hart	Nethercutt	Tauscher
Hastert	Ney	Tauzin
Hastings (WA)	Northup	Taylor (MS)
Hayes	Norwood	Taylor (NC)
Hayworth	Nussle	Terry
Herger	Oberstar	Thomas
Hill	Ortiz	Thornberry
Hilleary	Osborne	Thune
Hobson	Ose	Tiahrt
Hoekstra	Otter	Tiberi
Honda	Oxley	Toomey
Horn	Pallone	Traficant
Hostettler	Pascrell	Turner
Houghton	Pastor	Upton
Hulshof	Paul	Vitter
Hunter	Pence	Walden
Hyde	Peterson (PA)	Wamp
Isakson	Petri	Watkins (OK)
Israel	Phelps	Watson (CA)
Istook	Pickering	Watts (OK)
Jackson-Lee (TX)	Pitts	Weiner
Jenkins	Platts	Weldon (FL)
John	Pombo	Weldon (PA)
Johnson (CT)	Pomeroy	Weller
Johnson (IL)	Portman	Wexler
Johnson, E. B.	Pryce (OH)	Whitfield
Johnson, Sam	Putnam	Wicker
Jones (NC)	Quinn	Wilson
Kanjorski	Radanovich	Wolf
Keller	Ramstad	Wynn
Kelly	Regula	Young (AK)
Kennedy (MN)	Rehberg	Young (FL)
Kerns	Reyes	
	Reynolds	

NAYS—130

Abercrombie	Costello	Hastings (FL)
Ackerman	Coyne	Hilliard
Allen	Cummings	Hinchey
Baca	Davis (CA)	Hinojosa
Baldwin	Davis (FL)	Hoeffel
Barcia	Davis (IL)	Holt
Barrett	DeFazio	Hooley
Becerra	DeGette	Hoyer
Bishop	Delahunt	Inslee
Blumenauer	DeLauro	Jackson (IL)
Bonior	Doggett	Jefferson
Boyd	Engel	Jones (OH)
Brady (PA)	Eshoo	Kaptur
Brown (FL)	Evans	Kennedy (RI)
Brown (OH)	Farr	Kildee
Capuano	Fattah	Kilpatrick
Cardin	Filner	Kind (WI)
Clay	Gonzalez	Kleczka
Clayton	Gordon	Kucinich
Clement	Gutierrez	LaFalce
Clyburn	Hall (TX)	Langevin
Condit	Harman	Lantos
Larsen (WA)	Neal	Slaughter
Lee	Obey	Smith (WA)
Lewis (GA)	Olver	Solis
Lipinski	Owens	Spratt
Lowey	Payne	Stark
Luther	Pelosi	Strickland
Maloney (CT)	Peterson (MN)	Stupak
Markey	Price (NC)	Thompson (CA)
McCarthy (MO)	Rahall	Thompson (MS)
McCarthy (NY)	Rangel	Thurman
McCollum	Rivers	Tierney
McDermott	Rodriguez	Udall (CO)
McKinney	Rothman	Udall (NM)
McNulty	Roybal-Allard	Velazquez
Meek (FL)	Rush	Visclosky
Millender-McDonald	Sanchez	Walsh
Miller, George	Sanders	Waters
Mink	Sandlin	Watt (NC)
Mollohan	Sawyer	Waxman
Nadler	Schakowsky	Woolsey
Napolitano	Scott	Wu
	Sherman	

NOT VOTING—16

Bereuter	Dingell	Linder
Berman	Fossella	Miller (FL)
Carson (IN)	Frank	Schaffer
Conyers	Hefley	Towns
Cox	Holden	
Deutsch	Issa	

□ 2049

Mrs. MEEK of Florida, Mrs. MCCARTHY of New York, Ms. RIVERS, and Mr. DOGGETT changed their vote from ''yea'' to ''nay.''

Ms. LOFGREN changed her vote from ''nay'' to ''yea.''

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

COMMITMENT TO ADDRESS NEEDS OF WORKERS AFFECTED BY EVENTS OF SEPTEMBER 11

(Mr. GEPHARDT asked and was given permission to address the House for 1 minute.)

Mr. GEPHARDT. Mr. Speaker, as we work to address the problems affecting our airlines, we must not forget the men and women who have lost their jobs as a consequence of the tragic events of September 11. These workers are without income, without health care coverage for themselves and their families, and without a clear path right now to future employment opportunities. I had hoped that we would be able to include something in this package to meet the needs of these American workers and their families. In my view, it is not right, and it is not fair, for these workers and their families to be denied these fundamental necessities after having lost their jobs through no fault of their own because of this national disaster. Working families are the backbone of our economy and our greatness as a Nation. I would hope that we would not ignore their plight now.

I would ask the Speaker, who has worked hard with us to produce this legislation, if he could commit to me to address this problem in the coming weeks.

Mr. HASTERT. Mr. Speaker, if the gentleman will yield, I agree with the minority leader that we need to ensure that the safety net is strong and secure

for all working Americans. And it is. Displaced workers need access to financial assistance as they work to get back on their feet. They have it. They need to be able to maintain their current health coverage without being thrown into the individual insurance market. Under current law, they can keep their same coverage. And for those workers unlikely to make it back to their old jobs, we need to ensure that they have access to adequate training programs. And we have. As the leader knows, due to the bipartisan progress over the years in this Congress, those pledges are secure.

But that does not mean that we should not consider proposals to do even more. The leader and I have discussed ways to address the unique health care needs of these working Americans as they seek employment. The committees of jurisdiction have already been examining proposals to assist in this area. We will take a comprehensive look at the health care needs of these displaced workers and work together to bring an appropriate legislative response to the floor as soon as possible. In the meantime, working Americans should know that the safety net is there, it is strong, and it is working.

Mr. GEPHARDT. Mr. Speaker, I would like to thank the Speaker of the House. He has dealt with me through these difficult days in an honorable and very good way. I appreciate it. I know all the Members appreciate it on our side as well.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1266

Mr. HASTINGS of Florida. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 1266, the Secret Evidence Repeal Act of 2001.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Florida?

There was no objection.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. YOUNG of Alaska. Mr. Speaker, pursuant to House Resolution 244, I call up the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system, and ask for its immediate consideration.

The Clerk read the title of the bill.

The text of H.R. 2926 is as follows:

H.R. 2926

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 ''Air Transportation Safety and System Stabilization Act''.

TITLE I—AIRLINE STABILIZATION

SEC. 101. AVIATION DISASTER RELIEF.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate air carriers for losses incurred by the air carriers as a result of the terrorist attacks on the United States that occurred on September 11, 2001:

(1) Subject to such terms and conditions as the President deems necessary, issue Federal credit instruments to air carriers that do not, in the aggregate, exceed $10,000,000,000 and provide the subsidy amounts necessary for such instruments in accordance with the provisions of the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

(2) Compensate air carriers in an aggregate amount equal to $5,000,000,000 for—

(A) direct losses incurred beginning on September 11, 2001, by air carriers as a result of any Federal ground stop order issued by the Secretary of Transportation or any subsequent order which continues or renews such a stoppage; and

(B) the incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by air carriers as a direct result of such attacks.

(b) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 102. AIR TRANSPORTATION STABILIZATION BOARD.

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) BOARD.—The term ''Board'' means the Air Transportation Stabilization Board established under subsection (b).

(2) FINANCIAL OBLIGATION.—The term ''financial obligation'' means any note, bond, debenture, or other debt obligation issued by an obligor in connection with financing under this section and section 101(a)(1).

(3) LENDER.—The term ''lender'' means any non-Federal qualified institutional buyer (as defined by section 230.144A(a) of title 17, Code of Federal Regulations (or any successor regulation) known as Rule 144A(a) of the Securities and Exchange Commission and issued under the Security Act of 1933, including—

(A) a qualified retirement plan (as defined in section 4974(c) of the Internal Revenue Code of 1986 (26 U.S.C. 4974(c)) that is a qualified institutional buyer; and

(B) a governmental plan (as defined in section 414(d) of the Internal Revenue Code of 1986 (26 U.S.C. 414(d)) that is a qualified institutional buyer.

(4) OBLIGOR.—The term ''obligor'' means a party primarily liable for payment of the principal of or interest on a Federal credit instrument, which party may be a corporation, partnership, joint venture, trust, or governmental entity, agency, or instrumentality.

(b) AIR TRANSPORTATION STABILIZATION BOARD.—

(1) ESTABLISHMENT.—There is established a board (to be known as the ''Air Transportation Stabilization Board'') to review and decide on applications for Federal credit instruments under section 101(a)(1).

(2) COMPOSITION.—The Board shall consist of—

(A) the Secretary of Transportation or the designee of the Secretary;

(B) the Chairman of the Board of Governors of the Federal Reserve System, or the designee of the Chairman, who shall be the Chair of the Board;

(C) the Secretary of the Treasury or the designee of the Secretary; and

(D) the Comptroller General of the United States, or the designee of the Comptroller General, as a nonvoting member of the Board.

(c) FEDERAL CREDIT INSTRUMENTS.—

(1) IN GENERAL.—The Board may enter into agreements with 1 or more obligors to issue Federal credit instruments under section 101(a)(1) if the Board determines, in its discretion, that—

(A) the obligor is an air carrier for which credit is not reasonably available at the time of the transaction;

(B) the intended obligation by the obligor is prudently incurred; and

(C) such agreement is a necessary part of maintaining a safe, efficient, and viable commercial aviation system in the United States.

(2) TERMS AND LIMITATIONS.—

(A) FORMS; TERMS AND CONDITIONS.—A Federal credit instrument shall be issued under section 101(a)(1) in such form and on such terms and conditions and contain such covenants, representatives, warranties, and requirements (including requirements for audits) as the Board determines appropriate.

(B) PROCEDURES.—Not later than 14 days after the date of enactment of this Act, the Director of the Office of Management and Budget shall issue regulations setting forth procedures for application and minimum requirements, which may be supplemented by the Board in its discretion, for the issuance of Federal credit instruments under section 101(a)(1).

(d) FINANCIAL PROTECTION OF GOVERNMENT.—

(1) IN GENERAL.—To the extent feasible and practicable, the Board shall ensure that the Government is compensated for the risk assumed in making guarantees under this title.

(2) GOVERNMENT PARTICIPATION IN GAINS.—To the extent to which any participating corporation accepts financial assistance, in the form of accepting the proceeds of any loans guaranteed by the Government under this title, the Board is authorized to enter into contracts under which the Government, contingent on the financial success of the participating corporation, would participate in the gains of the participating corporation or its security holders through the use of such instruments as warrants, stock options, common or preferred stock, or other appropriate equity instruments.

(3) DEPOSIT IN TREASURY.—All amounts collected by the Secretary of the Treasury under this subsection shall be deposited in the Treasury as miscellaneous receipts.

SEC. 103. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.

(b) MAXIMUM AMOUNT OF COMPENSATION PAYABLE PER AIR CARRIER.—The maximum total amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the lesser of—

(1) the amount of such air carrier's direct and incremental losses described in section 101(a)(2); or

(2) in the case of—

(A) flights involving passenger-only or combined passenger and cargo transportation, the product of—

(i) $4,500,000,000; and

(ii) the ratio of—

(I) the available seat miles of the air carrier for the month of August 2001 as reported to the Secretary; to

(II) the total available seat miles of all such air carriers for such month as reported to the Secretary; and

(B) flights involving cargo-only transportation, the product of—

(i) $500,000,000; and

(ii) the ratio of—

(I) the revenue ton miles or other auditable measure of the air carrier for cargo for the latest quarter for which data is available as reported to the Secretary; to

(II) the total revenue ton miles or other auditable measure of all such air carriers for cargo for such quarter as reported to the Secretary.

(c) PAYMENTS.—The President may provide compensation to air carriers under section 101(a)(2) in 1 or more payments up to the amount authorized by this title.

SEC. 104. LIMITATION ON CERTAIN EMPLOYEE COMPENSATION.

(a) IN GENERAL.—The President may only issue a Federal credit instrument under section 101(a)(1) to an air carrier after the air carrier enters into a legally binding agreement with the President that, during the 2-year period beginning September 11, 2001, and ending September 11, 2003, no officer or employee of the air carrier whose total compensation exceeded $300,000 in calendar year 2000 (other than an employee whose compensation is determined through an existing collective bargaining agreement entered into prior to September 11, 2001)—

(1) will receive from the air carrier total compensation which exceeds, during any 12 consecutive months of such 2-year period, the total compensation received by the officer or employee from the air carrier in calendar year 2000; and

(2) will receive from the air carrier severance pay or other benefits upon termination of employment with the air carrier which exceeds twice the maximum total compensation received by the officer or employee from the air carrier in calendar year 2000.

(b) TOTAL COMPENSATION DEFINED.—In this section, the term ''total compensation'' includes salary, bonuses, awards of stock, and other financial benefits provided by an air carrier to an officer or employee of the air carrier.

SEC. 105. CONTINUATION OF CERTAIN AIR SERVICE.

(a) ACTION OF SECRETARY.—The Secretary of Transportation should take appropriate action to ensure that all communities that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service and that essential air service to small communities continues without interruption.

(b) ESSENTIAL AIR SERVICE.—There is authorized to be appropriated to the Secretary to carry out the essential air service program under subchapter II of chapter 417 of title 49, United States Code, $120,000,000 for fiscal year 2002.

(c) SECRETARIAL OVERSIGHT.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the Secretary is authorized to require an air carrier receiving direct financial assistance under this Act to maintain scheduled air service to any point served by that carrier before September 11, 2001.

(2) AGREEMENTS.—In applying paragraph (1), the Secretary may require air carriers receiving direct financial assistance under this Act to enter into agreements which will ensure, to the maximum extent practicable, that all communities that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service.

SEC. 106. REPORTS.

(a) REPORT.—Not later than February 1, 2001, the President shall transmit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on the Budget of the House of Representatives and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on the Budget of the Senate a report on the financial status of the air carrier industry and the amounts of assistance provided under this title to each air carrier.

(b) UPDATE.—Not later than the last day of the 7-month period following the date of enactment of this Act, the President shall update and transmit the report to the Committees.

SEC. 107. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning such term has under section 40102 of title 49, United States Code.

(2) FEDERAL CREDIT INSTRUMENT.—The term ''Federal credit instrument'' means any guarantee or other pledge by the Board issued under section 101(a)(1) to pledge the full faith and credit of the United States to pay all or part of any of the principal of and interest on a loan or other debt obligation issued by an obligor and funded by a lender.

(3) INCREMENTAL LOSS.—The term ''incremental loss'' does not include any loss that the President determines would have been incurred if the terrorist attacks on the United States that occurred on September 11, 2001, had not occurred.

TITLE II—AVIATION INSURANCE

SEC. 201. DOMESTIC INSURANCE AND REIMBURSEMENT OF INSURANCE COSTS.

(a) IN GENERAL.—Section 44302 of title 49, United States Code, is amended—

(1) in subsection (a)(1)—

(A) by striking ''subsection (b)'' and inserting ''subsection (c)''; and

(B) by striking ''foreign-flag aircraft—'' and all that follows through the period at the end of subparagraph (B) and inserting ''foreign-flag aircraft.'';

(2) by redesignating subsections (b), (c), and (d) as subsections (c), (d), and (e), respectively;

(3) by inserting after subsection (a) the following:

''(b) REIMBURSEMENT OF INSURANCE COST INCREASES.—

''(1) IN GENERAL.—The Secretary may reimburse an air carrier for the increase in the cost of insurance, with respect to a premium for coverage ending before October 1, 2002, against loss or damage arising out of any risk from the operation of an American aircraft over the insurance premium that was in effect for a comparable operation during the period beginning September 4, 2001, and ending September 10, 2001, as the Secretary may determine. Such reimbursement is subject to subsections (a)(2), (c), and (d) of this section and to section 44303.

''(2) PAYMENT FROM REVOLVING FUND.—A reimbursement under this subsection shall be paid from the revolving fund established by section 44307.

''(3) FURTHER CONDITIONS.—The Secretary may impose such further conditions on insurance for which the increase in premium is subject to reimbursement under this subsection as the Secretary may deem appropriate in the interest of air commerce.

''(4) TERMINATION OF AUTHORITY.—The authority to reimburse air carriers under this subsection shall expire 180 days after the date of enactment of this paragraph.'';

(4) in subsection (c) (as so redesignated)—

(A) in the first sentence by inserting '', or reimburse an air carrier under subsection (b) of this section,'' before ''only with the approval''; and

(B) in the second sentence—

(i) by inserting ''or the reimbursement'' before ''only after deciding''; and

(ii) by inserting ''in the interest of air commerce or national security or'' before ''to carry out the foreign policy''; and

(5) in subsection (d) (as so redesignated) by inserting ''or reimbursing an air carrier'' before ''under this chapter''.

(b) COVERAGE.—

(1) IN GENERAL.—Section 44303 of such title is amended—

(A) in the matter preceding paragraph (1) by inserting '', or reimburse insurance costs, as'' after ''insurance and reinsurance''; and

(B) in paragraph (1) by inserting ''in the interest of air commerce or national security or'' before ''to carry out the foreign policy''.

(2) DISCRETION OF THE SECRETARY.—For acts of terrorism committed on or to an air carrier during the 180-day period following the date of enactment of this Act, the Secretary of Transportation may certify that the air carrier was a victim of an act of terrorism and in the Secretary's judgment, based on the Secretary's analysis and conclusions regarding the facts and circumstances of each case, shall not be responsible for losses suffered by third parties (as referred to in section 205.5(b)(1) of title 14, Code of Federal Regulations) that exceed $100,000,000, in the aggregate, for all claims by such parties arising out of such act. If the Secretary so certifies, the air carrier shall not be liable for an amount that exceeds $100,000,000, in the aggregate, for all claims by such parties arising out of such act, and the Government shall be responsible for any liability above such amount. No punitive damages may be awarded against an air carrier (or the Government taking responsibility for an air carrier under this paragraph) under a cause of action arising out of such act.

(c) REINSURANCE.—Section 44304 of such title is amended—

(1) by striking ''(a) GENERAL AUTHORITY.—''; and

(2) by striking subsection (b).

(d) PREMIUMS.—Section 44306 of such title is amended—

(1) by redesignating subsections (b) and (c) as subsections (c) and (d), respectively; and

(2) by inserting after subsection (a) the following:

''(b) ALLOWANCES IN SETTING PREMIUM RATES FOR REINSURANCE.—In setting premium rates for reinsurance, the Secretary may make allowances to the insurance carrier for expenses incurred in providing services and facilities that the Secretary considers good business practices, except for payments by the air carrier for the stimulation or solicitation of insurance business.''.

(e) CONFORMING AMENDMENT.—Section 44305(b) of such title is amended by striking ''44302(b)'' and inserting ''44302(c)''.

SEC. 202. EXTENSION OF PROVISIONS TO VENDORS, AGENTS, AND SUBCONTRACTORS OF AIR CARRIERS.

Notwithstanding any other provision of this title, the Secretary may extend any provision of chapter 443 of title 49, United States Code, as amended by this title, and the provisions of this title, to vendors, agents, and subcontractors of air carriers. For the 180-day period beginning on the date of enactment of this Act, the Secretary may extend or amend any such provisions so as to ensure that the entities referred to in the preceding sentence are not responsible in cases of acts of terrorism for losses suffered by third parties that exceed the amount of such entities' liability coverage, as determined by the Secretary.

TITLE III—TAX PROVISIONS

SEC. 301. EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS; TREATMENT OF LOSS COMPENSATION.

(a) EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS.—

(1) IN GENERAL.—In the case of an eligible air carrier, any airline-related deposit required under section 6302 of the Internal Revenue Code of 1986 to be made after September 10, 2001, and before November 15, 2001, shall be treated for purposes of such Code as timely made if such deposit is made on or before November 15, 2001. If the Secretary of the Treasury so prescribes, the preceding sentence shall be applied by substituting for ''November 15, 2001'' each place it appears—

(A) ''January 15, 2002'', or

(B) such earlier date after November 15, 2001, as such Secretary may prescribe.

(2) ELIGIBLE AIR CARRIER.—For purposes of this subsection, the term ''eligible air carrier'' means any domestic corporation engaged in the trade or business of transporting (for hire) persons by air if such transportation is available to the general public.

(3) AIRLINE-RELATED DEPOSIT.—For purposes of this subsection, the term ''airline-related deposit'' means any deposit of—

(A) taxes imposed by subchapter C of chapter 33 of such Code (relating to transportation by air), and

(B) taxes imposed by chapters 21, 22, and 24 with respect to employees engaged in a trade or business referred to in paragraph (2).

(b) TREATMENT OF LOSS COMPENSATION.—Nothing in any provision of law shall be construed to exclude from gross income under the Internal Revenue Code of 1986 any compensation received under section 101(a)(2) of this Act.

TITLE IV—VICTIM COMPENSATION

SEC. 401. SHORT TITLE.

This title may be cited as the ''September 11th Victim Compensation Fund of 2001''.

SEC. 402. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term ''air carrier'' means a citizen of the United States undertaking by any means, directly or indirectly, to provide air transportation and includes employees and agents of such citizen.

(2) AIR TRANSPORTATION.—The term ''air transportation'' means foreign air transportation, interstate air transportation, or the transportation of mail by aircraft.

(3) CLAIMANT.—The term ''claimant'' means an individual filing a claim for compensation under section 405(a)(1).

(4) COLLATERAL SOURCE.—The term ''collateral source'' means all collateral sources, including life insurance, pension funds, death benefit programs, and payments by Federal, State, or local governments related to the terrorist-related aircraft crashes of September 11, 2001.

(5) ECONOMIC LOSS.—The term ''economic loss'' means any pecuniary loss resulting from harm (including the loss of earnings or other benefits related to employment, medical expense loss, replacement services loss, loss due to death, burial costs, and loss of business or employment opportunities) to the extent recovery for such loss is allowed under applicable State law.

(6) ELIGIBLE INDIVIDUAL.—The term ''eligible individual'' means an individual determined to be eligible for compensation under section 405(c).

(7) NONECONOMIC LOSSES.—The term ''noneconomic losses'' means losses for physical and emotional pain, suffering, inconvenience, physical impairment, mental anguish, disfigurement, loss of enjoyment of life, loss of society and companionship, loss of consortium (other than loss of domestic service), hedonic damages, injury to reputation, and all other nonpecuniary losses of any kind or nature.

(8) SPECIAL MASTER.—The term ''Special Master'' means the Special Master appointed under section 404(a).

SEC. 403. PURPOSE.

It is the purpose of this title to provide compensation to any individual (or relatives of a deceased individual) who was physically injured or killed as a result of the terrorist-related aircraft crashes of September 11, 2001.

SEC. 404. ADMINISTRATION.

(a) IN GENERAL.—The Attorney General, acting through a Special Master appointed by the Attorney General, shall—

(1) administer the compensation program established under this title;

(2) promulgate all procedural and substantive rules for the administration of this title; and

(3) employ and supervise hearing officers and other administrative personnel to perform the duties of the Special Master under this title.

(b) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as may be necessary to pay the administrative and support costs for the Special Master in carrying out this title.

SEC. 405. DETERMINATION OF ELIGIBILITY FOR COMPENSATION.

(a) FILING OF CLAIM.—

(1) IN GENERAL.—A claimant may file a claim for compensation under this title with the Special Master. The claim shall be on the form developed under paragraph (2) and shall state the factual basis for eligibility for compensation and the amount of compensation sought.

(2) CLAIM FORM.—

(A) IN GENERAL.—The Special Master shall develop a claim form that claimants shall use when submitting claims under paragraph (1). The Special Master shall ensure that such form can be filed electronically, if determined to be practicable.

(B) CONTENTS.—The form developed under subparagraph (A) shall request—

(i) information from the claimant concerning the physical harm that the claimant suffered, or in the case of a claim filed on behalf of a decedent information confirming the decedent's death, as a result of the terrorist-related aircraft crashes of September 11, 2001;

(ii) information from the claimant concerning any possible economic and noneconomic losses that the claimant suffered as a result of such crashes; and

(iii) information regarding collateral sources of compensation the claimant has received or is entitled to receive as a result of such crashes.

(3) LIMITATION.—No claim may be filed under paragraph (1) after the date that is 2 years after the date on which regulations are promulgated under section 407.

(b) REVIEW AND DETERMINATION.—

(1) REVIEW.—The Special Master shall review a claim submitted under subsection (a) and determine—

(A) whether the claimant is an eligible individual under subsection (c);

(B) with respect to a claimant determined to be an eligible individual—

(i) the extent of the harm to the claimant, including any economic and noneconomic losses; and

(ii) the amount of compensation to which the claimant is entitled based on the harm to the claimant, the facts of the claim, and the individual circumstances of the claimant.

(2) NEGLIGENCE.—With respect to a claimant, the Special Master shall not consider negligence or any other theory of liability.

(3) DETERMINATION.—Not later than 120 days after that date on which a claim is filed under subsection (a), the Special Master shall complete a review, make a determination, and provide written notice to the claimant, with respect to the matters that were the subject of the claim under review. Such a determination shall be final and not subject to judicial review.

(4) RIGHTS OF CLAIMANT.—A claimant in a review under paragraph (1) shall have—

(A) the right to be represented by an attorney;

(B) the right to present evidence, including the presentation of witnesses and documents; and

(C) any other due process rights determined appropriate by the Special Master.

(5) NO PUNITIVE DAMAGES.—The Special Master may not include amounts for punitive damages in any compensation paid under a claim under this title.

(6) COLLATERAL COMPENSATION.—The Special Master shall reduce the amount of compensation determined under paragraph (1)(B)(ii) by the amount of the collateral source compensation the claimant has received or is entitled to receive as a result of the terrorist-related aircraft crashes of September 11, 2001.

(c) ELIGIBILITY.—

(1) IN GENERAL.—A claimant shall be determined to be an eligible individual for purposes of this subsection if the Special Master determines that such claimant—

(A) is an individual described in paragraph (2); and

(B) meets the requirements of paragraph (3).

(2) INDIVIDUALS.—A claimant is an individual described in this paragraph if the claimant is—

(A) an individual who—

(i) was present at the World Trade Center, (New York, New York), the Pentagon (Arlington, Virginia), or the site of the aircraft crash at Shanksville, Pennsylvania at the time, or in the immediate aftermath, of the terrorist-related aircraft crashes of September 11, 2001; and

(ii) suffered physical harm or death as a result of such an air crash;

(B) an individual who was a member of the flight crew or a passenger on American Airlines flight 11 or 77 or United Airlines flight 93 or 175, except that an individual identified by the Attorney General to have been a participant or conspirator in the terrorist-related aircraft crashes of September 11, 2001, or a representative of such individual shall not be eligible to receive compensation under this title; or

(C) in the case of a decedent who is an individual described in subparagraph (A) or (B), the personal representative of the decedent who files a claim on behalf of the decedent.

(3) REQUIREMENTS.—

(A) SINGLE CLAIM.—Not more than one claim may be submitted under this title by an individual or on behalf of a deceased individual.

(B) LIMITATION ON CIVIL ACTION.—

(i) IN GENERAL.—Upon the submission of a claim under this title, the claimant waives the right to file a civil action (or to be a party to an action) in any Federal or State court for damages sustained as a result of the terrorist-related aircraft crashes of September 11, 2001. The preceding sentence does not apply to a civil action to recover collateral source obligations.

(ii) PENDING ACTIONS.—In the case of an individual who is a party to a civil action described in clause (i), such individual may not submit a claim under this title unless such

individual withdraws from such action by the date that is 90 days after the date on which regulations are promulgated under section 407.

SEC. 406. PAYMENTS TO ELIGIBLE INDIVIDUALS.

(a) IN GENERAL.—Not later than 20 days after the date on which a determination is made by the Special Master regarding the amount of compensation due a claimant under this title, the Special Master shall authorize payment to such claimant of the amount determined with respect to the claimant.

(b) PAYMENT AUTHORITY.—This title constitutes budget authority in advance of appropriations Acts and represents the obligation of the Federal Government to provide for the payment of amounts for compensation under this title.

(c) ADDITIONAL FUNDING.—

(1) IN GENERAL.—The Attorney General is authorized to accept such amounts as may be contributed by individuals, business concerns, or other entities to carry out this title, under such terms and conditions as the Attorney General may impose.

(2) USE OF SEPARATE ACCOUNT.—In making payments under this section, amounts contained in any account containing funds provided under paragraph (1) shall be used prior to using appropriated amounts.

SEC. 407. REGULATIONS.

Not later than 90 days after the date of enactment of this Act, the Attorney General, in consultation with the Special Master, shall promulgate regulations to carry out this title, including regulations with respect to—

(1) forms to be used in submitting claims under this title;

(2) the information to be included in such forms;

(3) procedures for hearing and the presentation of evidence;

(4) procedures to assist an individual in filing and pursuing claims under this title; and

(5) other matters determined appropriate by the Attorney General.

SEC. 408. LIMITATION ON AIR CARRIER LIABILITY.

(a) IN GENERAL.—Notwithstanding any other provision of law, liability for all claims, whether for compensatory or punitive damages, arising from the terrorist-related aircraft crashes of September 11, 2001, against any air carrier shall not be in an amount greater than the limits of the liability coverage maintained by the air carrier.

(b) FEDERAL CAUSE OF ACTION.—

(1) AVAILABILITY OF ACTION.—There shall exist a Federal cause of action for damages arising out of the hijacking and subsequent crashes of American Airlines flights 11 and 77, and United Airlines flights 93 and 175, on September 11, 2001. Notwithstanding section 40120(c) of title 49, United States Code, this cause of action shall be the exclusive remedy for damages arising out of the hijacking and subsequent crashes of such flights.

(2) SUBSTANTIVE LAW.—The substantive law for decision in any such suit shall be derived from the law, including choice of law principles, of the State in which the crash occurred unless such law is inconsistent with or preempted by Federal law.

(3) JURISDICTION.—The United States District Court for the Southern District of New York shall have original and exclusive jurisdiction over all actions brought for any claim (including any claim for loss of property, personal injury, or death) resulting from or relating to the terrorist-related aircraft crashes of September 11, 2001.

(c) EXCLUSION.—Nothing in this section shall in any way limit any liability of any person who is a knowing participant in any conspiracy to hijack any aircraft or commit any terrorist act.

SEC. 409. RIGHT OF SUBROGATION.

The United States shall have the right of subrogation with respect to any claim paid by the United States under this title.

TITLE V—AIR TRANSPORTATION SAFETY

SEC. 501. INCREASED AIR TRANSPORTATION SAFETY.

Congress affirms the President's decision to spend $3,000,000,000 on airline safety and security in conjunction with this Act in order to restore public confidence in the airline industry.

SEC. 502. CONGRESSIONAL COMMITMENT.

Congress is committed to act expeditiously, in consultation with the Secretary of Transportation, to strengthen airport security and take further measures to enhance the security of air travel.

TITLE VI—SEPARABILITY

SEC. 601. SEPARABILITY.

If any provision of this Act (including any amendment made by this Act) or the application thereof to any person or circumstance is held invalid, the remainder of this Act (including any amendment made by this Act) and the application thereof to other persons or circumstances shall not be affected thereby.

The SPEAKER pro tempore. Pursuant to House Resolution 244, the gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 30 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, I have listened with great interest to the debate on this legislation tonight. I commend those that brought up points that are not in this bill. But as I heard the Speaker say and the minority leader speak, this is just the beginning. I know there are those of you who wanted more in this bill, and I understand that and I would like to have had more in this bill, but I believe this is the best way we can do the job and get this problem solved tonight.

The gentleman from Minnesota (Mr. OBERSTAR) and I last week introduced a bill about this time on Friday night, and it was objected to, and we are here tonight.

But if we do not do this, as I said then and I will say now, this airline industry is in serious trouble. We will have an opportunity to bring up a bill on security with the gentleman from Florida (Mr. MICA) who is already working on it. That will happen next week if everything goes all right, although it is a shortened week. We will have an opportunity to think about those workers that lost those jobs. But may I remind you, as it has been said today, that if we do not do anything, there will not be any jobs to come back to.

The security issue is one that has been talked about and thought about, discussed for many, many years. And now I think we are awakened and we shall take care of that.

Mr. Speaker, I will suggest that if we do not do this legislation tonight, the workers you are trying to protect, and which I am trying to protect, will have nowhere to go. This is just the beginning of a series of packages we hope that will come to the floor. I will do everything in my jurisdiction.

May I remind my colleagues, one of the problems we had in this legislation is we had different committees that had other jurisdictional problems than what we are trying to do. I kept saying, ''If you don't want us to do it, you do it.'' Yet we had to step up, the gentleman from Minnesota (Mr. OBERSTAR) and myself and the leadership of this House, to say we are going to do this and we did that.

We also had another effect. We had the other body. Working with the other body is sometimes a very tedious process. What we have here tonight is not perfect, but it will do the job. We will have an airline industry. We will protect the workers. We do have the liability provision in it. And this money is not going to be a bailout. It is going to make sure that this airline industry survives.

Mr. Speaker, may I suggest, and I hope all Members will consider voting ''yes'' on this legislation for the benefit of this country.

Mr. Speaker, we bring to the floor tonight a bill that will address the threat to the continued stability and viability of our U.S. air transportation system. It is the first critical step toward addressing the financial burdens that last week's terrorist attacks put on our transportation and related industries and their employees.

The terrorists who attacked our country last week, were trying to destroy our way of life and our economy—we will not let them do that.

They have murdered thousands of innocent people, destroyed billions of dollars in property and have dealt a terrible blow to an air transportation system that is vital to the economic health of our country.

On September 11, 2001, the FAA grounded every airplane in this country within a two-hour period. This was necessary for the safety and protection of our country and of our people.

I want to commend the FAA and the air traffic controllers for their quick response and decisive action. I also want to commend the aviation industry for their cooperation and willingness to put the safety of others first.

Unfortunately, we are not facing a serious crisis in our air transportation system. The reductions in schedules and flights have started and layoffs are being implemented.

The capital markets are not coming to the aid of most of the airlines. We are seeing the ripple effect in our economy as layoffs occur in other related industries. Our economy is at risk. Our national security is also at risk.

Last week, my colleague, JIM OBERSTAR and I introduced H.R. 2891 to keep our U.S. air transportation system viable in the short term. Unfortunately, the House did not pass the bill last Friday when it had the chance. Since that time, we have conducted a hearing to document the needs and to fine-tune the bill. The bill before us today reflects much information that has been brought to light.

Mr. Speaker, today's bill is not the end. In the coming weeks we intend to address other issues, including aviation security and the economic impacts on other affected businesses and their employees.

H.R. 2926 authorizes the President to provide direct compensation and loan guarantees to the air carriers.

This assistance is intended as a short term, emergency response to keep the air transportation system operating for the benefit of the American people.

We will soon take further action to address the vitally important issue of aviation security. However, the bill now before us includes a congressional affirmation of the President's authority to use the emergency supplemental appropriations. The bill's language on using $3 billion of such funds sends a strong message of our resolve. These funds should be used to beef up the sky marshall program, to address other modes of transportation such as port security, and for other activities that have an immediate impact.

The critical task before us is getting the airlines back to health so that all communities, large and small, can continue to receive air service. However, we also address the specific needs of small communities. The bill includes strong support for continuing air service to small communities. Authority and high priority is given to assuring that service to small communities does not suffer. In addition, we increase the authority for the ''essential air services'' program to $120 million.

The bill also is responsive to air carriers' requirement for insurance during times of war. We modified the so-called ''war risk'' program to make it more flexible, such as making it applicable to domestic flights as well as international flights.

The bill is also very responsive to victims of terrorist attacks, whether those victims are on the aircraft or on the ground.

I know many of us are concerned about financial losses sustained by other businesses. However, I urge you to focus on the issue of how best to ensure the continued operation of our air transportation system. By assuring the survival of the air carriers, other related industries, and their employees, will gain a measure of economic stability.

We conducted hearings today and will conduct another next Tuesday to continue the evaluation of airline security issues and other economic issues. I want to assure members of this body that we will take necessary steps to address those matters.

The current crisis requires this bill to become law as quickly as possible to protect the well being of all Americans by preserving a functioning air transportation system.

I urge the Members of this chamber to fully support the effort to pass this legislation overwhelmingly.

Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield myself 30 seconds.

We are gathered here tonight because of one cataclysmic day in the storied history of aviation. Not to rescue an industry from its mistakes but to restore an industry because it was attacked as a symbol of American democracy, of our freedom, and of our great, strong economy. We are here to put back on its feet an industry that represents 10 percent of our $7 trillion gross domestic product, a $700 billion sector of our economy, one without which all the rest of our economy fails.

Mr. Speaker, I express my great appreciation for the chair of our committee, the gentleman from Alaska, for the work that we have done together to bring this bill here, and to the Speaker, as the Democratic leader said a minute ago, who was so gracious and firm and showed real leadership.

Mr. Speaker, I yield such time as he may consume to the gentleman from Missouri (Mr. GEPHARDT), the Democratic leader who has been a tower of strength on our side.

□ 2100

Mr. GEPHARDT. Mr. Speaker, this has been a very difficult process of putting this bill together. A lot of people, I assume, out in the public are asking why are we doing this for the airlines; there are a lot of other industries that have been affected.

I urge us all to understand that airlines were affected uniquely in this tragedy. Four planes were used as missiles of mass destruction; and because of that, the government of the United States ordered 2,200 planes that were in the air at the time to get on the ground as fast as they could, wherever they were, and that happened in about 2 hours.

When that happened and it persisted for the days after, the heart of our economy was affected. Air transportation affects everything that we do in our society. It affects every business and every enterprise and every activity. So a dagger was put into the heart of our economy as planes were put into these buildings.

So on this, because it is a national emergency, and what we acted on last week, we have tried to act with unity and together, as we should, as we must, as people expect us to. But I keep getting asked by people in the media and the press, how long will this bipartisanship last? And the truth is, I do not know the answer.

Then, I am always happy to tell them something that I think a lot of our citizens and maybe even we tend to forget. We are here to disagree. That is what we do. We do that because we each represent a half a million people who all disagree most of the time. If we were not here expressing their heartfelt views, democracy would not work and we would not be doing our job. Disagreement is normal and healthy in our great, vibrant democracy. If we were agreeing all the time the way we are tonight, that would be abnormal and, in the long run, unhealthy.

Tonight, in my humble opinion, agreeing and acting to save this industry and keep it going forward is in the highest and best interest of all the people of our country.

There are good things in this bill, and I want the Members to know that it is not an airline bill. It is a bill to keep these airlines going. They are operating tonight at about 30 percent of the capacity that they had the day before this event happened. So this is a bill to not only shore up the airlines, it is to help the baggage people keep their job and have a job in the next days and weeks hopefully. It helps the ticket attendants. It helps the flight attendants. It helps the pilots. It helps the hotel employees who are hoping that people will come back to hotels and the food service and all of the people who have been so deeply affected by this disaster.

It is also not the bill that I wanted. It has some glaring omissions from my viewpoint, because while we are still trying to keep the people that are working working, we have about 100,000 or more people tonight who are not working, who have been laid off and are unemployed unexpectedly.

So they are asking us, I think, tonight and when we go home they will ask us, how can I get unemployment comp if they do not qualify for it? Some of these folks do not. And further than that, how can I keep my health care going? How can I protect my family? We need to consider that and how we are going to get them trained to take other jobs if this, God forbid, persists.

So we are learning tonight, in many ways, that bipartisanship is hard. You cannot get everything you want. You never do. I guess we have kind of gotten out of understanding what that means. It is kind of maybe the way we have operated over the long period of time. Bipartisanship means you get some things you really want and you give up some things that you really want.

Finally, let me talk to my colleagues for a moment about what has happened in this horror to our American family. Our American people have been so violated by what happened on September 11, it has affected all of us. The stories of the cell phone calls, the stories that New York Members told me this afternoon of talking to their constituents, calling a young man to say that you got your West Point appointment and the young man saying my father is dead and that is the one thing in his life he wanted to hear. The stories go on and on and they hurt. They make us cry. I find myself crying at least two or three times a day, and you do, too.

We have been so damaged by this, so violated, and we want answers. I think of my own kids, how would I feel if one of them had been killed or my wife, imagine the grief and the sadness; and we all want to find somebody to blame.

One of the things that worries me the most and that I think about every day, we cannot just lay this on the CIA or the FBI or somebody else. We all failed. The prime responsibility of government is to keep our people safe, and we failed the other day. Not by motive and design. We failed as a people, and we are going to do better.

We are going to make our planes safe. We are going to make our country

safer. We are going to have homeland defense. We are going to do better than we did, and this bill that caps the airline liability, and this is something we fought for last night, does not cap the damages that these families who have lost so much can possibly get.

I hope tonight and in the days ahead, in the face of this unspeakable hatred and evil, we, together with the American people, will demonstrate love and compassion and tolerance in everything that we do and say as we fight against this evil. At this time of incredible pain, we must be at our best, so that the army of terrorists and evil never, ever gains one more recruit. That is our mission, that is our responsibility, and we will prevail.

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from Ohio (Mr. OXLEY), the chairman of the Committee on Financial Services, to engage in a colloquy.

Mr. OXLEY. Mr. Speaker, I rise to engage the gentleman from Alaska (Mr. YOUNG), the chairman of the Committee on Transportation and Infrastructure, in a colloquy.

Mr. Speaker, I would like to applaud the gentleman for the legal protections in the bill to get our airlines back in the air. But I wanted to clarify that these protections are intended to limit liability to reasonable levels and not in any way allow their transfer to another deep pocket party.

Is this the gentleman's understanding?

Mr. YOUNG of Alaska. Mr. Speaker, will the gentleman yield?

Mr. OXLEY. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Speaker, that is my understanding.

Mr. OXLEY. Mr. Speaker, reclaiming my time, this bill also provides critical stopgap insurance assistance for the airlines. Is it the gentleman's understanding that any assistance by the Secretary of Transportation is intended to be short term and focused on addressing the uncertainty about further losses from an act of terrorism or war, and that it is not intended to displace the private sector market or be a long-term general insurance program?

Mr. YOUNG of Alaska. Mr. Speaker, if the gentleman will yield further, the gentleman from Ohio is correct on both accounts.

Mr. OXLEY. Mr. Speaker, also I am concerned about the thousands of passengers who have advance-purchased airline tickets on flights that have been canceled or rescheduled as a result of the tragic events on September 11, 2001. Airline passengers must not be left stranded when flights are canceled. This is why I support the inclusion of language in this legislation that would require airlines to honor tickets issued by other airlines to the extent practicable. The language I support would also direct airlines to make passengers whole for the price of tickets on flights that are canceled or rescheduled.

I appreciate the gentleman's commitment to work with me and other concerned Members in the next few weeks to address this problem with legislation, if necessary. In the meantime, I trust the Federal agencies will do everything possible to make sure that passengers get their refunds they are entitled to or the alternative flights they need.

I thank the gentleman profusely.

Mr. YOUNG of Alaska. Mr. Speaker, if the gentleman will continue to yield, I can assure the gentleman that we will look into that. We will also contact the airlines and make sure they try to do this voluntarily. If they do not, we will make them do it in future legislation.

Mr. OBERSTAR. Mr. Speaker, I yield such time as he may consume to the gentleman from Washington (Mr. MCDERMOTT).

(Mr. MCDERMOTT asked and was given permission to revise and extend his remarks.)

Mr. MCDERMOTT. Mr. Speaker, I rise against the bill.

Mr. Speaker, today, Congress blew an ideal opportunity to continue the bipartisan unity it had so nobly demonstrated during the past ten days. This bill could have provided critical aid to an industry in deep financial crisis as well as to their laid-off workers. Instead, Congress is handing airline executives golden parachutes while over 90,000 American workers—to date—are left without so much as a safety net!

Congress may have blown an opportunity but the Republicans have demonstrated their opportunistic aims. They neatly wrapped this one-sided bill in a patriotic package, enveloped not by the American flag mind you, but with the American Airlines logo. There is no question that the airlines desperately need this bailout, but why should the government shoulder the brunt of the responsibility—to resuscitate an industry that has shown its true colors—how they feel about unemployment insurance, job training, health benefits for their displaced workforce and safety. Does anyone here seriously believe that the American public will seriously consider returning to the airways when they can't really be sure that these planes are safe or even properly maintained. There isn't any money in this bill that ensures the future safety of our citizens. After all, isn't this an industry that resists government regulation and abhors collective bargaining agreements. And now they are asking us to bail them out!

I cannot, in good conscience, vote in support of legislation that doesn't include a package of worker relief benefits. It's time our leadership got their priorities straight. They should have brought a more responsible bill to the floor for our consideration and not wasted this body's precious time.

Mr. OBERSTAR. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Hawaii.

(Mrs. MINK of Hawaii asked and was given permission to revise and extend her remarks.)

Mrs. MINK of Hawaii. Mr. Speaker, I rise today with grave concerns about this bill before the House today. We did not see this bill until just before it was brought to the floor for consideration. This bill falls far short of what the air travel industry as a whole requires.

People are not flying. Workers are being laid off at alarming rates. In Hawaii, the beaches are empty and our State economy is in a state of emergency.

Mr. Speaker, people will not fly until they feel safe. We can throw as much money as we want at the airlines to cover their losses, but the bottom line is that they will continue to lose money until public confidence in security is regained. There is not a single mention about security in this bill, except reference to a previously enacted relief bill Congress passed last week which gave the President authority to do what he wants.

America's confidence has been shattered with the growing array of evidence that we have failed to adequately protect the flying public from hijackers. Until we fix the problem, people will not get back into airplanes. The federal government must assume control of the airline passenger security. All safety personnel must be federal employees with training and adequate wages. Trained, armed marshals must be on board at all aircraft. Cockpit doors must be reconfigured to be secure and of solid construction. The cockpit must also have a camera view of the cabin area. All ground crews, baggage handlers, and all people with access to the cabin must be security-cleared before hire.

I am committed to ensuring that the airlines function in the aftermath of the terrorist attack, but this is not the time to only pass a bill to bailout airlines whose financial problems are long term and predate September 11, 2001. The airline industry's problems existed well before the tragic events of September 11th. The federal government's role should be to get people to fly again; not just to bail out the airline industry.

This bill before us fails to take into account the workers who are being laid off nationwide at staggering rates. These people deserve protection. They should all be immediately eligible for 100% unemployment compensation. Their health care plans should be extended for themselves and their family. If we are going to take care of the airlines, we must also take care of the workers who have been laid off by the airlines because of this national crisis.

This bill needs to mention the federalization of airline passenger security. Public confidence must be restored if the air industry is to recover. There must be a provision that states the federal government will give immediate and full unemployment compensation to laid off workers for a full year. If the airline executives are to have their compensation protected, so should all the airline employees who have been laid off. We must act quickly and deliberately to restore the public's trust and get people back into skies.

Mr. OBERSTAR. Mr. Speaker, I yield 5 minutes to the gentleman from Illinois (Mr. LIPINSKI), the distinguished ranking member of the Subcommittee on Aviation, who has been a strong and supportive partner throughout this difficult process.

(Mr. LIPINSKI asked and was given permission to revise and extend his remarks.)

Mr. LIPINSKI. Mr. Speaker, first of all I want to thank the gentleman from Illinois (Speaker HASTERT); our leader, the gentleman from Missouri (Mr. GEPHARDT); the gentleman from Alaska (Mr. YOUNG); and the ranking member,

the gentleman from Minnesota (Mr. OBERSTAR), for their leadership and cooperation in putting this legislation together. I know that they have done the best that they possibly could; but, unfortunately, I feel very strongly that I have to rise in opposition to this bill.

As ranking member of the Subcommittee on Aviation, I know how important the aviation industry is to the economy of this Nation. I do not want to see the planes stop flying. But let me tell Members, we do not have to pass this legislation tonight. The real deadline is this coming Wednesday, because Wednesday is the day when the airlines lose their insurance. So we could work on this bill Saturday, Sunday, Monday, Tuesday, and even Wednesday, to improve it and take care of many of the concerns that people have, and the planes will keep flying at least until then.

Now, the first way to improve this bill is by improving security. I do not care how much money one gives to the air carriers. I do not care how solvent one makes them. Unless we can get passengers back into those planes, they are not going to be making any money, and the best way to get people back into the planes is by proving to them that the planes are safe and secure.

So what we should be doing in this legislation is passing some dramatic safety improvements. We should be passing things such as making the cockpit impregnable; we should be passing the federalizing of the screeners; we should be passing not only an authorization, but an appropriation to pay for 1,200 sky marshals.

□ 2115

Nothing will deter terrorists more than sky marshals.

We also should be restricting carry-on luggage to one piece, thereby reducing by 50 percent what a screener has to watch. If we did something dramatic such as that, we would restore confidence in the minds of the American traveling public, and they would get back on these planes.

We could also take care of the 100,000 workers who have already lost their jobs in the aviation industry. We could be getting them extended unemployment compensation; we could be getting them health care; we could be doing retraining for them; but no, unfortunately, we are rushing this bill through tonight.

It is a shame; it is a mistake. I just hope and pray that the promises that have been made for the future in regards to safety, in regards to workers come to pass.

In closing, I would like to clear up one point that has been made on this floor on numerous occasions. It has been stated that there is a $300,000 cap on executives in the airline industry. That is totally incorrect. What it states in the bill is that anyone making over $300,000 cannot make anymore in 2001, in 2002 than they made in the year 2000. So if they made $10 million, $15 million, $20 million, they can still make that amount of money in 2001 and in 2002. That only applies to people who take the low money, not people who get to direct $5 billion in cash.

So I say to all my colleagues, we have time, if we really want a bill that takes care of all Americans and not only the aircraft CEOs and the air carriers, vote against this bill. We can pass a better bill by Wednesday.

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from North Carolina (Mr. HAYES) for the purposes of a colloquy.

Mr. HAYES. Mr. Speaker, I rise to enter into a colloquy with the gentleman from Alaska on this bill and the future of general aviation.

Let me thank the chairman and ranking member, first of all, for the work they have done on this important piece of legislation. The country's air carriers are not only a vital part of our transportation infrastructure, but they are of great importance to our national security. However, they are not the only part of the aviation industry that find themselves in dire straits following last week's horrible attacks in New York and Washington. Many of those in general aviation suffer as well. For example, some 3,500 flight schools will have lost up to $245 million in revenue by this coming Tuesday due to the continued ban on VFR training.

Mr. Speaker, while I believe it is important to address the problems facing our air carriers, does the chairman of the committee also intend to address the financial difficulties of other components of general aviation in the near future?

Mr. YOUNG of Alaska. Mr. Speaker, will the gentleman yield?

Mr. HAYES. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Speaker, I thank the gentleman from North Carolina for yielding.

General aviation is of vital importance to our Nation's economy. In my home State of Alaska, general aviation aircraft are the only pipeline bringing supplies to those living in remote areas, and we are experiencing our small communities. We are experiencing a shortage of pilots to fly those, and a failure of the flight school industry will cause severe economic hardship to not only those in Alaska, but to those living in remote areas of the U.S. Therefore, it is my intention to present to this body by next week a bill, if possible, that will provide real economic relief to those in need.

Mr. OBERSTAR. Mr. Speaker, will the gentleman yield?

Mr. HAYES. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding. I share the views of the chairman. General aviation is a major sector of our economy. There are some 345,000 general aviation pilots. I have written the National Security Advisor, Condoleeza Rice, urging her to lift the restrictions on VFR flights and boundaries of Class Bravo airspace and for flight school operations anywhere in the country.

For these and many other reasons, I join the chairman and will work with him to develop a relief package for those sectors of the aviation industry not subject to the provisions of this bill.

Mr. YOUNG of Alaska. Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from New Jersey (Mr. PASCRELL).

Mr. PASCRELL. Mr. Speaker, I rise in support of this legislation, because I am voting ''yes'' for the 1.1 million workers still employed. If we do not do this tonight, that 1.1 million workers is going to be reduced accordingly. We cannot let them down. We will be back next week to do our job for those who are going to be laid off or have been laid off. With that, we will make another great step for America tonight. This can be a good vote; let us make it a positive vote. Let us walk out of this Chamber together.

Mr. Speaker, I rise in support of this legislation, but urge my colleagues to remember that this is just a part of what we must do.

It is clear that without some short-term assistance, our aviation industry will not survive the impact of last week's disastrous attacks on our country. And as a critical part of our nation's economy, we must act and act quickly. I'm voting for the workers still working.

The $5 billion in direct aid is extremely important to keep the airlines afloat, and importantly, this is NOT a blank check.

We cannot and will not bail out the airlines for $3 billion in losses they would have sustained without the tragic events of September 11th. The safeguards are here to insure that.

Even more critical in this bill is the $10 billion dollars in loan guarantees, so airlines such as Continental—so critical to my region—can access much needed capital and establish lines of credit.

We are not only talking about the thousands of Continental jobs in New Jersey. Keeping Continental solvent will ensure the economy of New Jersey remains stable and is able to function.

Pharmaceuticals, Port Newark, small businesses such as the limousine industry—these businesses count on the airlines to do their daily business.

However, this package only took 10 days to come to the floor, and my major worry is that we are only finding a remedy to half of the problem.

This bill does nothing to address security measures, assistance for laid off employees, and health benefits for families.

I expect that we will be as vigilant on these critical issues as we were on this aid package.

In 10 days, if not sooner, I want to be back here on this Floor considering a bill that will make my constituents feel safe in the air.

Congress must take action. As I am hearing from my constituents, the security precautions must be in place before we can rebuild public confidence in the system.

We are talking about using air marshals on domestic flights, installing secure cockpit doors, and even federalization of airport security screening run by the Justice Department.

Economic stability must go hand in hand with security.

I thank the leadership of the Transportation Committee for their hard work on this important measure.

We need to ensure we are back on the floor soon to deal with security measures dealing with all airports, both large and small.

We need to ensure we are back on the floor soon to provide assistance to the tens of thousands of workers out of a job, and tens of thousands of families without a source of income.

Only then can we ensure that the airlines will be on their way back to stability.

Mr. YOUNG of Alaska. Mr. Speaker, I yield such time as he may consume to the gentleman from Kansas (Mr. TIAHRT) for the purposes of a colloquy.

Mr. TIAHRT. Mr. Speaker, our Nation faces a crisis; and today we are acting with appropriate speed in dealing with that crisis. But in doing so, we want to be sure that we are dealing with the entire air transportation infrastructure. A major objective of this bill should be to mitigate job loss within the air transportation industry and, therefore, preserve the infrastructure of this crucial element of our economy.

Many sectors of the air transportation industry would be subject to economic dislocation and potential bankruptcy if they were exposed to unlimited liability for the terrorist-related aircraft crashes of September 11. This is not a problem for just the traditional air carriers. This is a problem for the entire industry. For this reason, we provided for an expanded definition of air carriers in section 402 of the bill. That would also apply to section 408.

I wish to make it clear that it is my understanding that this expanded definition encompasses air transportation elements such as aircraft manufacturers and aircraft components and parts manufacturers. Mr. Speaker, is that the chairman's understanding also?

Mr. YOUNG of Alaska. Mr. Speaker, will the gentleman yield?

Mr. TIAHRT. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Speaker, in response to my colleague from Kansas, I too am greatly concerned about this issue of potential unlimited liability for the air transport industry. It is always my intent to ensure adequate liability and protection for all transport elements such as aircraft manufacturers and manufacturers of aircraft components and parts. I had hoped we could have this specifically addressed in this bill. However, I too agree that the definition of ''air carrier'' in section 402 should include those elements of air transportation.

Mr. TIAHRT. Mr. Speaker, I thank the chairman. We cannot afford to risk irreparable harm to the air transportation industry, and subsequent economic impacts and job loss, by exposing the industry to the spectre of unlimited liability for a terrorist attack. I thank the chairman for his help in clarifying this important issue.

Mr. YOUNG of Alaska. Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON).

(Ms. EDDIE BERNICE JOHNSON of Texas asked and was given permission to revise and extend her remarks.)

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, my 2 minutes has been reduced to 30 seconds, so I will turn in my remarks. Two wrongs simply do not make a right. I share Dallas/Fort Worth airport with the gentleman from Texas (Mr. BARTON), and I have three other airports. I know how many people were laid off, but that will be fourfold or more if we do not support the airlines tonight. It is for that reason that I rise in support of this bill, and I have been working to make sure that we come up with the other bill to support those persons who have already lost their jobs.

Mr. Speaker, although I have some misgivings regarding what has not been included in the bill, I rise in support of H.R. 2926 and urge its passage by the House.

In the aftermath of the terrorist attacks on the World Trade Center and the Pentagon, air carriers have reported sustaining nearly $1 billion in losses as a direct result of the Federal Government's order that flights be grounded. While service has been restored, passengers are still reluctant to fly. As a result, the airlines will certainly suffer further losses from reduced demand. On Monday, the financial markets responded predictably to this environment—the airlines lost about 40% of their market capitalization on that day alone, and Morgan Stanley wrote to the Treasury Secretary that the airline industry would not have access to private capital markets unless the Federal Government intervened.

H.R. 2926 is the intervention that the airlines need to stabilize their financial situation and to help them weather this crisis. Unless we act to pass H.R. 2926, some carriers face the very real possibility of bankruptcy. We cannot let that happen. The airline industry is an indispensable sector of the American economy, touching upon 10% of our gross domestic product. Without aviation, other important sectors such as aircraft manufacturing, hospitality, tourism, and countless others cannot function efficiently.

We already see a glimpse here in the Washington, DC metropolitan area how bankruptcies in the airline industry will affect businesses and communities. Washington National Airport has still not been given clearance to resume operations. As a result, the airport and other businesses dependent on passenger flows have laid off thousands of workers, and small businesses like restaurants and newsstands who cater to passengers are idle and losing money. Unemployment lines in this area are overflowing. We must act to pass H.R. 2926 to prevent this situation from being replicated in cities across the country. Despite the tax rebates, which my Democratic colleagues devised and which I supported, the nation is already teetering on the brink of a recession. If we do not act to stabilize our airlines, we risk plunging the country into a full-scale depression and massive unemployment.

Indeed, I am most concerned about the individuals who work in the airline industry and their families. They include the 140,000 employees of American Airlines, whose headquarters and major hub operations are located at DFW International Airport in my district. I am also concerned about the 40,000 people who work at the airport and whose jobs depend on American's survival. Two days ago, American announced that they would have to lay off 20,000 of its workers, and I know what kind of hardship they must be going through right now.

I have heard some of my colleagues object to this bill because it does not contain language to provide relief to displaced workers. I too want to ensure that workers have enough money to pay their rent and mortgages, to buy food and clothes for their kids, and to keep their health benefits while they are unemployed. I understand that Majority Leader DASCHLE has promised to call up legislation regarding displaced airline employees in the Senate next week, and I intend to make sure that this legislation also passes the House. I also intend to work with my colleagues on legislation to restore the public's confidence in airport and aircraft security because airlines' long-term survival depends on their having paying passengers.

In the meantime, we must deal with the impending crisis. The employees of American and DFW Airport have flooded my phone lines in my district office with a loud and clear message—Congress' number 1 priority in this area is to pass legislation to help American Airlines ride out this storm. They, in their collective wisdom, know what's at stake. We have some time and leeway to help displaced workers, but unless we act now to help the airlines avert bankruptcy, they might not have jobs to return to.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. MICA), who is conducting hearings as of today and will have a bill on security, as I assured everybody else in this body, our outstanding subcommittee Chairman.

Mr. MICA. Mr. Speaker, this is an extraordinary piece of legislation, and it is an extraordinary piece of legislation for an extraordinary time. Never before in the history of American aviation have we faced such a disaster as we now face. We cannot wait. We lost over 100,000 jobs since Tuesday, September 11. By next week, we will lose that many jobs again. This disaster is having a ripple effect across this Nation. There is not a community across this country that has not been touched by the devastation. If we do not act tonight and take this first step in trying to put our economy and our transportation system together, I am telling my colleagues that the results will be disastrous.

Everything is not in this bill. The bill is not like the gentleman from Alaska would like to have it, it is not like the gentleman from Minnesota (Mr. OBERSTAR) would like to have it; but the minority leader came before us and pleaded so eloquently, pass this legislation. The other body passed it with one dissenting vote.

So I plead with my colleagues: America is waiting. The people that we care about, those that we have compassion

about tonight, we are going to take care of tonight, we are going to take care of Monday night, next week, next month; and we will be here next year because the people elected us here to do this job. So I plead with my colleagues, I beg my colleagues, do not delay. We cannot afford it. The Nation cannot afford it.

Mr. OBERSTAR. Mr. Speaker, I am happy to yield 30 seconds to the gentlewoman from Nevada (Ms. BERKLEY).

Ms. BERKLEY. Mr. Speaker, before September 11, Las Vegas had one of the strongest economies in the country. Now it is among the worst, and thousands of people are being laid off and losing their jobs. In Nevada, our economy, our businesses, our jobs, our families, rely on the tourism industry. People in my district know that if the airplanes are not flying and people are not coming to Las Vegas, there is not going to be a Las Vegas.

Last year, 38 million people came to southern Nevada; approximately 46 percent arrived by air. Tourism is the lifeblood of my district, and the airline industry is a lifeline to my district. I know this is not a perfect bill; but, Mr. Speaker, this is an emergency. I need to protect the jobs in my district and the people in my district. I strongly urge all of my colleagues to vote for this bill.

Mr. Speaker, when I went home this weekend, I spoke to the people who live and work in my district. They are very worried about what has happened to our country, and they are very worried about what is going to happen to Las Vegas.

Before September 11th, Las Vegas had one of the strongest economies in the country. Now, it is among the worst and thousands of people are being laid off and may be losing their jobs.

Our economy, our businesses, our jobs, our families rely on the tourism industry. People in my district know that if airplanes are not flying and people are not coming to Las Vegas, there won't be a Las Vegas.

Last year, 38 million people came to Southern Nevada—approximately 46 percent arrived by air. Tourism is the lifeblood of my district. The airline industry is the lifeline to my district.

Last week, 240 conventions were canceled. The city's hotel occupancy rates have fallen from 100% to approximately 40% and the hotels are losing millions of dollars every day. Without the airlines flying visitors to Las Vegas, Las Vegas will soon be a ghosttown.

I know that this is not a perfect bill. We still need to immediately improve safety in the air, help the airline workers who have lost their jobs and provide incentives to get people flying again.

But Mr. Speaker, this is an emergency. I need to protect jobs in my district. I must protect the people in my district. I strongly urge all of my colleagues to vote for this bill.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentlewoman from Washington (Ms. DUNN), who has been deeply affected by this act of terrorism.

Ms. DUNN. Mr. Speaker, I thank the gentleman for yielding time.

There is no question that the Government's decision to ground aircraft on September 11 was brilliant. It was the correct choice. The quick actions of the President, the Secretary of Transportation saved countless lives.

When the President spoke in this Chamber last night he said, ''We will come together to take active steps that strengthen America's economy and put our people back to work.'' He was talking about the airline industry and all our Nation's workers who are affected by this crisis.

But I am particularly concerned about how the impending Boeing layoffs will affect the 25,000 Boeing employees I represent here on the floor of the House tonight.

Mr. Speaker, as the Speaker has said, we will address the various needs of our workers in next year's legislation. That has been his commitment. He is talking about the health care needs and the insurance needs and the job training needs, all of which we take very seriously and we are putting serious work into right now.

The first step toward addressing the stability of our economy is to stabilize the airline industry. It is critical that Congress act now, tonight, to ensure the solvency of our Nation's airlines, because doing so will protect the livelihoods of every American who relies on a vibrant air transport system.

□ 2130

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from Iowa (Mr. BOSWELL), a distinguished member of our committee.

(Mr. BOSWELL asked and was given permission to revise and extend his remarks.)

Mr. BOSWELL. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I hold accountable, and I believe that the leaders will bring the other bill about the workers next week. After hearings this week, hours and hours of hearings that we spent together, our committee, I know our aviation industry is literally on the brink of collapse and liquidation. The need for government assistance cannot be overstated. A failure to act tonight would be like throwing an anvil to a drowning person.

The airlines have had their lines of credit cut off, their assets devalued, and their insurance canceled. A catastrophe is staring them in the face. We are faced with the worst crisis ever to confront our aviation industry. We must provide a helping hand. I urge Members' support.

Mr. Speaker, as a member of the Aviation Subcommittee, I rise in strong support of the Airline Stabilization Act. If I was the sole author of this legislation, I would have written it differently. Because this is a collaborative body, we must come together and reach a consensus in what is known as the legislative process. Our respective congressional leaders, after consultation with members of Congress, industry leaders, labor representatives, financial analysts, and government officials, have written the bill we have under consideration. I believe it merits our support.

After 2 days of hearings this week, I have a very clear picture of our Nation's aviation industry. The industry is literally on the brink of collapse and liquidation. The need for immediate governmental assistance cannot be overstated. A failure to act tonight would be like throwing an anvil to a drowning person. The airlines have had their lines of credit cutoff, their assets devalued, and their insurance canceled. A catastrophe isn't around the corner, but it is staring them in the face.

We are faced with the greatest crisis ever to confront our aviation industry. We must provide a helping hand to them to ensure we will still have an industry next week. I am very concerned about the thousands of employees who are employed in the aviation industry and the thousands who have been or will soon be laid off. This economic devastation will cause great harm to many families across our Nation. We must promptly address their economic catastrophe next week, and also provide assistance to those who are facing job loss because of their association with the aviation industry. I challenge our leaders who brought forth this legislation tonight, to bring similar legislation to help our workers next week.

Please, let us act promptly and approve this very important and necessary legislation.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. BARTON).

(Mr. BARTON of Texas asked and was given permission to revise and extend his remarks.)

Mr. BARTON of Texas. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, my office has been besieged by literally thousands of phone calls from workers at D–FW Airport. They have not identified themselves as Republicans or Democrats or union members or nonunion members, and in almost every case, they said, I am a flight attendant, I am a baggage-check-in person, I am a maintenance worker, and I need help.

This is the chance for us to help. This is not a perfect bill, but it is excellent, an excellent first start. All these people that have been calling my congressional office, and D–FW is 10 miles from my office, they are not asking about an unemployment package or a liability package. Do Members know what they are asking about? ''Help protect my job,'' J–O–B. That is the best unemployment package we can do.

As has already been pointed out, we have laid off over 100,000 airline workers in the last week. We know how inconvenienced we are as a Congress because Reagan National is closed. What happens if Atlanta closes, LAX, closes, O'Hare closes, Boston closes, LaGuardia closes? There is the very real possibility, if we do not pass this package tonight, in the next month we may see some of that start to happen.

I would beg every Member of this body, let us do what the other body has done: Let us pass this with almost no ''no'' votes, or perhaps even 435 to zero. Let us help the airline industry now so they can help the economy and keep

these jobs growing, and keep our economy growing. I would urge a yes vote on this bill.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the distinguished gentleman from Maryland (Mr. CUMMINGS), a member of our committee.

Mr. CUMMINGS. Mr. Speaker, we have heard a plea for help from our airlines, and provided an immediate response to ensure that a key component of our economy, the airline industry, remains intact.

But I have also heard pleas for help from the many people and businesses that are critical to the efficient functioning of the aviation system: skycaps, cabbies, and the employees of airlines, restaurants, and the variety of shops found in airports. Thousands of hard-working Americans have taken pay cuts or have lost their jobs but still have bills to pay.

Mr. Speaker, I urge Members, we have heard the airlines and we have quickly responded. I only urge us to hear the pleas of individual Americans and respond to them, also.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. SHADEGG).

(Mr. SHADEGG asked and was given permission to revise and extend his remarks.)

Mr. SHADEGG. Mr. Speaker, I rise in strong support of this bill. Make no mistake about it, it is not perfect, but it is a fair compromise worked out by the efforts of both sides.

A week ago today, late at night, in the wee hours of the morning, I argued that it was essential that we get our airlines back in the air, and that we as Americans use them. The terrorists who launched their vicious attack against America seek not just to destroy buildings, but to destroy our economy.

The airline industry comprises 10 percent of our gross domestic product. We in Congress and the American people must not let those terrorists destroy our economy, or the lives and jobs of the American people. Americans must resume their lives, and we must pass this bill. No additional American should lose his or her job, not an airline employee, not a tourist industry employee, not a baggage handler, no one. It is absolutely essential that we pass this bill tonight.

But there is a flaw in this bill. This bill empowers a government board to pick winners and losers in the airline industry, and that is flat wrong. No bureaucrat should say, ''This airline wins; that airline loses.'' How do we say to the employees of the loser, ''We are terribly sorry, you are out of your job, but the employee of some other airline keeps his or hers''?

If an airline or its employees was injured by this outrageous attack, they should be eligible to be made whole. They should be put back in the position where they can get back into the skies and fly. And we cannot let this board, I urge Members not to allow this board to pick and choose winners, so the employees of one airline remain unemployed, the employees of another airline get to stay back at work. It is absolutely essential, and it would be outrageous if we allowed that to happen.

This legislation must pass tonight. It is critical for the economy of this Nation. Americans need to get back aboard our airlines and resume their lives, but the board must handle its power fairly.

Mr. OBERSTAR. Mr. Speaker, I yield myself 5 seconds to express my appreciation to the gentleman from Arizona for his calm, reasoned intervention last Friday night when we were attempting to pass the first version of this bill.

Mr. Speaker, I yield 30 seconds to the gentleman from Tennessee (Mr. CLEMENT), a distinguished member of our committee.

Mr. CLEMENT. Mr. Speaker, I rise to support this legislation, even though I have serious reservations about it. In truth, while this bill helps to stabilize the industry and assist families who have lost loved ones, it is still incomplete. Simply put, it falls short of protecting the workers who have already lost their jobs or will lose them soon.

I will give some examples. It does not provide unemployment benefits to workers who have lost their jobs, or extend health care coverage to those employees, nor does it prohibit the airlines from abrogating their contracts with workers; and it mandates no job protections, or a system for rehiring when our airline industry recovers.

We do have a national emergency. Let us pass the legislation, but let us help our workers.

Mr. Speaker and fellow Members of Congress, we find ourselves at a time of crucial action. Before us is the prospect of the collapse of one of our greatest industries. As a result of the stunning acts of terrorism committed against our Nation, portions of our aviation system are on the brink of failure. We can not let that happen. We will not hand another victory to terrorists.

Our country's airlines are too important to all sectors of the economy. They are too important to the over 1 million aviation workers. And, they are too important to our quality of life and our understanding of freedom.

But, it is with great reservation that I will vote "yes" tonight for this piece of legislation. In truth, while this bill helps to stabilize the industry and assists families who have lost loved ones, it is still incomplete. Simply put, it falls short of protecting the workers who have already lost their jobs or will lose them soon. This bill, for all that it does, the Air Transportation Safety and System Stabilization Act does not: Provide unemployment benefits to workers who have lost their jobs or extend health care coverage to those employees; nor does it prohibit the airlines from abrogating their contracts with workers; and, it mandates no job protections or a system for rehiring when our airline industry recovers.

Already, I have heard from airline employees in my hometown of Nashville who have been furloughed, their contracts abrogated, and left with nothing. We cannot allow the dedicated men and women of this Nation to languish without health benefits or severance income. In exchange for the $15 billion in grants and loans that we are providing, airlines must do everything they possibly can to assist their employees through this difficult time. Let me also say that this legislation does not address adequately the needs of our aviation security system, nor does it address the other aviation-related sectors deeply effected by this tragedy. This must be changed as well.

In response, I will join my colleagues in the House in enacting additional legislation to ensure these flaws are fixed. And, I will vote "yes" on this bill, but only because it is the beginning of the process.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. GILMAN).

(Mr. GILMAN asked and was given permission to revise and extend his remarks.)

Mr. GILMAN. Mr. Speaker, I am pleased to rise in strong support of this important legislation ensuring the continued operational viability of our Nation's airline industry.

The barbaric terrorist attacks of New York and Washington were calculated to throw our Nation into economic and social turmoil, but we are not going to let that happen. Our Nation's air transportation system is essential to our economic well-being. It is our duty to preserve the full and continued operation of this vital airline network.

However, in doing so, let us not forget there are many other industries that depend on the airlines for their own livelihood, including travel and auto rental agencies and food services. Let us encourage any airlines receiving emergency financial support under this legislation to restructure their fee scales with travel agents to convey their solidarity.

I also encourage airlines to carefully review policies that may impact the food service industry that employs thousands around the country.

Our air transport system is the best in the world, but it now needs our help to help them get through this difficult period. We must continue to foster the means for the advancement of this industry in the next century.

Accordingly, I urge my colleagues to support this important legislation.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the distinguished gentleman from California (Mr. HONDA), a member of our committee.

(Mr. HONDA asked and was given permission to revise and extend his remarks.)

Mr. HONDA. Mr. Speaker, this is not a perfect bill, but I do take heart in the words of the gentleman from Alaska (Chairman YOUNG), those of the subcommittee chair, the gentleman from Florida (Mr. MICA), and our leadership, that we will come back and address those issues.

This is not a perfect bill, but after careful consideration, I have concluded that the common good must not be jeopardized in an effort for immediate perfection. Tonight we will pass this

bill. Tomorrow, we will renew our work to impose stringent new security standards and provide critical Federal assistance to the many sectors and individuals left out in this bill.

Mr. Speaker, I rise today to express my reluctant support for this important and time sensitive legislation.

Just minutes after the tragic events of last week, the Department of Transportation acted swiftly to ground our Nation's entire commercial aviation and general aviation fleet—an unprecedented action aimed at averting any additional harm to innocent Americans.

As a result of the DOT's groundstop order and limitations on service, the airlines are hemorrhaging, many teetering on the verge of insolvency after losing billions of dollars in just days. The dire state of the airlines led to this week's downward spiral of the financial markets, moving our economy closer to recession.

As a member of the House Transportation and Infrastructure Committee, I quickly took up the call for expeditious congressional action to provide our ailing airline industry with a cash infusion and loan guarantees. I argued that while our airliners wait at the gate, Congress must not.

Tonight, a week and a half after terrorism struck America, Congress considers a multibillion dollar bill to aid the industry that has been most devastated.

It is not a perfect bill. I am distressed that this bill fails to address the plight of over 100,000 airline employees who have or will soon be laid off. I am quite dismayed that this legislation provides no aid to the many related sectors that have been devastated by last week's attacks: the travel industry, flight academies, and aviation manufacturers.

I am equally disappointed that this bill fails to introduce substantive security measures to ensure the integrity of our nation's aviation infrastructure. The Nation's airlines will continue to lose money, so long as Americans lack confidence in the security of air travel.

However, after careful consideration, I have concluded that the common good must not be jeopardized in an effort for immediate perfection. Tonight, we will pass this bill. Tomorrow, we will renew our work to impose stringent new security standards and provide critical federal assistance to the many sectors and individuals left out of H.R. 2926.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. BOEHLERT).

(Mr. BOEHLERT asked and was given permission to revise and extend his remarks.)

Mr. BOEHLERT. Mr. Speaker, yesterday, on the third floor of this Capitol Building, I was standing in the hall when the gentleman from Illinois (Speaker HASTERT) and the minority leader, the gentleman from Missouri (Mr. GEPHARDT), walked by.

I stood aside and I applauded them. I applauded them because they are working very hard together under very difficult circumstances for this Nation. I stand in agreement with the eloquent remarks made by the gentleman from Missouri (Mr. GEPHARDT) in this well just a few minutes ago, and I applaud the outstanding commitment and leadership of our Speaker.

Of course, we have to be concerned with the people part of this equation. Tens of thousands of people have lost their livelihood, through no fault of their own. They need health care for their families. They need job training for new opportunities. They need extended unemployment compensation. That is going to be provided. We will not ignore their needs.

But for the task at hand, we listened as the gentleman from Alaska Chairman YOUNG) was in that chair for 7 hours to hear leaders from the business community, the labor community, the financial community, one after another, say to us, ''We must take immediate action to protect the viability of commercial aviation in America. We cannot lose a moment,'' and we are responding.

Safety is a concern that we all have. The gentleman from Florida Chairman MICA) is responding. The Committee on Transportation and Infrastructure has a proud record of dealing in a forthright manner with sensitive issues.

I am proud to serve with the gentleman from Alaska Chairman YOUNG) and the gentleman from Florida Chairman YOUNG), but I am proudest of all to serve with the gentleman from Missouri (Mr. GEPHARDT) and the gentleman from Illinois (Mr. HASTERT) in this hour of need for America. Pass this legislation.

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that the House extend the time for debate on each side. We have more than 30 people on this side who would like to speak, and under this rule, those Members will be limited to 30 seconds or less.

I ask unanimous consent that we extend the time on both sides of the aisle. I am sure there are people on that side of the aisle who would like to speak at more length on this important legislation. I would suggest at least an additional 15 minutes on either side of the aisle for the debate.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Oregon?

Mr. YOUNG of Alaska. I object, Mr. Speaker.

The SPEAKER pro tempore. Objection is heard.

Mr. OBERSTAR. Mr. Speaker, I yield 1½ minutes to the gentleman from Oregon (Mr. DEFAZIO).

Mr. DEFAZIO. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, we do not have to act in haste tonight with legislation that will bequest billions to a favored few and vague promises of future help to hundreds of thousands of others. We could work deliberately over the weekend, if we so chose, to create a shared burden and benefit.

The 100,000 workers have already lost their jobs. They have been thrown into the so-called safety net, but they will get maybe something in the future. For the tens of thousands of people in related businesses, travel agents, car agencies, hotels, maybe we will do something in the future. Regional airlines, they get crumbs.

Now, there are no new security provisions in this bill. That is why people are not flying. If we do not put in security provisions tonight or tomorrow or over the weekend, people are not going to come back. This says, ''The money we appropriated last week, we know the President will spend some of it on future security enhancements.'' That is not going to bring people back. It is not going to give them the assurances they need.

But do not worry, the CEOs will be limited to last year's salary, $10 million, $15 million, $20 million, or $30 million.

Mr. Speaker, this is not the best we can do. We all know that. We have just been denied time for additional debate. Where are Members going tonight? It is a little late to catch a plane. Why can we not extend the debate? Why can we not stay here and work this weekend? Why can we not have a better bill? Why do the 100,000 people who have already been laid off and do not have health insurance have to wait for the week after or the week after, or maybe Thanksgiving? Why? Do not just give them empty promises. I know the airline CEOs have a crisis, but let us help the people, too.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. CROWLEY).

Mr. CROWLEY. Mr. Speaker, I thank the chairman for yielding me this time.

Mr. Speaker, I rise in strong support of the aviation assistance package. As both the representative of LaGuardia Airport and a member of the Committee on Financial Services, I understand firsthand the importance of sending a signal to the capital markets that our airlines are strong and will receive the support they need to continue to operate.

□ 2145

The importance of securing the financial viability of our Nation's air carriers cannot be overstated. Additionally, this bill makes an effort to expedite compensation packages for those injured or lost in last week's vicious attacks upon our city. I welcome this bill, but as a first step towards remedying a number of other problems involved with the economic problems befalling our airline industry.

There are a number of things that this bill does not do. We need to provide protections for health care and pay for the over 90,000 airline employees who have lost their jobs in the face of the economic hardship hitting the domestic airline industry, and we all know there could be more to come.

Furthermore, this Congress needs to bolster airline security. If we really want to restore consumer confidence, we need to provide increased safety to the airlines. We need to make the American public feel safe while flying.

I am not voting for this bill because I trust the airlines, and I am not voting for this bill because I trust airline

executives. I am voting for this bill because I trust the American people. I know the American people will make this country strong again. My faith in their ability to rebuild our economy, if given the opportunity, is unwavering. I know this much is true. And I hope the American people show their faith by getting on an airplane to go to Disneyland, by visiting Las Vegas, by visiting our Nation's capitol. But most importantly, I ask my colleagues' constituents to revisit my city, New York, in the very, very near future.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume to note, in the bipartisan way that we have conducted ourselves, that the gentleman from New York (Mr. CROWLEY) has never voted with me on any piece of legislation in any committee. But this is a time we work together, and I thank the gentleman for his statement.

Mr. OBERSTAR. Mr. Speaker, I yield 40 seconds to the distinguished gentleman from New York (Mr. NADLER), a member of the committee.

(Mr. NADLER asked and was given permission to revise and extend his remarks.)

Mr. NADLER. Mr. Speaker, I rise in reluctant support of this legislation. We have to help the airline industry or we will face even more layoffs and economic downturn in the days ahead. But this bill does nothing to help the pilots, flight attendants, mechanics, reservation agents, and other employees who make the aviation system work.

The bill contains no provisions extending unemployment benefits, health care coverage, job search assistance or any kind of relief to those who have lost their jobs as a result of the September 11 attacks. And it contains nothing about enhancing airline security, without which people will not fly the planes.

The bill is inadequate, and I am tempted to vote against it, but I fear that the defeat of this bill could result in the loss of many more jobs and negatively impact the one million employees still working in the industry. It is terrible we are forced to choose between an inadequate bill or no bill at all. But that is our choice, and so I have to exercise it. And I will vote ''yes.''

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentlewoman from Ohio (Mrs. JONES).

Mrs. JONES of Ohio. Mr. Speaker, I thank the gentleman for yielding me this time. I support victims compensation. I support the airline industry. But crisis is no excuse for a stampede. The wagons have been circled around the industry but not around the people who make it work.

Crisis is no excuse for unjust compensation for the airlines. Crisis is no excuse to deny the workers the protection they need now.

My father was a sky cap, my sister works in the airport, my niece is a flight attendant, my brother-in-law is a sky cap. I come from a family of workers for airlines. They need protection like the airlines. Let us step up to the plate, my colleagues, and protect the workers too.

As last week's tragedy continues to unfold, we, as Members of Congress are constantly challenged to find solutions to very complex issues. I believe that our American resolve and faith in God will bring this nation through these tough times. As a member of the Financial Services and Small Business Committees, I am compelled to speak because I realize the devastating effects this tragedy and its subsequent economic downturn has had on both our financial markets, insurance industry and small business. Companies are doing less—and in some cases no—business, workers are being laid-off and insurance claims are staggering. We must work together and hold to our resolve of building America back up. We are all doing our part to make sure this happens. We have put aside party differences and political wrangling and come together because we all know that, when it comes down to it, we are all one people. But we can't let this spirit of togetherness cause us to run blindly forward into actions that, while they may seem reasonable in the heat of our desperation to deal with this problem, will result in serious consequences in the long run.

That is why I am speaking out against this bill. I stand today as a supporter of congressional funding and other legislative efforts that restore stability to this nation and particularly, our financial markets, that are the envy of the world. With that, I wholeheartedly supported the $40 billion supplemental appropriation for military support and clean-up efforts stemming from last week's tragedy. Our concerns, sadly enough, do not end there. Our financial markets, as well, face decline and other challenges to recovery. Today, we deal with an airline industry crisis. The airline industry facing staggering losses may face bankruptcy as a result. It was reported that during our national tragedy, when airplanes were grounded, the airline industry lost about $330 million a day for each day that flights were grounded. No industry can recover from losses of that magnitude overnight.

I support our airline industry. I support direct aid of $5 billion to the airlines. I also support $10 billion in loan guarantees that assists large as well as small airline carriers that works to ensure the financial solvency of our airline industry and other affiliated jobs. However, I am troubled about some aspects of this bill. First, in our efforts to stabilize the airline industry, we cannot forget workers. We cannot overlook thousands of dislocated skycaps, attendants, pilots, food service workers, maintenance workers and all of those other men and women employed in the airline service sector, who will receive absolutely nothing from this bill. We cannot simply save the plane and leave the people behind.

Second, liability protection. I cannot support a liability protection regime that is overly broad. To have the government as well the airline and insurance companies cover liability, could leave the government as the insurer of last resort. This aspect of the bill is too broad and overly complex.

Third negligence and damages. I am also concerned that this bill fails to consider any amounts for punitive damages and also reduces compensation if there is any collateral source compensation. While I support the stabilization of the airline industry, on one hand, I cannot remove all liability from the industry on the other.

In addition, this bill caps air carriers' liability to limits of their coverage and reduces victims' families should they have supplemental coverage. It is paradoxical to fully support the airlines while reducing support for survivors who need to resume their lives. I cannot in good conscience support such a measure.

Lastly, security. This bill does not address the issue of increased security that must be employed by the airline industry. With a tragedy of this magnitude, we cannot sweep the issue of security under the rug. The airline industry must make operational changes in security at our nation's airports in order to thwart future terrorist activities.

In conclusion, I support the stabilization of the airline industry with direct aid and loan guarantees. Our airline industry serves as a major cog of our economic engine and also

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from Washington (Mr. INSLEE).

(Mr. INSLEE asked and was given permission to revise and extend his remarks.)

Mr. INSLEE. Mr. Speaker, the firefighters in New York did not panic and neither should we. Tomorrow, when the sun comes up, Americans all over this country are going to ask this question: Why in this Chamber do the big dogs always eat first?

Twenty or thirty thousand Boeing laid-off workers who build the airplanes by their sweat of their brow are going to ask: Why are we using taxpayer money to help companies with CEOs who make $35 million a year, and for the machinists, they get zero?

Bipartisanship does not mean the whole thing for the corporation and not a part for the worker. Help airlines, and put some ''no's'' up there to make sure we get a clean vote up there next week.

The SPEAKER pro tempore (Mr. THORNBERRY). The gentleman from Alaska (Mr. YOUNG) has 9½ minutes remaining, and the gentleman from Minnesota (Mr. OBERSTAR) has 16¼ minutes remaining.

Mr. YOUNG of Alaska. Mr. Speaker, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentlewoman from California (Mrs. DAVIS).

Mrs. DAVIS of California. Mr. Speaker, we have just begun, I believe, to comprehend the extent of our national trauma. And while we continue to grieve, we cannot let a terrorist attack bankrupt such a critical component of our economy, so we must keep the planes in the air.

But I want to remind my colleagues that we cannot stop here, and I appreciate the fact that people have expressed that tonight. We cannot stop here. What we need is a comprehensive package. We need to address airline security, and we need to address the growing employment crisis in our country.

Please, Members, let us go to the next step and let us do it with the fervor and the passion that we have addressed this step as well.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from Texas (Mr. TURNER).

Mr. TURNER. Mr. Speaker, I want to address these remarks to the families of the victims, those who were injured on September 11.

One of the best provisions of this bill is that this Congress has provided a method whereby all those injured, the victims of those who have died, will have full recovery for their economic and noneconomic damages by the establishment of a special master. The Treasury of the United States has been opened by the Members of this Congress to ensure that every family will receive just recovery.

It is one of the best provisions of the bill, and I urge my colleagues to support it.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from California (Mr. BECERRA).

Mr. BECERRA. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, the aviation industry is in need of a lifeline, and we are all trying to find it. The bill today provides $15 billion in taxpayer dollars to give a bailout, but there is no reason why this legislation could not have included the real face of the aviation industry: the pilots, the mechanics, the baggage handlers, the fight attendants, and ticket agents. The airlines could not run without them.

This package contains nothing for the industry's reportedly 100,000 displaced or soon-to-be-laid-off workers. This $15 billion package spends nothing for the greater safety in our airlines as well.

Mr. Speaker, I want to make clear that we need to support legislation granting much-needed relief to our beleaguered airlines; but without help for workers, without real money for enhanced security, without real guaranties for air service to small communities, I cannot support this.

Mr. OBERSTAR. Mr. Speaker, I yield 30 seconds to the gentleman from New York (Mr. MEEKS).

Mr. MEEKS of New York. Mr. Speaker, I am supporting this bill. I am supporting it because of jobs.

I do not want to cut off our noses to spite our faces. If we lose this airline industry, we lose all jobs. We have to save it to save jobs, and then come back next week to make sure that we finish the job. It is indeed an incomplete job. We must finish the job, but we must not lose it all.

My heart goes out when I look at the New York City skyline and no longer see our twin towers. And I think if the towers were still standing, we could repair it and we could keep jobs in the building. But my heart is lost because there is no longer any towers on the skyline, and we have lost all of those jobs. Let us not lose any more jobs.

Mr. OBERSTAR. Mr. Speaker, I yield 40 seconds to the gentlewoman from California (Ms. ESHOO).

Ms. ESHOO. Mr. Speaker, I thank the gentleman for yielding me this time.

Mr. Speaker, this is one of the first steps that we are taking as a result of the hell that descended on America over a week ago. I think that as we take these steps, we need to look very carefully at the larger picture.

Of course aviation is one of the most critical industries in our country. And I think today we are more fully appreciating everything that is related to the airlines. But I want to remind my colleagues that left out of this bill are the steps that we are going to have to take and take soon.

The planes will not stay in the air no matter how much we spend. What we put up in terms of the Federal dollar will not really do what we are seeking it to do unless we restore the confidence of the American flying public to get into these planes, as we are, and that it is safe to do so, and that the workers that help put those planes in the air be taken care of as well.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. DOGGETT).

Mr. DOGGETT. Mr. Speaker, our vital airline industry has asked for a hand; and we ought to give them a helping hand but not a handout. And that is what this bill does with billions of dollars of hard-earned Social Security Trust Fund monies.

While the airlines get those billions, the taxpayers do not get the protection, the workers do not get the support, and the traveling public does not get the safety. All they get is an IOU. We need to commit tonight to pay that IOU as quickly as the airlines cash the billions of dollars of checks that they are being granted in a bailout here tonight.

While this is hardly last Friday's midnight blank check to the industry that was urged, it remains grossly deficient. And even tonight the comptroller general of the General Accounting Office states that after reviewing the bill. ''He has concerns that adequate safeguards need to be put in place to safeguard the taxpayers' interests.''

We need to do that, but tonight we need to vote ''no.''

The SPEAKER pro tempore (Mr. THORNBERRY). The Chair would announce that the gentleman from Alaska (Mr. YOUNG) continues to have 9½ minutes remaining, and the gentleman from Minnesota (Mr. OBERSTAR) has 12½ minutes remaining.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 3 minutes to the gentleman from Florida (Mr. MICA), the chairman of the subcommittee.

Mr. MICA. Mr. Speaker, I returned to the floor really to try to eliminate some of the myths.

The previous speaker tries to couch this as a bailout to the airlines and talks about billions of dollars. Let us look at the billions. There are $5 billion for direct costs. The airlines must prove direct costs of incidence from the September 11 tragedy.

Today, $5 billion will barely replace a few number of airplanes. The gentleman does not have to worry about bailing out the airline industry, because there will be no airline industry. They will not have the insurance. They will not have the credit. They will not be in business. So we will not have 100,000 people out of work, we will have hundreds of thousands of people out of work.

The rest of the package, the $10 billion, is not a loan program, it is a loan guarantee program. They must pay back the funds. So this is not any big handout.

The language on the compensation, the limits we took from the other side, in trust, to put some limits on compensation for overpaid airline executives, we took that in good faith from the other side.

The safety issue. There is $3 billion in this legislation for safety and security. We gave the President another $40 billion, of which he has complete discretion.

□ 2200

Mr. Speaker, this Congress is not going to decide airline safety on Monday. They tried to do it in 1996 with a bill that is still not enacted by the administration, the previous administration.

We passed another airline security bill in the year 2000, and that is still not implemented. We have given the money and the responsibility to the administration. We have sky marshals being put in place as fast as they are being trained. We have loaner security personnel on planes. Do not tell people that every possible security provision is not being instituted. That is not the truth. Do not demagogue this legislation, pass this legislation.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from New Jersey (Mr. MENENDEZ).

Mr. MENENDEZ. Mr. Speaker, I support this bill because without it our economy would be in even greater danger. While I would have written a bill that protected the more than 100,000 airline industry workers who have been laid off or are at risk of getting pink slips, and we must address that, a vote against this bill will put all of the airline industry workers at risk, both those who have been let go and are hoping to be rehired, and the more than one million still on the job.

Mr. Speaker, not to vote for the bill means no job is secure. Most important, I cannot in good conscience vote against a bill that provides compensation to the more than 150 families in my district, and that number may sadly grow, who have been directly affected by this tragedy and who are in desperate need right now.

There is no time to wait and negotiate further for them. I agree with my

colleagues who want more for airline travel security and worker protection, but we need to move now and move quickly.

Mr. OBERSTAR. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. GEORGE MILLER).

Mr. GEORGE MILLER of California. Mr. Speaker, no one is suggesting that we not help those airlines who as a result incurred costs and expenses of being ordered down by the Federal Government; but this legislation goes beyond that because it reimburses them for more than that cost, and that may turn out to be true in the future, but that is not true today in terms of what has been proven up.

Mr. Speaker, it does not deal with executive compensation. It allows people to continue on while workers are being laid off, while workers are losing their health insurance and wages.

The President talked to us about shared sacrifice, and that is not what this legislation is about. It is about the few and the powerful getting their hands on the $5 billion and on the loan agreements and not providing for the workers and for the families that are devastated by the loss and tragedies that have taken place.

I think at a minimum we could have provided the coverage for these individuals. The language was ready; it was simply not agreed to. It is not about time.

We could have also made very sure that we directed the Federal agency to take over and federalize the safety of these airplanes. People are not avoiding airplanes because of the financial conditions of the airlines; they are not flying because they do not feel safe on airplanes.

Mr. OBERSTAR. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, that cataclysmic event that occurred a week ago brought this Nation together at the very same time that it tore us asunder. We are here tonight to attempt to thread together shattered pieces of our economy, the torn hearts and spirits of our fellow citizens. In the limited way that we can, with the limited tools at our disposal, I share the frustration of many of my colleagues on this side of the aisle who wanted to reach out beyond the provisions of this bill and extend help to those workers who were laid off in the immediate aftermath of last Tuesday.

I thought we could do that and that we should do that, but there were other voices and other pressures. Since we do not have the majority, we do not dictate the course of events.

The Speaker wanted to do more, and he was magnificent in his management of the competing forces in that session that concluded at two o'clock this morning in his office when the final shape of this bill was hammered out. His willingness to work with our side to address the unmet needs and concerns of Members went on into today and into late afternoon.

Yes, I think we should have addressed security to a greater extent than we did in this bill. There is $3 billion to be used by the Secretary of Transportation for sky marshals, for strengthening flight deck doors and for other airport security provisions; and there will be more to come.

Many on my side have said if we do not put it all in this train that is leaving the station it will never get done, but I trust the Members of this body and the leadership and the Secretary of Transportation on their word. They have given their word that we will do a broader and more inclusive security provision.

With the gentleman from Alaska (Mr. YOUNG), we are going to start on Monday in our committee crafting that broader language for broader security to carry out the work that, frankly, I began as a member of the Presidential Commission of Aviation Security and Terrorism in 1989 and 1990.

If all we have done and recommended had gotten enacted into law and fully carried out, we still would have gaps in security. That is why I asked for a review, a blue ribbon commission, in 1995 to come back and review aviation security from top to bottom; and it took a year for that to happen in the previous administration.

That group that was called together by the President, the baseline review committee met, and I addressed them. It was July 17, a year later, 1996; and that night TWA 800 went down off Long Island, and then a year later we came back with new legislation to fix aviation security once again; and we did it again last year in our committee. We are going to do it again until we get it right.

We have a lot of provisions in this bill to deal with the problems of those who lost their lives on the ground and the families who survived them, just as we did in the aftermath of TWA 800 and Pan Am 103, and it pains me to be on this floor once again to be addressing these matters.

We are going to provide in this bill continuation of air service for small communities that feed into the hubs. We provide $120 million for essential air service for the very smallest markets in our country. We provide assistance to our air carriers with accountability, with limitations on executive pay. In the Chrysler package of 1979, there was a proposal to cap wages of UAW workers; and the Members on this side said no, and a good many on the Republican side said no; and the Congress refused to do it.

But in this bill we put caps. We put limitations. Maybe we should have limited their pay below what they were making last year; but we did what was doable, capped their pay at what it was last year for the next 2 years, so that there is some shared contribution.

I believe that we are going to move further ahead. The Speaker made a commitment tonight to the minority leader that beginning next week they will start on a comprehensive package of worker assistance. I hope it will include extended unemployment compensation in many provisions of the Trade Adjustment Assistance Act, and I will call upon the airlines of the United States to follow the example of Northwest Airlines, which voluntarily told its unemployed laidoff workers that it will continue their health insurance through the end of this year, fully paid, employer-employee portions by the airline, whatever its cost will be; and if the other airlines will do the same, there would be a greater sense of shared sacrifice. There would be greater confidence on this floor that they are doing the right thing.

I have asked the airlines to express their support for worker provisions, and they have done so in a letter, and for improved security provision that I know they have done so as well. They will stand with us next week and in the following days when we bring legislation to the House floor.

This is the best we can do, and it is the most important thing that we can do to get aviation back again moving people and goods and moving our economy. It is not just here at home. The International Air Transport Association reported earlier today that European airlines since last Friday have lost $5 billion. That is a greater percentage of loss for them than for our carriers. If we do not get American aviation moving again, world aviation is going to collapse.

Yes, we want to do more for the workers who are laid off, but we have to do something to keep the jobs of those who are still working. There are 1.2 million employees in the airline industry; 100,000 are laid off. But that means 1.1 million are working, and this bill is to keep those jobs, to help them stay on their feet, help them continue contributing to the national economy.

That is why we are gathered around here, to do what we can in the right way, in the right time, to the extent that we can.

Mr. Speaker, I yield 1½ minutes to the gentlewoman from Texas (Ms. JACKSON-LEE).

Ms. JACKSON-LEE of Texas. Mr. Speaker, I thank the gentleman from Minnesota (Mr. OBERSTAR) very much for yielding me the time, and I know my colleagues are eager to leave this place, but many of us believe this is important enough that we should stay here and work.

I frankly believe that we can have a meeting of the minds. I believe that the United States Government last week made a catastrophic decision to ground the airlines; and they were right, and so we should compensate them. This legislation also speaks to the tragedy and travesty of 6,000 dead; and I think we should compensate them as well.

But at the same time, I believe we should advocate for the sky caps and cabbies, suppliers, airline stewardesses, and pilots that may be laid off.

I want to thank the gentleman from Minnesota (Mr. OBERSTAR), the ranking member; and I want to thank the gentleman from Alaska (Mr. YOUNG) for working this bill through. But I need be able to carry the message home in a very clear manner. I know the leader and the Speaker have spoken, and I would like to yield to the distinguished ranking member because he did recount for us extensively where we might go in this next week.

I ask the gentleman from Minnesota, the plan for next week or moving into next week on working on ensuring that we have a plan for extended employment assistance for the ability to cover employees that may be laid off and the commitment of the airlines respectively not to file bankruptcy, and I know there are no definitive answers, but to work with us to rebuild the airlines, thereby rebuild employment, because what I hear is that people do want their jobs.

□ 2215

Do we have the ability and the capacity and the commitment to do that?

Mr. Speaker, the September 11, 2001 terrorist acts against America will never be forgotten. 6,333 people are missing and presumed dead, and 6,291 have been injured as a result of the terrorist attack on the World Trade Center in New York. The death toll at the Pentagon is 189 including the 64 people who died on American Airline Flight 77.

Last night, we heard from President Bush regarding the need for national and world unity as we embark upon the mission of eradicating terrorism and bringing the terrorist to swift justice. I agree with President Bush on this issue. I vote to give the President the authority to act appropriately to achieve this goal. Also, I voted to provide the $40 billion necessary to fund the rebuilding of New York City, the Pentagon and to fund the campaign to bring the perpetrators to justice.

I want to express my support for H.R. 2926, the Air Transportation System Stabilization Act. The airlines of this nation serve as a great public asset to this nation. That is why we should properly address the needs of the employees, the traveling public and the airline companies.

The cowardly acts of September 11, 2001 left our nation's airline industry and its workers in a precarious financial condition. Since these events, airline profits and operating funds have plummeted and the number of proposed employee layoffs increase daily. If Congress does not act quickly, first tier airlines will be forced to file for Chapter 11—bankruptcy protection within 30 to 60 days. Furthermore, it is estimated that by June 1, 2002, the industry will realize cash shortfalls of at least $10 billion.

H.R. 2926, is an appropriate and timely response by the Congress to deal with the intended and unintended consequences of these unprecedented events that I hope will never occur again on American soil. I must say that I agree with many of my colleagues in the House of Representatives regarding the necessity to act today because it is apparent to us all that the capital markets are not coming to the aid of most of the suffering airlines.

H.R. 2926 provides $5 billion in direct aid to the airlines, an amount that airlines say they would lose by the end of the month as a result of the government-ordered grounding of flights following the terrorist hijackings of four jetliners and the sharp drop in business. Also, H.R. 2926 would provide $10 billion in loan guarantees to airliners that face fewer customers, sharp increase in insurance premiums and rising costs for security. Further, H.R. 2926 creates a Victim Compensation Fund for victims of the terrorist-related attacks of September 11, 2001. A Special Master appointed by the Attorney General will administer the Fund. Air carrier liability is capped at the carriers' insurance company limit. The Federal Government will provide compensation above and beyond carrier liability.

Mr. Speaker, I must express my disappointment about this legislation's failure to address the needs of the hard working airport and other employees who will be out of work as a result of decreased air travel. This bill over looks the skycaps, the concession workers, cabbies and the others who happily greet us as we move through our nation's airports. These employees should not be required to wait for assistance when their mortgages and other daily obligations continue.

That is why I supported the Hastings Amendment to H.R. 2926 which will not be debated on the floor of the House of Representatives. If the House Rules Committee had allowed debate on the Hastings Amendment, airline and airport employees could have been provided timely benefits to assist in these difficult times. Those benefits would have included the extension of unemployment benefits from 26 weeks to 78 weeks, 26 weeks of unemployment insurance benefits for workers who would not otherwise qualify, extended job training benefits from 26 weeks to 78 weeks, and provides up to 78 weeks of federally subsidized COBRA premiums.

Additionally, Mr. Speaker, this legislation does not address the needs of the small businesses, which are dependent upon the air travel industry. Also, Mr. Speaker, this legislation is lacking because it does not address the needs of small businesses based in the airports around the nation. I believe that it is imperative that we provide a statutorily acceptable mechanism to distribute relief funds to small businesses that have been affected outside the states that have been declared disaster areas. Primary disaster relief for small businesses comes from the Disaster Relief Assistance Program of the Small Business Administration. However, SBA cannot disburse funds without a disaster declaration by an individual state, and many affected airports are located in states geographically removed from the attack site like Texas. We must ensure that we provide fair treatment for these businesses caught in the ripple effect of the airline crisis. I will be working with the Mayor of Houston and the City Council to ensure that small businesses get the assistance that is needed.

Mr. Speaker, this legislation simply expresses the commitment of Congress to act expeditiously to strengthen airport security and take further measures to enhance the safety of air travel. But, I believe that we must take the next step and federalize all aspects of airport security so that the loss of consumer confidence can be restored within short order. Federalizing airport security does not mean that we discount the importance of the current airport security employees. Mr. Speaker, the aim should be to increase consumer confidence in air travel.

Mr. Speaker, H.R. 2926 clearly does not go far enough, however now is the time to begin the process of rebuilding so that we can realize increased air traffic at the Bush Intercontinental Airport, and the William Hobby P. Airport in Houston, and all of America's airports.

Finally, Mr. Speaker, I hope that the leadership of the House of Representatives and Senator DASCHLE and Senator LOTT will make a firm commitment to bring employee economic assistance legislation to the floor of both Houses of Congress early next week.

Mr. OBERSTAR. Mr. Speaker, if the gentlewoman will yield, that is not a matter I control. That is an agreement between the Speaker and the minority leader. They are certainly committed to working in the direction the gentlewoman has expressed.

Mr. Speaker, I yield the balance of my time to the gentleman from Virginia (Mr. MORAN).

Mr. MORAN of Virginia. Mr. Speaker, as my colleagues know, I am proud to represent Washington's National Airport which tonight is closed, completely closed except for terminal A, which has been transformed into an unemployment compensation center for the more than 10,000 people who have lost their jobs at National Airport and the more than 60,000 people in the Washington area whose jobs are dependent on National Airport. The terrorists caused the loss of more than 6,000 lives. They cannot cause the loss of thousands of livelihoods.

I am going to vote for this, but I have the confidence we are going to do something for the workers, too, who work day to day and breathe life into the aircraft and the airline industry. But we cannot have employees without employers. We have got to pass this bill. But it is not enough.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

To the gentleman who just spoke, I happen to support reopening Reagan National Airport. He is another gentleman, by the way, that has never voted for anything I have ever wanted, and I do support opening that airport. It is the right thing to do. I want him to know that.

I would also suggest that for those who question it, this committee has jurisdiction over some parts of this bill which we are bringing up tonight, but as the gentleman from Minnesota has mentioned, we do not have total jurisdiction. But I am going to do everything in my power, as well as the gentleman from Minnesota's, to make sure that the gentleman from Missouri (Mr. GEPHARDT) and the Speaker's commitment is followed through for the workers. But this bill tonight is so crucially important so that we can keep those jobs that remain still viable and we get the airline industry back on track so they can be rehired as they have lost their jobs. And we will do that.

I would suggest one thing. I hope, and I know most of my colleagues have not

read the bill; I say that sincerely because I am also a Member of this Congress.

''Documentation. Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.''

I am going to suggest that all losses must be documented and if they make false statements, they have committed a felony and it is a crime. Let us keep that in mind.

Other than that, Mr. Speaker, I would like at this time to thank the gentleman from Minnesota (Mr. OBERSTAR) for the work he has done and the leadership he has shown on that side of the aisle with tremendous criticism from some of his Members. I did not face that on this side of the aisle at all. I also would like to thank the staffs on both sides. I may not name all of them because some of the names I may not know and I will not pronounce those I do not know. But the staffs put in yesterday, last night, today, last week, Monday, Tuesday and Wednesday and they worked 48 hours sometimes, so I thank the staffs for the work they have done. It is crucially important.

We also had another player, or two players not in this body, in this bill that we had to work with. We had the administration. It is my administration, but I can tell you sometimes they can be very, very shortsighted. We also had the other body, and they can be equally shortsighted. But we had to bring this bill together so it can become a law.

I am asking my colleagues tonight to keep in mind, this is not a bailout. This is an attempt to keep a vital part of our economy working. This is, in fact, crucial to the total economy of this Nation that we pass this legislation tonight. I urge my colleagues to think of this and to vote for final passage.

Mr. BORSKI. Mr. Speaker, I rise in strong support of the bill before us today. Some are asking why we need a bill specifically for the airlines, when so many other sectors of the economy need our help as well. The answer is simple—we have to.

September 11, 2001 changed everything in our world. Including the continuing stability and viability of the U.S. aviation system. The aviation industry normally constitutes 10 percent of our national gross domestic product. In my City of Philadelphia, the airline industry is a $7.4 billion economic engine. I cannot stress it enough that if we do not help this industry now, today, it will not be the same viable transportation system as we know it and layoffs will be even more staggering then we are currently witnessing.

The situation the airline industry finds itself was not one of their making. Within hours of the first strike, Secretary Mineta made the difficult, yet crucial decision to ground all flights in the U.S. and divert others. It was the federal government's correct choice to close the airlines' doors for four days and it was this decision that also caused the industry to lose $200 million a day for each day their flights were grounded.

On the principle of fairness, it must also be the responsibility of the federal government to restore this industry's economic solvency. To act otherwise, will be devastating to our nation's transportation infrastructure and crippling to our national economy.

Additionally, airlines will not become viable until the American people are convinced that they are secure. I comment Transportation Secretary Mineta for creating two task force teams to report and advise on airline and airport security. I also look forward to this Congress passing legislation to federalize the aviation security system. For far too long, these workers have been underpaid, overworked, and unappreciated. I am confident that the federal government can and will create a credible and well-trained federal enforcement aviation security system as soon as possible.

We are passing this legislation tonight to not only restore the trust in our aviation industry, but also for the men and women who drive the industry forward—the airline employees. In 2000 alone, these dedicated employees served approximately 670 million passengers traveling over 700 billion miles, and provided over 25 billion ton miles of freight delivery. While some may argue that this bill hurts airline employees, I believe it does just the opposite.

I am saddened and angered by the layoffs we have already seen as a result of the September 11th attacks. But if we do not pass this bill tonight, all 1.2 million U.S. airline employees are in jeopardy of losing their jobs. If we can enact H.R. 2926 as soon as possible, it will only accelerate the airline industry's ability to get back on their feet and put them in a position to rehire some of the workers already laid off. The faster we can increase the demand for flights, the faster airline employees can get back to their jobs.

In addition, I take our Leaderships' word that we will bring to the House floor, legislation to assist the airline employees that have already been effected by these tragedies. Within the next week or so I am confident that we will have an employee assistance package in hand, ready for these American heroes.

Mr. Speaker, I vote for this bill for the traveling public, the aviation employees, the American people, and all other business that rely on or are affected by the aviation industry.

Again, I urge my colleagues to vote for this important and necessary piece of legislation.

Ms. LEE. Mr. Speaker, I rise today to support H.R. 2926, the Airline Stabilization Act, which will revitalize our economy and protect jobs in my district and around the country. I do so with the strong intention of supporting additional legislation, scheduled to be considered on the House floor next, that will provide relief for airport workers and those who have already lost their jobs in the airline industry. I also believe Congress needs to provide additional resources for airport security as soon as possible.

Part of the aftermath of the tragedy our entire nation suffered on September 11 is that important industries in our nation's economy have become vulnerable. One of the most visibly affected industries has been the airline industry.

We know of 100,000 nationwide layoffs because airplanes were grounded for four days and because activity at our national airports which came to a halt, are only now slowly beginning to become active again.

As our nation recovers from this national tragedy, I believe that we must swiftly aid in this recovery. It is our obligation to help revive and ensure the viability of the airline industry by giving them the economic boost they require today.

I believe that by getting our airline industry back on track, our nation's economy as a whole will prosper, and we will prevent the loss of even more jobs in the long term.

Funds are included in this bill to give direct, prompt assistance to the airline industry. But the vast majority of the funds in the bill are loans that will be repaid. Additionally, there is a provision in the bill that I strongly support, to limit CEO compensation by putting a cap on executive salaries over $300,000 for two years.

While I am cognizant that this bill does not contain language that would provide relief for workers who have been affected, nor does it include language that would provide increased security measures, I do believe that this bill will help to ensure solvency for much of the airline industry and prevent further job losses.

I have stated since the tragedy last week that we must look for a multifaceted solution to this multifaceted problem. This bill is one small step toward restoring one facet—our economy—and for that reason I will support this bill.

Mr. UDALL of Colorado. Mr. Speaker, I am disappointed about the way the House has handled this legislation. I think legislation to help the airline industry is urgently needed, but I think this bill falls far short of doing everything that urgently needs to be done.

I voted against the rule because I thought we should be taking the time to do a better job before we go home for the weekend. And I voted for the motion to recommit because it would have made the bill better.

I wish that the outcome to those votes had been different, because I am not enthusiastic about this bill.

I am not enthusiastic about it because while it will help the airlines, it does not do enough for the airline employees who are facing unemployment.

I am not enthusiastic about it because it does not do enough to address the effects of the airlines' problems on many other businesses.

And I am not enthusiastic about this bill because it does nothing to respond to the very urgent need to improve the safety and security of airline passengers and the American people—a need that I think nobody can deny after the tragic and criminal events of last week.

Still, while not enthusiastic about the bill I will vote for it because I think it is urgently needed.

And, above all else, I will vote for it because of the assurance of the Speaker and the leadership that the House will act quickly to address the problems of employees and the other things that should have been part of the

legislation. On that basis, and that basis alone, I am prepared to support passage of this incomplete and unbalanced bill.

Ms. KILPATRICK. Mr. Speaker, by bringing this bill up without extensive debate or scrutiny and without the opportunity for amendment, we are being asked to buy a pig in a poke.

I want to assist the airline industry. The condition of the industry was marginal before September 11. Since the assault on America, we now find it in a critical state.

In helping the airlines, we are protecting airline industry executives, managers and stockholders. I am not opposed to that if that is what it takes to rebuild the air transport system. But in the wake of trying to pull together a bill that will bridge the industry until some normalization in the system is restored, we are forgetting about the rank and file employees. These are the baggage handlers, the skycaps, the flight attendants, and the ticket agents who are the victims of last week's shutdown and who now find themselves out on the street. There is no provision in this bill that will help bridge them and their families until the air transport system is back on its feet.

The leadership has promised to bring up legislation next week to provide compensation for workers, families and victims adversely impacted by this tragic incident. My problem with this ''promise'' is that it does not have the united commitment of the leadership on the other side of the aisle. That's why I am skeptical of supporting this bill on these terms, under these conditions.

More often than not, legislating quickly is legislating badly. Many Members in this chamber have cited the precedents of the Chrysler and New York City loan guarantees. Although I was not a Member of Congress when Congress acted on these proposals, I supported their passage and encouraged my representative in Congress to vote for their approval. The difference between those financial assistance packages and the one that is before us today is that the Chrysler and New York City relief bills were debated at length in committee, in private negotiations with the White House and industry executives, and on the floor of the House and the Senate. The legislative process worked deliberately and ultimately wisely. Chrysler and New York City repaid their federal loans and the federal government actually earned a profit in the process.

But this case is different. We are being asked to pass a $15 billion assistance package to rescue the industry. According to one source, the $5 billion in direct aid is more than four times the amount of the actual losses actually experienced by the airline industry. I am not here to argue about the size of the package, although it does lead one to ask if we are buying a pig in a poke. The problem is that it is a halfway measure. The bill provides no lifeline to the tens of thousands of workers who have just been laid off and to the low- and tipwage workers who were regulated out of their jobs for reasons of increased air security. I am prepared to rescue the airline and airport executives, stockholders and managers. But I am not prepared to forget those who lost their jobs under these extraordinary circumstances.

We all have a large stake in rebuilding and rescuing the air transport system. Mr. OBERSTAR has done a great job to move this bill forward, and I have enormous respect for his leadership and knowledge of and competency in the airline industry. However, I regret that I have to vote against this bill because it ignores the very people who make the system work.

Mr. MCGOVERN. Mr. Speaker, I rise in support of the Air Transportation Safety and System Stabilization Act. Although I am voting for this bill today, I do not think that this bill is the best possible bill or the only bill that we should enact to stabilize the airline industry and its supporting industries in response to the tragic September 11 attack on the United States. There are a number of issues that this bill does not address.

Most importantly, I do not think that the bill adequately provides for the tens of thousands of airline industry employees that are facing imminent layoffs. These are the men and women that were on the front lines of the September 11 attack, many of whom would bravely and willingly go right back up into our skies to literally keep this economy and this country moving.

Additionally, I think that we should use this as an opportunity to drastically improve airline and airport security. I would have liked to have seen a bill that provided additional funding for the possible federalization of passenger screening facilities in our airports and an increase in the number of armed Sky Marshals in on board planes. I hope that Congress will act on both these issues as quickly as possible.

But the bottom line is that in this time of need the federal government must take strong action to stabilize the airline industry and the economy and to insure the continuity of safe and efficient air travel. A strong airline industry is critical to our national economy.

The airline industry has suffered immense and unprecedented financial damage from the events of September 11 and their aftermath. Unless substantial financial assistance is made available immediately, a major portion of the industry will fail financially over the next year; we will come out of the recovery period with, at best, a non-competitive, weak industry of only a few carriers, and, at worst, no viable survivors, no low fare competitors and the possible prospect of re-regulation or a government takeover. In either case, we would be likely to get much higher fares and less service than we had before September 11.

Mr. Speaker, last Friday we brought a stabilization bill to the floor and failed to act on it. This week, the airlines announced thousands of layoffs. This Friday I will vote in support of this bill and will urge my colleagues to support this bill, because if we act today, I can only hope that we will be able to save some jobs next week.

Mr. COLLINS. Mr. Speaker, Congress is taking important steps today to provide real short-term relief for the industry. The Air Transportation System Stabilization Act (H.R. 2926) delivers on the commitment supported by Congress and stated firmly by President George Bush in his address to the nation last night—''We will come together to promote stability and keep our airlines flying with direct assistance during this emergency.''

For several days last week the U.S. government closed down the domestic aviation industry—a decision that was vital to the interest and safety of our country in a crisis situation. Now that the industry is back online, it is equally vital to our nation that we take steps to ensure that the public continues to have access to viable, competitive aviation transportation.

Today we are asking the taxpayers to provide a huge injection into the arm of the aviation industry. But the cash infusion, the tax deferral and the financial guarantees from Congress are only one part of the formula. We have also heard about a lot of talk tonight about providing additional legislation which provides a whole slew of health, unemployment benefits, in addition to those that already exist under current law.

But rather than double dip from the taxpayers, the aviation industry should use the initial taxpayer assistance provided through H.R. 2926, to keep their employees on board and utilize these professionally-trained men and women.

In order to survive, airlines must focus on reestablishing confidence among the American consumer. The only way you are going to get people back on planes, is to assure them that air travel is 110 percent safe.

Airlines should consolidate flights and dedicate non-flying personnel to increased security inspections. Rather than laying off employees during this travel slowdown, why not utilize their professional training by putting them throughout airports to increase passenger security checks and baggage inspection.

It's a fact that the elevated security status means that federal employees are already being pulled from non-aviation assignments throughout the government to meet the increased demand for security precautions in airports. At least on a temporary basis, airline employees should be utilized in the same capacity—to increase security of airports and provide the consumers with the confidence they need in order to return to the airways.

Mr. LEVIN. Mr. Speaker, disintegration of the airline network of America is simply not a viable alternative for our nation. Therefore, I will vote for this bill. Defeating it would be a worse alternative than passing it. But passing it must not obscure the serious shortcomings of this bill. It fails to address the serious holes in key parts of the safety net to help hold up those who suffer as a result of the tragedy of September 11. There are severe gaps in our unemployment compensation system and in our retraining structure that must be addressed or else many, if no most, of the dislocated will be out in the cold economically. Many of these same persons will be left without health coverage.

We have been assured by the Speaker in a colloquy with the minority leader that the appropriate committees will turn their attention promptly to important outstanding issues, which must include those mentioned earlier. As a member of the Ways and Means Committee and the Subcommittee which has jurisdiction over unemployment compensation and some retraining programs, I intend to join in active efforts consistent with the assurances in the colloquy.

This Congress must also take far more vigorous steps to dramatically strengthen airline security, and I mean dramatically. This bill does not begin to do so. If the public does not retain confidence that they can fly safely, most will not fly and when nothing in this bill will safeguard the financial integrity of the airline industry.

The vote tonight must lead to further steps, and soon.

Ms. MCCARTHY of Missouri. Mr. Speaker, I rise today to express my support for H.R. 2926, the Air Transportation System Stabilization Act. I also must express my concerns for

what is not contained in the legislation. While the assistance provided by this measure is absolutely essential to keep our airlines operating, the lack of provisions to address the needs of thousands of airline workers who were told by the government not to report to work and who will not be compensated for complying with that request is wrong. The bill lacks important provisions to increase security for pilots, crew and passenger that are needed to restore people's confidence in the industry that is so important to regaining the economic viability of the industry. At a time such as this, only the federal government can help restore that confidence, and I fear that this bill does not go far enough to accomplish this critical task.

These terrorist attacks were aimed at disrupting our economy and destroying our way of life. The destruction that followed has threatened not only the economic viability of the airline industry, but the livelihood of workers employed by air carriers, manufacturers, and the hospitality industry. Each day that flights are grounded resulted in a loss over $300 million a day for the industry. The airlines expect to lose $24 billion in the next year due to the aftermath of the attacks.

Without federal aid, many carriers may go bankrupt. I support the provisions in the bill that will help the industry remain economically viable, such as the $5 billion in direct aid and $10 billion in loan guarantees. However, none of this money goes towards helping the tens of thousands of hard working Americans who now have no assistance to help them while they search for new jobs or maintain their health insurance. We must address their concerns as well as the concerns of other industries tied in with the airline industry.

My home state of Missouri will be considerably affected if an economic recovery package is not enacted soon. Missouri is home to Vanguard Airlines, a regional, low-fare airline that serves the metropolitan Kansas City area by linking it with the 14 largest cities in the United States. The company employs nearly 1,000 residents in Missouri and Kansas and is an integral part of the state and regional transport economies. In addition, American Airlines has an enormous presence in the state. As part of its merger agreement with Trans World Airlines (TWA), American has incorporated TWA's hub in St. Louis and its overhaul base in Kansas City. American Airlines employs almost 13,000 people and makes up a significant portion of Missouri's workforce. A considerable curtailment of its operations or those of Vanguard Airlines would be devastating to the state's economy.

This measure is only a first step towards putting the airline industry back on solid financial ground. It is incomplete. We must continue to work to bolster the security of the airlines, returning air marshals to skies and implementing the latest technologies available to ensure the traveling public that hijackings will not occur again. We cannot ignore the needs of the thousands of workers who have lost their jobs. If we do not provide the support needed, the temporary nature of the layoffs and furloughs will be harder to overcome and lengthen the effect. I strongly urge my colleagues to revisit this issue immediately and continue to be vigilant in addressing the needs of the industry's employees and families, and do what is necessary to restore the confidence of the American people in this most vital of industries.

Ms. PRYCE of Ohio. Mr. Speaker, I rise in support of this bill and ask that this letter be included in the RECORD.

ASSOCIATION OF TRIAL LAWYERS OF AMERICA,
September 21, 2001.

Hon. DENNIS HASTERT, Speaker and Hon. RICHARD GEPHARDT, Democratic Leader,
U.S. House of Representatives, Washington, DC.

DEAR MR. SPEAKER AND MR. LEADER: The Association of Trial Lawyers of America (ATLA) commends the United States Congress and President Bush for their leadership and decision to put families victimized by our national tragedy first and to ease their pain by expediting appropriate relief to them through the ''September 11 Compensation Fund of 2001,'' created by H.R. 2926, the Air Transportation Safety and System Stabilization Act.

ATLA agrees with you that extraordinary situations demand extraordinary responses.

At least seven thousand families are hurting more than any of us can imagine. And, because the first priority of every American should be prompt and full justice for the thousands of families who know first-hand the unspeakable horror visited upon the world on September 11, 2001, members of ATLA will provide free legal services to any family wishing to pursue justice through the fund established by this unprecedented, humanitarian legislation.

ATLA believes that 100% of the compensation from the fund should go directly to these families.

The officers and Executive Committee of ATLA have volunteered to be the first attorneys to provide legal services free of charge under this program.

God Bless America.

Sincerely,

LEO V. BOYLE, *President.*
On behalf of the 60,000 men and women of ATLA.

Mr. LAFALCE. Mr. Speaker, I rise in opposition to this legislation. Let me first acknowledge that this bill is much better than the bill we were asked to consider under unanimous consent one week ago. The fiduciary provisions associated with the bill's $10 billion in loan guarantees are better in this bill, because they were non-existent in last Friday's version. Today's bill creates a loan guarantee board, which includes Treasury, the Fed, and GAO—all critical players in any loan guarantee package. There was no Board last week; the President had total discretion. It sets conditions for establishing the magnitude and source of financial losses prior to the extension of any guarantees, including the authority to conduct audits of corporate financial statements. And it provides a mechanism for the federal government, and ultimately the taxpayers, to be compensated for the risks assumed in the loan guarantees.

All of these provisions are sound. Unfortunately, they are part of an overall package that is seriously deficient.

First, the bill contains no provision for federalization of airline security. Yet, this is the critical element needed to restore confidence among Americans so that they will fly again. No amount of financial support from the federal government will return the airlines to sound footing if the American people remain reluctant to fly. And for confidence to be restored, the American people need to know that the federal government will assume the responsibility for airport and air security. We have no concrete assurance that actions to federalize airline security will be forthcoming any time soon, if at all.

Second, this bill is deficient in its provision for worker relief. In fact, it contains absolutely no worker relief. It is critical that we expand unemployment insurance coverage to the many workers who will be jobless as a result of the terrorist attack, yet currently are not covered by unemployment insurance. It is a also critical that we extend the term of unemployment insurance, so that jobless Americans can count on adequate financial support throughout the duration of unemployment. Further, we need to do more to provide health coverage for laid-off workers by expanding COBRA benefits, which are currently structured to effectively put health coverage out of reach for many of the unemployed. But again, none of these provisions are in the bill, and we have no assurances that they will be forthcoming any time soon, if at all.

Third, while providing no support for rank and file workers, even as tens of thousands of these workers are being laid-off, the bill provides a meaningless limit on CEO compensation, allowing them to continue to reap the massive compensation packages they received in the year 2000. Telling a corporate executive that if he received $15 million last year he can receive no more than $15 million this year is not my idea of ''shared sacrifice.''

It is little wonder that this bill does not have the support of labor unions. Any industry financial package must be based on the tenet of shared sacrifice, as we saw in the Chrysler support package—that package had the support of the labor unions. Clearly, the labor unions see little evidence of shared sacrifice in this legislation, and they oppose it strongly. The AFL–CIO states, ''members of Congress are poised to stiff airline industry workers in the bailout bill.''

Fourth, this bill distributes $5 billion in grants and $10 billion in loan guarantees according to the airlines' passenger capacity, not their passenger load, during the month of August. This provides windfalls to airlines who were in weak financial straits prior to last Tuesday's tragic events. This is a fiscally irresponsible measure. Financial support should be distributed based on measures that would better reflect the financial condition of the airlines prior to September 11th.

Fifth, the victim's compensation provisions in this bill create gross inequities by compensating for economic losses based solely on the deceased worker's earnings. As a result, the family of a worker who earned millions of dollars a year will receive many multiples of that amount in compensation, while a deceased minimum wage worker's family will receive much, much less.

Sixth, this bill does nothing to address the economic losses of the many businesses directly and indirectly associated with the airlines, especially the travel industry. Without any assurances that we can address those losses in other legislation, we must wonder about the level of support in this bill, $15 billion, for a single industry. These other businesses have a legitimate claim to federal support; yet, there is no assurance from the Administration or congressional leadership that further funding will be made readily available.

Seventh, I am concerned that limitations on the liability of the airline industry alone will

merely shift lawsuits and losses from the airlines to other entities, setting off a chain of unintended consequences throughout the economy. The U.S. Chamber of Commerce opposes these provisions, saying that the provisions will have ''dramatic and negative consequences on the entire business community.''

Eighth, the bill only allows for warrants and other means of compensating the taxpayers for this bailout as they pertain to the loan guarantees. There are no such mechanisms associated with the $5 billion cash infusion. Warrants should be extended as a condition of cash aid.

Ninth, the cash infusion is not accompanied by any language that would seek to reimburse the taxpayers for insurance payments received by the airlines under business interruption or physical disaster insurance policies. The airlines will receive payments from these policies, and they should return any cash assistance to the government that is offset by such payments.

Finally, I must ask, why are we rushing through a bill that includes all of these deficiencies tonight? Why can't we have a few more days, with more input from Members, to craft a package that makes sense in its entirety? Let me remind my colleagues that we will have no opportunity to improve this bill during a conference committee, because no conference will occur. I oppose this specific bill, but I remain eager to come back and craft a new and much better package.

Mr. REYES. Mr. Speaker, I rise today in strong support of H.R. 2629, the Air Transportation System Stabilization Act. As our nation begins the hearing process in the aftermath of last week's attacks, we must focus our efforts toward getting back to the important business of our nation. I appreciate the hard work of Chairman YOUNG, Ranking Member OBERSTAR and all of the Members on the Committee on Transportation and Infrastructure, for crafting this legislative relief package for the airline industry. We as a Congress and a nation need to continue to unite during this tragedy, set aside partisanship, and focus on issues that protect our way of life. We need to pass this important bill.

Addressing the immediate situation confronting the airline industry must be one of our top priorities. The airline industry provides an essential public service and is an integral component of the United States national transportation infrastructure. For example, during calendar year 2000, the 1.2 million U.S. airline employees served approximately 670 million passengers traveling over 700 billion miles and provided over 25 billion ton miles of freight delivery.

The terrorist attacks have had a grave and dramatic effect on the airline industry. As we as a nation comes to grips with the vulnerability of our transportation systems to terrorist attacks, more resources will need to be allocated to assure the safety and security of everyone who travels by air. This will cost a tremendous amount of money and should not be borne solely by the airline industry.

The effect is not only being felt with airlines, but also in travel agencies and other businesses associated with the travel industry. As a Congress, we need to do everything in our power to assist the many people across our country who have businesses that have been adversely effected due to the dramatically reduced demand for air service. Airlines are reducing flight schedules and are expected to announce the layoff of 100,000 employees in the near future. Federal assistance to the airlines is an important first step, however, assistance must also be provided to our businesses that are dependent on the airlines. There are many businesses in my district and districts across the country who are facing severe layoffs. Travel agencies, which are losing $26 million per day, restaurants, hotels, cruise lines and many, many others are experiencing great hardship. We need to make sure that we address their issues.

Without immediate and significant U.S. government financial support, many U.S. airlines will go bankrupt, severely threatening our way of life. It is estimated that the overall impact on the airline industry alone from the September 11th attack will be $24 billion based on anticipated revenue declines and cost increases. H.R. 2629 goes a long way toward stabilizing the airlines by providing $5 billion in direct grants and an additional $10 billion in loan guarantees.

Safe and efficient air travel must remain a national priority. A strong airline industry is vital to our economy and the security of our country. I pledge my support for this important piece of legislation and urge my colleagues to vote in favor of it.

Mr. UNDERWOOD. Mr. Speaker, I rise in strong support of this important and needed legislation to preserve the continued viability of our country's air transportation system. The financial condition of our nation's commercial airline industry in the aftermath of the catastrophic events that occurred on September 11 is of the utmost importance. Stability and service continuity within the industry is desperately needed as it affects not only the airline industry itself, but also our entire economy and marketplace, from manufacturing, to travel and tourism, to the transportation of goods and services, to mail delivery. These industries are on the verge of facing a crisis and they will not survive if we do not act now.

This relief package is particularly vital to Guam and the territories, whose geographical isolation and distance from the U.S. mainland makes air service costly and challenging to begin with and that much more vulnerable to cutbacks and downsizing in times of difficulty.

If this legislation is not passed soon and quickly, the isolated territories and jurisdictions like Guam and other U.S. Pacific Islands, will face enormous and disproportionate economic and social repercussions. These areas are significantly dependent upon the industry, much more so than other areas in our country where alternative modes of transportation are available.

Guam, which is seven hours flying time from Hawaii and nineteen flying hours from Washington, D.C., is the furthest U.S. jurisdiction from our nation's capital. For years, Continental Micronesia has provide Guam with excellent air and cargo service. Without their continued and unimpaired service, the people of Guam are essentially left with no viable and reliable air service to Hawaii and the U.S. mainland via U.S. routes. Air service, both passenger and cargo, is vital to our economic development and tourism industry.

The recent announcement by Continental Airlines of a system-wide reduction of flights by 20 percent and a lay off of 12,000 people or about 20% of its parent company work force underscores the necessity for this legislation. Continental Micronesia is the largest private employer on Guam and is the only commercial airline that flies between Guam and Hawaii. Hawaii is a required stop for travelers between Guam and the U.S. mainland, unless individuals travel to Guam via Asia on Northwest or international air carriers. Due to Guam's close proximity to Asia, Guam has been more impacted than most U.S. jurisdictions from the Asian financial crisis, particularly in Japan, for the last several years. With an unemployment rate of over 15% and the anticipated decrease in tourism, this legislation becomes more important. The economic impact that a single commercial airline's cutbacks may have on an isolated jurisdiction like Guam is potentially devastating. Continental Micronesia employs near 2000 workers. Apart from being the only commercial passenger carrier between Hawaii and Guam, Continental Micronesia provides a key role in the delivery of mail and cargo service, including medical specimens and commercial goods. Their ability to sustain these services is essential. They are in dire need of our support.

Air arrivals to Guam have dropped 40 percent since last week and everyday more and more airport, airline, and tourism employees have been furloughed or laid off. The Guam International Airport has done all it can to mitigate the financial burden on our airlines, including reducing passenger fees, but they cannot solve the recovery problem alone. I believe that consideration should be given to the impact on our nation's airports by providing assistance in the implementation of heightened security requirements. Requiring improved screening devices and other security functions will come at a significant cost. Successful implementation of and compliance with these new standards necessitates federal financial support.

I strongly support this commercial airline relief package and urge its expeditious consideration and passage. This legislation is good for our nation, good for our economy, and good for our future. We should take all the necessary steps to safeguard our airline industry from crippling in the midst of catastrophic circumstances. I thank the Transportation and Infrastructure Committee Chairman, Mr. YOUNG, and the Ranking Member, Mr. OBERSTAR, for their leadership and concern.

Mr. RAHALL. Mr. Speaker, I rise in support of this bill to stabilize the airline industry. Since the September 11 tragedy, the airlines have lost $5 billion. There is fear in the industry that we could lose a possible 100,000 jobs. This include pilots, flight attendants, mechanics, sky caps, and other airport-related jobs like firefighters and food service workers.

This bill will save these workers from layoffs. I share the concerns expressed by unions that the bill does not provide protections for dislocated workers, and extended health care coverage for airline workers.

Speaker HASTERT and Democratic Leader GEPHARDT have pledged that the House will bring up a bill to help the workers expeditiously. I will help to write this bill and will work to get it enacted into law as quickly as possible.

I have always supported the American worker, and the unions, and will continue to do my best to support legislation that will protect the quality of life for the American worker.

Today, we are in a unique situation. Never, in the history of this nation, have we experienced the horror of September 11. We must

pass legislation one step at a time. Today, we will pass legislation to stabilize the airline industry and to save jobs in the airline industry. Then we will pass legislation to help displaced workers and to overhaul airport security.

Today's bill give the airlines an infusion of cash. Before the tragedy of September 11, the airlines were already burdened with a heavy debt load. Business was down due to a soft economy.

The bill will provide $5 billion to the airlines and $10 billion in loan guarantees. This will prevent a negative ripple effect in the economy, and will save jobs.

If the airlines were to go under, we would see a negative effect on domestic and international commerce, in economic development, agriculture, travel and tourism, the hotel-motel industry, the entertainment industry, sports events, rail, water and highway transportation, including the trucking industry, and the list goes on.

My constituents in West Virginia were worried that air service to rural areas and small towns would be irreparably damaged if the airlines go under. Already, USAirways and other major airlines announced a cutback in flights.

I am pleased that this bill provided $120 million for essential air service to small communities for fiscal year 2002. This will ensure that small communities like Beckley, Bluefield and Lewisburg, West Virginia can continue to provide the most adequate air service to West Virginians.

In closing, we must remember that we are considering legislation under the most extraordinary circumstances. We must help the airline industry to stabilize, and then we will turn our immediate attention to the providing the most comprehensive protections, and extension of health care coverage, to the American workers who were displaced by this heinous crime.

Mrs. MCCARTHY of New York. Mr. Speaker, the tragic events of last week have left the airline industry in complete disarray. The significant reductions in service, caused by poor consumer confidence, has led to significant job loss within the airline industry. The ripple effect is already seen throughout our economy with substantial declines in the stock market, significant reductions in restaurant patronage, and an overall decline in consumer spending. Because of these factors, this stabilization package is needed to prevent further job loss, not only within the airline community, but also businesses dependent upon the prosperity of this industry.

Although I believe this bailout package is needed, the bill is not without its shortcomings. The absence of a provision to protect workers is extremely troublesome. Thousands of displaced workers are forced to rely upon substantially reduced unemployment benefits without health benefits. This is not the way a dedicated and reliable workforce should be treated. I understand the fact that labor is the airline industry's largest expense, and is contingent upon the number of airplanes and customers in the air. However, I believe the federal government should have adequately addressed the numerous layoffs within this legislation.

My disappointment over the lack of worker protections is countered by a need to preserve the jobs we still have within the airline industry. Allowing the complete decimation of this industry benefits no one. It is my hope this bailout package assists the airline industry in a manner that allows it to, someday, rehire the workers it was forced to lay off. Nonetheless, my support for this legislation has not deterred my desire to assist workers that are displaced because of this terrible tragedy. The need to preserve the airline industry should not drown out the need to preserve its workforce. I urge leadership in both parties to address their needs in the same expedient fashion.

Mr. BENTSEN. Mr. Speaker, I rise today in strong support of the Air Transportation System Stabilization Act, legislation that would provide immediate financial assistance to our nation's airlines. As the representative for William P. Hobby Airport, in Houston, Texas, and many Continental Airline employees who have been adversely impacted by last week's events, I strongly believe that we must assist our airlines. Last week, the federal government in response to the terrorist attacks, required that all airplanes be grounded for an extended period. This unprecedented event has caused financial harm to our airlines and we need to support them to ensure that they may continue to operate. It is estimated that for every directly employed airline employee, there are six ancillary jobs which are connected to these jobs. Our economy and our transportation infrastructure depend upon the airline industry to be operating at its full capacity.

This legislation would provide two forms of financial assistance, including $5 billion in direct compensation to reimburse airlines for the cost of grounding their planes last week this direct payment would also help airlines to cover the cost of reduced trips and ridership during the month of September. In order to protect taxpayer funds. This direct compensation program requires that the Comptroller General of the General Accounting Office (GAO) as well as the Secretary of Transportation to audit financial statements to justify the loss compensation payments.

Second, this bill would provide $10 billion in loan guarantees so the airlines can have access to our capital markets. Earlier this week, we learned that the capital markets have evaluated the risks and have decided to decline to offer credit and capital to our airlines. This is due in part to the recent terrorist attacks. By providing federal government loan guarantees, we will help the airline industry to get the liquidity it needs to rebuild ridership Our nation's transportation is the envy of the world. However, with the intentional grounding of planes, we have caused serious financial hardship for these companies. I am pleased that the final package includes critically important changes which will strengthen this loan guarantee program. First, this legislation now requires that any loans or guarantees will be determined and overseen by a board which would be made up of the Chairman of the Federal Reserve, the Secretary of the Treasury and the Secretary of Transportation as well as the Comptroller General. I believe it is our fiduciary duty to ensure that these loans will be made in a reasonable, fair manner and will not jeopardize taxpayer funds. This Board will determine the terms and conditions under which airlines can apply for these loans. In addition, borrowers from these loans will be required to provide collateral where feasible in order to ensure that there will be an incentive for airlines to repay the federal government and taxpayers.

This comprehensive package also includes provisions to help the airline industry with the immediate problem of cost-prohibitive liability insurance. Since the terrorists attacks, many insurance companies have either dramatically revised premiums or refused to renew such necessary insurance. Without such insurance, the capital markets have indicated that they will not provide liquidity to airlines, which is a capital-intensive industry. This liability section would require the federal government to cover the cost of liability insurance for 180 days after these attacks if carriers cannot obtain it. This section does not preclude any claims which individuals may wish to bring against the airline industry.

Another important provision in this legislation would require the President to spend $3 billion on airline safety and security in order to restore public confidence in the airline industry. This $3 billion would come from the $40 billion that Congress has already provided to the President in order to recover from this devastating attack. This bill could have been more specific on security measures and we should press hard that the Transportation Department provide new rules very soon.

This bill would also establish a voluntary Victims Compensation fund so that victims of terrorist-related attacks of September 11 could seek compensation. This Fund would be administered by a Special Master appointed by the Attorney General. Air carrier liability is capped at the carriers' insurance company limit. Any additional liability would be assumed by the federal government. The federal government will provide compensation above this carrier liability. If victims elect to use this compensation program, they would be required to provide that they were damaged by these attacks. For victims who seek compensation through lawsuits, they would also be required to prove that the airlines were negligent and had caused them damage. However, I believe it is important that families ultimately still have the right to seek higher compensation through a legal case.

I agree with my colleagues that this bill is deficient in providing necessary assistance to those airline employees who have been or will be laid off as a result of the attack on America on September 11, 2001. Such provisions addressing unemployment compensation, job retraining and extended COBRA health benefits could have very easily been added to this bill and I regret that they were not. We have received a commitment from the leadership that a bill addressing these concerns will be brought up next week and it should.

I strongly believe that now is the time to provide confidence in our airport system. I urge my colleagues to support this legislation.

Mr. DELAHUNT. Mr. Speaker, I share the serious misgivings which others have expressed about this legislation. But I intend to support it—for two reasons. First, because I believe it is needed to preserve the viability of an entire industry—an industry which is at risk of collapse if we do not act now.

And second, because it will provide swift compensation to the victims and their families. They deserve everything we can do for them. The bill will give these families a way to obtain compensation without the expense, uncertainty, and pain of protracted litigation.

My chief concern is that the bill fails to provide any relief for the tens of thousands of airline workers who have been displaced as a result of the events of September 11. These workers are the heart and soul of the industry. It cannot function without them.

Were the need for this legislation any less acute, this issue alone would have caused me to oppose the measure until it could be addressed. But under the circumstances, I feel it would be even more unjust to hold these victims hostage. Again.

We have been assured that this matter will be taken up separately. If that promise is not kept we will bring shame on the House.

Finally, I want to express my appreciation to some people who get precious little praise in this institution. I ask permission to insert in the RECORD a letter to the Speaker from Mr. Leo Boyle, President of the Association of Trial Lawyers of America, pledging that members of his organization will provide free legal services to any family wishing to participate in the compensation fund. This means that claimants will be able to keep 100 percent of the proceeds.

This is just another example of the selflessness with which people from every walk of life have come together in our common cause.

ASSOCIATION OF TRIAL LAWYERS OF AMERICA,

September 21, 2001.

Hon. Dennis Hastert, Speaker
and Hon. Richard Gephardt, Democratic Leader
U.S. House of Representatives
Washington, DC.

DEAR MR. SPEAKER AND MR. LEADER: The Association of Trial Lawyers of America (ATLA) commends the United States Congress and President Bush for their leadership and decision to put families victimized by our national tragedy first and to ease their pain by expediting appropriate relief to them through the ''September 11th Compensation Act of 2001.''

ATLA agrees with you that extraordinary situations demand extraordinary responses.

At least seven thousand families are hurting more than any of us can imagine. And, because the first priority of every American should be prompt and full justice for the thousands of families who know first-hand the unspeakable horror visited upon the world on September 11, 2001, members of ATLA will provide free legal services to any family wishing to pursue justice through the fund established by this unprecedented, humanitarian legislation.

ATLA believes that 100 percent of the compensation from the fund should go directly to these families.

The officers and Executive Committee of ATLA have volunteered to be the first attorneys to provide legal services free of charge under this program.

God Bless America.

Sincerely,

LEO V. BOYLE, President
On behalf of the 60,000 men and women of ATLA

Mr. CONYERS. Mr. Speaker, I have a number of procedural and substantive concerns regarding the legislation before us.

In short, there has been almost no semblance of fair or deliberate procedure on the legislation. We had no committee markup. We had no committee hearings on the bill. The bill itself was drafted in the dead of night, and has not been available to most members until a few hours before the vote. This is not the way we should legislate on a minor piece of legislation, let alone a major bill that impacts our entire airline industry.

If this issue is so important, why are we voting so late this Friday evening, without time to review or consider these serious measures? Why not take the time to read this legislation carefully? In our desperation to help our fellow citizens, I fear we are pushing to judgment without recognizing the complexity or importance of these issues.

In terms of substance, I also have grave concerns about the dollar amount we are giving to airline carriers, $15 billion—$5 billion in direct aid and $10 billion in loan guarantees. First, we have no idea how the Members reached this dollar amount.

Second, we all know that the industry has and will face massive layoffs. More than 100,000 will be laid off in the industry, and Northwest announced 10,000 today. Yet the bill does not guarantee that a single employee will be rehired or will not be laid off.

Third, the bill does nothing to rehire the workers from the ancillary impacted industries—the airport workers, the hotel workers and the like. And what about the skycaps who work at substandard wages? The new security requirements mean they are totally out of the jobs. What does this bill do for them? Nothing.

I support the airline industry—but its needs must be balanced against all of our other priorities. Certainly, the air carriers need assistance but do they need it at the cost of medicare and social security? As much as we think this legislation is needed, we must balance it will all of our priorities, and not sacrifice all of our priorities for the sake of one.

Finally, I would like to speak to the liability provisions of the bill. As Ranking Member of the Judiciary Committee, I was intimately involved in the crafting of Title IV, and I am happy to report that I can support this aspect of the legislation.

The key provision creates a victim compensation plan, which provides individuals, present during the September 11, 2001 terrorist-related aircraft crashes at the World Trade Center, the Pentagon, or site of the aircraft crash in Shanksville, Pennsylvania, or the passengers and crews of aircrafts involved in terrorist-related aircraft crashes, with due compensation. The legislation would provide compensation to any individual who was physically injured or killed as a result of the terrorist-related aircraft crashes of September 11, 2001. Specifically, the legislation authorizes a Special Master, appointed by the Attorney General, to review claims, within 120 days, submitted by claimants.

These claims would include notice of the death of the deceased or the harms suffered by the claimant, where the claim is filed on the behalf of a decedent, information of the claimants possible economic and noneconomic loss, and information regarding collateral sources of compensation the claimant has received or could receive. The submission of this claim would allow the claimants and relatives of the deceased to be compensated. By submitting a claim, the claimant waives the right to file or be a party to a civil action for damages as a result of the events on September 11, 2001. If an individual is a party to or has filed a civil action, that action must be withdrawn 90 days after the regulations regarding this Title are promulgated. 90 days after the date of enactment, the Attorney General, in consultation with the Special Master, will promulgate regulations to carry out this compensation plan.

The Special Master may not include amounts for punitive damages in any compensation packages. In addition, the Special Master will not consider negligence or any other theory of liability. Only one claim may be filed and no claim may be filed two years after the date of enactment. Twenty days after the Special Master makes a determination of the amount of compensation due, the payment is authorized.

Finally, Section 409(b) of the legislation creates a Federal cause of action for damages arising out of the hijacking and subsequent crashes of September 11, 2001. Thus, individuals who elect not to be part of the victim compensation plan under this legislation have recourse of this Federal cause of action to claim damages. Of course, the availability of this new Federal action. This in no way supersedes recourse to the victim compensation fund, if the claimant so elects.

To help in the effort of aiding victims in receiving compensation, the Association of Trial Lawyers of America, has volunteered to provide legal services of its members, free of charge, under this program. I am attaching a copy of the letter to my statement. I commend the association for their extraordinary response to this extraordinary situation.

Mr. KIND. Mr. Speaker, I rise in support of this legislation.

In this time of crisis, it is essential that our nation maintain a strong economy for the upcoming challenges we will inevitably face. Having a viable, healthy airline industry is an essential component of a strong American economy.

There are, however, certain flaws in this bill. For instance, there is no language providing for the many thousands of airlines employees and their families that have been laid off. In addition, the provisions allowing for CEO compensation are questionable. How these currently unemployed workers receive nothing in this bill while CEO's are specifically allowed continued compensation based on the previous year is unacceptable. That is not my idea of shared sacrifice to get us through this difficult period. I look forward to debating legislation that provides relief to the airline workers in the upcoming weeks ahead.

Further, there are no specific provisions addressing air transportation safety concerns, that would bolster passenger confidence, and revitalize the industry.

My support for this bill is based on my understanding that an agreement between Minority Leader GEPHARDT and Speaker HASTERT has been made, ensuring Congress will address these important issues in the near future. These issues must be addressed and based on the Speaker's word, will be addressed.

Therefore, for the purposes of bipartisan unity, and based on the promise of future action on issues that will help those most hurt by this tragedy, I will support the legislation for the benefit of our Nation.

Mr. PORTMAN. Mr. Speaker, I rise in strong support for this legislation to preserve the viability of our nation's airlines needed as a direct result of the September 11, 2001 terrorist attacks on the United States.

The U.S. commercial airline transportation system is vital to our economy and our national security. The industry is an essential component of tourism, business transportation, and freight and mail delivery that contributes either directly or indirectly to more than 1 percent of the U.S. Gross Domestic Product. Furthermore, the primary aircraft and engine manufacturers for U.S. air carriers are also major

U.S. defense contractors. Many of these suppliers would probably become insolvent if the airline industry goes bankrupt.

Delta Airlines operates its second largest hub in the Greater Cincinnati area and Continental Airlines has a hub in Cleveland, so the people of Ohio have a major stake in seeing that these airlines continue to survive. Loss of these hubs would be financially devastating to the state of Ohio and our entire region.

Without the assistance provided in this legislation, many airlines are in danger of bankruptcy in the very near future. Nobody wins in this situation. Not the airlines, not their employees, and certainly not the American public. I urge passage of this important legislation. Thank you.

Mr. STARK. Mr. Speaker, I had hoped that the bipartisan, level-headed leadership that charted our legislative agenda last week would continue to prevail this week. The commercial airline industry is asking American taxpayers for a $20 billion bailout. I don't want to see the airline industry dissolve, and I don't want to see thousands of hard-working Americans lose their jobs. But the bill before us today provides a bailout for corporations and their highly compensated executive officers that would have faced insolvency despite the current crisis. Furthermore, the bill does very little for the thousands of employees who are about to lose their jobs over this crisis. It is unconscionable to provide a bailout for the airline industry without simultaneously addressing the more pressing needs of U.S. airline workers.

The package does not include health insurance benefits or job retraining assistance for workers who have been laid off as a result of the loss. With this bill, Congress writes a fat check to the airline industry without any protections for airline workers. I am particularly concerned that we have done nothing to ensure that these workers' and their families' health needs will be met during this difficult time. On top of losing their jobs, their income and their livelihood, these hard working Americans are in danger of losing their health benefits and joining the already-massive ranks of the uninsured.

Fifteen years ago we passed a bill that enabled displaced workers to retain their health insurance for a limited time while they look for other work. But there's a catch—employers may charge employees the full premium, plus an additional 2 percent. Laid-off airline workers thus face a Hobson's choice between making ends meet and protecting their families against the risks of high healthcare bills. This legislation does nothing to save them from having to make that awful choice. At a minimum, we should ensure that part of this generous gift to the industry go toward guaranteeing these workers and their families continued health insurance coverage. I wish that my colleagues would develop the kind of compassion for working people that they have for corporations.

The Joint Economic Committee reports that the airline industry has lost $1 billion since this national crisis began. Yet, Congress plans to give the industry $5 billion to cover the incremental losses. This is an extra $4 billion in taxpayer funds that don't need to be repaid and that don't cover losses from last Tuesday's catastrophe. We must also hold airlines accountable for any mismanagement they engaged in prior to these attacks. The bill before us does not ensure U.S. taxpayers that this is the case. Instead, it allows the General Accounting Office to look at the funding allocation after Congress has already given them $20 billion. It will take a subsequent act of Congress to recover any overpayments to the airline industry. We must act responsibly now. We must hold the airlines accountable for their own shortcomings. More importantly, however, we must address the needs of airline employees first. These employees provide the foundation of the airline industry and must be taken into consideration before any CEO walks away with more than his fair share.

Vote no on the Air Transportation System Stabilization Act.

Mrs. CHRISTENSEN. Mr. Speaker, I rise in support of the Air Transportation System Stabilization Act. While it doesn't include everything I would have liked to have included in the bill, I nonetheless support its passage because I strongly agree that without immediate government financial support, many U.S. airlines will go bankrupt as a result of the September 11th attack.

As someone who represents a district, which is singularly dependent upon tourism to fuel our local economy, the lack of airline service has been devastating to us. As of September 18, 2001, after four days of virtually no check-ins and a severe drop in hotel room occupancy because of last week's terrorist attacks, layoffs and dramatic cutbacks have already hit hotels in the Virgin Islands.

I believe Mr. Speaker that if we assist the airlines and keep the planes flying much of our economy will recover. We cannot afford to do otherwise or we will all suffer even more.

As a member of the steering committee of the Travel and Tourism Caucus, I am particularly aware of the importance of the airline industry to tourism and to our overall economy. Like it or not, air transportation is the engine that drives our nation's economy and it is especially important if our nation is to return to work and to normalcy. The staggering losses on Wall Street we saw this week illustrates the need for us to act and to act now.

We must also help those workers that will be and have been displaced because of last week's attack. In the coming days, this body must pass legislation to provide additional unemployment compensation to laid-off workers and to extend their health insurance coverage. The leadership in both the House and the Senate has pledged to address this issue very soon and I intend to do all I can to hold them to their word.

If we are to get the public flying again, however, we must address the security at our airports.

I call upon the President to call out the National Guard and the Reserve to have them man security at our airports until such time that we can enact legislation to create a federal airport security force to, as much as is possible, guarantee the safety of the flying public.

Is this a perfect bill? No it is not. Should we be assisting laid-off workers and other segments of our economy such as the hotel industry? Yes we most certainly should. But it is necessary that we act on this bill now, if we are to prevent a critical component of our economy from going out of business. Without the airlines flying there will be no guest to fill the hotels on St. Thomas and St. Croix nor cruise ship passengers to buy the gifts and products in our shops. Lets pass this bill and then also pass legislation to take care of our workers and provide for the safety of all passengers.

Mr. YOUNG of Alaska. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. THORNBERRY). All time for debate has expired.

Pursuant to House Resolution 244, the bill is considered read for amendment, and the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

MOTION TO RECOMMIT OFFERED BY MR. DEFAZIO

Mr. DEFAZIO. Mr. Speaker, I offer a motion to recommit.

The SPEAKER pro tempore. Is the gentleman opposed to the bill?

Mr. DEFAZIO. I am in its present form, Mr. Speaker.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mr. DEFAZIO moves to recommit the bill H.R. 2926 to the Committee on Transportation and Infrastructure with instructions to report the same back to the House forthwith with the following amendments:

Redesignate sections 106 and 107 of the bill as sections 107 and 108, respectively.

After section 106 of the bill, insert the following new section:

SEC. 107. REQUIREMENT TO COVER CERTAIN EMPLOYEE HEALTH INSURANCE COSTS.

(a) IN GENERAL.—The President may only provide financial assistance under this title to an air carrier after the air carrier enters into a legally binding agreement with the President that the air carrier agrees to pay, from any financial assistance received under this title, 100 percent of the costs attributable to providing health insurance coverage for each eligible employee of the air carrier during the 18-month period beginning upon the separation of such employee referred to in subsection (b).

(b) ELIGIBLE EMPLOYEE.—For purposes of this section, the term ''eligible employee'' means, with respect to an air carrier, an employee of the carrier who, during the 2-year period beginning September 11, 2001, and ending September 11, 2003, becomes involuntarily separated (except for cause) from employment with such air carrier.

At the end of the bill, add the following new title:

TITLE VII—SCREENING OF PASSENGERS AND PROPERTY

SEC. 501. SCREENING OF AIR PASSENGERS AND PROPERTY BY FAA.

Section 44901 of title 49, United States Code, is amended—

(1) in the second sentence of subsection (a) by striking ''The'' and inserting ''Subject to subsection (d), the''; and

(2) by adding at the end the following:

''(d) SCREENING TO BE CONDUCTED BY FAA EMPLOYEES.—As soon as practicable after the date of enactment of this subsection, the screening of passengers and property under subsection (a) shall be carried out by employees of the Federal Aviation Administration. The Administrator may prioritize the undertaking of screening responsibilities under this section with respect to an airport based on the Administrator's assessment of the security threat to the airport.''.

Mr. YOUNG of Alaska (during the reading). Mr. Speaker, I ask unanimous

consent that the motion to recommit be considered as read and printed in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

Mr. DOGGETT. Mr. Speaker, I object.

The SPEAKER pro tempore. Objection is heard. The Clerk will continue to read.

The Clerk concluded the reading of the motion to recommit.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes in support of his motion to recommit.

Mr. DEFAZIO. Mr. Speaker, I yield myself 1 minute and 15 seconds.

This does two simple things. I know we are going to hear, ''The Senate didn't include this. We can't do it.''

We can do it. We are the United States House of Representatives. We are the House of the people. We can add these simple provisions, these necessary provisions to this bill and the Senate, when they come back to town on Monday, can add them and we still beat the deadline the airlines have said they have of Wednesday.

It does two things: One, it says any airline that takes billions, or hundreds of millions, of dollars under this bill will have to carry the health insurance of employees they lay off for 18 months. I do not think that is too much to ask. That is the first provision.

The second provision says, and the airline CEOs who seem to be getting a lot here tonight agree with this, they said in committee they think screening should be federalized immediately; they just do not want to pay for it. I remove the provision that paid for it, so we would just in this bill federalize the screening, as the airline CEOs, the security experts, the FAA, all the experts say we need to do to get control. Knives were taken through by a BATF agent in Miami this week, this week, were smuggled through. The screening is still not working. We need Federal control.

Mr. Speaker, I yield 45 seconds to the gentleman from California (Mr. GEORGE MILLER).

Mr. GEORGE MILLER of California. I thank the gentleman for yielding time.

Mr. Speaker, this motion to recommit does two things: It deals with the health security of those workers who have been laid off, who are traumatized by the collateral damage through the horror we have witnessed. Secondly, it deals with what the American public wants us to deal. They are not flying those planes to Las Vegas, Florida, Minneapolis or anyplace else because they do not believe they are safe. They want this system federalized. They have had enough of the people sleeping at the security machines. They have had enough of people sneaking by them. They have had enough of the Federal agents going by the system all of the time. They want it federalized, they want law enforcement officials there, and we ought to direct the FAA tonight to do it. Then we will start to see people get back on the airplanes.

We can talk about it. We can have commissions. We can have studies. This Congress ought to direct the FAA to do this, to federalize this air safety system in this country. Then people will fly again.

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentleman from Washington (Mr. INSLEE).

Mr. INSLEE. Mr. Speaker, I have tremendous respect for Speaker HASTERT whom I believe has done a great job showing a unified stand to the world in the last week. But I represent 20 to 30,000 Boeing employees. The one thing I can tell them is you just cannot ask them to eat good intentions. We cannot be sure that we are going to get anything out of this House except this vote tonight.

To my friends on this side of the aisle, let me suggest to you this to think about when you vote for this motion. Sure, we may see some package that addresses workers' rights. But I have not heard anything from my friends across the aisle that say it is not going to be attached to some poison pill. We need to show respect for the people who need help tonight. Support this motion.

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentleman from Texas (Mr. DOGGETT).

Mr. DOGGETT. Let us face it, folks, this bill without the motion to recommit leaves the whole question of security for the traveling public in a holding pattern. It is time to get it out of the holding pattern and bring it down to Earth. Because when you ask the American people tonight what their concerns are, it is, is it safe? Is it secure? Will somebody else be sneaking by the minimum wage employees that are out at the airport something that is unsafe?

This is the first measure considered on this floor that does something to address that concern. It will not hold this bill up a bit. Let us approve it and answer the basic concern of the American people. Flying is safe, it can be safe, if we are assured we have the security there and it is not somebody who is concerned with our most basic security who could not get a job somewhere else.

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentlewoman from Ohio (Mrs. JONES).

Mrs. JONES of Ohio. Mr. Speaker, I thank the gentleman for yielding time. In fact, we are talking about security for the people who ride on the planes and security as well for the workers who have been working for the airline industry for the past years. It is not much to ask to provide them some health care for 18 months. We have given the industry dollars, or we are giving the industry dollars to continue. It is not a lot to ask for security for the fliers and riders on the airplanes who are entrusting their lives and their families to the airline industry.

I ask my colleagues to vote with us on this motion to recommit. I ask them to vote for health care insurance for the workers. Vote for security for the fliers. Put it in the hands of the FAA.

□ 2230

Mr. DEFAZIO. Mr. Speaker, I yield 45 seconds to the gentleman from Washington (Mr. MCDERMOTT).

Mr. MCDERMOTT. Mr. Speaker, Las Vegas is offering flights for $1 to come to Las Vegas, and nobody is taking them. Now, even the gamblers know that the planes are not safe; and we ought to do something, as we are doing with this motion to recommit. But, more important than that, imagine what you would be like if you had a $15,000 or a $20,000 or $30,000 job and you suddenly lost your health insurance, and you had a kid who had some problems, or you had cancer, or you had a husband or wife who had some problems, and you had no way in your unemployment insurance to pay for your COBRA.

When I left the State Department to run for Congress, I had to pick up my own under COBRA. Suddenly you have health insurance benefits and they cost $750 a month. You cannot do that on unemployment.

Vote for the resolution.

The SPEAKER pro tempore (Mr. THORNBERRY). The time of the gentleman from Oregon (Mr. DEFAZIO) has expired.

Does the gentleman from Alaska (Mr. YOUNG) rise in opposition to the motion to recommit?

Mr. YOUNG of Alaska. Absolutely, Mr. Speaker.

The SPEAKER pro tempore. The gentleman from Alaska is recognized for 5 minutes.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 15 seconds to the gentleman from Pennsylvania (Mr. WELDON).

Mr. WELDON of Pennsylvania. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, we have just witnessed a very difficult, trying time in Washington. I know we cannot speak to the gallery, but tonight I hope our colleagues will join with me in recognizing one of our Urban Search and Rescue Teams from New Mexico, who are here observing our proceedings, for the great job they did at the Pentagon this past week.

Mr. YOUNG of Alaska. Mr. Speaker, I yield 3 minutes to my good friend, the gentleman from California (Mr. HUNTER), the chairman of the Committee on Ways and Means.

Mr. THOMAS. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, first of all, this motion to recommit does have consequences. The unanimous consent under which the Senate took up the bill said that they would vote on the House bill if the

House bill was identical to the Senate bill. The Senate has finished its deliberations under the assumption that the House bill will be identical to the Senate bill. This motion to recommit will negate the unanimous consent agreement.

I find it ironic that less than 24 hours after the President of the United States came here in a joint session and said this was a battle of freedom versus fear, that what I just heard from a number of Members on the other side in arguing for this measure was fear.

I also find it ironic that a number of Members are upset that we are prolonging this debate because they want to catch planes to go home, and they are catching those planes because they believe they are safe, and they are going to fly, and they are going to fly back here for the next session, just as other people should. If, in fact, the attempt to pass this motion to recommit is based upon fear, they are wrong; and this motion should be defeated.

Secondly, the gentleman from Washington has made an urgent appeal that there are a number of people who are being laid off from Boeing and they should be taken care of in terms of their health care. This motion to recommit does not apply to a single Boeing employee. It refers very narrowly to any airline that takes a loan.

I have to tell the gentleman from Washington and the gentleman from Oregon that we are working today to make sure that not just the airline employees who have suffered and are being laid off, but every American who is laid off, should have the ability to get assistance on their health insurance needs if they are laid off.

The way you do that is to go back to the bipartisan legislation that we passed in 1996 called HIPA, which provided a window of opportunity for employees who are laid off to attach themselves to their former employer's insurance. It is true that under current law they have to pay the full cost of that, and what we are going to do is mitigate that cost, not just for the airline employees, not just reaching out beyond this narrow motion to recommit, but to the gentleman from Washington's Boeing employees, but, beyond that, anyone else in the secondary industry or other aspects that get laid off. That is the least we should do. It is not in this bill, but we are going to do it.

Just let me say, Mr. Speaker, that this bill is not perfect. There are a number of flaws in it, and we are going to have to deal with amendments as they come down the pike. But putting this motion to recommit in this bill makes it a fatal flaw; one, in terms of the Senate's unanimous consent agreement, but, secondly, why in the world are airline employees who are out of a job of any higher value than any other American who loses their job because of the consequences that we face?

Let us deal with this on a broad-based basis, and not on this motion to recommit.

Mr. YOUNG of Alaska. Mr. Speaker, I yield the balance of my time to the gentleman from Florida (Mr. MICA), the chairman of the Subcommittee on Aviation.

The SPEAKER pro tempore. The gentleman from Florida is recognized for 2 minutes.

Mr. MICA. Mr. Speaker, tonight we have to deal with facts. The provision in this bill of screening of passengers and properties is a smoke screen. This does not address the problem. Turning this responsibility over to somewhere between 18,000 and 27,000 new Federal aviation employees is not the answer, I can assure you.

What happened on September 11, we had turned over the responsibility to the Federal Aviation Administration. They did not have in place a rule or regulation or directive that stopped box-cutting knives or small knives to be on board airplanes.

Do not make a scapegoat out of the screeners. The screening process has been in limbo since we passed, in 1996, legislation directing FAA who they want to turn this over to, to get a rule out. It has taken 6 years, and today we still do not have a rule out for the certification of screeners; and that is who they want to turn this responsibility over to.

The airlines, yes, they want to give up this responsibility, but they testified yesterday that they would continue to pay for that. They do not want the responsibility; but, yes, they will pay for it. So that is a bogus argument.

We are working on legislation. We are trying to craft legislation that will make the right decision, not knee-jerk decision, spending billions, like they did after the TWA 800 crash when they spent billions. And we heard testimony of equipment ordered by the Congress that is sitting in warehouses not doing the job. Do not make the same mistake. Defeat the motion to recommit.

The SPEAKER pro tempore. All time for debate on the motion to recommit has expired.

Without objection, the previous question is ordered on the motion to recommit.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to recommit.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

Mr. DEFAZIO. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of final passage of the bill.

The vote was taken by electronic device, and there were—yeas 174, nays 239, not voting 17, as follows:

[Roll No. 347]

YEAS—174

Abercrombie	Allen	Baca
Ackerman	Andrews	Baird
Baldacci	Hinchey	Napolitano
Baldwin	Hinojosa	Neal
Barcia	Hoeffel	Obey
Barrett	Holt	Olver
Becerra	Honda	Ortiz
Bishop	Hooley	Owens
Blagojevich	Hoyer	Pallone
Blumenauer	Inslee	Pascrell
Bonior	Israel	Pastor
Borski	Jackson (IL)	Payne
Boucher	Jackson-Lee (TX)	Pelosi
Boyd	Jefferson	Peterson (MN)
Brady (PA)	Jones (OH)	Pomeroy
Brown (FL)	Kaptur	Price (NC)
Brown (OH)	Kennedy (RI)	Rahall
Capps	Kildee	Rangel
Capuano	Kilpatrick	Reyes
Cardin	Kind (WI)	Rivers
Clay	Kleczka	Rodriguez
Clayton	Kucinich	Roemer
Clement	LaFalce	Rothman
Clyburn	Lampson	Roybal-Allard
Condit	Langevin	Rush
Costello	Lantos	Sanchez
Coyne	Larsen (WA)	Sanders
Crowley	Larson (CT)	Sandlin
Cummings	Lee	Sawyer
Davis (CA)	Levin	Schakowsky
Davis (FL)	Lewis (GA)	Scott
Davis (IL)	Lipinski	Serrano
DeFazio	Lofgren	Sherman
DeGette	Lowey	Slaughter
Delahunt	Luther	Smith (WA)
DeLauro	Maloney (CT)	Snyder
Dicks	Maloney (NY)	Solis
Doggett	Markey	Spratt
Dooley	Mascara	Stark
Doyle	Matsui	Strickland
Edwards	McCarthy (MO)	Stupak
Engel	McCarthy (NY)	Thompson (CA)
Eshoo	McCollum	Thompson (MS)
Etheridge	McDermott	Thurman
Evans	McGovern	Tierney
Farr	McIntyre	Udall (CO)
Fattah	McKinney	Udall (NM)
Filner	McNulty	Velazquez
Ford	Meehan	Visclosky
Frank	Meeks (NY)	Waters
Gephardt	Menendez	Watson (CA)
Gonzalez	Millender-McDonald	Watt (NC)
Gordon	Miller, George	Waxman
Green (TX)	Mink	Weiner
Gutierrez	Mollohan	Wexler
Hall (OH)	Moran (VA)	Woolsey
Harman	Nadler	Wu
Hastings (FL)		Wynn
Hilliard		

NAYS—239

Aderholt	Cooksey	Graves
Akin	Cramer	Green (WI)
Armey	Crane	Greenwood
Bachus	Crenshaw	Grucci
Baker	Cubin	Gutknecht
Ballenger	Culberson	Hall (TX)
Barr	Cunningham	Hansen
Bartlett	Davis, Jo Ann	Hart
Barton	Davis, Tom	Hastings (WA)
Bass	Deal	Hayes
Bentsen	DeLay	Hayworth
Berkley	DeMint	Herger
Berry	Diaz-Balart	Hill
Biggert	Doolittle	Hilleary
Bilirakis	Dreier	Hoekstra
Blunt	Duncan	Horn
Boehlert	Dunn	Hostettler
Boehner	Ehlers	Houghton
Bonilla	Ehrlich	Hulshof
Bono	Emerson	Hunter
Boswell	English	Hyde
Brady (TX)	Everett	Isakson
Brown (SC)	Ferguson	Istook
Bryant	Flake	Jenkins
Burr	Fletcher	John
Burton	Foley	Johnson (CT)
Buyer	Forbes	Johnson (IL)
Callahan	Frelinghuysen	Johnson, E. B.
Calvert	Frost	Johnson, Sam
Camp	Gallegly	Jones (NC)
Cannon	Ganske	Kanjorski
Cantor	Gekas	Keller
Capito	Gibbons	Kelly
Carson (OK)	Gilchrest	Kennedy (MN)
Castle	Gilman	Kerns
Chabot	Goode	King (NY)
Chambliss	Goodlatte	Kingston
Coble	Goss	Kirk
Collins	Graham	Knollenberg
Combest	Granger	Kolbe

LaHood
Largent
Latham
LaTourette
Leach
Lewis (CA)
Lewis (KY)
LoBiondo
Lucas (KY)
Lucas (OK)
Manzullo
Matheson
McCrery
McHugh
McInnis
McKeon
Meek (FL)
Mica
Miller (FL)
Miller, Gary
Moore
Moran (KS)
Morella
Murtha
Myrick
Nethercutt
Ney
Northup
Norwood
Nussle
Oberstar
Osborne
Ose
Otter
Oxley
Paul
Pence
Peterson (PA)
Petri
Phelps
Pickering
Pitts
Platts
Pombo
Portman
Putnam
Quinn
Radanovich
Ramstad
Regula
Rehberg
Reynolds
Riley
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ross
Roukema
Royce
Ryan (WI)
Ryun (KS)
Sabo
Saxton
Schiff
Schrock
Sensenbrenner
Sessions
Shadegg
Shaw
Shays
Sherwood
Shimkus
Shows
Shuster
Simmons
Simpson
Skeen
Skelton
Smith (MI)
Smith (NJ)
Smith (TX)
Souder
Stearns
Stenholm
Stump
Sununu
Sweeney
Tancredo
Tanner
Tauscher
Tauzin
Taylor (MS)
Taylor (NC)
Terry
Thomas
Thornberry
Thune
Tiahrt
Tiberi
Toomey
Traficant
Turner
Upton
Vitter
Walden
Walsh
Wamp
Watkins (OK)
Watts (OK)
Weldon (FL)
Weldon (PA)
Weller
Whitfield
Wicker
Wilson
Wolf
Young (AK)
Young (FL)

NOT VOTING—17

Bereuter
Berman
Carson (IN)
Conyers
Cox
Deutsch
Dingell
Fossella
Gillmor
Hefley
Hobson
Holden
Issa
Linder
Pryce (OH)
Schaffer
Towns

□ 2257

Mrs. JOHNSON of Connecticut, Mr. DELAY, Mr. CRAMER, and Mrs. NORTHUP changed their vote from ''yea'' to ''nay.''

Mr. ORTIZ and Mr. VISCLOSKY changed their vote from ''nay'' to ''yea.''

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mr. THORNBERRY). The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. YOUNG of Alaska. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 356, nays 54, answered ''present'' 2, not voting 18, as follows:

[Roll No. 348]

YEAS—356

Abercrombie
Ackerman
Aderholt
Akin
Allen
Andrews
Armey
Baca
Bachus
Baird
Baker
Baldacci
Ballenger
Barcia
Barr
Barrett
Bartlett
Barton
Bass
Bentsen
Berkley
Berry
Biggert
Bilirakis
Bishop
Blagojevich
Blunt
Boehlert
Boehner
Bonilla
Bono
Borski
Boswell
Boucher
Boyd
Brady (PA)
Brady (TX)
Brown (SC)
Bryant
Burr
Burton
Callahan
Calvert
Camp
Cannon
Cantor
Capito
Capps
Capuano
Cardin
Carson (OK)
Castle
Chabot
Chambliss
Clay
Clement
Coble
Collins
Combest
Cooksey
Cramer
Crane
Crenshaw
Crowley
Cubin
Culberson
Cummings
Cunningham
Davis (CA)
Davis (FL)
Davis, Jo Ann
Davis, Tom
Deal
Delahunt
DeLauro
DeLay
DeMint
Diaz-Balart
Dicks
Dooley
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehlers
Ehrlich
Emerson
Engel
English
Eshoo
Etheridge
Evans
Everett
Farr
Fattah
Ferguson
Fletcher
Foley
Forbes
Ford
Frelinghuysen
Frost
Gallegly
Ganske
Gekas
Gephardt
Gibbons
Gilchrest
Gilman
Gonzalez
Goodlatte
Gordon
Goss
Graham
Granger
Graves
Green (TX)
Green (WI)
Greenwood
Grucci
Gutierrez
Gutknecht
Hall (OH)
Hall (TX)
Hansen
Harman
Hart
Hastings (WA)
Hayes
Hayworth
Herger
Hill
Hilleary
Hinojosa
Hoeffel
Hoekstra
Honda
Hooley
Horn
Hostettler
Houghton
Hoyer
Hulshof
Hunter
Hyde
Isakson
Israel
Istook
Jackson-Lee (TX)
Jefferson
Jenkins
John
Johnson (CT)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (NC)
Kanjorski
Keller
Kelly
Kennedy (MN)
Kennedy (RI)
Kerns
Kildee
Kind (WI)
King (NY)
Kingston
Kirk
Kleczka
Knollenberg
Kolbe
LaHood
Lampson
Langevin
Largent
Larsen (WA)
Larson (CT)
Latham
LaTourette
Leach
Lee
Levin
Lewis (GA)
Lewis (KY)
LoBiondo
Lofgren
Lowey
Lucas (KY)
Lucas (OK)
Luther
Maloney (CT)
Maloney (NY)
Manzullo
Mascara
Matheson
Matsui
McCarthy (MO)
McCarthy (NY)
McCollum
McCrery
McGovern
McHugh
McInnis
McIntyre
McKeon
McKinney
McNulty
Meehan
Meek (FL)
Meeks (NY)
Menendez
Mica
Millender-McDonald
Miller (FL)
Miller, Gary
Mink
Mollohan
Moore
Moran (KS)
Moran (VA)
Morella
Murtha
Myrick
Nadler
Napolitano
Neal
Nethercutt
Ney
Northup
Norwood
Nussle
Oberstar
Olver
Ortiz
Osborne
Ose
Owens
Oxley
Pallone
Pascrell
Pastor
Payne
Pelosi
Pence
Peterson (PA)
Petri
Phelps
Pickering
Pitts
Platts
Pombo
Pomeroy
Portman
Price (NC)
Putnam
Quinn
Radanovich
Rahall
Ramstad
Rangel
Regula
Rehberg
Reyes
Reynolds
Riley
Rivers
Rodriguez
Roemer
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ross
Rothman
Roukema
Roybal-Allard
Royce
Ryan (WI)
Ryun (KS)
Sabo
Sanchez
Sandlin
Sawyer
Saxton
Schiff
Schrock
Serrano
Sessions
Shadegg
Shaw
Shays
Sherman
Sherwood
Shimkus
Shows
Shuster
Simmons
Simpson
Skeen
Skelton
Slaughter
Smith (MI)
Smith (NJ)
Smith (TX)
Snyder
Souder
Spratt
Stearns
Stenholm
Stump
Sununu
Sweeney
Tanner
Tauscher
Tauzin
Taylor (MS)
Taylor (NC)
Terry
Thomas
Thompson (CA)
Thornberry
Thune
Thurman
Tiahrt
Tiberi
Toomey
Traficant
Turner
Udall (CO)
Udall (NM)
Upton
Velazquez
Vitter
Walden
Walsh
Wamp
Waters
Watkins (OK)
Watson (CA)
Watt (NC)
Watts (OK)
Weiner
Weldon (FL)
Weldon (PA)
Weller
Wexler
Whitfield
Wicker
Wilson
Wolf
Wu
Wynn
Young (AK)
Young (FL)

NAYS—54

Baldwin
Becerra
Blumenauer
Bonior
Brown (FL)
Brown (OH)
Clayton
Clyburn
Condit
Costello
Coyne
Davis (IL)
DeFazio
Doggett
Filner
Flake
Frank
Goode
Hastings (FL)
Hilliard
Hinchey
Holt
Inslee
Jackson (IL)
Jones (OH)
Kilpatrick
Kucinich
LaFalce
Lantos
Lewis (CA)
Lipinski
Markey
McDermott
Miller, George
Obey
Otter
Paul
Peterson (MN)
Rush
Sanders
Schakowsky
Scott
Sensenbrenner
Smith (WA)
Solis
Stark
Strickland
Stupak
Tancredo
Thompson (MS)
Tierney
Visclosky
Waxman
Woolsey

ANSWERED ''PRESENT''—2

DeGette
Kaptur

NOT VOTING—18

Bereuter
Berman
Buyer
Carson (IN)
Conyers
Cox
Deutsch
Dingell
Fossella
Gillmor
Hefley
Hobson
Holden
Issa
Linder
Pryce (OH)
Schaffer
Towns

□ 2306

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. BUYER. Mr. Speaker, on rollcall number 348, the vote we just had, I inserted my card, pushed ''yea'' and left the Chamber only to learn from a colleague that I had not voted. I believed that I had voted. I came back in, and the record was closed. I would like for the record to indicate that I would have voted ''yea'' on rollcall number 348. I was present.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 2926, the bill just passed.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Alaska?

There was no objection.

MESSAGE FROM THE SENATE

A message from the Senate by Mr. Monahan, one of its clerks, announced that the Senate has passed with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 2500. An act making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

The message also announced the Senate insists upon its amendment to the bill (H.R. 2500) ''An Act making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal

year ending September 30, 2002, and for other purposes'' requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints Mr. HOLLINGS, Mr. INOUYE, Ms. MIKULSKI, Mr. LEAHY, Mr. KOHL, Mrs. MURRAY, Mr. REED, Mr. BYRD, Mr. GREGG, Mr. STEVENS, Mr. DOMENICI, Mr. MCCONNELL, Mrs. HUTCHISON, Mr. CAMPBELL, and Mr. COCHRAN, be the conferees on the part of the Senate.

The message also announced that the Senate has passed with an amendment in which the concurrence of the House is requested a bill of the House of the following title:

H.R. 2510. An act to extend the expiration date of the Defense Production Act of 1950, and for other purposes.

LEGISLATIVE PROGRAM

(Mr. BONIOR asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BONIOR. Mr. Speaker, I would inquire of the distinguished majority leader the schedule for the remainder of the evening and next week.

Mr. ARMEY. Mr. Speaker, will the gentleman yield?

Mr. BONIOR. I yield to the gentleman from Texas.

Mr. ARMEY. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I am pleased to announce that the House has completed its legislative business for the week. Let me say that again, Mr. Speaker: I am so very pleased that the House has completed its legislative business for the week.

The House will next meet for morning business on Monday, September 24, at 12:30 p.m. and 2 o'clock p.m. for legislative business. The House will consider a number of measures under suspension of the rules, and a continuing resolution.

On Monday, no recorded votes are expected before 6 o'clock p.m.

Mr. Speaker, on Tuesday and Wednesday, the House will consider the District of Columbia Appropriations Act, and I am also hopeful that the House will be able to complete consideration of H.R. 2586, the National Defense Authorization Act for fiscal year 2002.

On Wednesday, only if it is necessary for the House to be in session, we will complete the business for the week. No votes are expected past 2 o'clock p.m. on Wednesday.

Mr. BONIOR. Mr. Speaker, I thank my colleague for his information this evening. I would ask him two questions:

Number one, I gather from his remarks with respect to Wednesday next that if we finish the business of the House Tuesday, that we will be finished, so Members who need to get back for religious holidays will be able to do so.

Mr. ARMEY. If the gentleman will continue to yield, Mr. Speaker, we are going to work as hard as we can, and in full cooperation, I am sure, with all the Members to try to complete our work on Tuesday night. Members need to be home by sundown, and sometimes that is California or someplace else on the West Coast. We want to give them every opportunity to get an early start in the morning so they can accomplish that.

Mr. BONIOR. I thank my colleague.

Finally, I would ask my friend, the gentleman from Texas, we had a lengthy debate today on the airline bill, and a good piece of that debate centered over the Speaker's commitment to the membership of this body on the benefits for workers that have lost their jobs from the airline disaster, and the airline industry's economic problems.

I am just interested, if the gentleman from Texas could enlighten us, and I do not expect to have a complete answer here, given the fact that this was just done today, but when in fact we might expect action on legislation that was discussed on the floor in the colloquy between the Speaker and the leader.

□ 2310

Mr. ARMEY. If the gentleman will continue to yield, I thank the gentleman for the question, and just to be clear, the Speaker's exact words earlier this evening were, and I quote, the committees of jurisdiction have already been examining proposals to assist in this area. We will take a comprehensive look at the health care needs of these displaced workers and work together to bring an appropriate legislative response to the floor as soon as possible.

It is my interpretation that by that the Speaker meant the committees of jurisdiction are working; and at whatever point they can report legislation, we would make the floor available for that legislation. I simply cannot speak for the committees' work.

Mr. BONIOR. I thank my colleague for that. I just want to encourage the gentleman from Texas and the rest of the leadership on the Republican side of the aisle to help expedite the hearing process and the committee process on this legislation. As I think the gentleman from Texas is aware, regretfully the numbers of laid-off workers have increased dramatically, especially, of course, in the airline industry; and we are probably going to see a fallout in some ancillary industries and other industries. I think it would be prudent, wise, and just to expect that we will move with some alacrity on these issues of health care, unemployment compensation, and, of course, training, when necessary.

It is not as if this is a difficult thing to do. It is pretty standard when we enter these economic downturns. And moving with some degree of speed on this would, I think, be appreciated, especially given the nature of the situation our country finds itself in today. So I will continue to raise this issue on a regular basis, with respect, but with urgency and with some passion. And I just want the gentleman to know that this is an issue that will be before us on many occasions as we go through these next weeks.

Mr. SHERMAN. Mr. Speaker, will the gentleman yield?

Mr. BONIOR. I yield to the gentleman from California.

Mr. SHERMAN. Mr. Speaker, I thank the gentleman for yielding.

I do have an inquiry of the majority leader. I do join the gentleman in the fervent hope we can complete our business for the week by Tuesday night. In the event that it was necessary for us to convene on Wednesday morning, could we convene at 9 a.m., in the hopes that maybe we could wrap up our business on Wednesday morning and not continue into Wednesday afternoon?

Mr. ARMEY. If the gentleman from Michigan will yield further.

Mr. BONIOR. I yield to the gentleman from Texas.

Mr. ARMEY. Mr. Speaker, I thank the gentleman for the inquiry. The gentleman makes a very good point, and I have to say, I think in full confidence, that as a matter of respect for our colleagues, should we have to propound such a unanimous consent request, I would guess that the gentleman would hear a resounding silence when asked if there were any objections. I appreciate the question.

Mr. SHERMAN. I thank the majority leader for doing everything possible to accommodate us.

ADJOURNMENT TO MONDAY, SEPTEMBER 24, 2001

Mr. ARMEY. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 12:30 p.m. on Monday next for morning hour debates.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Texas (Mr. ARMEY)?

There was no objection.

DISPENSING WITH CALENDAR WEDNESDAY BUSINESS ON WEDNESDAY NEXT

Mr. ARMEY. Mr. Speaker, I ask unanimous consent that the business in order under the Calendar Wednesday rule be dispensed with on Wednesday next.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

APOLOGY TO SIKHS, MUSLIMS, AND ANYONE ELSE TAKING OFFENSE AT PRIOR STATEMENTS

(Mr. COOKSEY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COOKSEY. Mr. Speaker, I was recently quoted as saying something that Sikhs, Muslims, and other Americans facing harassment and violence in this country took as offensive. I am sorry for any distress my statement caused, and I want them to know that I do not approve of any harassment or violence against any American. All I intended to say was that if a person fits the established profile of a terrorist, that person should expect to be looked at closely by airport security, given the atrocity of September 11.

Many Sikhs are being subjected to harassment due to their beards and turbans, which are required by their religion. Americans of the Muslim faith are also receiving harassment. Sikhism is an independent, monotheistic, revered religion. It is not part of any other religion, although Sikhs are sometimes mistaken for Muslims or Hindus. There are 21 million Sikhs in the world, most of whom live in the Punjab state of India. Approximately 500,000 live in the United States; and most are naturalized or American-born citizens. Most have contributed to all walks of life. Most of the people who wear turbans in this country are Sikhs.

There are many reasons Sikhs come to America, but mainly they come seeking freedom. To persecute them only weakens American unity at a time when our country is under attack.

Mr. Speaker, I would like to let the Sikhs, Muslims, and other Americans who are facing harassment and violence know that I do not condone such acts, that I stand shoulder to shoulder with them, and that I am on their side.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. PLATTS). Under the Speaker's announced policy of January 3, 2001, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. FOLEY) is recognized for 5 minutes.

(Mr. FOLEY addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

AMERICANS FACING UGLY THREATS AT HOME

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Michigan (Mr. BONIOR) is recognized for 5 minutes.

Mr. BONIOR. Mr. Speaker, as America mourns its dead and prepares to launch a global war on terrorism, some Americans are facing additional ugly threats here on the home front, and they are not from foreign terrorists but, regretfully, they are from fellow citizens.

Since the attacks on New York and Washington last week, many Arab Americans, Muslim Americans, Sikhs, and other Americans of South Asian heritage have become the targets of terrible bigotry and violence based solely on their faith, their heritage, or their choice of traditional clothing.

□ 2320

Americans of just about every religion and ethnic heritage lost loved ones in this terrorist attack. At least five Sikh Americans were killed in the World Trade Center, and one a convenience store owner named Balbir Singh Sodhi was shot dead last week in Phoenix by an angry gunman calling himself a patriot. Other Sikhs are facing harassment and humiliation in our airports, and every American should deplore this backlash. It is morally repugnant.

Sadly, Mr. Speaker, Indian and Pakistani Americans died in the attacks, too; and they have become targets of retaliation in the aftermaths. In Dallas, a Pakistani Muslim grocer named Waqar Hassan was shot dead in a hate crime on Saturday.

In New Jersey, businesses owned by Indian Americans have been spray painted with crude epithets, warning them to leave town. Such intimidation is reminiscent of the KKK or Nazi Germany. It has no place in modern America, and all of us must stand with our neighbors in the face of such ignorance and hatred.

I am reminded of the remarks that were made on the floor of the House last Saturday morning between 12:45 and 2 a.m. in the morning when the gentlewoman from Illinois (Ms. SCHAKOWSKY) said on this floor in a comment or remarks that she made on the resolution, we had to condemn this kind of bigotry, that she was locking arms that weekend with religious leaders in her community, rabbis, ministers, priests, imams and others, and walking through the streets of her community in solidarity against this kind of repression and intimidation.

Mr. Speaker, mosques and temples have been vandalized, business owners shot and killed, school children taunted, and women attacked with stones and knives. As we have just heard from the gentleman from Louisiana (Mr. COOKSEY), in this House a colleague referred to the head covering some Sikhs or Muslims wear out of respect for God as a diaper, and his spokesman went on to say that all turban-wearing airline passengers should be taken aside and questioned.

Mr. Speaker, this runs directly against the very ideals that make our country great. It runs against the ideals of equality of tolerance of diversity and, yes, our own democracy. We are a Nation built by immigrants, a Nation that is stronger, not weaker for the many people and cultures who proudly call it home, and we must stand united as one people in this difficult time and this time of crisis.

So I say to my friends and colleagues here in the Chamber and across America, when this happens, join with your brothers and sisters of different faiths and races and nationalities and ethnicities and bind together and show your support for those who have been singled out unjustly.

America will prevail against terrorism, and we will prevail not just through the strength and the courage of our military but through the enduring strength of our most cherished principles. Only if we stand by our ideals and our neighbors will we successfully defend the Nation that we love.

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes.

(Mr. DEFAZIO addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

HEALTH CARE FOR MILITARY RETIREES

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. TAYLOR) is recognized for 5 minutes.

Mr. TAYLOR of Mississippi. Mr. Speaker, I want to thank you for the opportunity to speak to the people tonight about the terrible tragedy that occurred a week ago Tuesday, about the terrible loss of life for not only people who serve in the military at the Pentagon, the folks that worked at the World Trade Center, the people on those airplanes, but the firefighters who lost their lives trying to save the lives of others. I think it has caused us all to reflect and hopefully appreciate more those people who work every day to look out for us.

It also brings to mind the importance of rewarding those people who serve us, treating them well, paying them well, giving them the best possible equipment because as the President spoke last night, they will be called upon in the very near future.

One of the promises that has been made to those people for decades, certainly since World War II and in the Army recruiting those years all the way up to 1991, was a promise of free lifetime health care if they served their country honorably for 20 years or more in the military.

Mr. Speaker, I regret to inform my fellow citizens that because of the failure of an agreement between the Department of Defense and Medicare those military retirees who were hoping to take that benefit to a military treatment facility will probably be turned away on October 1.

I say I regret that because, as we probably know, more than half of our Nation's military retirees have chosen to retire near a military treatment facility. That is their family. We as a Nation asked them to leave their parents, leave their loved ones to go to places like Korea, Vietnam, Persian Gulf, Panama. We are getting ready to ask them to go to places like Afghanistan.

In doing so, for many of them, they lose the ability to maintain their nuclear family, so their family becomes the Air Force, the Marines, the Army, the Navy.

Since they were 18 years old, they were told they could go to a military treatment facility; but now because of the draw-down in the Department of Defense, there are not as many doctors as there used to be, and because the defense budget is tight, the Department of Defense made the decision that for those who have reached the age of 65, you cannot go to the base hospital anymore. You have got to find a private sector doctor. You have got to leave the family. I think that is a tragedy.

Again, over half of our Nation's military retirees intentionally bought a home near a base so they could use that base hospital, and now the same Nation that can provide $16 billion in foreign aid, the same Nation that can waive the budget rules to bail out the airlines, give their corporate executives 20 and $30 million a year to run those companies into the ground, the same Nation that can spend money left and right, waiving the rules anytime they feel like it for those who really have not earned it to this extent are going to tell our Nation's military retirees that because you do not fit quite right into the budget we cannot find the money to solve your problem.

Mr. Speaker, I am asking for an amendment that has already passed this House overwhelmingly about a year ago right now. There were 406 of my colleagues who voted to say to our Nation's military retirees that they could continue to use that base hospital and that Medicare is going to reimburse that base hospital for their care. After all, the sailors, the soldiers, the Marines, the airmen paid their Medicare taxes just like everybody else; and if it is their choice to go to a military treatment facility, then that is where they ought to be able to go.

Unfortunately, the law now blocks them from doing so. We sent that bill over to the Senate; and unfortunately the Senate chose to take our language that says they have to do it and said to Medicare, they may do it, they can reach an agreement if they feel like it.

Well, the bureaucrats at Medicare did not feel like it; and so now our soldiers, our sailors, our airmen, our Marines, our coast guardsmen, they are the ones that have to suffer.

Mr. Speaker, I am asking for a real simple thing on the defense authorization bill next week. I am asking for an opportunity for this House to speak in favor for fulfilling the promise of lifetime health care to our Nation's military retirees and a Nation that is going to find $320 billion to defend itself that just last week spent an additional $40 billion on defense, one would think we could find a hundred million or so to do that for our Nation's military retirees.

I am particularly disturbed, Mr. Speaker, that you have put the word out that if I so much as ask for that amendment that you are going to pull the defense authorization bill. Let me say that again. If an elected representative of the people of south Mississippi so much as asks for a recorded vote on an amendment to fulfill the promise of lifetime health care for our military retirees, the Speaker of the House says he will not allow that bill to take place at all.

Mr. Speaker, I ask unanimous consent for 2 additional minutes.

The SPEAKER pro tempore. The Chair cannot entertain that request.

Mr. TAYLOR of Mississippi. Thank you, Mr. Speaker.

□ 2330

HEALTH CARE FOR MILITARY RETIREES

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentleman from Hawaii (Mr. ABERCROMBIE) is recognized for 5 minutes.

Mr. ABERCROMBIE. Mr. Speaker, I yield such time as he may consume to the gentleman from Mississippi.

Mr. TAYLOR of Mississippi. I would like to thank my colleague from Hawaii and my other colleagues for bearing with me.

Mr. Speaker, the point I want to make is, I wish this Member had the power to keep some bills from coming to the House floor. I wish I could have kept NAFTA from coming to the floor because it has lost so many jobs for my fellow Mississippians and every American. I wish I could have kept portions of that tax bill that saw to it that half of the $1.2 trillion in benefits went to the wealthiest fat cats in America, not the average Joes.

Mr. Speaker, if you can find the time and waive the rules to give the fat cats a tax break, you can find the time and you can waive the rules to let our military retirees go to the base hospitals. I am asking for an up or down vote. Be a decent human being and give us that vote.

Mr. ABERCROMBIE. Mr. Speaker, I yield back the balance of my time.

REGARDING ASPECTS OF SEPTEMBER 11 EVENTS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. SHERMAN) is recognized for 5 minutes.

Mr. SHERMAN. Mr. Speaker, I thank my colleagues. I am due on a TV broadcast that starts rather soon. I know this sounds rather late, but it is prime time back in my own California.

I rise to address several aspects of the recent tragedy, the recent outrage. I want to associate myself with the statements of the gentleman from Michigan (Mr. BONIOR) when he came to this floor and talked about how important it was that we treat everyone with dignity and with respect, and decried several incidents involving discrimination against those of the Muslim, Sikh and Hindu faiths.

Let us, though, also applaud the 99.999 percent of Americans who in fact today are treating their fellow Americans with tolerance and respect. I had a large public meeting in my district in which one of the two leaders of our Islamic community commented that, yes, we should all treat everyone with respect and, yes, he was chagrined by some recent reports. But he only wondered how much worse it would be in any other country in the world for any other minority group. And, in fact, in our own country in the 1940s, we did not act with the same level of respect and tolerance that we are showing today.

Let us remember that America is not anti-Muslim and not anti-Islam. In fact, the last three military engagements of the United States were for the purpose of defending Muslim people. We restored the independence of Kuwait. We then went on to save the Bosnian Muslims from genocide. And then we bombed a Christian country, Serbia, because of what Serbia tried to do to its Albanian Muslim minority. And now American and NATO troops are engaged in Macedonia for the purpose of achieving a just result for the Albanian Muslims who are a minority in that country. So let us not only condemn every act of intolerance, but let us applaud an overwhelming majority of Americans who are acting with tolerance even at a time when emotions run high.

Let me comment on those who suggest that we modify our foreign policy in the Middle East in order to placate Osama bin Laden, the Taliban, and other extremists. These calls do no honor to the greatest generation and its response to Pearl Harbor. After Pearl Harbor, there were some who suggested that all we had to do was change our foreign policy in the Far East, allow Japan to conquer all of China, and then we could avoid conflict. Instead, the greatest generation made the greatest sacrifices to win the greatest victory. It would be a dishonor to that generation for us to act any differently now that we have suffered the greatest loss of American life on American soil since our Civil War, a loss of life two to three times what we suffered at Pearl Harbor.

But not only is appeasement dishonorable, it is also, in this case, impossible. Because what motivated Osama bin Laden was a hatred for the fact that American troops are somehow ''defiling'' the soil of Arabia by being stationed there in defense of the Saudi and Kuwaiti regimes. Remember that if

those soldiers were not there, Saddam Hussein would control not only Kuwait but also Saudi Arabia, also the Emirates, and he would control 70 percent of the world's oil reserves. But even a withdrawal of American soldiers from the Arabian peninsula would not be enough. It would just whet the appetite of Osama bin Laden, who will not rest until every Arab leader who is even moderately pro-American is displaced and killed, including the entire Saudi royal family.

But even that would not placate bin Laden, who would demand not what Arafat is demanding with regard to Palestinian-Israeli relations but the total destruction of 5 million Israelis. But even that would only whet his appetite. Bin Laden will not rest until every girl in every part of the world is kicked out of school, until the concept of female illiteracy is enshrined worldwide. I do not think that appeasement of bin Laden is possible. But even if it were, if you can change American foreign policy in the Mideast by an act of great terror, then what about those who disagree with our policy in Colombia or Kosovo, Macedonia, Sumatra, Sri Lanka or Taiwan? If we establish the policy that terrorists can change our foreign policy, then every terrorist will try to control the only superpower by an act of super terror.

We must stand by our friends in the Middle East and show that we cannot be controlled by terrorists.

□ 2340

ASSISTING AIRLINES AND AIRLINE EMPLOYEES

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentlewoman from Texas (Ms. JACKSON-LEE) is recognized for 5 minutes.

Ms. JACKSON-LEE of Texas. Mr. Speaker, many times the legislative process proceeds as the American people watch, and there is sometimes much confusion. There is no obligation for any of us to take the added time that this House sometimes does not allow to be able to discuss a very important subject.

Because I come from an area that is heavily impacted, as I would imagine most of my colleagues, by the legislation that we have just passed, I believe it is important to discuss extensively in the brief time that I have, or at least broadly, the legislation that dealt with the Air Transportation System Stabilization Act that was debated today.

For the first time it appeared, since the heinous acts of September 11, 2001, that many Americans might say they were back to business as usual. There was a divided debate, I consider it a healthy debate, on the approach that we should take for something that all of us agreed with, that is, to provide assistance to the airline industry pursuant to the Federal actions that were taken after the September 11, 2001, heinous terrorist actions.

We, the United States Government, grounded the airlines of America. Certainly we have the responsibility to compensate them for Federal actions that resulted in large losses of revenue. At the same time, let me say to the American people that that grounding also took into account the safety of Americans, to be able to protect them and to turn to the tragedies that occurred and to prepare ourselves for what should happen next.

I have no quarrel with the fact that we acted, and I certainly realize that we impacted those airlines as we did so. So this Air Transportation System Stabilization Act has merit from the perspective of giving direct aid to the airlines based upon accounted-for losses during that time.

But my question becomes, because no legislation is perfect, why there is such a disparate representation of those losses? The Democratic staff of the Joint Economic Council says that during that time frame, the airports or airlines lost $360 million to $1 billion. The aid that we have given them, direct aid, is $5 billion. I would hope that helps to restore them, but I also hope that that may increase their generosity.

Why do I say that? Because the difficulty I have with the legislation today is that the broad concept of employees who may be laid off now or perspectively, or for those employees who really want to have jobs, as opposed to unemployment insurance, what guarantee do we have that this airline industry will be sensitive, that they will pull their bootstraps, tighten their belt and work hard to reinvest in their airlines and build the airlines and build employment?

Loan guarantees in this legislation were $10 billion. I would hope that as those particular support systems are in place, that we will find the airlines being able to sufficiently rebuild, that the laid off or furloughed employees will return.

There are hundreds of letters that I received, probably many from Continental Airline employees, all believing that this package was going to save their jobs. I pray to God that it will, because I want them to work and to have the ability to have a livelihood. But I am sure that many of them are not aware that this package does not carry with it any protections for workers.

That is why I supported the Hastings amendment that provided unemployment benefits, extended them from 26 to 78 weeks, a year-and-a-half, provided 26 weeks of unemployment insurance benefits for workers who would otherwise not qualify, possibly the skycaps or contract workers who are now suffering. What about our cab drivers, who cannot even afford to pay their daily rental fee? This Hastings amendment also extended job training benefits from 26 to 78 weeks so that we could retrain individuals and also provided them with health care.

In addition, this bill could have been an omnibus bill and included the federalization of security. It did not. To my traveling public, I say to you, get on the airlines. But I also say that we have the responsibility to work over a period of time to direct our attention towards security.

Then we also have the opportunity and the responsibility to ensure that we do not act in fear, we do not act recklessly; that we provide an overall bill that does two things, to keep the airlines strong, and, as well, keep the working people of America strong.

I would hope that this coming week we will make good on the promise of the gentleman from Illinois (Speaker HASTERT) and as well our leader, the gentleman from Missouri (Mr. GEPHARDT). We will pass real worker assistance so the hundreds who have written me will have written me not only to support the airline industry, but as well to support the working people of America. I believe that this is crucial. I believe that we must do that, and that is the reason that I made the votes that I did, not voting for the martial law, wanting to extend the time of debate, but supporting the legislation and as well the motion to recommit to protect the American workers.

ASKING FOR COMMON SENSE AND REASON

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Georgia (Ms. MCKINNEY) is recognized for 5 minutes.

Ms. MCKINNEY. Mr. Speaker, our Armed Forces are poised to conduct military strikes in foreign lands. My own State of Georgia is contributing significantly to our overseas forces with troops being committed from the 116th Bomber Wing, the 117th Air Control Squadron, the 293rd MP Company from Fort Stewart in Augusta, and the 224th Joint Communications Support Squad, Brunswick, Georgia. And I have no doubt that men of the elite 75th Ranger Battalion from Fort Benning are currently or soon will be deploying overseas.

Our Nation suffered a terrible injury last week with the attacks in New York, Washington, D.C. and Pennsylvania. Many thousands of our innocent civilians were unjustly taken from their families and loved ones, and we as a Nation must now respond. But just how we should do that, both internationally and domestically, is now giving rise to considerable debate.

We have heard the Bush Administration's call to arms to fight the first war of the 21st century. I understand that our Nation's full military resources are soon to be turned against not just the terrorists responsible for last week's attack, but international terrorism generally. Our intelligence agencies have allegedly identified terror cells in some 60 countries, and that

whether or not Afghanistan actually surrenders Osama bin Laden, the alleged mastermind of last week's attacks, our military intends on fighting a long and bitter worldwide campaign against international terrorism in more than 60 countries, or, as Secretary of Defense Rumsfeld announced this week, we intend to drain the swamp.

I understand a draft bill, which is the first of a far larger package of anti-terrorist legislation, is now circulating Capitol Hill, and I am told it proposes giving law enforcement the power to detain non-U.S. citizens for indefinite periods without charge, giving immigration authorities greater and accelerated powers to deport non-U.S. citizens, and, at the same time, curtailing rights of non-U.S. citizens to judicial review and appeal.

Many of these reforms that the Bush Administration is now proposing are the very same types of state powers that we routinely criticize other nations for possessing in our own State Department's annual Human Rights Report. I am greatly concerned that we are about to engage in an extremely hazardous military campaign of unknown duration with unrealistic objectives and perhaps even ultimately harmful long-term consequences for our Nation.

Already, there is disquiet in the Muslim world that the U.S. is poised to turn its terrorist campaign into a war against Islam. The Bush Administration has already had to change the name of the military mission once when it used term ''crusade,'' and now it has got to change the name again, because it used the term ''Infinite Justice,'' and that is offensive to our Muslim communities.

□ 2350

All of these gaffs feed the growing Muslim fear that this impending U.S. military action could become a broader campaign against them.

Mr. Speaker, I know I do not need to address the impending catastrophe should large sections of the world's 1.2 billion Muslims unify and turn against the United States. It would be ironic indeed if we as a Nation destroyed democracy in the name of saving democracy. But before we grant more powers and massive resources to our law enforcement, military and intelligence community, we should be examining why they did not detect the threat of these and other attacks, especially since we had been told that the attacks last week were sophisticated, involved many people over a considerable period of time, and maybe even involved the assistance of a foreign government.

We should know or should have known that bin Laden was capable of attacking our major cities. Just 7 months ago, during the trial of suspects charged with the embassy bombings in Africa, Federal prosecutors detailed the bin Laden network in open court. Details of bin Laden's business and financial history, his international terror network, as well as his hatred for America, were all systematically dissected by Federal prosecutors.

Given these revelations, it was clear, or it should have been clear, that our Nation and our citizens were in grave danger. I do not understand how intelligence services have the ability to penetrate, analyze and publicly distribute records of bin Laden's alleged cellular phone traffic in the hours immediately after the bombings. From these conversations, we learned of bin Laden's alleged celebrations with supporters. But in stark contrast, over the same period of months, they were not able to intercept bin Laden's planning or preparations for the attacks.

I am also deeply concerned that recent reports in the press of specific, credible and quite extraordinary warnings of terrorist attacks on our citizens, which were ignored by our government, and some of these warnings directly referred to the use of hijacked aircraft attacking the World Trade Center.

For example, the L.A. Times reported on September 20, 2001, that Mossad, the Israeli intelligence service, had warned the FBI and the CIA that a major terrorist force of some 200 individuals were entering the U.S.

The Advertiser Newspaper from the Murdoch Group reported on Monday, September 17, that a man in the Cayman Islands wrote to U.S. authorities on August 29 and warned them that he had overheard three Afghan men in a bar talking about impending attacks on the United States. The CIA is said to have followed up on the attack, but apparently did not take it any further.

Then it is also reported that a week later, an Iranian in Hamburg, Germany, contacted police and warned them of an impending terrorist attack against the United States using hijacked planes.

Tragically, I am forced to say, this does not appear to be the first time our intelligence services have been caught flatfooted. Earlier this year, Jamal Ahmed al-Fadl, a former aid to Osama bin Laden, while testifying in New York against the four men accused of the U.S. embassy bombings in Africa, said that he told U.S. officials that bin Laden's group was trying to make a war on the United States. Similarly, Prudence Bushnell, the U.S. Ambassador in Nairobi, warned the State Department of the poor security of her embassy in Nairobi. Regrettably, these warnings appear to have been ignored. Not surprisingly, our government now finds itself subject to civil actions by survivors and family representatives of those killed in the U.S. embassy bombings in Africa.

Count up the combined assets of our Nation's law enforcement, military intelligence agencies charged with fighting terrorism over the last 10 to 15 years, and we have budgets worth billions and billions and billions of dollars, space-age technology that most countries would just dream of having; and despite all of these resources, we sustained thee terrible attacks upon our military, our cities, our warships, our embassies.

In my view, the problem is not one of resources, but of a failure of implementation on a scale that should shame us. But what frustrates me most is that no one in a position of leadership in our Nation has yet to seriously ask why our Nation has been attacked in this way. Why have our cities, our embassies and our military forces been systematically targeted by terrorist organizations? Why is it that our Nation and its people are being attacked in these ways? Our politicians and political observers have, for years, been willing to analyze and discuss about the IRA in England, the Shining Path in Peru, the Red Brigade in Italy; but now that it has come home, all of a sudden, we failed to analyze and ask the question, why did it happen.

Secretary of State Colin Powell is absolutely right. We must give diplomacy a chance. We must honestly ask ourselves, what is the root cause of this war being waged on our people and our country? I suspect that we will need to look at altering some of our foreign policy positions. Unless we do this, I fear that a military campaign, unsupported by sound foreign policy strategies, will only cause immeasurable civilian suffering throughout the world and may well actually lead to more terrifying attacks upon our cities and our citizens.

I would ask our President to sidestep those Rambos in the Pentagon who are talking about using nuclear weapons. Now is not the time for us to be talking about using nuclear weapons. We need to free our Secretary of State to do his job, and I know he can do it.

Finally, I pray that common sense and reason will prevail.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Ms. CARSON of Indiana (at the request of Mr. GEPHARDT) for today on account of a family emergency.

Mr. BEREUTER (at the request of Mr. ARMEY) for today after 3:00 p.m. on account of official business.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

The following Members (at the request of Mr. TAYLOR of Mississippi) to revise and extend their remarks and include extraneous material:

Mr. BONIOR, for 5 minutes, today.

Mr. DEFAZIO, for 5 minutes, today.

Mr. PALLONE, for 5 minutes, today.

Mr. TAYLOR of Mississippi, for 5 minutes, today.

Mr. SHERMAN, for 5 minutes, today.

Ms. JACKSON-LEE of Texas, for 5 minutes, today.

Ms. MCKINNEY, for 5 minutes, today.

The following Members (at the request of Mr. PAUL) to revise and extend their remarks and include extraneous material:

Mr. FOLEY, for 5 minutes, today.

Ms. ROS-LEHTINEN, for 5 minutes, September 24 and 25.

The following Member (at his own request) to revise and extend his remarks and include extraneous material:

Mr. ABERCROMBIE, for 5 minutes, today.

BILLS PRESENTED TO THE PRESIDENT

Jeff Trandahl, Clerk of the House reports that on September 14, 2001, he presented to the President of the United States, for his approval, the following bills.

H.R. 2133. To establish a commission for the purpose of encouraging and providing for the commemoration of the 50th anniversary of the Supreme Court decision in Brown v. Board of Education.

H.R. 2882. To provide for the expedited payment of certain benefits for a public safety officer who was killed or suffered a catastrophic injury as a direct and proximate result of a personal injury sustained in the line of duty in connection with the terrorist attacks of September 11, 2001.

H.R. 2888. Making emergency supplemental appropriations for fiscal year 2001 for additional disaster assistance, for anti-terrorism initiatives, and for assistance in the recovery from the tragedy that occurred on September 11, 2001, and for other purposes.

ADJOURNMENT

Ms. MCKINNEY. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 56 minutes p.m.), under its previous order, the House adjourned until Monday, September 24, 2001, at 12:30 p.m., for morning hour debates.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

3752. A letter from the Under Secretary, Acquisition and Technology, Department of Defense, transmitting a report entitled, ''Department of Defense Chemical and Biological Defense Program Annual Report To Congress and Performance Plan, July 2001''; to the Committee on Armed Services.

3753. A letter from the Director, Office of Management and Budget, Executive Office of the President, transmitting office of Management and Budget Cost Estimate For Pay-As-You-Go Calculations; to the Committee on the Budget.

3754. A letter from the Secretary, Department of Health and Human Services, transmitting a consolidated report on the Community Food and Nutrition Program for Fiscal Years 1998 and 1999; to the Committee on Education and the Workforce.

3755. A letter from the Secretary, Department of Health and Human Services, transmitting the Community Services Block Grant Program Fiscal Year 1998 Summary Report to Congress; to the Committee on Education and the Workforce.

3756. A letter from the Secretary, Department of Health and Human Services, transmitting a report entitled ''Performance Improvement 2001: Evaluation Activities of the U.S. Department of Health and Human Services,'' pursuant to section 241(b) of the Public Health Service Act; to the Committee on Energy and Commerce.

3757. A letter from the Attorney-Advisor, NHTSA, Department of Transportation, transmitting the Department's final rule—Federal Motor Vehicle Safety Standards: Interior Trunk Release [Docket No. NHTSA–01–10381] (RIN: 2127–AI51) received August 30, 2001, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

3758. A communication from the President of the United States, transmitting the President's bimonthly report on progress toward a negotiated settlement of the Cyprus question, covering the period April 1 to May 31, 2001, pursuant to 22 U.S.C. 2373(c); to the Committee on International Relations.

3759. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting copies of international agreements, other than treaties, entered into by the United States, pursuant to 1 U.S.C. 112b(a); to the Committee on International Relations.

3760. A letter from the Assistant Legal Adviser for Treaty Affairs, Department of State, transmitting copies of international agreements, other than treaties, entered into by the United States, pursuant to 1 U.S.C. 112b(a); to the Committee on International Relations.

3761. A letter from the Chairman, Broadcasting Board of Governors, transmitting the Fair Act of 1998 Commercial Activities Inventory, in accordance with Public Law 105–270; to the Committee on Government Reform.

3762. A letter from the Deputy Secretary, Department of Defense, transmitting the Department's FY 2000 Annual Statement of Assurance, pursuant to 31 U.S.C. 3512(c)(3); to the Committee on Government Reform.

3763. A letter from the Librarian of Congress, Library of Congress, transmitting the FY 2000 annual report of the activities of the Library of Congress, and the FY 2000 annual report of the Library of Congress Trust Fund Board, pursuant to 2 U.S.C. 139; to the Committee on House Administration.

3764. A letter from the Under Secretary for Domestic Finance, Department of the Treasury, transmitting FY 2000 Report to the Congress U.S. Government Debt Collection Activities of Federal Agencies; to the Committee on the Judiciary.

3765. A letter from the Register of Copyrights, Register of Copyrights of the United States of America, transmitting the Office's report entitled, ''DMCA Section 104 Report,'' pursuant to section 104 of Public Law No. 105—304; to the Committee on the Judiciary.

3766. A letter from the Chairman, Inland Waterway Users Board, transmitting the Board's 15th annual report of its activities; recommendations regarding construction, rehabilitation priorities and spending levels on the commercial navigational features and components of inland waterways and harbors, pursuant to Public Law 99—662, section 302(b) (100 Stat. 4111); to the Committee on Transportation and Infrastructure.

3767. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule—Final Rule with Request for Comments and Direct Final Rule with Request for Comments [Docket No. FAA–1999–5836; Amendment Nos. 91–269, 121–286, 135–82, 145–27 and SFAR 36–7] (RIN: 2120–AC38) received August 28, 2001, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

3768. A letter from the Secretary, Department of Health and Human Services, transmitting a draft bill entitled, ''Promoting Safe and Stable Families Amendments of 2001''; to the Committee on Ways and Means.

3769. A letter from the Secretary, Department of Energy, transmitting the Annual Report on Contractor Work Force Restructuring for Fiscal Year 2000, pursuant to 42 U.S.C. 7274h; jointly to the Committees on Armed Services and Energy and Commerce.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

[Filed on September 21 (legislative day, September 20), 2001]

Mr. REYNOLDS: Committee on Rules. House Resolution 242. Resolution waiving a requirement of clause 6(a) of rule XIII with respect to consideration of certain resolutions reported from the Committee on Rules (Rept. 107–209). Referred to the House Calendar.

[Submitted September 21, 2001]

Mr. MANZULLO: Committee on Small Business. H.R. 203. A bill to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a pilot program to provide regulatory compliance assistance to small business concerns, and for other purposes; with an amendment (Rept. 107–210). Referred to the Committee of the Whole House on the State of the Union.

Mr. MANZULLO: Committee on Small Business. H.R. 2538. A bill to amend the Small Business Act to expand and improve the assistance provided by Small Business Development Centers to Indian tribe members, Native Alaskans, and Native Hawaiians (Rept. 107–211). Referred to the Committee of the Whole House on the State of the Union.

Mr. MANZULLO: Committee on Small Business. H.R. 2666. A bill to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a vocational and technical entrepreneurship development program (Rept. 107–212). Referred to the Committee of the Whole House on the State of the Union.

Mr. MANZULLO: Committee on Small Business. H.R. 1860. A bill to reauthorize the Small Business Technology Transfer Program, and for other purposes; with an amendment (Rept. 107–213 Pt. 1).

Mr. REYNOLDS: Committee on Rules. House Resolution 244. Resolution providing for consideration of the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system (Rept. 107–214) Referred to the House Calendar.

DISCHARGE OF COMMITTEE

Pursuant to clause 2 of rule XII the Committee on Science discharged from further consideration. H.R. 1860 referred to the Committee of the Whole House on the State of the Union and ordered to be printed.

TIME LIMITATION OF REFERRED BILL

Pursuant to clause 2 of rule XII the following action was taken by the Speaker:

H.R. 1007. Referral to the Committee on Government Reform extended for a period ending not later than September 28, 2001.

H.R. 1860. Referral to the Committee on Science extended for a period ending not later than September 21, 2001.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions were introduced and severally referred, as follows:

[Omitted from the Record of September 20, 2001]

By Mr. GREENWOOD:

H.R. 2903. A bill to amend the Internal Revenue Code of 1986 to encourage investment in small companies; to the Committee on Ways and Means.

By Mr. HOBSON:

H.R. 2904. A bill making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes.

By Mr. ACKERMAN (for himself, Mr. FOSSELLA, Mr. DAVIS of Florida, Mr. SHOWS, Mr. WEINER, Mr. SERRANO, Mr. TOWNS, Mr. POMEROY, Mr. GILCHREST, Mr. CROWLEY, Mr. MALONEY of Connecticut, Mrs. MALONEY of New York, Mr. ENGLISH, Mr. HINCHEY, Mrs. MINK of Hawaii, Mr. MASCARA, Mr. MCNULTY, Ms. VELAZQUEZ, Mr. ROYCE, Mr. KILDEE, Ms. SOLIS, Mr. PETERSON of Minnesota, Mr. KING, and Mr. ISRAEL):

H.R. 2905. A bill to require that the United States Postal Service issue a special commemorative postage stamp under section 416 of title 39, United States Code, in order to provide assistance in the case of emergency relief personnel who were killed or who suffer permanent disability as a result of the terrorist attacks against the United States on September 11, 2001, and for other purposes; to the Committee on Government Reform, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. BAKER (for himself, Mr. MCGOVERN, and Mr. BALLENGER):

H.R. 2906. A bill to direct the Federal Aviation Administration to re-implement the sky marshal program within 30 days, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mrs. CAPPS (for herself, Mr. SHAYS, Mr. DICKS, Mr. GILMAN, Mr. ANDREWS, Mr. ENGLISH, Mr. VISCLOSKY, Mrs. ROUKEMA, Ms. KILPATRICK, Mrs. MORELLA, Mrs. CHRISTENSEN, Mr. LATOURETTE, Mr. SANDERS, Mr. JOHNSON of Illinois, Mr. REYES, Mr. SHIMKUS, Mr. BLUMENAUER, Mr. RADANOVICH, Mr. HINCHEY, Mr. LOBIONDO, Mr. LARSEN of Washington, Mr. GRUCCI, Mr. ISSA, Ms. KAPTUR, Mr. HAYWORTH, Mr. HINOJOSA, Mr. PAUL, Mr. UDALL of New Mexico, Mr. OBERSTAR, Mr. WYNN, Mr. PASCRELL, Mr. TOWNS, Mr. LANTOS, Mr. PHELPS, Mr. SCOTT, Ms. PELOSI, Mr. DEFAZIO, Ms. MCKINNEY, Mr. OWENS, Ms. RIVERS, Mr. DAVIS of Illinois, Mr. FRANK, Mr. STENHOLM, Mr. DOGGETT, Mr. BISHOP, Mr. CUMMINGS, Ms. ESHOO, Mr. MENENDEZ, Mr. MARKEY, Mr. CLAY, Mr. SKELTON, Mr. BECERRA, Mrs. MCCARTHY of New York, Ms. MILLENDER-MCDONALD, Mr. KIRK, Mr. MASCARA, Mr. MCNULTY, Mr. MCGOVERN, Ms. HOOLEY of Oregon, Mr. GARY G. MILLER of California, Ms. NORTON, Mr. ETHERIDGE, Mr. SHERMAN, Mrs. NAPOLITANO, Mr. DINGELL, Mr. WAMP, Mr. UDALL of Colorado, Mr. COSTELLO, Mr. TIBERI, Mr. HOLT, Mr. ABERCROMBIE, Mr. FROST, and Mr. KING):

H.R. 2907. A bill to provide for the issuance of a semipostal for the benefit of victims of the terrorist attacks against the United States on September 11, 2001, and for other purposes; to the Committee on Government Reform, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. DELAURO (for herself, Mr. BONIOR, Mr. CAPUANO, Mr. STARK, Mr. BLUMENAUER, Ms. MCKINNEY, Ms. SLAUGHTER, Mr. RANGEL, Mr. HOEFFEL, Mr. MCDERMOTT, Mr. FILNER, Ms. LEE, Ms. WOOLSEY, Mr. PAYNE, Mr. BROWN of Ohio, Mrs. CLAYTON, Mr. PALLONE, Ms. PELOSI, Mr. NEAL of Massachusetts, Mr. KLECZKA, Mr. SANDERS, Mr. HALL of Ohio, Mrs. TAUSCHER, Ms. MCCARTHY of Missouri, Mr. CONYERS, Mr. GUTIERREZ, Mr. LUTHER, Ms. MCCOLLUM, Mr. MARKEY, Mr. ROTHMAN, Mr. WEXLER, Mr. EVANS, Mr. ACKERMAN, Mr. FORD, Ms. BROWN of Florida, Mr. SERRANO, Mr. WEINER, Ms. LOFGREN, Mr. THOMPSON of Mississippi, Ms. BALDWIN, Mr. CROWLEY, Mr. TOWNS, Mr. OLVER, Mr. NADLER, Mr. WAXMAN, Mr. MALONEY of Connecticut, Mr. GEORGE MILLER of California, Ms. CARSON of Indiana, Mr. JACKSON of Illinois, Mr. MEEKS of New York, Mr. HOLT, Mr. FARR of California, Mrs. JONES of Ohio, Mr. DEFAZIO, Mrs. DAVIS of California, Ms. RIVERS, Mr. KUCINICH, Mrs. MEEK of Florida, Mr. KENNEDY of Rhode Island, Mr. DELAHUNT, Mr. TIERNEY, Mrs. MINK of Hawaii, Mr. FRANK, Ms. ROYBAL-ALLARD, Mr. MCGOVERN, Ms. SCHAKOWSKY, Mr. BALDACCI, Ms. ESHOO, Mr. DEUTSCH, Mr. ALLEN, Mr. BERMAN, Mr. LEVIN, Mrs. MORELLA, Mr. ENGEL, Mrs. CAPPS, Mr. LANTOS, Mr. OWENS, Mrs. LOWEY, and Mr. INSLEE):

H.R. 2908. A bill to provide additional protections for National Forest System lands in Alaska through the designation of wilderness areas, wilderness study areas, Land Use Designation II management areas, restoration areas, special management areas, and additional components of the national wild and scenic rivers system; to the Committee on Resources.

By Mr. FLETCHER:

H.R. 2909. A bill to provide for the conveyance of a portion of the Bluegrass Army Depot in Richmond, Kentucky, to Madison County, Kentucky; to the Committee on Armed Services.

By Mr. FORBES (for himself, Mr. SCHROCK, Mr. WOLF, Mr. GOODE, Mr. BOUCHER, Mr. GOODLATTE, Mr. MORAN of Virginia, Mr. CANTOR, Mr. TOM DAVIS of Virginia, Mr. SCOTT, Mrs. JO ANN DAVIS of Virginia, Mr. UNDERWOOD, Mr. TANNER, Mr. CRENSHAW, Mr. HUNTER, Mr. LANGEVIN, Mr. BOYD, Mr. ENGLISH, Mr. FRANK, Mr. TURNER, Mr. MCGOVERN, Mr. MCNULTY, Mr. STENHOLM, and Mr. FROST):

H.R. 2910. A bill to designate the facility of the United States Postal Service located at 3131 South Crater Road in Petersburg, Virginia, as the ''Norman Sisisky Post Office Building''; to the Committee on Government Reform.

By Mr. HOYER (for himself and Mrs. MORELLA):

H.R. 2911. A bill to designate the Federal building located at 5100 Paint Branch Parkway in College Park, Maryland, as the ''Harvey W. Wiley Federal Building''; to the Committee on Transportation and Infrastructure.

By Ms. EDDIE BERNICE JOHNSON of Texas:

H.R. 2912. A bill to authorize the National Science Foundation to establish a grant program for partnerships between United States research organizations and those in developing countries for research on plant biotechnology; to the Committee on Science.

By Mr. QUINN:

H.R. 2913. A bill to amend title 49, United States Code, to direct the Administrator of the Federal Aviation Administration to carry out the screening of passengers and property on flights in air transportation, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. SMITH of Michigan:

H.R. 2914. A bill to extend for 6 additional months the period for which chapter 12 of title 11 of the United States Code is reenacted; to the Committee on the Judiciary.

By Mr. SMITH of Texas:

H.R. 2915. A bill to amend title 18, United States Code, with respect to the interception of communications, and for other purposes; to the Committee on the Judiciary.

By Mr. STEARNS:

H.R. 2916. A bill to authorize the President to award posthumously the Congressional Gold Medal to the passengers and crew of United Airlines flight 93 in the aftermath of the terrorist attack on the United States on September 11, 2001; to the Committee on Financial Services.

By Mr. TANCREDO (for himself, Mrs. ROUKEMA, Mr. HOLT, Mr. MURTHA, Mr. FERGUSON, Mr. THOMPSON of Mississippi, Mr. SMITH of Washington, Mr. HILLIARD, Mr. CONYERS, Mr. PAYNE, Ms. LEE, Mr. ADERHOLT, Mr. SKEEN, Mr. HASTINGS of Florida, Mrs. THURMAN, Mr. ETHERIDGE, Mr. RADANOVICH, Mr. EHRLICH, Mr. CARSON of Oklahoma, Mr. WELLER, Mr. PLATTS, Ms. KAPTUR, Mr. PETERSON of Minnesota, Mr. ENGLISH, Mr. GRAVES, Mr. RANGEL, Mr. BAIRD, Mr. KUCINICH, Mr. BALLENGER, Mr. WYNN, Mr. STARK, and Mr. STEARNS):

H.R. 2917. A bill to authorize the President to award gold medals on behalf of Congress to the people aboard United Airlines Flight 93 who helped resist the hijackers and caused the plane to crash prematurely; to the Committee on Financial Services.

By Mr. TRAFICANT:

H.R. 2918. A bill to authorize the Secretary of the Interior to establish a memorial to Native Americans in the District of Columbia; to the Committee on Resources.

By Mr. TRAFICANT:

H.R. 2919. A bill to allow postal patrons to contribute to funding of veterans programs and services offered by the Military Order of the Purple Heart of the United States of America, Incorporated, through the issuance of a semipostal; to the Committee on Government Reform, and in addition to the Committee on Veterans' Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. ROUKEMA (for herself and Mr. LAFALCE):

H.R. 2920. A bill to amend title 31, United States Code, to prevent the smuggling of large amounts of currency or monetary instruments into or out of the United States, and for other purposes; to the Committee on Financial Services.

By Mrs. ROUKEMA:

H.R. 2921. A bill to authorize the President to award posthumously the Congressional Gold Medal to Jeremy Glick of West Milford, New Jersey, a passenger aboard United Airlines Flight 93 for acts of bravery, courage, and patriotism; to the Committee on Financial Services.

By Mrs. ROUKEMA (for herself and Mr. LAFALCE):

H.R. 2922. A bill to amend title 31, United States Code, to prevent the smuggling of large amounts of currency or monetary instruments into or out of the United States, and for other purposes; to the Committee on Financial Services, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FLETCHER:

H. Con. Res. 232. Concurrent resolution expressing the sense of the Congress in honoring the crew and passengers of United Airlines Flight 93; to the Committee on Transportation and Infrastructure.

By Mr. WATTS of Oklahoma (for himself, Mr. ENGEL, Mr. DELAY, Mr. BURR of North Carolina, Mr. SHOWS, Ms. HART, Mr. MILLER of Florida, Mr. PITTS, Mrs. JOHNSON of Connecticut, Ms. GRANGER, Mr. SMITH of Texas, Mr. MURTHA, Mr. TOM DAVIS of Virginia, Mr. INSLEE, Mr. ISSA, Mr. SHIMKUS, Mr. MCDERMOTT, Mr. REYES, Mr. SIMMONS, Mr. SWEENEY, Mr. CALLAHAN, Mr. GILLMOR, Mr. PICKERING, Mr. SHAYS, Mr. FRELINGHUYSEN, Mrs. CAPITO, Mr. SCHROCK, Mr. BEREUTER, Mr. ADERHOLT, Mrs. MALONEY of New York, Mr. WELDON of Pennsylvania, Mr. HOYER, Ms. SANCHEZ, Mr. HONDA, Mr. FROST, Mr. CRAMER, Mr. PETERSON of Pennsylvania, Mr. DICKS, Mr. ABERCROMBIE, Mr. ISRAEL, Mrs. ROUKEMA, Mr. GILCHREST, Mr. BLUNT, Mr. ROYCE, Mrs. MYRICK, Mr. ENGLISH, Mr. LANGEVIN, Mr. JONES of North Carolina, Mrs. MORELLA, Mr. MORAN of Virginia, Mr. BARCIA, Mr. UDALL of New Mexico, Ms. MCKINNEY, Mr. CASTLE, Mr. PAUL, Mr. WOLF, Mr. FILNER, Mr. FOSSELLA, Mr. RUSH, Mr. RILEY, Mr. HEFLEY, Mr. OXLEY, Mr. ETHERIDGE, Mr. SMITH of New Jersey, Mr. SANDERS, Mr. CROWLEY, Mr. MCNULTY, Mr. GRAVES, Mr. VITTER, Mr. BALLENGER, Mr. GARY G. MILLER of California, Mr. RANGEL, Ms. CARSON of Indiana, Ms. NORTON, Mr. BROWN of Ohio, and Ms. KAPTUR):

H. Con. Res. 233. Concurrent resolution expressing the profound sorrow of the Congress for the death and injuries suffered by first responders as they endeavored to save innocent people in the aftermath of the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001; to the Committee on Transportation and Infrastructure.

Mr. THOMAS:

H. Res. 240. Resolution returning to the Senate the bill H.R. 2500; considered and agreed to.

By Mr. GREEN of Texas:

H. Res. 241. A resolution expressing the sense of the House of Representatives that the Administrator of the Federal Aviation Administration should consider hiring an employee whose employment with an air carrier was terminated as a result of the terrorist attacks that occurred on September 11, 2001, for a position with the Federal Air Marshal program of the Administration; to the Committee on Transportation and Infrastructure.

[Submitted September 21, 2001]

By Mr. CALVERT:

H.R. 2924. A bill to provide authority to the Federal Power Marketing Administrations to reduce vandalism and destruction of property, and for other purposes; to the Committee on Resources.

By Mr. CALVERT:

H.R. 2925. A bill to amend the Reclamation Recreation Management Act of 1992 in order to provide for the security of dams, facilities, and resources under the jurisdiction of the Bureau of Reclamation; to the Committee on Resources.

By Mr. YOUNG of Alaska:

H.R. 2926. A bill to preserve the continued viability of the United States air transportation system; to the Committee on Transportation and Infrastructure, and in addition to the Committees on Ways and Means, the Judiciary, and the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SMITH of New Jersey:

H.R. 2927. A bill to limit the amount of total compensation for top executives of air carriers that receive certain Federal relief; to the Committee on Transportation and Infrastructure.

By Mr. ANDREWS:

H.R. 2928. A bill to amend the Immigration and Nationality Act to provide for the removal of aliens who aid or abet a terrorist organization or an individualwho has conducted, is conducting, or is planning to conduct a terrorist activity; to the Committee on the Judiciary.

By Mr. BARR of Georgia (for himself, Mr. WEXLER, Mr. BASS, Mr. BURTON of Indiana, Mr. KELLER, Mr. RANGEL, Mr. DEUTSCH, Mr. MEEKS of New York, Mr. MICA, Mr. CALVERT, Mr. DAVIS of Florida, Mr. SCOTT, Mr. CHABOT, Ms. EDDIE BERNICE JOHNSON of Texas, Mr. MCDERMOTT, Mr. BOEHNER, Mr. ENGLISH, Mr. WICKER, and Mr. BAIRD):

H.R. 2929. A bill to amend title 18, United States Code, and the Federal Rules of Criminal Procedure with respect to bail bond forfeitures; to the Committee on the Judiciary.

By Mr. CRAMER:

H.R. 2930. A bill to provide for creation of a Counter-terrorism Trust Fund, to provide for the issuance of Freedom Bonds, to allow taxpayers to contributeincome tax refunds and other amounts to support counter-terrorism efforts, and for other purposes; to the Committee on Ways and Means, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CRANE (for himself, Mr. ARMEY, Mr. DELAY, Mr. BLUNT, Mr. DOOLITTLE, and Mr. NORWOOD):

H.R. 2931. A bill to amend the Internal Revenue Code of 1986 to clarify the restrictions on the lobbying and campaign activities of churches; to the Committee on Ways and Means.

By Mr. CRENSHAW:

H.R. 2932. A bill to amend title 49, United States Code, to require background checks for individuals enrolled in flight schools, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. ENGLISH (for himself, Mr. STARK, and Mr. FOLEY):

H.R. 2933. A bill to amend title XVIII of the Social Security Act to apply the bloodborne pathogens standard in effect under the Occupational Safety and Health Act of 1970 through Medicare provider agreements to hospitals that are not subject to that Act; to the Committee on Ways and Means, and in addition to the Committees on Energy and Commerce, and Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FOLEY:

H.R. 2934. A bill to amend title XVIII of the Social Security Act to provide for coverage under the Medicare Program of hearing aids and related hearing services; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FRANK (for himself, Mr. MATSUI, Mr. LARSON of Connecticut, Mr. TIERNEY, Mr. MCDERMOTT, Ms. SOLIS, Mr. RODRIGUEZ, Ms. JACKSON-LEE of Texas, Mr. OBEY, Ms. SCHAKOWSKY, Mr. HINCHEY, Mr. MCGOVERN, Mr. ABERCROMBIE, Ms. DELAURO, Mr. DELAHUNT, Mr. BONIOR, and Mr. LAFALCE):

H.R. 2935. A bill to amend the Internal Revenue Code of 1986 to increase the highest rate of income tax imposed on individual taxpayers to 39.6 percent, and to deposit the amounts received as a result of such increase into the Social Security trust funds; to the Committee on Ways and Means.

By Mr. FROST:

H.R. 2936. A bill to amend the Internal Revenue Code of 1986 to impose a 20 percent rate of tax on taxable estates and gifts; to the Committee on Ways and Means.

By Mr. GIBBONS:

H.R. 2937. A bill to provide for the conveyance of certain public land in Clark County, Nevada, for use as a shooting range; to the Committee on Resources.

By Mr. HEFLEY:

H.R. 2938. A bill to amend the Internal Revenue Code of 1986 to allow taxpayers to designate any portion of their income tax overpayments, and to make other contributions, for the benefit of victims of the terrorist attacks on September 11, 2001, and for counterterrorism efforts; to the Committee on Ways and Means, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HOEFFEL (for himself, Mr. TOOMEY, Mr. BORSKI, Mr. BRADY of Pennsylvania, Mr. FATTAH, Mr. HILLIARD, Mr. STARK, Mr. TIERNEY, Ms. PELOSI, Mr. WAXMAN, Mr. CAPUANO, and Ms. CARSON of Indiana):

H.R. 2939. A bill to review, reform, and terminate unnecessary and inequitable Federalpayments, benefits, services, and tax advantages; to the Committee on Government Reform, and in addition to the Committees on Ways and Means, Rules, and the Budget, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. MALONEY of New York (for herself and Mr. REYNOLDS):

H.R. 2940. A bill to amend the Internal Revenue Code of 1986 to encourage the patronage of the hospitality, restaurant, and entertainment industries of New York City; to the Committee on Ways and Means.

By Mr. GARY G. MILLER of California (for himself, Mrs. MALONEY of New York, Mr. OXLEY, and Mrs. ROUKEMA):

H.R. 2941. A bill to facilitate the provision of assistance by the Department of Housing

and Urban Development for the cleanup and economic redevelopment ofbrownfields; to the Committee on Financial Services.

By Mr. MORAN of Kansas (for himself, Mr. MCINTYRE, and Mr. ROSS):

H.R. 2942. A bill to amend title XVIII of the Social Security Act to make permanent the hold harmless treatment for small rural hospitals under the Medicare prospective payment system for hospital outpatient department services and to provide a transitional adjustment for certain sole community hospitals in order to limit any decline in payment under that system; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. VITTER:

H.R. 2943. A bill to protect classified information, and for other purposes; to the Committee on the Judiciary.

By Mrs. JONES of Ohio:

H. Con. Res. 234. Concurrent resolution expressing the sense of Congress relating to the increased importance of the United States steel industry since the attacks on the United States on September 11, 2001; to the Committee on Energy and Commerce, and in addition to the Committee on Armed Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CLAY (for himself, Mr. TOWNS, Mr. TOM DAVIS of Virginia, and Mr. OWENS):

H. Con. Res. 235. Concurrent resolution expressing the sense of Congress regarding the establishment of a National Day of Remembrance; to the Committee on Government Reform.

By Mrs. MALONEY of New York (for herself, Mr. FOSSELLA, Mr. RANGEL, Mr. KING, Mr. TOWNS, Mr. GILMAN, Mrs. MCCARTHY of New York, Mr. HOUGHTON, Mr. ENGEL, Mr. BOEHLERT, Mr. ISRAEL, Mr. MCNULTY, Mr. GRUCCI, Mr. SERRANO, Mr. WALSH, Mr. LAFALCE, Mr. CONYERS, Mr. GUTKNECHT, Mr. DOOLITTLE, Mr. PETERSON of Minnesota, Mr. KIND, and Mr. ABERCROMBIE):

H. Res. 243. A resolution honoring Mayor Rudolph Giuliani, the rescue workers, and the residents of New York, New York, for their valiant efforts in responding tothe terrorist attack; to the Committee on Government Reform.

PRIVATE BILLS AND RESOLUTIONS

Under clause 3 of rule XII,

[Omitted from the Record of September 20, 2001]

Mr. COX introduced a bill (H.R. 2923) to authorize the Secretary of Transportation to issue a certificate of documentation with appropriate endorsement for employment in the coastwise trade for the vessel *Sovereign*; which was referred to the Committee on Transportation and Infrastructure.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

[Omitted from the Record of September 20, 2001]

H.R. 28: Mr. ANDREWS.

H.R. 162: Mr. MATHESON, Mr. LAMPSON, Mr. LARSON of Connecticut, and Mr. PHELPS.

H.R. 184: Ms. CARSON of Indiana and Mr. GUTIERREZ.

H.R. 218: Mr. LAMPSON, Mr. TURNER, and Mr. BENTSEN.

H.R. 257: Mr. BARR of Georgia.

H.R. 281: Mr. FORD.

H.R. 292: Mr. WEINER, Mr. HINCHEY, Mr. PAYNE, Ms. NORTON, and Mr. BENTSEN.

H.R. 425: Mr. MCDERMOTT and Mr. OLVER.

H.R. 439: Mr. BALDACCI.

H.R. 476: Mr. COLLINS and Mr. NEY.

H.R. 488: Mr. MOORE.

H.R. 525: Mr. PITTS.

H.R. 597: Mr. GUTIERREZ.

H.R. 817: Mr. HILL and Mr. CALLAHAN.

H.R. 831: Mr. KINGSTON, Ms. BERKLEY, Mr. RYUN of Kansas, Mr. ROSS, Mr. DIAZ-BALART, Mr. MCINTYRE, Mr. WELLER, Mr. ANDREWS, Ms. ROS-LEHTINEN, Mr. SHIMKUS, and Mrs. MYRICK.

H.R. 902: Mr. OLVER and Mr. HILLIARD.

H.R. 1037: Mr. DEMINT.

H.R. 1084: Mr. GILLMOR.

H.R. 1178: Mrs. JO ANN DAVIS of Virginia.

H.R. 1254: Mr. WAXMAN.

H.R. 1296: Mr. MORAN of Virginia, Mrs. MINK of Hawaii, Mr. SAM JOHNSON of Texas, Mr. HASTINGS of Washington, Mr. MEEHAN, and Mr. FRANK.

H.r. 1354: Mr. FORD and Mr. MATSUI.

H.R. 1367: Mr. STARK.

H.R. 1421: Mr. MARKEY, Mr. TRAFICANT, Mr. DICKS, Mr. HOUGHTON, Ms. SANCHEZ, Mrs. NAPOLITANO, Mr. SANDERS, Ms. PRYCE of Ohio, and Mrs. MINK of Hawaii.

H.R. 1454: Mr. DOYLE, Mr. MATHESON, Mrs. CHRISTENSEN, and Mr. STARK.

H.R. 1460: Mr. DEFAZIO and Mr. LARSEN of Washington.

H.R. 1462: Mr. TANCREDO.

H.R. 1494: Mrs. TAUSCHER.

H.R. 1509: Mr. MARKEY.

H.R. 1510: Mr. MORAN of Kansas, Mr. LANGEVIN, Mr. LAHOOD, Mr. SUNUNU, Mrs. JO ANN DAVIS of Virginia, and Mr. EHRLICH.

H.R. 1532: Mr. ISAKSON.

H.R. 1581: Mr. NETHERCUTT.

H.R. 1582: Ms. WATSON.

H.R. 1587: Mr. OWENS, Ms. MCCOLLUM, and Mr. GUTIERREZ.

H.R. 1611: Mr. KELLER.

H.R. 1645: Mr. RADANOVICH and Mr. CAPUANO.

H.R. 1675: Mr. OSE.

H.R. 1711: Mr. SMITH of Washington and Mr. LARSEN of Washington.

H.R. 1718: Mr. HINOJOSA, Ms. LOFGREN, Ms. BALDWIN, Mr. ALLEN, Ms. PRYCE of Ohio, Mr. DEFAZIO, and Mr. DELAHUNT.

H.R. 1720: Mrs. NAPOLITANO, Mr. CROWLEY, Mr. FROST, Mrs. MORELLA, Mr. WATTS of Oklahoma, Ms. ESHOO, Mr. STARK, Mr. OWENS, Mr. PAYNE, Mr. BOUCHER, and Mr. HINCHEY.

H.R. 1744: Mr. SKELTON, Mrs. CAPPS, Mr. RUSH, Mr. DIAZ-BALART, and Mr. MCNULTY.

H.R. 1748: Mr. FORBES.

H.R. 1775: Mr. SCHIFF.

H.R. 1806: Mr. FILNER.

H.R. 1873: Mr. UDALL of New Mexico.

H.R. 1904: Mr. MCGOVERN.

H.R. 1928: Mrs. CLAYTON.

H.R. 1935: Mr. GREEN of Wisconsin and Mr. BROWN of South Carolina.

H.R. 1982: Mr. BROWN of South Carolina.

H.R. 1983: Mr. INSLEE and Mr. VITTER.

H.R. 2009: Mr. LEVIN.

H.R. 2158: Mr. COYNE.

H.R. 2162: Mrs. NAPOLITANO.

H.R. 2220: Mr. BONIOR and Ms. VELAZQUEZ.

H.R. 2222: Ms. NORTON.

H.R. 2280: Mr. FOLEY.

H.R. 2282: Mr. FROST.

H.R. 2293: Mr. WELDON of Florida, Mr. GIBBONS, and Mr. LARGENT.

H.R. 2308: Mr. PASTOR and Mr. SCHROCK.

H.R. 2322: Ms. PRYCE of Ohio.

H.R. 2352: Mr. EVANS.

H.R. 2357: Mr. NEY and Mr. TAUZIN.

H.R. 2363: Ms. ESHOO, Mr. MOLLOHAN, Ms. BALDWIN, and Mr. RAHALL.

H.R. 2515: Mr. COOKSEY.

H.R. 2521: Ms. HART, Mr. MATHESON, and Mr. ENGLISH.

H.R. 2537: Mr. MATHESON, Mr. MCGOVERN, Mr. PLATTS, Ms. WATSON, Ms. MCKINNEY, Mr. CROWLEY, Mr. ROTHMAN, and Mr. ENGLISH.

H.R. 2538: Mr. CARSON of Oklahoma, Mr. PALLONE, Mr. KILDEE, Mr. HONDA, Mr. BAIRD, Mr. JONES of Ohio, and Mrs. CHRISTENSEN.

H.R. 2566: Mr. ROTHMAN, Mr. HORN, Mr. PLATTS, Mr. ENGLISH, Mr. SHAYS, Mr. OWENS, Mrs. MORELLA, Mr. BACA, and Mr. TANCREDO.

H.R. 2605: Mr. MCGOVERN.

H.R. 2654: Mr. LAMPSON.

H.R. 2675: Ms. SANCHEZ.

H.R. 2718: Mr. MCGOVERN.

H.R. 2723: Mr. TIAHRT, Mrs. TAUSCHER, and Mr. CALVERT.

H.R. 2725: Mr. WALSH and Mr. BONIOR.

H.R. 2727: Mr. HINCHEY.

H.R. 2794: Mr. HONDA and Mr. MEEHAN.

H.R. 2804: Mr. LANTOS, Mr. DOOLEY of California, and Mr. COX.

H.R. 2866: Mrs. MINK of Hawaii, Mr. FARR of California, Ms. DELAURO, Mrs. DAVIS of California, Mrs. CLAYTON, Mr. CAPUANO, Mr. MEEHAN, Mr. HINCHEY, Ms. PELOSI, Mr. TIERNEY, Mr. OLVER, Mr. WYNN, and Ms. WOOLSEY.

H.R. 2887: Mrs. ROUKEMA.

H.R. 2891: Mr. PALLONE, Mr. ISRAEL, and Mr. PAYNE.

H.R. 2899: Mr. ISSA and Mr. THUNE.

H. Con. Res. 20: Mr. HOLT.

H. Con. Res. 77: Mr. MCGOVERN.

H. Con. Res. 104: Mr. STUMP.

H. Con. Res. 173: Mr. MATSUI, Ms. WATSON, Mrs. MALONEY of New York, Ms. DELAURO, Mr. PASTOR, and Mr. PRICE of North Carolina.

H. Con. Res. 188: Mr. FLETCHER.

H. Con. Res. 211: Mr. KUCINICH.

H. Res. 52: Mr. SMITH of Michigan.

[Submitted September 21, 2001]

H.R. 19: Mr. NEY and Mr. HEFLEY.

H.R. 81: Mr. MCGOVERN.

H.R. 159: Mr. BROWN of South Carolina.

H.R. 189: Mr. WELDON of Florida.

H.R. 190: Mr. HORN.

H.R. 250: Mr. HOSTETTLER.

H.R. 257: Mr. TIAHRT.

H.R. 267: Mr. LOBIONDO.

H.R. 488: Mr. GUTIERREZ.

H.R. 525: Mr. MASCARA, Ms. LEE, and Mr. MOORE.

H.R. 529: Ms. MCKINNEY.

H.R. 530: Ms. MCKINNEY.

H.R. 537: Ms. MCKINNEY.

H.R. 638: Mr. MARKEY.

H.R. 659: Ms. LOFGREN.

H.R. 690: Mr. CUMMINGS.

H.R. 774: Mr. GILLMOR and Mr. MANZULLO.

H.R. 775: Mr. MEEHAN, Mr. POMEROY, Mr. FRANK, and Mrs. CAPPS.

H.R. 776: Mr. BROWN of South Carolina.

H.R. 792: Mr. TRAFICANT, Mr. SAXTON, and Mr. FILNER.

H.R. 817: Mr. WALDEN of Oregon.

H.R. 839: Mr. GUTIERREZ.

H.R. 848: Mr. LOBIONDO, Mr. MORAN of Virgina, and Mr. WALDEN of Oregon.

H.R. 854: Ms. SANCHEZ, Mr. LATOURETTE, Mr. HALL of Ohio, Mrs. NORTHUP, Mr. GONZALEZ, Mr. KINGSTON, and Mr. TIBERI.

H.R. 868: Mr. ISSA.

H.R. 950: Mr. ENGLISH.

H.R. 951: Mr. HEFLEY, Mr. SWEENEY, Mr. BOYD, Mr. ISTOOK, Mr. TERRY, Mr. WEINER, Mr. LEWIS of Georgia, and Mr. MCHUGH.

H.R. 959: Mrs. NAPOLITANO, Mr. EVANS, Mr. GALLEGLY, Mr. HUNTER, Mr. SMITH of Texas, and Ms. LOFGREN.

H.R. 969: Mr. VITTER.

H.R. 981: Mr. BARR of Georgia, Mr. PETERSON of Pennsylvania, and Mr. HALL of Texas.

H.R. 1032: Mr. HOLT.

H.R. 1051: Mr. SABO, Mr. SERRANO, and Mr. LANTOS.

H.R. 1073: Mr. BARRETT.
H.R. 1097: Mr. ABERCROMBIE.
H.R. 1158: Mrs. TAUSCHER, Mr. HASTINGS of Florida, and Ms. HART.
H.R. 1171: Mrs. CUBIN.
H.R. 1238: Mr. EHRLICH.
H.R. 1304: Mr. LAHOOD.
H.R. 1309: Mr. PRICE of North Carolina.
H.R. 1351: Mr. NUSSLE, Mr. LEACH, and Mr. TIBERI.
H.R. 1357: Mr. GONZALEZ.
H.R. 1377: Ms. SANCHEZ and Mr. KOLBE.
H.R. 1411: Mr. TOM DAVIS of Virginia.
H.R. 1436: Mr. CAPUANO, Ms. BROWN of Florida, Mr. EHRLICH, and Mr. MCHUGH.
H.R. 1471: Mr. HYDE.
H.R. 1474: Mr. RYAN of Wisconsin.
H.R. 1475: Mr. LAWSON of Connecticut, Mr. CUMMINGS, Mr. LAMPSON.
H.R. 1509: Mr. BONIOR.
H.R. 1540: Mr. ACEVEDO-VILA, Mr. EVANS, Mr. OWENS, Mr. CROWLEY, Ms. CROWLEY, Ms. LEE, Mr. BONIOR, and Mrs. JONES of Ohio.
H.R. 1553: Mr. MCGOVERN.
H.R. 1556: Mr. WEXLER, Mr. TOOMEY, Ms. SANCHEZ, Mr. KINGSTON, Mr. MATHESON, and Mr. BALLENGER.
H.R. 1596: Mr. SUNUNU.
H.R. 1599: Mr. FOLEY and Mr. BARTLETT of Maryland.
H.R. 1609: Mr. KINGSTON and Mr. TOOMEY.
H.R. 1650: Mr. LEACH.
H.R. 1700: Mr. BOUCHER and Mr. LEVIN.
H.R. 1754: Mr. FOLEY.
H.R. 1773: Mr. FOLEY.
H.R. 1795: Ms. HART, Ms. WATSON, and Mr. OSE.
H.R. 1809: Mr. UDALL of New Mexico.
H.R. 1822: Mr. SCHAFFER, Mr. MORAN of Virginia, and Mr. GUTIERREZ.
H.R. 1835: Mr. ROGERS of Kentucky and Mr. WICKER.
H.R. 1897: Mr. EVANS.
H.R. 1911: Mr. DEFAZIO.
H.R. 1913: Mr. UDALL of New Mexico.
H.R. 1919: Mr. GOODE, Mr. ROGERS of Michigan, Mr. SMITH of Michigan, Mr. BOSWELL, Mrs. JO ANN DAVIS of Virginia and Mr. MASCARA.
H.R. 1948: Mr. PRICE of North Carolina.
H.R. 1956: Mr. LARSEN of Washington.
H.R. 1988: Mr. ROGERS of Kentucky, Ms. HART, and Mr. GRAHAM.
H.R. 1990: Mr. CROWLEY, Ms. KAPTUR, and Ms. BALDWIN.
H.R. 1997: Mr. LAMPSON, Mr. KUCINICH, Mr. GUTIERREZ, and Ms. MCKINNEY.
H.R. 2001: Mr. SUNUNU and Ms. SANCHEZ.
H.R. 2018: Mr. CRAMER, Mr. MANZULLO, Mr. CALLAHAN, Mrs. BIGGERT, Mr. TIAHRT, Mr. FORBES, Mr. GOODLATTE, Mr. BROWN of South Carolina, Mr. LAMPSON, Mr. MATHESON, and Mrs. MCCARTHY of New York.
H.R. 2074: Mr.LOBIONDO, Ms. SANCHEZ, Mr. DAVIS of Florida and Mr. CLEMENT.
H.R. 2155: Ms. JACKSON-LEE of Texas, Mr. GOODE, Mr. GALLEGLY, and Mr. MCDERMOTT.
H.R. 2173: Mr. KUCINICH and Mr. OLVER.
H.R. 2182: Mr. KILDEE.
H.R. 2189: Mr. CALVERT.
H.R. 2203: Mr. HALL of Texas, Mr. UDALL of New Mexico, Ms. HART, and Mr. GORDON.
H.R. 2232: Mr. LANTOS, Mr. PAYNE, Mr. EVANS, Mr. PASCRELL, Mr. RUSH, Mr. BORSKI, Mr. BECERRA, Mr. UDALL of New Mexico, Mr. ORTIZ, Ms. SCHAKOWSKY, Mr. DOYLE, and Mr. KUCINICH.
H.R. 2329: Mr. CONYERS and Mrs. LOWEY.
H.R. 2333: Mr. PRICE of North Carolina, Mr. LEVIN, Mr. CRAMER, Mr. SHOWS, and Mr. BENTSEN.
H.R. 2339: Mr. BONIOR.
H.R. 2357: Mr. DEAL of Georgia, Mr. CALVERT, Mr. WELDON of Florida, Mr. KELLER, Mr. FORBES, Mr. WICKER, and Mr. BALLENGER.
H.R. 2364: Ms. BALDWIN.
H.R. 2375: Mr. WEXLER and Mrs. LOWEY.
H.R. 2454: Mrs. DAVIS of California, Mr. CUNNINGHAM, Mr. ISSA, Mr. TAYLOR of North Carolina, Mr. ARMEY, Mr. GIBBONS, Mr. TOM DAVIS of Virginia, Mr. EHRLICH, Mr. OXLEY, Mr. BONILLA, Mr. CRANE, Mr. MICA, Mr. HASTERT, Mr. ROYCE, Mr. HUNTER, Mr. GALLEGLY, Mrs. MORELLA, Mr. GEPHARDT, and Mr. BONIOR.
H.R. 2485: Mr. ISAKSON and Mr. SHAYS.
H.R. 2515: Mr. ENGLISH, Mr. GOODE, Mr. PICKERING, and Mr. PETRI.
H.R. 2555: Mrs. MEEK of Florida.
H.R. 2560: Mr. GUTIERREZ.
H.R. 2570: Mr. EHLERS, Ms. BERKLEY, Mr. MCDERMOTT, Mr. HOEFFEL, Ms. SOLIS, Mr. UDALL of Colorado, Mr. FILNER, and Mr. GUTIERREZ.
H.R. 2623: Ms. ROYBAL-ALLARD.
H.R. 2629: Mr. HINCHEY.
H.R. 2632: Mr. SMITH of New Jersey.
H.R. 2722: Mr. CAPUANO, Ms. PELOSI, Mrs. TAUSCHER, Mr. UNDERWOOD, Mr. LAMPSON, Mr. COSTELLO, and Mr. WEXLER.
H.R. 2725: Mr. CARSON of Oklahoma and Ms. HART.
H.R. 2750: Mr. MCNULTY, Mr. PAUL, Mr. FRANK, and Mr. HINCHEY.
H.R. 2781: Mr. BROWN of South Carolina, Mr. MASCARA, and Mr. NEY.
H.R. 2783: Mr. BONIOR.
H.R. 2788: Mr. OWENS.
H.R. 2837: Mr. GUTIERREZ and Mr. THOMPSON of Mississippi.
H.R. 2847: Mr. FROST.
H.R. 2863: Mr. FILNER, Mr. CAPUANO, and Ms. ESHOO.
H.R. 2895: Mr. KUCINICH, Mr. SANDERS, Mr. MCGOVERN, Mr. WU, Mr. UDALL of New Mexico, and Mr. NADLER.
H.R. 2897: Ms. JACKSON-LEE of Texas, Ms. KAPTUR, Mrs. MINK of Hawaii, Mr. MCNULTY, Mr. GREEN of Texas, Ms. ROS-LEHTINEN, Mr. DIAZ-BALART, Mrs. NAPOLITANO, Mr. FRANK, Mr. GONZALEZ, Mrs. MALONEY of New York, Ms. MCKINNEY, Mr. REYES, Mr. UNDERWOOD, Ms. SOLIS, Mr. ENGEL, Mr. MENENDEZ, Mr. BECERRA, Ms. ROYBAL-ALLARD, Mr. HINCHEY, and Ms. VELÁZQUEZ.
H.R. 2899: Mr. FORBES, Mr. FLETCHER, Mr. ENGLISH, Mr. BALLENGER, Mr. ROGERS of Kentucky, Mr. REYES, Ms. HART, and Mr. LEWIS of Kentucky.
H.R. 2900: Mr. SHERMAN, Mr. MALONEY of Connecticut, Mr. FORD, Mr. ISRAEL, and Mr. WATT of North Carolina.
H.R. 2902: Mr. BECERRA, Mr. FALEOMAVAEGA, Mr. KUCINICH, Ms. LOFGREN, Mr. MCGOVERN, Mr. RANGEL, Mr. KING, Mr. SAWYER, Mrs. KELLY, Mr. WALSH, Mr. GONZALEZ, Mr. NADLER, and Mr. CALVERT.
H.R. 2905: Mr. GILMAN, Mr. ENGEL, and Mrs. THURMAN.
H.R. 2906: Mr. CALVERT, Mr. ENGEL, Mr. VITTER, and Mr. PICKERING.
H.R. 2907: Mr. FARR of California, Mr. BILIRAKIS, Mr. SMITH of New Jersey, Ms. ROS-LEHTINEN, Mr. BARRETT, Mr. SANDLIN, Mr. WOLF, Mrs. BONO, Mr. BENTSEN, Mrs. DAVIS of California, Mr. COYNE, Ms. GRANGER, Mrs. JOHNSON of Connecticut, Mr. SIMMONS, Mr. FOSSELLA, Mr. GALLEGLY, Mr. RAMSTAD, Mr. WALSH, Mr. LIPINSKI, Mr. ENGEL, Mr. RAHALL, Mr. BONIOR, Mr. FILNER, Mr. COBLE, Mr. ROSS, Ms. HART, Mr. ROTHMAN, Mr. MATHESON, Mr. NEAL of Massachusetts, Mr. HASTINGS of Florida, Mr. ISRAEL, Mr. JONES of North Carolina, Mr. SHOWS, Mr. PALLONE, Ms. MCCARTHY of Missouri, Mr. DOYLE, Ms. LEE, Mr. GONZALEZ, Mr. POMBO, Mr. KILDEE, and Ms. SOLIS.
H.J. Res. 40: Mr. DAVIS of Florida.
H.J. Res. 59: Mr. SHAW.
H. Con. Res. 17: Mr. FILNER.
H. Con. Res. 97: Mr. RADANOVICH.
H. Con. Res. 104: Mrs. MINK of Hawaii, Mr. SIMPSON, and Mr. PICKERING.
H. Con. Res. 162: Mr. MCKEON and Mr. FRANK.
H. Con. Res. 181: Mr. SNYDER and Mr. ROGERS of Kentucky.
H. Con. Res. 184: Mr. KERNS, Mr. HAYES, and Mr. VITTER.
H. Con. Res. 197: Mr. WAXMAN, Mr. INSLEE, Mr. KENNEDY of Rhode Island, Ms. LOFGREN, Mr. PUTNAM, and Mr. HINCHEY.
H. Con. Res. 222: Mr. ENGEL.
H. Con. Res. 228: Mr. SANDLIN, Mr. UDALL of Colorado, Mrs. JONES of Ohio, Mr. WEXLER, Mr. LAMPSON, Mrs. MEEK of Florida, Mr. MEEHAN, Mr. HOUGHTON, Mr. LIPINSKI, Mr. WYNN, Mr. ROTHMAN, Mr. FROST, Mr. GEORGE MILLER of California, Mr. MCGOVERN, Mr. RANGEL, Mr. NADLER, Mr. LAFALCE, Ms. SOLIS, Mr. FORD, Mrs. CLAYTON, Mr. PAYNE, Mr. FATTAH, Mr. OWENS, Ms. WATSON, Mr. JEFFERSON, Ms. LEE, Ms. BROWN of Florida, Mr. CLYBURN, Mr. THOMPSON of Mississippi, Mrs. CHRISTENSEN, Mr. JACKSON of Illinois, Mr. HILLIARD, Ms. KILPATRICK, Mr. TIERNEY, Mr. WU, Mr. MCDERMOTT, Ms. VELÁZQUEZ, Mrs. LOWEY, Mr. UDALL of New Mexico, Ms. DELAURO, Mr. KILDEE, Mr. QUINN, Mr. DEUTSCH, Mr. FOLEY, Mr. PLATTS, Mr. ENGEL, and Mr. KUCINICH.
H. Con. Res. 230: Mr. RUSH, Mr. SMITH of Washington, Ms. NORTON, Mr. HOLDEN, Mr. BOYD, Mrs. MCCARTHY of New York, Mr. LANGEVIN, Mr. CROWLEY, Mr. JACKSON of Illinois, Mr. PALLONE, Mr. VISCLOSKY, Mr. SHOWS, Mr. GEORGE MILLER of California, Mrs. THURMAN, Mr. MARKEY, Mr. PETERSON of Minnesota, Mr. BOUCHER, Mr. SERRANO, Mr. SANDLIN, Mr. LAMPSON, Ms. ROYBAL-ALLARD, Mr. CLYBURN, Ms. KILPATRICK, Mr. JEFFERSON, Mr. HALL of Texas, Mr. ACEVEDO-VILA, Mr. DOGGETT, Ms. SOLIS, Ms. LEE, Mr. HINCHEY, Mr. BACA, Mr. BISHOP, Mr. BECERRA, Mrs. NAPOLITANO, Mrs. MALONEY of New York, Mr. MOORE, Mr. FRANK, Mr. OWENS, Mr. BLUMENAUER, Mrs. MEEK of Florida, Mrs. MINK of Hawaii, Mr. LAFALCE, Mr. CUMMINGS, Mr. DOYLE, Mr. GONZALEZ, Mr. STRICKLAND, Mr. GORDON, Ms. MCKINNEY, Mr. LANTOS, Mr. UNDERWOOD, Mr. SHERMAN, Mr. TURNER, Mr. ISRAEL, Mr. ROEMER, Mr. UDALL of New Mexico, Mr. PASCRELL, Mrs. CHRISTENSEN, Mrs. JONES of Ohio, Mr. TOWNS, Mr. DAVIS of Illinois, Mr. DICKS, Mr. PHELPS, Mr. LUTHER, Mrs. CAPPS, Mr. DAVIS of Florida, Ms. VELAZQUEZ, Ms. SCHAKOWSKY, Mr. FROST, Mr. MCGOVERN, Ms. JACKSON-LEE of Texas, Mr. SCOTT, Ms. MCCARTHY of Missouri, Mr. DEFAZIO, Mr. UDALL of Colorado, Mr. PRICE of North Carolina, Mr. KILDEE, Mr. RODRIGUEZ, Mr. BALDACCI, Mr. MCDERMOTT, Mr. BERMAN, Mr. CASTLE, Mr. DEUTSCH, Mr. REYES, Mr. WELLER, Mr. STUMP, Mr. HOEKSTRA, Mrs. ROUKEMA, Mrs. MORELLA, Mr. FORBES, Mr. KINGSTON, Mr. BILIRAKIS, Mr. PICKERING, Mr. GRAVES, Mr. ADERHOLT, Mr. LATOURETTE, Mr. HUNTER, Mr. SHERWOOD, Mr. LAHOOD, Mr. ROGERS of Kentucky, Mr. COLLINS, Mr. WAMP, Mr. PORTMAN, Mr. SESSIONS, Mr. CALLAHAN, Mr. SHADEGG, Mr. SCHROCK, Mrs. JO ANN DAVIS of Virginia, Mr. MCHUGH, Mr. SAXTON, Mr. BURTON of Indiana, Mr. LOBIONDO, Mr. ENGLISH, Mr. ROYCE, Mr. RADANOVICH, Mr. SIMMONS, Mr. OXLEY, Mr. DIAZ-BALART, Mr. WALDEN of Oregon, Mr. KENNEDY of Minnesota, Mr. KERNS, Mr. HAYES, Mr. CUNNINGHAM, Mr. GILMAN, Mr. SIMPSON, Mr. WATTS of Oklahoma, Mr. THUNE, Mr. JOHNSON of Illinois, Mr. GREENWOOD, Mr. SKEEN, Mr. GEKAS, Mrs. EMERSON, Mr. DOOLITTLE, Mr. GOODE, Mr. ISSA, Mr. KOLBE, Ms. ROS-LEHTINEN, Mr. SMITH of New Jersey, Mr. CHAMBLISS, Mr. WELDON of Pennsylvania, Mr. WOLF, Mr. GRUCCI, Mr. GANSKE, Ms. GRANGER, Mr. WALSH, Mr. BACHUS, Mr. BALLENGER, and Mr. GARY G. MILLER of California.
H. Con. Res. 233: Mrs. EMERSON, Mr. SUNUNU, Mr. WALSH, and Mr. MCHUGH.
H. Res. 15: Mr. PHELPS.
H. Res. 52: Mr. KING, Mr. SUNUNU, Mr. MORAN of Virginia, and Mr. MCGOVERN.

H. Res. 98: Mr. PALLONE, Ms. BROWN of Florida, Ms. MILLENDER-MCDONALD, and Mr. FRANK.

H. Res. 117: Mr. BAIRD.

H. Res. 200: Mr. KIRK and Mr. DOYLE.

H. Res. 235: Mr. RANGEL, Mr. GILMAN, Mr. SHERMAN, Mrs. CLAYTON, Mr. LEWIS of Georgia, and Mr. DEUTSCH.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions as follows:

[Omitted from the Record of September 20, 2001]

H.R. 2779: Ms. NORTON.

[Submitted September 21, 2001]

H.R. 1109: Mr. CALLAHAN.

H.R. 1266: Mr. HASTINGS of Florida.

H. Con. Res. 73: Mr. FLAKE.

AMENDMENTS

Under clause 8 of rule XVIII, proposed amendments were submitted as follows:

[Omitted from the Record of September 20, 2001]

H.R. 2891

OFFERED BY: MR. ANDREWS

AMENDMENT NO. 1: At the end of title I of the bill, add the following:

SEC. ___. ASSISTANCE FOR CHAUFFEURED GROUND TRANSPORTATION COMPANIES.

(a) IN GENERAL.—Before providing assistance to air carriers under section 101, the President may set aside a portion of the sums made available to provide such assistance for providing assistance to chauffeured ground transportation companies that incurred losses as a result of the terrorist attacks on the United States that occurred on September 11, 2001.

(b) ELIGIBILITY.—A chauffeured ground transportation company shall be eligible for assistance under subsection (a) if, in the 3-year period ending on the date of enactment of this Act, the company derived at least 50 percent of its revenues from providing transportation to or from an airport.

(c) TYPES OF ASSISTANCE.—In providing assistance under this section, the President is authorized—

(1) subject to such terms and conditions as the President deems necessary, to extend lines of credit and make guarantees and loans to chauffeured ground transportation companies; and

(2) to compensate chauffeured ground transportation companies for losses incurred by the companies as a direct result of the attacks.

(d) CHAUFFEURED GROUND TRANSPORTATION COMPANY DEFINED.—In this section, the term ''chauffeured ground transportation company'' means a company that provides transportation reliant upon a motor vehicle used in the business of carrying passengers for hire to provide prearranged passenger transportation at a premium fare on a dedicated, nonscheduled, charter basis that is not conducted on a regular route and with a seating capacity in no event more than 15 passengers, including the driver. This shall not include taxicabs, hotel, or airport shuttles and buses.

[Submitted September 21, 2001]

H.R. 2926

OFFERED BY: MR. HASTINGS OF FLORIDA

AMENDMENT NO. 1: At the end of the bill, add the following new title:

TITLE V—ANCILLARY AIRLINE INDUSTRIES

SEC. 501. RELIEF FROM LOSSES RESULTING FROM TERRORIST ATTACKS.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate business concerns in the ancillary airline industry for incremental losses incurred by the business concerns as a result of the terrorist attacks on the United States that occurred on September 11, 2001.

(b) COMPENSATION.—Under subsection (a), the President shall compensate business concerns in an aggregate amount equal to $4,000,000,000 for incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by the business concerns as a direct result of such attacks.

(c) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 502. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—The amount of compensation payable to a business concern in the ancillary airline industry under section 501 may not exceed the amount of losses described in section 501 that the business concern demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the business concern incurred.

(b) PAYMENTS.—The President may provide compensation to business concerns under section 501 in 1 or more payments up to the amount authorized by this title.

SEC. 503. REPORTS.

(a) REPORT.—Not later than February 1, 2001, the President shall transmit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on the Budget of the House of Representatives and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on the Budget of the Senate a report on the financial status of the ancillary airline industry and the amounts of assistance provided under this title to business concerns.

(b) UPDATE.—Not later than the last day of the 7-month period following the date of enactment of this Act, the President shall update and transmit the report to the Committees.

SEC. 504. DEFINITIONS.

In this title, the following definitions apply:

(1) ANCILLARY AIRLINE INDUSTRY.—The term ''ancillary airline industry'' means business concerns whose ability to derive revenues are directly affected by the airline industry, including travel agencies, car rental companies operating at airports, and other business concerns identified by the President, in consultation with the Secretary of Transportation.

(2) INCREMENTAL LOSS.—The term ''incremental loss'' does not include any loss that the President determines would have been incurred if the terrorist attacks on the United States that occurred on September 11, 2001, had not occurred.

H.R. 2926

OFFERED BY: MR. TRAFICANT

AMENDMENT NO. 2: Page ___, after line ___, insert the following new section:

SEC. ___. No funds appropriated in this Act may be made available to any person or entity that violates the Buy American Act (41 U.S.C. 10a–10c).

United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 107th CONGRESS, FIRST SESSION

Vol. 147 WASHINGTON, FRIDAY, SEPTEMBER 21, 2001 *No. 124*

Senate

The Senate met at 9 a.m. and was called to order by the Honorable JACK REED, a Senator from the State of Rhode Island.

PRAYER

The Chaplain, Dr. Lloyd John Ogilvie, offered the following prayer:

Sovereign of our beloved Nation, we want to express our profound gratitude for citizenship in the United States of America.

After September 11 we no longer take for granted the privileges of being citizens of this land You have blessed so bountifully through the years. Now we gratefully think about our freedoms of worship, speech, assembly, and the liberty to vote. Today, we praise You for our representative democracy. Thank You for the privilege of serving in government. Help the Senators and all of us who labor with and for them to work today with a renewed sense of awe and wonder that You have chosen them and us to be part of the political process to continue to make this good Nation great.

Thank You for the renewed spirit of patriotism sweeping across our land. Help the children to learn that an important aspect of love for You is loyalty to our country. We dedicate ourselves to overcome terrorism and to assure opportunity and justice for all Americans and the world. So, today, as we pledge allegiance to our Flag, our hearts express joy: This is our own, our native land and You are our Lord and Saviour. Amen.

PLEDGE OF ALLEGIANCE

The Honorable JACK REED led the Pledge of Allegiance, as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

APPOINTMENT OF ACTING PRESIDENT PRO TEMPORE

The PRESIDING OFFICER. The clerk will please read a communication to the Senate from the President pro tempore (Mr. BYRD.)

The legislative clerk read the following letter:

U.S. SENATE,
PRESIDENT PRO TEMPORE,
Washington, DC, September 21, 2001.

To the Senate:

Under the provisions of rule I, paragraph 3, of the Standing Rules of the Senate, I hereby appoint the Honorable JACK REED, a Senator from the State of Rhode Island, to perform the duties of the Chair.

ROBERT C. BYRD,
President pro tempore.

Mr. REED thereupon assumed the chair as Acting President pro tempore.

RECOGNITION OF THE ACTING MAJORITY LEADER

The ACTING PRESIDENT pro tempore. The acting majority leader is recognized.

SCHEDULE

Mr. REID. Mr. President, the majority leader has asked me to remind everyone we are going to have a vote at approximately 9:25 this morning.

There will now be 20 minutes of concurrent debate on the nomination of Sharon Prost to be United States Circuit Judge and Reggie Walton to be United States District Judge.

Following these votes, the Senate will stand in recess subject to the call of the Chair, as both parties are having conferences.

This is an extremely important day for us. We have the Defense Appropriations Committee bill which we believe will be brought up and also some legislation dealing with the airlines.

So there will be rollcall votes today. There will be rollcall votes on Monday, earlier than usual—sometime probably midmorning or early afternoon. So we ask everyone's cooperation, which we usually get.

RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

EXECUTIVE SESSION

NOMINATION OF SHARON PROST, OF THE DISTRICT OF COLUMBIA, TO BE UNITED STATES CIRCUIT JUDGE FOR THE FEDERAL CIRCUIT

NOMINATION OF REGGIE B. WALTON, OF THE DISTRICT OF COLUMBIA, TO BE UNITED STATES DISTRICT JUDGE FOR THE DISTRICT OF COLUMBIA

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will now go into executive session to consider en bloc Executive Calendar Orders 360 and 361, which the clerk will report.

The legislative clerk read the nominations of Sharon Prost, of the District of Columbia, to be United States Circuit Judge for the Federal Circuit, and Reggie B. Walton, of the District of Columbia, to be United States District Judge for the District of Columbia.

The ACTING PRESIDENT pro tempore. Under the previous order, there will be a total of 20 minutes for debate on the two nominations, with the time to be equally divided between the chairman and the ranking member.

The Senator from Utah.

Mr. HATCH. Mr. President, let me first thank the distinguished majority leader, Senator DASCHLE, and my dear friend the chairman of the Judiciary Committee, Senator LEAHY, for their support and efforts in moving this nomination and scheduling this vote

Printed on recycled paper.

today. The nominees before us are both great people, but I am going to first chat about the nominee Sharon Prost.

She is no ordinary nominee. She is an extraordinary woman of integrity and intellect who is the nominee to be an appellate judge on the U.S. Court of Appeals for the Federal Circuit. She also happens to serve as the Republican Chief Counsel to the Senate Judiciary Committee, my chief counsel, Sharon Prost.

Many of us who have worked with Sharon either on the Judiciary or the Labor Committees know her well. Sharon grew up in an Orthodox Jewish home, where the values of faith, family, and country were instilled in her. Simply put, Sharon embodies the American dream. Her parents were concentration camp survivors who arrived in this country from Poland in 1948. The pursuit of their own educations was derailed by the war, but they nonetheless emphasized to Sharon the importance of education and hard work in achieving success—advice Sharon has followed throughout her life. And, as Sharon noted at her hearing, her parents instilled in her the love of community, love of family, and love of God.

Tragically, Sharon's father died when she was only 13 years old. Upon his death, she had to support herself, and worked her way through high school and college. But despite the obstacles life placed before her, Sharon persevered. She and her sister Marlene became the first in their family to graduate from high school and go on to attend college. Perhaps one of the best-educated individuals ever to have worked in the Senate, Sharon holds four degrees, including a bachelor of science from an Ivy League university, a law degree, an LLM in tax, and an MBA. She got three of her degrees at night while working full-time.

A labor lawyer at heart, Sharon first came to work for me 12 years ago, after serving as acting solicitor of the NLRB. I sought Sharon out to work for me on the Senate Labor Committee because I learned of her intellect, her integrity, her exceptional legal skills, and her background in finance.

In her role as my chief counsel on the Judiciary Committee, she has been responsible for everything on the committee agenda, including matters of immigration, antitrust, and patent law.

I cannot stress enough how indebted I am to her for her service over all of these many years. She is one of the most loyal, decent, and intelligent people with whom I have had the privilege to serve.

Sharon truly is something of a modern renaissance woman, with a breadth and depth of knowledge in a variety of areas. Her background and education make her uniquely suited for service on the Federal Circuit, which, as you know, handles myriad issues ranging from veterans matters to patent cases to employment cases.

It has been said that ''[t]he value of government to the people it serves is in direct relationship to the interest citizens themselves display in the affairs of state.'' Sharon has proved herself to be a valuable asset to our Nation, having devoted much of her life to public service.

I know that Sharon holds the other Members of this body in the highest regard, and that those who have worked with her have the utmost respect for her as well—a fact reflected by the standing ovation that the Judiciary Committee members gave Sharon when they unanimously approved her nomination to be sent to the full Senate.

Sharon has been the primary counsel working for me on a number of bipartisan initiatives, including the Violence Against Women Act with Senator BIDEN and his staff, as well as the religious liberty bill that was passed last year. And Sharon has worked closely with Senator KENNEDY's staff over the years on Labor Committee and immigration issues.

I would be remiss in talking about Sharon Prost and her many accomplishments without mentioning the role she considers most important of all: that of being the mother of her terrific sons, Matthew and Jeffrey. She is one of the most noble and fine people I have ever known.

Let me close by noting that Sharon is not only an able counsel and wonderful mother, but she is a person with a good heart.

As Robert Traver wrote more than four decades ago,

> Judges, like people, may be divided roughly into four classes: judges with neither head nor heart—they are to be avoided at all costs; judges with head but no heart—they are almost as bad; then judges with heart but no head—risky but better than the first two; and finally, those rare judges who possess both head and a heart.

Sharon will serve this country as a judge with head and a heart. In fact, Matthew and Jeffrey will tell you that one of their mom's favorite things to say is, when you use both your head and your heart, you will do things right and do the right things.

These words are insufficient to express how much I respect and love her, and how much I will miss her and her skill and good counsel. I truly have mixed emotions, but I have no doubt that confirming her to the Federal Circuit will be the right thing for the country.

Let me also take a moment to express again my personal thanks to the distinguished chairman of the Judiciary Committee, Senator LEAHY for moving Sharon out of the committee and for the distinguished majority leader for scheduling this vote today. I also commend the President for recognizing Sharon's skills and talent and selecting her for the prestigious and noble position of being a circuit judge.

I urge and thank my colleagues' support for Sharon's nomination.

Mr. President, I wish to say a few words in support of Judge Reggie B. Walton who has been nominated to be a district court judge for the District of Columbia. Judge Walton is an excellent nominee for this position who brings a wealth of talent and experience to the job.

Judge Walton began his legal career as a staff attorney in the Defender Association of Philadelphia from 1974 to 1976. There he served as defense counsel for indigent criminal defendants. Next he became an assistant U.S. attorney for the District of Columbia from 1976 to 1981, and he served as the executive assistant U.S. attorney for that office from 1980 to 1981.

In 1981, President Ronald Reagan appointed Judge Walton to the Superior Court of the District of Columbia. He served as the deputy presiding judge of the Superior Court's Criminal Division from 1986 to 1989. In 1989, Judge Walton was appointed by President George H.W. Bush as the Associate Director of the Office of National Drug Control Policy, Executive Office of the President. Judge Walton served in this position until 1991, when he was named by President Bush as the Senior White House Advisor for Crime. Judge Walton was reappointed to the Superior Court bench by President Bush in 1991. Judge Walton served as the presiding judge of the Superior Court's Domestic Violence Unit in 2000. Since January 1, 2001, Judge Walton has served as the presiding judge of the Superior Court's Family Division.

Judge Walton has been active in legal education throughout his professional career. Currently, he serves as a faculty member at the National Judicial College in Reno, NV, as an instructor at the Harvard University Law School's Trial Advocacy Workshop, and as a faculty member with the National Institute of Trial Advocacy.

In short, Mr. President, Judge Walton is a highly capable person of demonstrated talent who deserves the vote of confirmation by this body.

I commend him to the Senate. And, above all, I commend Sharon Prost who has given this body, the U.S. Senate, tremendous service, dedicated service, good service, and intelligent service over the last number of years for whom I could not have any greater respect. She is a terrific human being.

I hope both of these two judges-to-be will enjoy their service for our country in these very important positions.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Vermont.

Mr. LEAHY. Mr. President, what is the parliamentary situation?

The ACTING PRESIDENT pro tempore. The Senate is considering en bloc the nominations of Sharon Prost and Reggie Walton. There are 20 minutes evenly divided. The Senator controls 10 minutes.

Mr. LEAHY. I thank the Chair, my distinguished friend from New England.

To reiterate, I commend the President of the United States for his speech last night. I said to him after the speech that I thought, as most people

do, it was the finest speech of his public career. He spoke to us in accordance with constitutional provisions contained in article II, section 3 of our Constitution to report to the Congress on the state of the Union. But, more importantly, he spoke to all Americans.

I was there. My wife Marcelle was in the galleries. Millions upon millions of Americans across the country and people all around the world listened to the President. We knew America had been hit by murderous terrorist acts in New York and at the Pentagon in Virginia, and at the plane crash in Pennsylvania.

The President was right in saying there are no easy answers; that we face a long and terrible fight.

I could not help but think as I listened to him that we will know our defeats in the years ahead. Often we will not know our victories. That makes the fight even more difficult. It is easier when you face a well-known foe, as we have in other times. Here we will know when we lose some battles. We will not always know when we win some.

The President should know that we have a United States behind us—a United States of America united more than at any time since I have served in the Senate. We must use that unity to bring out what is the best in our country, both in protecting our own liberties and our own rights as Americans—and we will do that—but also in demonstrating to the rest of the world that we are not a defenseless giant.

I have served for many years with both the Majority Leader and the Republican leader. In fact, I have been in the Senate throughout all of their careers. I commend Senators DASCHLE and LOTT for their reinforcing reaction and response. I believe Senator DASCHLE and Senator LOTT showed the best of the Senate last night and in these difficult days.

The desk I sit in was once used by Senator George Vandenberg. Senator Vandenberg said ''politics stops at the water's edge.'' And we showed that last night.

I have been working with the President and the Attorney General to bring together a package of legislative proposals to aid in this effort, laws that can help without sacrificing the freedoms and constitutional protections that define what is best in America. I want publicly to thank Attorney General Ashcroft for his cooperation. He and I have probably spoken more times in the past week and a half than we might have in months when we served side by side in the Senate.

Since the terrorist attacks of September 11, the Judiciary Committee has been devoting virtually undivided attention to the aftermath, the investigation and the proper legislative response. The exceptions have been the confirmation hearings we have conducted since the attacks for high-ranking law enforcement officials at the Department of Justice and for judicial nominees. All will hopefully help. Today we are going to confirm Sharon Prost and Judge Walton.

I spoke of the pride I had and all Senators had—both Democrat and Republican—when Ms. Prost appeared before our committee, at our extraordinary hearings during the August recess.

I spoke about her not just as a person and as a lawyer and not just because I feel she will be a superb judge on this very important court, but I also spoke of her as the mother of two wonderful young men. I was gratified in seeing the looks in the faces of those two young men as they watched their mother testify but also the love that she showed to them.

As we were reporting the Prost nomination from the Committee, she received a spontaneous standing ovation from all those assembled.

This morning the Senate will confirm Sharon Prost to be a Judge of the United States Court of Appeals for the Federal Circuit. At that moment, the Senate will have confirmed as many judges to our Courts of Appeals, since July of this year, as were confirmed in the entire first year of the Clinton administration. We are moving forward very quickly. In the first year of the Clinton administration, where they did not have all the disruptions and distractions and shifts we have had here, the first Court of Appeals judge was not confirmed until September 30 and the third was not confirmed until November. We have moved a lot faster. Actually, we have moved a lot faster than the Senate did during the first year of the first Bush administration, as well. That year, 1989, the third Court of Appeals nominee was not confirmed until October 24.

With the reporting of the Prost nomination to the Senate earlier this month, we had reported as many Court of Appeals nominees as were reported all last year. Since then we have had a hearing on an outstanding nomination to the Second Circuit and I expect to be scheduling more hearings including Court of Appeals nominees in the days ahead.

I recall the predictions when I was becoming Chairman in June that all the President's judicial nominations would be blocked and the Senate would not confirm a single nominee. By mid-July we had held hearings, the Committee had reported and the Senate had acted to confirm Judge Roger Gregory to the Fourth Circuit and we have continued to work at a brisk pace throughout the summer and into the fall.

I recall published reports that the White House had predicted that the Senate would be confirming only five judges all year. With the confirmation of Judge Walton, we will confirm the sixth Federal judge since July. A fair assessment of the circumstances of this year would lead to the conclusion that we have done what we said we would do and what the Senate should do, proceed to consider and confirm those qualified, consensus nominees that the President is nominating to help fill the vacancies on our federal courts.

We will also have the Attorney General before us on Tuesday morning. I intend to work with the Attorney General and the administration all day today, this evening, all day Saturday, all day Sunday, and all day Monday to try to bring together all the things necessary to get needed legislation enacted. I noted a coalition of more than 150 organizations, ranging from the most conservative to the most liberal, that have joined together to ask the Senate and our committee not to trample on civil liberties as we do this. These groups range from the Eagle Forum to the ACLU, all united, taking the same position. I can assure them that trampling the rights of Americans is not the intention of our committee. We will be very careful.

As the Attorney General said, we can operate within our Constitution. The Constitution has been our greatest shield throughout our democracy. We must honor it and operate within its confines and protections. We will also protect ourselves against terrorism, both domestic and foreign.

I thank those Senators who stayed here with me last weekend, have worked with me evening after evening, and are committed to working with me this weekend, and their staffs. It is a great effort pulling all this legislation together.

I hope that we can continue to show unanimity both for the American people and for this Senate. For example, I want my colleagues to know that early this morning, when most of us could barely keep our eyes open, we reached agreement with the White House and with the House of Representatives on a victims' compensation program for the victims of the terrorist attacks of September 11, 2001. When we met with the White House and with the House leadership and, in particular, when I met with the heads of the various airline companies, I said that we must have a victims' compensation program.

I thank the majority leader, Senator DASCHLE; Senator LOTT, the Republican leader; Speaker HASTERT; Leader GEPHARDT; Senator HATCH; Senator KOHL; Senator DEWINE; Senator SCHUMER; and Senator CLINTON for their bipartisan efforts. We have created a victims' compensation fund. Payments to these victims will be tax free. We will move forward quickly.

I thank Ed Pagano, John Dowd and Greg Cota of my staff for being willing to work around the clock and Makan Delrahaim of Senator HATCH's staff. I commend Mark Childress and Andrea LaRue of the Majority Leader's staff and Dave Hoppe of the Republican Leader's office, as well as Victoria Bassetti, Pete Levitas, Jeff Berman and Leecia Eve. This is extremely important. There is no higher priority. Again, this has been an occasion where in a bipartisan effort working for long hours in good faith and with common

resolve, we have been able to forge a good agreement.

I see the time has arrived for the votes. I ask unanimous consent to print in the RECORD the following relating to establishment of a victims' compensation fund.

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

SENATE BIPARTISAN COMPROMISE: ESTABLISHMENT OF A SEPTEMBER 11 VICTIMS' COMPENSATION FUND

CREATION OF THE SEPTEMBER 11 VICTIMS' COMPENSATION PROGRAM

Congress shall authorize and appropriate such funds as may be necessary to compensate any victims or their families with physical injury or wrongful death claims arising out of the terrorist-related airline crashes in the United States on September 11, 2001.

To be eligible for compensation, applicants will need to provide information about the harm they suffered or death linked to the terrorist-related airline crashes on September 11, 2001. Applicants will not be required to prove negligence or any other theory of liability.

The Department of Justice shall supervise the program and the Senate shall confirm a Special Master to administer the program to determine victim compensation.

QUICK REVIEW AND PAYMENT OF CLAIMS FOR COMPENSATION

The Special Master shall make a final determination of the applicant's eligibility for compensation and appropriate level of compensation within 100 days of having received the application.

In all cases, the compensation shall be paid within 20 days of the final determination.

Filing of a claim under the program will preempt all other civil remedies available under federal or state law for the same physical injury or wrongful death suffered as a result of the September 11, 2001 terrorist acts.

Payments to victims will be tax free.

Mr. LEAHY. I ask for the yeas and nays on the nominees.

The ACTING PRESIDENT pro tempore. The yeas and nays have been previously ordered.

Mr. LEAHY. I thank the Chair.

The ACTING PRESIDENT pro tempore. The Senator from Utah.

Mr. HATCH. Mr. President, I ask unanimous consent to proceed for 1 minute.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. HATCH. I thank the chairman of the Judiciary Committee for his solid support of Sharon Prost and Reggie Walton and for the work he has done. I also have enjoyed working with him as we have worked to fashion, along with all the people whose names he mentioned, and certainly in the House of Representatives, the law enforcement changes and terrorism laws that really need to occur. I hope we can get that done. I hope we can do it on a completely bipartisan basis. It has to be done.

We have also worked very hard on the airline bill which he has described adequately. I thank him for the efforts he is putting forth, and his staff and, of course, my staff. A number of these staff people worked all night long on some of this legislation. They deserve an awful lot of credit, along with the White House staff, staffs of both Houses, and the staff of both sides on this issue. I am very grateful that we were able to move ahead on these matters. I hope we can move ahead in a way to protect, preserve, and defend our country as it deserves to be protected, defended, and preserved.

Let's proceed to the vote.

The ACTING PRESIDENT pro tempore. The question is, Will the Senate advise and consent to the nomination of Sharon Prost, of the District of Columbia, to be a United States Circuit Judge for the Federal Circuit? The yeas and nays have been ordered. The clerk will call the roll.

The legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from Texas (Mr. GRAMM), the Senator from Wyoming (Mr. THOMAS), and the Senator from Arizona (Mr. MCCAIN) are necessarily absent.

The ACTING PRESIDENT pro tempore. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 97, nays 0, as follows:

[Rollcall Vote No. 282 Ex.]

YEAS—97

Akaka	Dorgan	Lugar
Allard	Durbin	McConnell
Allen	Edwards	Mikulski
Baucus	Ensign	Miller
Bayh	Enzi	Murkowski
Bennett	Feingold	Murray
Biden	Feinstein	Nelson (FL)
Bingaman	Fitzgerald	Nelson (NE)
Bond	Frist	Nickles
Boxer	Graham	Reed
Breaux	Grassley	Reid
Brownback	Gregg	Roberts
Bunning	Hagel	Rockefeller
Burns	Harkin	Santorum
Byrd	Hatch	Sarbanes
Campbell	Helms	Schumer
Cantwell	Hollings	Sessions
Carnahan	Hutchinson	Shelby
Carper	Hutchison	Smith (NH)
Chafee	Inhofe	Smith (OR)
Cleland	Inouye	Snowe
Clinton	Jeffords	Specter
Cochran	Johnson	Stabenow
Collins	Kennedy	Stevens
Conrad	Kerry	Thompson
Corzine	Kohl	Thurmond
Craig	Kyl	Torricelli
Crapo	Landrieu	Voinovich
Daschle	Leahy	Warner
Dayton	Levin	Wellstone
DeWine	Lieberman	Wyden
Dodd	Lincoln	
Domenici	Lott	

NOT VOTING—3

Gramm	McCain	Thomas

The nomination was confirmed.

Mr. LEAHY. Mr. President, I move to reconsider the vote.

Mr. HATCH. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

VOTE ON THE NOMINATION OF REGGIE B. WALTON

The ACTING PRESIDENT pro tempore. Under the previous order, the question is, Will the Senate advise and consent to the nomination of Reggie B. Walton to be a U.S. District Judge for the District of Columbia? On this question, the yeas and nays have been ordered, and the clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from Texas (Mr. GRAMM), the Senator from Arizona (Mr. MCCAIN), and the Senator from Wyoming (Mr. THOMAS) are necessarily absent.

The ACTING PRESIDENT pro tempore. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 97, nays 0, as follows:

[Rollcall Vote No. 283 Ex.]

YEAS—97

Akaka	Dorgan	Lugar
Allard	Durbin	McConnell
Allen	Edwards	Mikulski
Baucus	Ensign	Miller
Bayh	Enzi	Murkowski
Bennett	Feingold	Murray
Biden	Feinstein	Nelson (FL)
Bingaman	Fitzgerald	Nelson (NE)
Bond	Frist	Nickles
Boxer	Graham	Reed
Breaux	Grassley	Reid
Brownback	Gregg	Roberts
Bunning	Hagel	Rockefeller
Burns	Harkin	Santorum
Byrd	Hatch	Sarbanes
Campbell	Helms	Schumer
Cantwell	Hollings	Sessions
Carnahan	Hutchinson	Shelby
Carper	Hutchison	Smith (NH)
Chafee	Inhofe	Smith (OR)
Cleland	Inouye	Snowe
Clinton	Jeffords	Specter
Cochran	Johnson	Stabenow
Collins	Kennedy	Stevens
Conrad	Kerry	Thompson
Corzine	Kohl	Thurmond
Craig	Kyl	Torricelli
Crapo	Landrieu	Voinovich
Daschle	Leahy	Warner
Dayton	Levin	Wellstone
DeWine	Lieberman	Wyden
Dodd	Lincoln	
Domenici	Lott	

NOT VOTING—3

Gramm	McCain	Thomas

The nomination was confirmed.

The ACTING PRESIDENT pro tempore. Under the previous order, the President is notified of these actions taken by the Senate.

LEGISLATIVE SESSION

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will now resume legislative session.

RECESS SUBJECT TO THE CALL OF THE CHAIR

The ACTING PRESIDENT pro tempore. The Senate will stand in recess subject to the call of the Chair.

Thereupon, the Senate, at 10:17 a.m., recessed subject to the call of the Chair and reassembled at 11:54 a.m. when called to order by the Presiding Officer (Mr. JOHNSON).

The PRESIDING OFFICER. The Senator from Nevada is recognized.

DEFENSE AUTHORIZATION

Mr. REID. Mr. President, the majority and minority leaders have agreed that in the near future, the two managers, Senators WARNER and LEVIN, will move forward with the Defense authorization bill. The opening statements will take some time because this

is such an important piece of legislation.

At some point later in the day, when the House, we hope, completes their work on the airlines legislation, which they have worked on during the night, and we worked on during the night, we will move to that. The managers understand that.

I hope that people will understand how hard these two veteran legislators—Senator LEVIN and Senator WARNER—have worked on this legislation. I personally know of the time they have spent on this bill in the past week, and prior to that they spent much more time on it. This is a very crucial time in the history of this country, and although it is always important, it is even more so now.

I hope Members will be very cautious in trying to make a Christmas tree out of this piece of legislation. The two leaders want as little controversy with this legislation as possible. We understand the Senate rules, that any person can do anything they want with this legislation. But we certainly ask that they be very cautious with this legislation. We have a timeframe within which we very badly need to complete this bill—as soon as possible. By next Wednesday at 2 o'clock, we not only have to complete this legislation but also do the continuing resolution to get us past the fiscal year. So there is really a lot to do.

I repeat for the third time, I hope that Members will be very discrete in what they do with this legislation as it relates to these two managers.

The PRESIDING OFFICER. The Senator from Michigan is recognized.

Mr. LEVIN. Mr. President, let me first thank the Senator from Nevada for his very kind words and for his efforts and the leadership on both sides of the aisle in helping to bring this bill forward. Senator WARNER and I have indeed worked very hard on it and, as always, we have worked together to bring a bill forward that hopefully the Senate can pass and pass quickly. But without the support of our leadership, that would not have been possible. As hard as we and our staffs work, it takes leadership support to make it happen. We are grateful that Senator REID is on the floor, and we thank all leaders not on the floor.

Mr. WARNER. If the Senator will yield, I join that with respect to the leadership provided by our distinguished majority whip. Yesterday on the train, as we were going to New York, we had Senator DASCHLE, Senator LOTT, Senator REID, Senator LEVIN, and I, and I think we finished up basically the procedural and, to some degree, the substantive points that remain, under the circumstances on which we concluded on the eve of visiting ground zero.

That is an example of how, throughout the last six or seven days, Senator LEVIN and I have collaborated on bringing together a closure of the differences that were experienced in the committee, when the committee for the first time in living memory had a partisan division on reporting out a bill.

I commend our chairman and the leadership. I think we are prepared today to present to the Senate a very fine bill on behalf of the men and women of the Armed Forces, their families, and those who are dependent and work with our Armed Forces. It would be my hope that in the course of the day, we can address such items as Members wish. But I think on our side, having participated in our caucus this morning, there is a feeling that we would like to move forward on this bill; and depending on the number of hours today, quite possibly we can bring to closure a number of issues and possibly begin to focus on when final passage could be achieved, subject to the leadership's desire for the time of the vote.

I thank my colleague.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2002

Mr. LEVIN. Mr. President, I ask unanimous consent that the Senate now proceed to Calendar No. 163, S. 1438, the Department of Defense authorization bill; that once the bill is reported, I be recognized to offer a managers' amendment; that the amendment be agreed to and the motion to reconsider be laid upon the table.

The PRESIDING OFFICER. Is there objection?

Mr. WARNER. Reserving the right to object—and I certainly will not object—I have joined with my distinguished chairman in preparation of the managers' amendment and will be a cosponsor of it.

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

The clerk will report the bill.

The legislative clerk read as follows:

A bill (S. 1438) to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

The PRESIDING OFFICER. The Senator from Michigan is recognized.

AMENDMENT NO. 1598

Mr. LEVIN. Mr. President, the managers' amendment is at the desk.

The PRESIDING OFFICER. The clerk will report the amendment.

The legislative clerk read as follows:

The Senator from Michigan [Mr. LEVIN], for himself and Mr. WARNER, proposes an amendment numbered 1598.

Mr. LEVIN. Mr. President, I ask unanimous consent that further reading of the amendment be dispensed with.

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

Without objection, the amendment is agreed to, and the motion to reconsider is laid upon the table.

The amendment (No. 1598) was agreed to.

The amendment is as follows:

At the appropriate place in the bill, add the following:

SEC. . AUTHORIZATION OF ADDITIONAL FUNDS.

(a) AUTHORIZATION.—$1,300,000,000 is hereby authorized, in addition to the funds authorized elsewhere in Division A of this Act, for whichever of the following purposes the President determines to be in the national security interests of the United States—

(1) research, development, test and evaluation for ballistic missile defense; and

(2) activities for combating terrorism.

Mr. LEVIN. Mr. President, this is no ordinary time in our country. In New York and just across the Potomac in Virginia, our fellow citizens continue to sift through the ruins left by the most deadly attack ever against the United States. Our fury at those who attack innocents is matched by our determination to protect our citizens from more terror and by our resolve to track down, root out, and relentlessly pursue the terrorists and those who would shelter or harbor them. The President spoke eloquently and forcefully last night setting out those goals.

Against this background, we bring the National Defense Authorization Act for Fiscal Year 2002 to the floor of the Senate. The bill authorizes the full amount requested by the administration for national defense, including the $18.4 billion requested by the President in his amended budget request. The bill also addresses a number of important priorities identified by the Armed Services Committee.

I am pleased we were able to add a significant amount of money, over $700 million, to the budget request for compensation and quality of life.

We added more than $1 billion to improve the readiness of the military services to carry out their assigned missions.

We added a large amount of money to advance the transformation of the military services and to improve the capability of the armed forces to meet nontraditional threats, including terrorism.

Even in advance of the terrorist attack on the World Trade Center and the Pentagon, we gave particular attention to the problem of terrorism as reflected in our bill and in the report that accompanies it. Not only did the committee fully fund the President's proposal for combating terrorism, we were able to add funds for a new combating terrorism initiative to improve the ability of the U.S. forces to deter and defend against terrorism, including additional funds for research by the Department of Defense and the Department of Energy on the detection, identification, and measurement of chemical and biological weapons, and funds to upgrade Army installations and make them less vulnerable to terrorism. Much more remains to be done in this area, and that has surely been dramatized by the events of September 11.

We have already passed a $40 billion emergency supplemental for our war on terrorism. I understand the Department of Defense will be coming forward

with an additional supplemental budget request in the next several weeks, and our committee will review any such request.

The U.S. military is by far the most capable fighting force in the world. From Europe to the Persian Gulf to the Korean peninsula, the presence of U.S. military forces and their contributions to regional peace and security reassure our allies and deter adversaries.

U.S. forces have excelled in every mission assigned to them, including the 1999 NATO air campaign over Kosovo and ongoing enforcement of the no-fly zones over Iraq, humanitarian operations from Central America to Africa, and peacekeeping operations from the Balkans to East Timor.

The U.S. armed forces remain the standard against which all militaries are measured. Our armed forces are without peer today, and this bill will help ensure they remain so for the foreseeable future. At his confirmation hearing before the Armed Services Committee last week, Gen. Richard Myers, the next Chairman of the Joint Chiefs of Staff, testified that we have military forces and capability that we need to respond to the terrorist attack on the World Trade Center and the Pentagon.

We identified five priorities to guide our consideration of the bill: Continuing the improvements in the compensation and quality of life of the men and women of the armed forces and their families; improving the capability of the armed forces to meet nontraditional threats, including terrorism and unconventional means of delivery of weapons of mass destruction; sustaining the readiness of the military services to carry out their assigned missions; encouraging the transformation of the military services to lighter, more lethal, and more capable forces; and improving the efficiency of Department of Defense programs and operations.

Let me briefly address each of those areas.

One of our top priorities was to continue the improvements in the compensation and quality of life for our men and women in uniform. In this regard, we approved a pay raise of at least 5 percent for all military personnel and targeted pay raises of between 6 and 10 percent for enlisted personnel and junior officers, and we provided $17.9 billion requested by the Department to fully fund the Defense Health Program, including the significant new benefits we authorized last year.

The committee approved a number of other important initiatives to improve the quality of life for our military, and, in particular, the bill before us would authorize $30 million to improve retention efforts by allowing personnel with critical skills to transfer up to 18 months of unused benefits under the Montgomery GI bill to family members in return for a commitment to serve 4 additional years.

Senator CLELAND has been fighting for that initiative since he came to the Senate, and I am delighted we were able to include it in our bill this year.

We added more than $450 million for family housing and other military construction to improve the facilities in which our military personnel work and housing in which they and their families live.

We added more than $230 million to increase the basic allowance for housing and eliminate all out-of-pocket housing costs for service members and their families by the year 2003, which is 2 years earlier than the Department of Defense plan.

Finally, the bill includes a set of provisions offered by 18 members of the committee, led by Senators LANDRIEU, ALLARD, CLELAND, and NELSON, to ensure overseas voters and absent military voters have a meaningful opportunity to exercise their voting rights as citizens of the United States.

Another top priority of our committee was to improve the ability of the United States and U.S. forces to deal effectively with nontraditional threats, including terrorism, unconventional means of delivering weapons of mass destruction, and the proliferation of nuclear, biological, and chemical weapons. The Emerging Threats Subcommittee, under the leadership of Senator MARY LANDRIEU and Senator PAT ROBERTS, took the lead in this effort.

Our committee added funds to the budget request to help address nontraditional threats. First, the bill adds funds for a combating terrorism initiative to improve the ability of U.S. forces to deter and defend against terrorism, including almost $100 million for research by the Department of Defense and the Department of Energy to detect and identify chemical and biological weapons in advance of their use, and more than $75 million to upgrade Army installations and make them less vulnerable to terrorism.

I am particularly pleased that we were able to add $13 million to the budget for standoff explosive detection research and development, a proof-of-concept system for predetonation of explosive devices and hand held explosive detectors for the U.S. Navy, all fulfilling the requirements which were so urgently identified in the aftermath of the October 2000 attack on the U.S.S. *Cole*.

If we can develop that standoff explosive detection, if we can come up with the technology to do that, learning the lesson which we learned to our great expense, cost, and horror with the attack on the U.S.S. *Cole*, we will make a very significant gain in the war against terrorism.

The bill would authorize the full $400 million requested by the administration for cooperative threat reduction programs, to continue destroying and dismantling nuclear warheads and missiles in the former Soviet Union, and we added more than $50 million to Department of Energy programs to prevent the proliferation of weapons of mass destruction and related expertise.

Earlier this year, a bipartisan task force, chaired by former Senator Howard Baker and former White House counsel Lloyd Cutler, concluded the following: The most urgent unmet national security threat to the United States today is the danger that weapons of mass destruction or weapons-usable materiel in Russia could be stolen and sold to terrorists or hostile nation states and used against American troops abroad or citizens at home.

With this funding, the committee has placed itself firmly on record in support of the continuing effort to reduce the threats posed by offensive nuclear weapons, their delivery systems, and related material.

Another priority of the committee was to sustain the readiness of the U.S. military. Toward that end, we added approximately $1 billion to the budget request to fund critical priorities of the military services. These additions included the following: Almost $250 million to improve the readiness of Army aviation, including additional Black Hawk helicopters, upgrades to Apache helicopters, and additional TH–67 training helicopters.

We added $125 million for upgrades to the B–2 and B–52 bombers and an additional $100 million to maintain B–1 bombers to ensure we will continue to have a ready, capable bomber fleet.

We added more than $120 million to upgrade engines and reduce maintenance costs for the F–15 and F–16 aircraft, and we added almost $100 million for the maintenance of surface ships and Navy and Marine Corps equipment.

The committee also added money to increase full-time manning in the Army National Guard, to upgrade the Navy's electronic warfare aircraft, to improve the operational safety and capabilities of the test ranges and space launch facilities, and to continue modernizing the training aircraft used by the Air Force and Navy for the training of new pilots.

Again, I emphasize these additions to the President's budget request were all made before the events of September 11. There will be additional ones I will list in a moment, but we will be receiving in the next few days an amended budget request from the administration, or a supplemental budget request, to add additional funds to those I am outlining.

We do not have that request before us yet, so we are unable to respond to it. Of course, it will be mainly an appropriations request, but we also hope as authorizers to have an opportunity to take a look at that request in the days ahead.

The committee also gave priority to continued support for transformation of the U.S. military forces. To do this, we added more than $800 million to the budget request to advance the transformation efforts of the military to a lighter, more lethal, and a more flexible force. These additions included the

following: Nearly $400 million to support Navy transformation, including more than $300 million to support conversion of four excess Trident missile submarines to carry Tomahawk cruise missiles; more than $200 million to increase the defense science and technology budget, including substantial increases for advanced materials and manufacturing technologies, nanotechnologies, and cutting-edge communication technologies. We added almost $200 million for Army transformation programs, including full funding for all of the objective force priorities on the Army's list of unfunded requirements in fiscal year 2002, and more than $80 million to fund continued efforts to develop and field unmanned vehicles.

I want to give special credit to our ranking member, Senator WARNER. He has been an active advocate, for as long as I can remember, for putting additional funds in for our unmanned aerial vehicles and other unmanned vehicles. He has had a great deal of foresight in focusing on the importance of doing that, and I have supported those efforts, but the credit for the leadership really belongs to Senator WARNER. The Nation is in his debt for that and so many other actions on his part. In future years and future decades, we will see the payoff for these kinds of investments now in these unmanned vehicles.

The money that is needed to fund these priorities was obtained through management and other efficiencies identified by the committee. In particular, we determined the Department should be able to achieve significant savings through improved management of its purchases of services, including—I emphasize this—the increased use of performance-based service contracting, competition for orders under service contract, program review spending analyses, and other best practices commonly used in the commercial sector.

In fact, the final report on an OMB pilot program 3 years ago concluded Federal agencies should be able to save as much as 15 to 30 percent on their service contracts through the use of performance-based service contracting alone. There has not been much done in that area. There is a lot we can do, and we will harvest significant savings when we do so, as this bill provides.

We are also able to achieve efficiencies by identifying programs in which the Department requested more money than it could wisely spend in fiscal year 2002. We approved a reduction of $592 million to the V–22 tilt rotor Osprey aircraft program because of continuing concerns about the program and the recommendation of the V–22 review panel that production should be kept to a minimum sustaining rate in order to minimize the number of aircraft requiring retrofit after these programs have been addressed.

Similarly, we approved a net reduction of about $250 million to the Joint Strike Fighter Program because of the likely delay of the launch of the engineering and manufacturing development phase of the JSF Program.

The bill before us authorizes a new round of base alignments and closures for the year 2003, and that will produce a significant increase in the Department of Defense's savings that it has achieved the four previous rounds. The civilian and military leadership of the Department of Defense has told us for years, through two administrations, that the Department of Defense has excess infrastructure and needs a new round of base closings to free up funds for higher priority defense needs and to support the successful transformation of our military and implementation of the Quadrennial Defense Review.

Senator MCCAIN and I have been fighting for a new BRAC, as we call it, for more than 4 years. I am glad the committee endorsed by a 17–8 vote the proposal the administration sent to us.

Now we are asking the Department of Defense whether or not, in light of recent circumstances, there is any change in their position that they want the tool of reducing excess infrastructure in order to make savings so they can apply those savings in the years ahead to other vital needs of the Defense Department. That request has been sent to the Department of Defense to see what their current position is in light of the events of September 11. We will have discussions with our colleagues relative to this matter in the hours and days ahead, and with the Defense Department, because we do want to make sure the Defense Department position is still the same and that is still a tool they consider to be essential for them in waging a war efficiently and in having resources needed to wage future efforts, such as the long effort that is going to be needed in the war against terrorism.

In short, we believe this is a strong and balanced bill that fully funds the amount requested by the administration for national defense, and it goes a long way to meet the urgent needs of our military. In light of recent events, we are obviously going to do more, as we have with the enactment of $40 billion emergency supplemental appropriations bill last week. On top of that, in the next few days we will be receiving a request for additional funds given the circumstances that have unfolded.

As important as the funding that we provide is, there is something else that is critically important. That is the unity of purpose that we show as we enter into the current struggle. Debate on a bill such as this is an inherent part of our democracy. While our democratic institutions are stronger than any terrorist attack, in one regard we operate differently in times of national emergency. We set aside those differences that we cannot bridge. We try to resolve differences that we previously were unable to resolve. But in cases of other differences, we put them off for another day, where the effort or attempt to resolve them now would create dissent where we need unity.

There are a number of these issues that were in this bill. One had to do with the question of national missile defense. We were able, by one vote in committee, to put into the original bill which came before this Senate a provision which would have required Presidential certification in the event that it was decided or determined there were activities that were going to be funded that were in conflict with the arms reduction and arms control treaty that we entered into. It was a matter of major seriousness, regardless of what position people took on that issue, to just about every Member of this body. Rather than to have the effort made to resolve that issue now, we decided we would withhold those provisions. That is why a few days ago I withdrew those provisions from this bill and introduced under rule XIV a separate bill which contained those provisions.

Under that rule, today, that separate bill which contains these provisions relative to national missile defense is on the calendar of the Senate. It is available for the majority leader to call up, should he choose to do so, for debate by this body. If and when—and I emphasize the ''if,'' not just the ''when''—the administration determines that an activity for which it is using funds from this bill conflicts with the arms control treaty, the ABM Treaty, it would then be an option for the majority leader to call up the bill that is now on the calendar which would then provide the opportunity for us to debate whether or not we wanted to fund such activity. That was the way in which we preserved that option, delayed that debate that preserved the rights of people who feel strongly about that issue, including myself, to have such a debate should it be appropriate to do so.

To summarize what we have done relative to those provisions, relative to national missile defense, the specific provisions relative to activities for which funds might be used from this bill in conflict with the ABM Treaty, the provision which is now on a separate bill would not have prohibited such activities but, rather, would have deferred a congressional decision on funding them until we had a determination from the administration as to whether the activities would be in conflict with the treaty.

For some Members, that is very important information. As the author of that provision, I believe very strongly that we have a responsibility to determine whether or not a testing activity or funding conflicts with an arms control agreement. Some might vote to approve the funding without regard to that arms control agreement. Others would want additional information and the nature of the conflict between the treaty and the requested activity. Some Members would want to know the significance of the testing effort, to weigh whether or not the value of the test which is in conflict with that arms

control agreement outweighs some of the negative circumstances which might be created by the unilateral withdrawal which would have to take place before such a testing activity occurred.

It seemed to me, regardless of one's position relative to the issue of whether or not we should proceed with such activities in conflict with the treaty, that was important information for all Members to have. We don't have that information now. The Department has been unable to tell us whether or not any of the activities which funds are being asked for in this bill, and to be authorized in the bill, are in conflict with the Anti-Ballistic Missile Treaty. They have been unable to tell us. The thought behind the language was that if and when the time comes when they do determine there is such a conflict, at that time Congress should have an opportunity to vote.

Again, I emphasize that language, subject of much debate and much dissent, has now been withdrawn from this bill by myself and put into a separate bill which is now on the Senate calendar. This was a very difficult decision, I tell my good friend from New Jersey.

While the Senator is presiding, I must say how extraordinarily moving he and Senator TORRICELLI were in New Jersey yesterday, as many Senators visited New Jersey after our visit to ground zero in New York City. It helped Members get a full picture by our visit to New Jersey with the presentations which were made to us by Senator CORZINE, Senator TORRICELLI, by the Governor of New Jersey, and by so many mayors who helped to round out exactly what the effect was of that attack upon us on September 11. I know I speak for all who were present yesterday in New Jersey when our Presiding Officer, Senator CORZINE, and Senator TORRICELLI made such an effective presentation. Many of us were not aware that perhaps half of the people killed in that terrorist attack were residents of New Jersey. While New York City was ground zero, and we had severe losses at the Pentagon, New Jersey and also many from Connecticut and I believe from as many as 40 or 50 other countries were attacked by those terrorists. There were many, many countries symbolized on that attack on the World Trade Center when citizens from so many countries were killed in that attack. I think Britain lost literally hundreds of its citizens.

What was so dramatically presented to us yesterday was the fact that New Jersey's families are suffering in as great a number as any other place, including New York, as a result of that attack. I just wanted to thank Senator CORZINE for his role in bringing us to New Jersey, along with Senator TORRICELLI. It makes a difference.

Just as important as it is that we stand together in these days, coming together where we can on a bill which is so important to the defense of this Nation and to our security—and where we cannot agree, trying to defer those other issues to a different time and place—it is also important that our colleagues join us in trying to focus on issues that directly relate to this bill as this bill comes before the Senate.

Obviously, amendments are appropriate. They always are appropriate. But there are some amendments currently being filed that really cannot be appropriately considered on this bill. It is going to require all the efforts of all of us to focus on the material in this bill and the subject matter of this bill if we are going to get a bill passed as it should be passed urgently; if not today, and that is unlikely—by Monday or Tuesday.

(Mr. CORZINE assumed the chair.)

Mr. WARNER. Today may be possible.

Mr. LEVIN. Today may be possible, I am told by my good friend, Senator WARNER. We should not even eliminate that possibility. But if we all cooperate in the kind of spirit which we have in bringing this bill to the committee and trying to avoid amendments which are not related to the subject matter of this bill, we have a chance of passing this bill as it should be passed, with great urgency and with great unity and with one voice.

Senator WARNER and I have spent a lot of time in the last few days working to do just that—to be able to bring a bill to the floor where we can say together that we, the members of the committee, all support this bill now.

We hope other Members of the Senate will join in this debate, offer amendments as they must, which relate to the subject matter, but help us to pass this bill with the urgency which is required and the unity which, God knows, is appropriated in circumstances such as this.

I want to say one other thing to my friend from Virginia before I yield; that is, how grateful this Nation is to him for his leadership in bringing to our attention the losses, the personal losses and the tragedies that were involved in the attack on the Pentagon. I was able to personally join with Senator WARNER on a number of these visits that he has made. I know how many hours he has spent with, not only the families of those who have lost loved ones at the Pentagon but with the leadership at the Pentagon focusing on how to restore the Pentagon, to let the terrorists know we are going to restore New York, we are going to restore the Pentagon, and we are going to restore any other places they were able to damage.

But I thank Senator WARNER because he has played the leadership role in bringing to the attention of the Nation that the losses in New York are the largest losses numerically, assuredly, but that we had almost 200 people between the people working in the Pentagon and the people on the airplane that hit the Pentagon, lost in Virginia. I know how his heart goes out to those families.

I can only tell him—I know he already knows every Member of this Senate is with you and with your colleague from Virginia in your efforts to bring some peace and closure and then some restoration to those families and to your State. I thank you for that.

The PRESIDING OFFICER. The Senator from Virginia.

Mr. WARNER. Mr. President, I thank my colleague. The morning of September 11 was a moving moment in the life of every American. Senator LEVIN and I, within a very short time after learning of the attacks both in New York and in Virginia, and of course the devastation that occurred in Pennsylvania and the peripheral tragic consequences that came upon the States of New Jersey, Connecticut, Maryland and the District of Columbia, in close proximity to these attacks—I called my friend and I said I think you and I should show our support at this point in time for the men and women of the Armed Forces and for the President and for the Secretary of Defense.

I made a call to the Pentagon which resulted in the Secretary of Defense saying, ''Your participation this day of the attack would be welcome and helpful.''

The two of us met and went to the Department of Defense. Just a few hours after that attack, Senator LEVIN, the Secretary of Defense, and I stood right there, about 100 yards or so from where that plane crashed into that edifice, the Pentagon, which represents, to our men and women in uniform, the epicenter of the command and control of their destiny.

I thank my colleague for joining me that morning in going to the Department. I think every time I have had the opportunity to address the Senate since that period, I begin by saying that all of us in the Senate have in our minds, in our prayers, the victims who were lost in these attacks and their families, no matter where they are, around the nation and around the world. Yes, we have them in our prayers. But, those prayers are combined with prayers for literally thousands of men and women: firefighters, policemen, rescue squads, hospital and Red Cross workers, construction workers—that realm of individuals that shun recognition but who selflessly responded to those sites, first in New York and then in a fraction of time in Virginia, to try to help at those sites where the attacks were inflicted.

That band of brothers and sisters, as one fireman said to me, whether they are in Virginia or New York or Pennsylvania, or from any of the many States and localities that sent help, represent the finest traditions of this great Nation about how we respond and help each other in time of need, all of us.

Now the Nation is arm in arm united behind our President, moving forward—steadily, carefully, thoughtfully—to address the needs of the Nation and the means by which we, seeking justice, will bring about a redress

of these criminal acts, perhaps with the use of force, which is likely to be necessary. Of course, last night, as our President spoke, I and others had in mind the men and women in the uniform of the United States Armed Forces and their families who will bear the brunt if and when that force is used.

Mr. President, I thank my chairman. We have worked together in this chamber for 23 years and now we face another challenge. We are fortunate to have on our committee men and women who are absolutely committed to do what is necessary and proper to help this country in this hour of challenge and need.

I think it is appropriate, following the President's magnificent address last night—and I know of no President in the history of the United States of America who has ever been faced with a more challenging, a more complex framework of international security issues, economic issues, and threats to the United States than has our President, President Bush—that we now take up and swiftly pass this Defense Authorization Bill for Fiscal Year 2002 that provides the President the resources he has asked for and that our armed forces need.

The President not only rose to the occasion last night, but I think, if I may say, he exceeded in every way our hopes and prayers that he would take command—as he did—and deliver a very clear message.

Today, as the Senate turns to the consideration of our national defense authorization bill for the year 2002, in this time of national emergency, it is time we provide our President and the men and women of the Armed Forces, and the thousands of civilians who support those men and women, the requirements that they have for the coming fiscal year as best we can judge them.

The chairman indicated that the President would be forthcoming any day now with an amendment to the 2002 bill. Our committee and other committees of the Senate will immediately turn to that, upon receipt. It is my expectation that it can be incorporated in this legislation during the course of the conference between the House and the Senate.

The events of September 11 have forever changed this world, and forever changed the United States. The one change that is clear is that we are a stronger nation today. That inherent strength emerged not a second after the infliction of these grave attacks. The 11th, when we saw the smoke billowing from our homeland, is a day forever etched into everyone's memory.

The initial shock was followed by a surging sense of new purpose and strength and, a word that all of us understand—''patriotism''—love of country for the freedoms that we have.

Now a responsibility and a challenge fall upon the Congress—a coequal branch our Government—to work with our President and to serve our citizens. It is vital that we very carefully—as we have done—and expeditiously address this bill and, hopefully, act on it. The leadership has been tremendously supportive of Senator LEVIN, myself, and other members of the committee throughout the course of the past few days as we have worked to bridge our differences and bring this bill to the floor.

I hope we can pass this bill, for this bill will communicate a message to our citizens and to the world that the U.S. resolves to do whatever is necessary to protect our homeland and our forces abroad, to work with our allies for their mutual protection, and to address the full spectrum of threats that confront our Nation, the entire Western World, and, indeed, all of civilization. As we have all heard and felt, this was not just an attack on America, but an attack on the world and the fundamental principles of civilization.

All of us in this Chamber have recognized the fact that this is an increasingly dangerous world. There will be a time to look back on events and how well we were prepared, and how we were not prepared, to deal with this crisis. But those debates are yet to come. Now is the time for unity. We have it here today in the Senate.

I addressed my caucus this morning outlining what Senator LEVIN and I have agreed upon. He addressed his caucus. We bridged the one remaining difference early this morning between the hours of 8 and 9. This managers' amendment, which we have just adopted by unanimous consent, in my judgment, satisfactorily addresses the remaining differences we had.

When the authorization bill was reported out by the Armed Services Committee almost 2 weeks ago, there was a division among its members. That was understandable because our side—the Republican side—was unified behind what we saw were clear and justified requests by our President. The bill, at that time, contained certain provisions which we believed might impede his ability under the Constitution as the chief architect of foreign policy to continue and, hopefully, conclude certain negotiations he has undertaken with Russia with regard to the Anti-Ballistic Missile Treaty.

Further, we thought the dollar amounts which our President requested of the Congress for the purpose of initiating new research, development and testing with regard to our Nation's absolute necessity to prepare ourselves today, and most especially for future generations, against the threat of a limited attack on us, were inconsistent with what I believe are the President's justifiable requests. For that reason, we were not able to report out, as is the tradition of our committee, a bipartisan bill.

But in the aftermath of the tragic events of September 11, the distinguished chairman and I, working with our Members on both sides, have now bridged these differences in large measure. We agree at this time, for reasons I have stated, that we feel that, in the aftermath of these attacks, the justification for moving forward with new ways to prepare this Nation against a limited attack of missiles is enhanced by what we saw on the 11th. It brought to us the realization that, yes, while there was some thought it was remote that a missile could attack this Nation someday, now we cannot ignore or eliminate any part of that full spectrum of threats that may be directed towards this country.

So, as never before, we are strongly committed to support our President.

In my own many years on this committee, I have worked as ranking member with Chairman Nunn, Chairman Stennis, and others. There were rare times when the chairman and the ranking member of the Armed Services Committee recognized, for whatever reason, that they could no longer have bipartisanship. I am reminded of two instances between Senator Nunn and myself. One was when we had a difference of view on the Tower nomination, and the other was the Gulf War resolution giving President George H. W. Bush the authority to utilize force in 1991.

History reflects the outcome of those two events. But I remember that Senator Nunn and I shook hands. We recognized we had to go our different ways, and we did it. In the aftermath of both events, we rejoined as the chairman and ranking of the committee to work together. Senator LEVIN and I have likewise done so.

There came a point in the course of our deliberations—it was actually last weekend following a joint appearance—when we were on a national television show that I told him I felt I had to go my separate way and introduce legislation which reflected very clearly what we Republicans perceived as the essentials that the Commander in Chief, the President, desired and needed. This included preserving his ability to continue negotiations regarding the ABM Treaty and to prepare for a future, limited missile attack. Hopefully, God will never let that happen. Regardless, we must make preparations.

For a while we went our separate ways. But then in due course, Senator LEVIN introduced this bill we are acting on today. I say to my colleagues that I believe, along with the managers' amendment, this bill satisfies the concerns we had with the bill originally reported to the Senate by the committee, with regards to the ABM Treaty and equitable funding for ballistic missile defense. After careful consultation with the Secretary of Defense, the Deputy Secretary, and many others—consultations I have had at length every day this past week—I can represent to our chairman and to all members that the administration now supports this bill as it is drawn.

Proceeding on, we have, as managers of this bill, introduced legislation

which we believe should meet the expectations of the Senate and that the Senate, hopefully, will act swiftly upon this bill. I did not realize we would have the opportunity to consider this bill today, and I thank our leaders for recognizing the importance and timeliness of this important legislation.

I hope Members, having heard the deliberations in our caucuses this morning regarding this bill, know those areas in which they are interested. If they have amendments, they should bring them to the floor. Hopefully they will be germane to the provisions of this bill and respectful of the spirit of discretion our leaders have asked for so that we can move expeditiously on this bill.

I urge my colleagues to join us in sending our President and our fellow citizens in the world a message of this resolve by passing this bill. I remember also Governor Bush, when he was a candidate, reminded us almost prophetically in the Citadel in the fall of 1999 that: ''The protection of America itself will assume a high priority in a new century. Once a strategic afterthought, homeland defense has become an urgent duty.'' In that same Citadel speech, he called for ''anti-ballistic missile systems, both theater and national, to guard against attack and blackmail.'' He also called for strengthening our intelligence community and developing the technologies to detect chemical, biological, and nuclear weapons threatening our shores. The threat, as he perceived it then, required greater emphasis on homeland defense.

Our committee, when I was privileged to be chairman several years ago, with the help of my now chairman, Senator LEVIN, established a subcommittee entitled ''Emerging Threats.'' The responsibility of that subcommittee was to provide the full committee with the wide spectrum of issues as they saw it with regard to known, anticipated, and unanticipated threats. This subcommittee examines whether the current elements of the national defense we have in place need to be strengthened or, indeed, new initiatives taken to strengthen, to hopefully deter, and, if necessary, to respond to these threats. This subcommittee has done a lot of valuable work. Senator ROBERTS was chairman; now Senator LANDRIEU is chairman. They have continued to provide very helpful assistance to the full committee, and the full committee has acted in many ways to protect our country from the growing threat of terrorism.

When the bill was adopted by the committee this year—and I commend the chairman—the chairman actually, with his initiative, added another $200 million towards antiterrorist activities. As he mentioned earlier, part of that increase was expanding the scope of research and development of unmanned military vehicles. I thank the chairman for his recognition of my modest role in that. I assure you, I could not have achieved those initiatives as chairman without his support and that of the other members of the committee.

The President of the United States has committed significant resources to deal with the types of terrorists threats we witnessed a week ago. For fiscal year 2002, President Bush requested $5.6 billion for the Department of Defense for activities to combat terrorism. This is a $1 billion increase over last year's level of funding. Again, the chairman added another $215 million, for which I commend him. With the committee's support, we clearly have a bill that addresses homeland defense, and supports this highest priority concern our President brought to the attention of the Nation in the fall of 1999 at the Citadel.

Missile defense, in my judgment, is a critical component of that homeland defense. The President stands by his vision to prepare America and begin now to look at new options by which to prepare us to hopefully deter and then defend against a limited attack. This is clearly the time to stand by our President.

I remember when the Director of the Central Intelligence Agency, George Tenet, came before our committee. He has repeatedly warned us that ''America's superpower status does not bestow invulnerability upon us but in fact makes us a target for the angry and disaffected of the world.''

That was in his testimony. We as a Nation have grown accustomed to being safe within our borders. While many of us recognized the growing vulnerability, this vicious attack on our homeland removed all doubts about the full spectrum of the capabilities, military and otherwise, that the terrorists can use to inflict damage upon us.

We have heard incredible stories of courage and heroism amidst the tragedy of the past week and a half. Our Nation today, as the President said last night, remains in danger. All American citizens should understand that. I remember so clearly in my past experience with the military, there was occasionally that sign—the all clear, sound the all clear bell aboard ships. And at my airbase in Korea, the cold winter of 1951–1952: The all clear siren had blown—We could rest easy.

Today, that siren has not blown. I don't know, nor does anyone else know, when that siren can be blown across this Nation. We are in danger at this moment. We remain in danger. But the world should know that we are a much stronger Nation, and we are prepared, with the men and women of the Armed Forces today and the other many resources that we have, to deter and hopefully not let another attack hit this Nation.

I hope those Members who have amendments will come to the floor. I see other Members seeking recognition. I hope our members of the committee will likewise come and express their views about this bill and their active participation on the committee.

Again, I thank our chairman. I thank all members of our committee and our magnificent staff, on both sides. We have produced a commendable piece of legislation which is deserving of prompt consideration and enactment by the Senate.

I yield the floor.

The PRESIDING OFFICER. The Senator from Colorado.

Mr. ALLARD. Mr. President, I thank both the chairman of the Armed Services Committee and the ranking Republican, Senator WARNER, for their diligent efforts in reaching this compromise. It means a lot to me, to the State of Colorado, and particularly to the Nation. When you consider the events that happened just 10 days ago, those tragic events, it is imperative that we get a Defense authorization bill to move forward.

The way the issue of missile defense started out in the subcommittee on which I am the ranking Republican, it was a rocky road. The chairman of that strategic subcommittee, Senator JACK REED of Rhode Island, is a tremendous chairman. I like working with him. There are a couple of committees on which I serve with him, where he is the chairman and I am the head Republican. Our working relationship I describe as superb. He listens, tries to work with the minority side. I try and do everything I can to work with him. We have a very good relationship.

It was with a heavy heart, when reporting out of that subcommittee our portion of the armed services bill, we had it reported out in a divided mode. We had a strict partisan vote, Republicans voting against it, Democrats were for it, the chairman. It was over the issue of missile defense. Then the issue went to the full Armed Services Committee and that debate continued.

I know when it got to that point in the debate, people began to lock in their positions, and we would still be tied up today if it would not have been for the tremendous leadership of our chairman of the Armed Services Committee, Senator LEVIN, as well as the ranking Republican working together on this most important issue.

There are many other important issues in this bill. I am particularly pleased that we have moved forward with missile defense. I am pleased the restrictive language in missile defense was taken out and the funding is there with the flexibility to either use for missile defense or for terrorism. The President, in light of the recent changes in the last 10 days, needed that flexibility. I, for one, was more than willing to give it to him.

I appreciate the efforts in the area of defense environmental management of my chairman, what has been in the committee; in particular, the support in the bill for closure sites which would benefit the sites' surrounding communities and the Nation as a whole. This

would provide a clean and safe environment at the sites of former defense nuclear weapons facilities. It would free up scarce resources as these sites are cleaned up and closed down to help advance environmental cleanup and restoration at other environmental management sites.

In my subcommittee, we had basically two functions.

We have the armed services function, and then also we have the Energy Department function. So we deal with many of the nuclear programs, as well as the bombing programs and missile defense and defense intelligence. So I think this was important to the country as well as the State of Colorado.

I also appreciate the efforts for the National Nuclear Security Administration. The National Nuclear Security Administration appears to be making important strides. There are still enormous challenges ahead, but I think the NNSA seems to be moving in the right direction. In intelligence matters, I was encouraged by the support for unmanned aerial vehicles, sensor capabilities, and commercial satellite imagery. I am still concerned, however, that other critical components of the intelligence architecture did not receive similar support.

Processing and dissemination of intelligence products remains a weakness in the overall system. Current programs in intelligence are underfunded and would greatly benefit from increased support. Hopefully, we have taken care of much of that with some of the funding approved by the Senate in the past week.

I was pleased with the support for greater Department of Defense involvement in the development of reusable launch vehicles. However, I should note that I was disappointed that the committee had opted not to implement any of the reforms of the Space Commission. This is an area of particular interest to me and to another former member of the subcommittee, Senator BOB SMITH.

There was a lot of hard work put into the Space Commission report. So I was very disappointed that there wasn't more consideration taken on those recommendations.

I was also a member of another commission, the NRO Commission. Many of the provisions we recommended in our commission were adopted in the Intelligence Committee and then subsequently adopted in my subcommittee and the full Armed Services Committee.

So I think we have set the stage for us to move forward at this point in time. I am supportive of the bill and am pleased the chairman and the ranking member could work out our differences and move forward. I look forward to the debate, and I thank the ranking Republican for his tremendous statement.

I yield the floor.

The PRESIDING OFFICER. The Senator from Colorado yields the floor. Who seeks recognition?

The Senator from Oklahoma is recognized.

Mr. INHOFE. Mr. President, I have been listening intently to our chairman, our ranking member, as well as the Senator from Colorado. I find myself in agreement with virtually everything that has been said. I think it is important for us to realize something that really has not been said, which is that on Friday, September 7, we met—the Senate Armed Services Committee. We passed out of the Armed Services Committee our Defense authorization bill. Four days later, we find ourselves at war. So there are some things that have changed; the dynamics have changed—those things which we know are urgent to our Nation's defense and to our national security. They weren't there back on September 7 when we passed our authorization bill.

I have around 14 amendments at the desk. It is not my intention to offer any of them now or call for a resolution to those. But I will be doing it when we get into the bill on Monday.

One is to give the President the authority to waive sanctions against allies in our war on global terrorism. This was something we didn't really anticipate on September 7. It was just a matter of weeks ago that we passed sanctions against both India and Pakistan, which receive both military and economic aid. There are some conditions under which the President can waive these sanctions, but they are not too well defined. They put him in a position, when negotiating with countries, where he doesn't have that authority firmly planted within his powers to do it. So I am going to propose in an amendment, No. 1593, that we provide for notification in a 30-day period of time to Congress. But the President can say, if you do this, we are going to lift sanctions.

You might argue that there are vehicles in place to lift sanctions right now. But if it happens that we are in recess at that time, if it happens that there is some ambiguity as to whether or not Congress would go along with it, this way he can say, yes, we are going to lift these sanctions or waive these sanctions. I don't think there will be a lot of opposition to this. It is something that would give power to the President, who last night, I believe, gave the defining speech of his career.

Second, it deals with something more technical, but I think we need to look at it differently now, and that is depot maintenance. Depot maintenance refers to the type of maintenance of our military fighting equipment that has to be done in a publicly owned depot. The idea behind it, which has always been our policy, was we should have the capability of doing core maintenance—maintenance that would help us in times of war—so that we don't take the risk of being held hostage by a single supplier or contractor. So what I am going to be suggesting is to change our waiver policy. What we have done over the past several years is say, well, we do want the depots to have the capability of maintaining our vehicles.

Take, for example, aircraft, the air logistics centers; there are three. There used to be five; now there are three. They are operating with equipment put in place back during World War II. It is outdated. We still have on the books a law that says 50 percent of the core maintenance has to be done in a public depot. So we have been operating on waivers now for several years. The waivers are put in there by the Secretary of the Air Force, in this case, or the Secretaries.

This power should be changed so that there is a new accountability. We have gone waiver after waiver after waiver, with no hope that in the following year we would be able to do it without a national security waiver. I will suggest it be written into the bill that we give the President of the United States the authority to waive the performance of depot level maintenance instead of the Secretary of the Air Force. If the President signs the waiver, he must deliver a report that lists why the waiver is necessary and what will be done to prevent the waiver from being required in the future.

The President, under the amendment I will be offering, may delegate this to another party. The President has that responsibility. This is what is missing because right now it goes from administration to administration without any interest in really resolving the problem or saying what we are doing to increase the capability of our public depots in order to make the maintenance that is prescribed by law.

There are several others. I want to say that even though I am hoping that the amendment I have filed—I have two, 1597 and 1596, that would attach to the Defense authorization bill an energy policy for America. Let me be critical not of Democrats, not of Republicans, but of both, going all the way back to the early eighties because then, when President Reagan was President of the United States, we tried to get him to have an energy policy. In fact, Don Hodel was Secretary of the Interior at that time, or in that timeframe.

Mr. President, we had this dog and pony show where we went all around the United States—to the consumption States, not the production States—demonstrating clearly that the outcome of every war, back to and including the First World War, has been determined by who has control of the energy. That is still true today.

Nobody believed it then. Since then we have gone through the Persian Gulf war. We realize we have enemies in the Middle East, and yet to a great extent we are reliant on the Middle East for our ability to fight a war. It is insane we should continue that policy.

I know there are a lot of Members who are asking why it is an issue right now. It is an issue now because this is a readiness issue. I spent 5 years as

chairman of the Readiness Subcommittee. It is now chaired by my distinguished colleague from Hawaii, Senator AKAKA, and I am his ranking member.

I can tell you right now that we are not ready in many areas to fight the war we are looking at right now. One of those areas is our dependency on foreign oil.

Let me put up a chart. My amendment is not a partisan attack. I hope my colleagues do not take it as such. I have been urging Democrats and Republicans to deal with this for years, and they have refused to do it. Even George Sr., coming from an oil patch, said: Yes, we have to have an energy policy, the cornerstone of which would be the maximum percentage of the energy we need to fight a war.

In the year 2000, 19.6 million barrels a day was used for the consumers of America. I guess what I am trying to say is, our need for petroleum consumption has been going up for a long time. From the year 2000 to 2001, it is up to 19.7 million barrels of oil a day. That is on the rise.

The second chart shows our domestic oil production has sharply decreased over the last 10 years. We have produced less domestic oil since World War II. In January of 1991, we produced 17.6 million barrels a day, and that has dropped down to 6 million barrels a day during this timeframe.

On chart No. 3, we can see that our domestic oil production continues to decrease while our consumption continues to increase. This was not true in the days when we started calling this to the public's attention, but it is true today.

That means we are getting oil from foreign sources, and that is what this chart shows. It shows our imports in that same year, January of 1991, were 4.6 million barrels a day, and they went up to 8 million barrels a day. It has almost doubled since that period of time.

Our dependence on foreign oil has dramatically increased since 1973 and is projected to increase in the future. Currently, 56.6 percent of U.S. oil needs are met by foreign sources. This presents a real energy and national security problem. The military is equally dependent on foreign oil, as is the general public. We must seek to drastically increase a domestically produced, diverse energy supply, including nuclear, coal, oil, gas, and renewables.

All these sources of energy are addressed in the House bill, and I have one amendment that would merely adopt the language in the House bill and also the language in the bill from the Senate Energy Committee.

Looking at our dependence on foreign oil imports and how it has escalated, we are today at 56 percent. We were at 36 percent when I talked about going around the country alerting people to the seriousness of the problem. In the same progression, we are going to be up to 66-percent dependent upon foreign sources in our ability to fight a war.

What is most startling is that we depend on nations in the Middle East, such as Iraq, to supply our oil needs. The Middle East supplies about 25 percent of our oil needs. What shocks an awful lot of people is that of that amount, we are importing 862,000 barrels a day from Iraq, a country we just defeated in a war 10 years ago, a country whose President made the statement that: If we had waited 10 years to march into Kuwait, the Americans would not have come to their aid because we would have the capability of lobbing a missile at them. That is the dilemma in which we find ourselves today. That is why I say this is a national defense issue.

Iraq is the fastest growing source of United States oil imports. That is the same nation that we took military action against seven times last month, the same nation we know has links to bin Laden, who is the prime suspect in the horrible attacks in New York and Washington, as well as the U.S.S. Cole and both Embassy bombings in East Africa.

This is a major national security problem. Energy will be critical if and when America engages in military action.

Operating a modern war machine requires a lot more oil than it used to. A contemporary 17,500-soldier U.S. Army division uses twice as much oil daily than did an entire 200,000-soldier field army during World War II.

The 450,000 barrels of petroleum products consumed daily by the 582,000 soldiers in the Persian Gulf was four times the daily amount used by the 2 million allied soldiers who liberated Europe from the Nazis. Today it takes eight times as much oil to meet the needs of each soldier as it did during World War II, and the Department of Defense accounts for nearly 80 percent of all U.S. Government energy use.

What I am saying is this is a very serious issue, and this is an issue that directly relates to our readiness, relates to our ability to defend America, and relates to our ability to carry on the war which we are in right now. It is very important that we pass an energy package. I don't care if it is the House wording, I don't care if it is the wording that came out of the Senate Energy Committee, but it directly relates to our ability to fight a war.

It will be perfectly acceptable to me if we make an arrangement whereby we agree to passing a comprehensive energy policy by the end of this year and not having it as a part of the Defense authorization bill because it would complicate things. It is very important we pass our Defense authorization bill and get it into conference and signed into law in a very short period of time.

Thank you, Mr. President. I yield the floor.

The PRESIDING OFFICER. Who seeks recognition?

The Senator from Hawaii.

Mr. AKAKA. Mr. President, I rise today to support the Armed Services Committee actions on the fiscal year 2002 Defense authorization bill. I also commend the chairman, Mr. LEVIN, and ranking member, Mr. WARNER, for their part in leading the committee, as well as guiding the committee, in their efforts to bring about a bill that will give confidence to the people of our country.

My friend and partner, Senator INHOFE, and I have worked closely to ensure that the Readiness Subcommittee's actions support the full committee's five goals for this bill. As Chairman LEVIN has described, these goals are: One, to continue improvements in the quality of life; two, to sustain readiness; three, to encourage transformation; four, to improve the capability of the Department of Defense to meet nontraditional threats; and five, to increase the efficiency of Department of Defense operations.

Our subcommittee worked together to make contributions in all five areas, and these actions are reflected in the bill we present to you today.

In the area of improving quality of life, the bill takes strong steps to improve the facilities in which our military personnel work and the housing in which they and their families live. This bill supports the $10.0 billion administration request for military construction and family housing for fiscal year 2002, which is a 10-percent increase over fiscal year 2001 levels. This funding will, according to Department of Defense calculations, reduce the current 192-year replacement cycle for military facilities to 101 years. While this is a significant improvement, this figure is still nearly double the standard of approximately 57 years accepted in the private sector.

The bill invests an additional $451 million from savings and efficiencies achieved elsewhere in the budget to make further improvements in military facilities, including projects to enhance mission performance, build additional unaccompanied housing and family housing, purchase key tracts of land at military installations to prevent future encroachment problems, and adequately fund legally binding cleanup requirements at facilities closed by previous base closure rounds.

The bill also includes an increase of $40.0 million for personal gear for military members to improve their safety and comfort in the field.

The committee's second theme was one that I and the whole committee care deeply about: sustaining the readiness of our Armed Forces.

This bill supports the funding increases contained in the administration's budget request to more accurately reflect the increased use of spare parts and the higher prices for spare parts associated with older weapons systems. In addition to the requested increases, the bill provides almost $100 million in additional funding for maintenance work on surface ships and other Marine Corps and Navy equipment. These funds will increase the

availability of equipment to units and allow them to spend more time training.

The bill also supports the budget request for an increase of seven percent in real terms for facilities sustainment, restoration and modernization over fiscal year 2001 levels. I believe that these additional funds will provide critical improvements to service members' places of work, allowing for greater productivity and increased job satisfaction.

I also believe that further advances in sustainment, restoration and equipment maintenance are possible, in particular by increasing attention to corrosion prevention technologies and products. As I know from the military facilities in Hawaii and elsewhere in the Pacific, maintaining military equipment and facilities in wet, salty, and hot environments is a significant challenge. I believe progress can be made on this critical issue that will both improve the service life of our property and the lives of our service members who have to maintain this property.

This bill includes a $7.4 million increase for anti-corrosion product testing and treatments, and directs the Department of Defense to coordinate anti-corrosion research and testing across the military services. The bill also supports small increases in a limited number of ammunition programs to reduce training and war reserve shortfalls and enhance troop safety.

The committee's third goal was encouraging transformation. This bill includes small increases to support necessary training for the Army's new Interim Brigade Combat Teams (IBCTs), a critical step in the Army's transformation to a lighter, more rapidly-deployable force. Other actions taken by the Readiness Subcommittee to improve efficiency should also result in savings in both the current and future budgets, savings that can be redirected to the necessary process of transforming our armed forces.

The committee's fourth priority was to improve the Department of Defense's capability to meet non-traditional threats, the importance of which was made painfully and sorrowfully clear to us all last week. Many of my colleagues will speak forcefully on this issue, and I share their sentiments of outrage and extreme sadness as we cope with this horrendous attack. The committee looks forward to bringing further recommendations to our colleagues on this critical issue in the near future. Until this occurs, the bill before us will provide funding for the requested improvements to bases and installations that will increase the safety of our forces at home and abroad.

The fifth theme of our bill this year was to improve the efficiency of DOD programs and operations. This is a goal the committee shares with Secretary of Defense Donald Rumsfeld, and we look forward to working with him closely to make further progress on this in the future. The bill presented here today takes important steps to help us along the path.

In the area of acquisition reform, the bill includes a number of provisions to improve the acquisition of equipment and services. One provision would require the Department to set up a management structure, management information system, and program review structure for the Department's contracts for services. A related provision would establish savings goals for services contracts and goals that would be achieved through the application of best commercial practices, including competition, performance-based contracting, and spending analyses.

Another provision strengthens requirements for competition for multiple-award contracts to purchase products and services, and would require approval for sole-source awards. The bill also includes provisions enabling DOD to shorten the acquisition cycle for weapons systems by codifying a technological maturity requirement for key technologies to be incorporated into new systems.

Other provisions of the bill address acquisition workforce issues and aim to ensure that the defense components have sufficient staff to manage requirements in a cost effective manner. I was impressed by the work of the Acquisition 2005 Task Force's recent report, ''Shaping the Civilian Acquisition Work Force of the Future.'' I intend to confer with the Task Force to further define the extent of the problem. As the chairman of the Senate Governmental Affairs Subcommittee on International Security, Proliferation, and Federal Services as well as the Senate Armed Services Subcommittee on Readiness, the issues raised by the Task Force are of great interest to me.

This bill also takes steps to improve financial management within DOD. Specifically, it includes a provision that would refocus comptroller and auditor resources on addressing systemic problems in DOD financial systems rather than wasting resources on reviews of financial statements. Another provision codifies the Department's Senior Financial Management Oversight Council and financial feeder systems compliance process to provide top-level guidance in addressing financial management problems.

Though the committee finished its work just days prior to last week's terrible attacks in New York and at the Pentagon, I believe that the bill we produced is just as relevant today as it was then. This bill lays a firm foundation to fortify our armed forces, takes many important actions to sustain and improve their readiness in both the short- and the long-term, and represents a product which I commend to my colleagues. I urge your support for this bill.

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.

Mrs. HUTCHISON. Mr. President, I ask unanimous consent the order for the quorum call be dispensed with.

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

Mrs. HUTCHISON. Mr. President, I was going to make a statement on an amendment I had filed. I did not know the Senator from Georgia was about to speak now. I will be happy to yield to him.

Mr. CLELAND. Mr. President, I am glad to work with the distinguished Senator from Texas, and I yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Mr. President, I want to speak briefly on an amendment I offered to the armed services bill. It relates to survivor benefits for people in the military who are killed in the line of duty. I had offered this amendment with Senator INOUYE actually before September 11, the day that changed all of our lives, because I thought there was an injustice in the law as it deals with our military personnel; that is, if someone died in a training accident or in the line of duty but had not yet retired, he or she would not be entitled to any retirement benefits, even the benefits already earned. So if someone died after 10 years of service and had not had the opportunity to serve the full 20 years, the survivors would have no benefits.

I do not think that is the way to treat our military families, so I have been working on a piece of legislation that would allow those people who die in the line of service while on active duty to have the retirement benefits for their survivors—just what they have already accumulated. It would not give them the full 20 years, but it would give them the 5 years they served or the 10 years they served. This is something that now takes on an even bigger, more important role as we are dealing with the issues of September 11 because, as we know, over 100 of our military personnel were in the Pentagon and were killed in the line of service while on active duty.

So I am offering this amendment, once again, to the armed services bill. I hope it will be accepted. I hope both sides will agree that all those who were in the Pentagon at the time should have the survivor benefits to which they are entitled by their years of service.

The interesting thing about this is that the very parts of the Pentagon where this particular issue was being worked is the part that was hit.

I want to specifically mention a couple of the people who were in the Pentagon and who are now missing who were really pushing for my legislation to go forward—not for themselves because they were already retired. But they knew about the dangers of not taking care of our people. They were in the Pentagon talking to the personnel

about the necessity of this particular piece of legislation. COL Gary F. Smith, who was the Chief of Army Retirement Services, and Army MSG Max Beilke were working on this legislation. Those two men were in the Pentagon and are now missing as of September 11, 2001. LTC Smith wrote to my staff about this legislation on June 15 saying:

Those of us who work on these issues daily know how important this will be. We'll keep our fingers crossed and hope it will get into law.

That was written to Jimmie Keenan, who is an Army nurse on my staff detailed to me as an Army fellow. She is an expert in this area and has worked tirelessly on this issue. She has worked long hours. It was because of her experience in working with her fellow members of the military medical corps that she realized there was something wrong. Many times in a training accident, for instance, we go through an elaborate procedure to medically retire someone who is already dead. That is what we have been doing—where we could—if someone died in a training accident. Before we declare a military person dead, we go through a process that medically retires that person.

My staff says this isn't right; why would we go through this process when the family is already in trauma and the people around the person who has died are in trauma? Why do we have to go through that? Why don't we just say when someone dies in the line of duty, for heaven's sake, they should have the benefits to which they are entitled by the number of years they serve?

She went to work. It is a great idea. Another fellow knew what was needed. And they worked on this for almost a year.

It just happens that the people who were working on it with her in the Pentagon will not be able to see this bill pass. But what they will get is the comfort of knowing that their families are going to be taken care of in a much better way than before.

I am asking the managers of the bill to put this provision in the managers' amendment. I think it is a very important part of taking care of all members of the military—not only the ones who have died before and not only the ones who died on September 11.

I think this is an important message to the members of our military who are getting ready to be called up. Many are already called up. Many are waiting for those orders. That is what our military does. They wait until they are called up to serve their country. They are waiting to be called to service today as we speak and as we are seeing the preparations to enact the war against terrorism that our President so eloquently laid out for the people of America.

As we know, the brunt of carrying out the President's orders is going to be on the men and women of our military. I want them to answer the call knowing that if anything does happen to them, their survivors will be entitled to the benefits of their retirement for whatever number of years prorated they would be entitled to under the preretirement laws.

I thank Jimmie Keenan and Ray Ivie in my office, along with Michael Ralsky and David Davis who have also helped on this issue.

In memory of LTC Gary Smith and MSG Max Beilke, I ask that this amendment be accepted.

Thank you, Mr. President. I yield floor.

The PRESIDING OFFICER. The Senator from Georgia is recognized.

Mr. CLELAND. Mr. President, it has been an incredible 10 days.

I was reading in the New York Times today a marvelous quote of John Kennedy that I think is appropriate for where this country stands as we face our future.

Only in winter can you tell which trees are truly green. Only when the winds of adversity blow can you tell whether an individual or a country has steadfastness.

In so many ways over the last week and a half, it has been my honor and personal privilege to be a part of this great body, to see its steadfastness in the face of adversity, and to see the wonderful staff people come back to work even though they knew they were at least for a moment in time a target of the terrorists.

It has been encouraging to see the steadfastness of my own people in my own home State of Georgia as they rally for the cause.

It has been a marvelous thing to experience, watching television and seeing the experience of New Yorkers who rose to the occasion to honor their firefighters, and to honor their policemen, and who did what it was difficult to do in dealing with that terrifying situation which still goes on this day.

But one element of steadfastness we are showing is that this legislative process continues. The Senate Armed Services Committee was busy buttressing the defense of America before the attack. We are busy today buttressing the defense of America after the attack.

I would like to discuss today this pending legislation—the Defense authorization bill for fiscal year 2002.

Just 2 short weeks ago, the Senate Armed Services Committee completed its markup of this authorization bill, which I heavily support. After the tragic events of last week, in a very timely fashion, we bring this measure to the floor to begin the process of providing our military men and women with the resources they will need to respond in this crisis.

As all of us are aware, last week people and property of the United States were attacked in a vicious, deliberate, cowardly, and inhumane fashion. The full cost of this attack is only now becoming clearer.

In the days that followed the attack, I was often asked what I thought was the historical meaning of this moment. I have often quoted Admiral Yamamoto who planned and executed the attack against Pearl Harbor. Afterwards, he was quoted as saying he feared he had only ''awakened a sleeping giant.'' In so many ways I think that is exactly what has happened to our country. We have become awakened. This sleeping giant called America is now awakened.

What is also clear to the perpetrators of this crime, while being unified against our country, is that we are now unified against them. The President spoke eloquently and with great strength last night in that regard. But I will say that the U.S. military will not be alone in this fight. Indeed, I have spent some time this morning listening to testimony before the Governmental Affairs Committee regarding how we ought best to support the President's establishment of a National Office for Homeland Security. In that hearing, it was the unanimous consent of the witnesses that the current effort of the myriad agencies involved in the fight against terrorism, including the Department of Defense, must be better coordinated.

The Government Accounting Office report recently released—actually released yesterday—sums up the issue succinctly. ''Current Federal efforts,'' the GAO says, ''to combat terrorism are inherently difficult to lead and manage because the policies, strategies, programs, budgets, and activities are spread across more than 40 different Federal agencies.''

Since the problem appears to be one of coordination—and the GAO has fingered that—I believe the President's Office of Homeland Security is an excellent solution. It promises to adapt our Government to accomplish more effective counterterrorism coordination and assign responsibility for measurable results.

It is simple enough to be rapidly implemented—and that is important—without disrupting the operations of the agencies which are affected.

I join the distinguished chairman of the Governmental Affairs Committee, Senator LIEBERMAN, in his desire to move quickly to support the President's action with appropriate legislation.

Notwithstanding the fact that our response to terrorism will involve many agencies, it will be our military that will be on the cutting edge—the tip of the spear, so to speak. It will be our military, our young men and women, that will wage one of the most visible and dangerous attacks that we have seen in many, many years. They are on the cutting edge of this war on terrorism. For many around the world, the performance of our military will characterize our success or failure in the war on terrorism.

As the military carries out its critical part in the war, we must also continue to provide for our military men and women in terms of their security as they protect our national security. This bill does that.

Prior to the recent terrorist attacks, the Senate Armed Services Committee increased the original budget request for combating terrorism by well over $200 million. This increase includes over $100 million to support research and development aimed at detecting, defending against, and responding to the use of weapons of mass destruction. The other half of this increase—over $100 million—would increase the ability of U.S. forces to deter and U.S. installations to defend against a terrorist attack.

Within this latter total, the committee determined that the Army had an unfunded mandate for installation security, and we provided an additional $778 million to address this need.

The committee also added funding of almost $14 million for U.S. special operations for the special operations command. Though we expect additional requests and will identify future needs, the measure pending before the Senate continues this committee's bipartisan efforts to provide a solid foundation for combating terrorism.

Just one anecdote: On the last day of consideration of this massive bill, authorizing over $300 billion to be spent for our defense, one of the questions I asked my fellow committee members was: Defense against what? What is the threat? This was 2 weeks ago.

Senator PAT ROBERTS, the distinguished Senator from Kansas, for the last couple years has been the chairman of the Subcommittee on Emerging Threats. Senator MARY LANDRIEU from Louisiana is now the chairman of that subcommittee. I asked both of them in their research, in their hearings, in their study of the real threat against America: What is it? What are we defending against?

Both agreed the most likely threat to the country was a terrorist attack, a stealthy attack, with no known address, no return to sender address, especially biological or chemical attack. That was the threat No. 1. Threat No. 2 was cyber-warfare against our Internet, against our computers to, in effect, shut us down in terms of our communications and our data processing.

I thought about that last Tuesday when we had the terrifying attack on this country. We were zeroing in on the fact that the real honest to goodness threat against this Nation was going to be a terrorist attack.

Today I had the pleasure of visiting with two former Members, Senator Warren Rudman and Senator Gary Hart, part of the Hart-Rudman commission, who months ago identified the chilling fact that it wasn't a question of whether this country was going to get hit by a terrorist attack but when. Lord knows, we have learned that lesson.

As we proceed in the days and weeks and months ahead to consider additional counterterrorist efforts, I cite an editorial that appeared in Monday's Atlanta Journal Constitution.

In that editorial, former U.S. Senator Sam Nunn, in whose seat I now sit, whose position I now have in the Senate and position I have on the Senate Armed Services Committee, coauthor of the Nunn-Lugar Cooperative Threat Reduction Act, who currently serves as cochairman of the Nuclear Threat Initiative, clearly summarized the threat we face and outlined some key elements that should be included in our response.

Senator Nunn points out that the terrorists' murderous deeds are limited only by the weapons they are able to employ—limited only by the weapons they are able to employ. He notes that the disintegration of the former Soviet Union left many thousands of tons of nuclear, biological, and chemical weapons, along with the scientists who worked with those weapons, adrift in an eroding infrastructure of inadequate controls and depressed economies.

We must prevent terrorist groups from exploiting this situation to obtain weapons of mass destruction, weapons materials and know-how. As we have only narrowly averted some attempts by terrorists to purchase these materials in recent years, I call on my colleagues to act on the recommendation of the bipartisan task force that called for a fourfold increase in the funding of programs aimed at reducing the threat of inadequately safeguarding weapons, materials, and know-how in Russia.

As Senator Nunn correctly states:

> We must develop a comprehensive defense against the full range of threats based on relative risk and supported by strong alliances around the world so that the pain of today will not be known by the children of tomorrow.

In the trials to come, we must remember our military might springs from the willingness of our people to serve. I have always thought, since I was a young serviceman in Vietnam, 35 years ago, the key to our defense is our defenders. They are the military and civilian personnel who make up the Department of Defense. They are our defenders.

As chairman of the Personnel Subcommittee of the Armed Services Committee, I am pleased to inform the Senate that this authorization measure is a good bill and the provisions that address the needs of our military men and women and their families enjoy the full and bipartisan support of all members of our committee.

Some of the personnel provisions in this legislation include: total funding for personnel-related items at a level of $106 billion, about $7 million over the original budget request; and support for the recommended active duty end strength requested by the administration. This includes an increase of over 3,000 personnel in the Navy and almost an increase of 2,000 in the Air Force. This bill provides an increase in the full-time manning end strength by almost 2,000 personnel. This is the first installment of an 11-year plan to increase full-time manning, which is one of the top readiness priorities for the Reserves.

As we now know, some 50,000 reservists have already been called up. All of our State adjutant generals have said to us that they need help with the shortage in full-time support that they receive from the active duty force.

This bill also provides a significant pay raise—well above the rate of inflation—for all military personnel.

Mr. President, again, for our troops in the field, military personnel, there is a significant pay raise in this bill, well above the rate of inflation. We recommend a targeted pay raise that ranges from 5 percent to 10 percent, beginning in January of 2002. It is between 5 and 10 percent. Enlisted personnel and junior officers will receive a pay raise of at least 6 percent or more.

We also extend the special pays and bonuses that are so important for recruiting and retention. As someone who has served on the Personnel Subcommittee over the last 5, 5½ years, and now chairs that subcommittee, as you know, we have been struggling with recruitment and retention. I am pleased to report the military services have seen a burst of recruitment around the country. That is another sign that the steadfastness of this country is sound, particularly when we are threatened.

Acceleration by 2 years of the existing plan to gradually increase the basic allowance for quarters to eliminate average out-of-pocket expenditures for off-post housing by 2005—accelerate that by 2 years—the BAH will cover median housing costs by 2003. We have capped the average out-of-pocket expenditures for 2002 at 7.5 years.

The bill authorizes a significant increase in funding for the defense health program, which includes full funding for TRICARE for Life. That is for the military retirees over 65. This is the retiree benefit that this committee initiated. The bill includes an authorization of an expanded benefit for disabled dependents of active duty personnel. This benefit includes comprehensive health care, home health care, and case management services for the disabled family member and respite care for the primary caregiver to the disabled family member. We recognize that providing for the special needs of disabled family members increases the capability of service members to perform their military mission.

The bill also includes two new initiatives to help retain service members with critical skills. As a matter of fact, I was surprised to actually learn that part of the report recommended a focus on terrorist attacks and an emphasis on homeland defense. This report by Senator Rudman and Senator Hart also included recommendations to dramatically upgrade the Montgomery GI bill. Some of those recommendations were already in this authorization bill.

These initiatives include my own initiative, which I worked on for 3 years with my staff, to allow service members to transfer up to 18 months of unused Montgomery GI bill benefits to

family members and Senator HUTCHINSON's education savings bond initiative. Both of these help the educational package now available to service men and women.

The bill also authorizes retired service members with a service-connected disability to receive both military retired pay and veterans disability compensation, contingent upon the President proposing and Congress authorizing an offset.

The bill also authorizes pilot programs with the VA for a joint program of graduate medical education, and for the VA to conduct separation and retirement physicals.

Finally, the bill authorizes $35 million for impact aid and $5 million for impact aid for children with severe disabilities. Not only is this bill good for our service members, but this year's Defense authorization bill provides critical resources to sustain and improve the strength of America's Armed Forces, from funding initial production of the world's most advanced fighters, such as the F–22, to addressing infrastructure concerns, to adding to our airlift capabilities, and providing extra C–130s—shortfalls that DOD identified, and it guarantees that we as a nation are continuing the strong tradition of supporting our military, as well as preparing for the threats of the future.

In conclusion, I thank Chairman LEVIN for his leadership and hard work on this bill and the ranking Republican, Senator WARNER—he and his staff. They have made a strong contribution to this year's authorization bill.

I think we should all commend these two gentlemen for their tremendous dedication to our Nation's military and their continued example of true bipartisan cooperation and accomplishment.

Mr. President, I will conclude with a line that I came across when I was going through Reserve Officer Training Corps school as a young cadet, written by one of Wellington's troops after the Battle of Waterloo, after the glory of the battle had long since faded. He wrote once that:

In time of war and not before,
God and the soldier men adore,
But in time of peace, with all things righted,
God is forgotten and the soldier slighted.

Mr. President, over the last 10 days, this country has in many ways rediscovered our God and certainly has rediscovered our soldiers, our service men and women. This bill is in their interest. I urge my colleagues to adopt it.

I yield the floor.

Mr. DASCHLE. Mr. President, a number of our colleagues have been calling both leaders asking for some update on the schedule for the day. I wanted to notify Senators that the negotiations on the airline legislation have just been concluded. So it is my expectation that we will take the bill up within the next hour and a half.

All Senators should be on notice that we will attempt to get a unanimous consent agreement to move to the bill shortly after the legislation has been drafted, and it would be my expectation to take the bill up immediately. There would be most likely a rollcall vote before the end of the day. I guess, in the 3:30 to 4 o'clock range we will take the bill up. I am not sure about the length of the debate. We will have a rollcall vote on that legislation before the end of the day.

The PRESIDING OFFICER. The Senator from Missouri is recognized.

Mrs. CARNAHAN. Mr. President, I associate myself with the remarks of the chairman and the ranking member, as well as the eloquent statement that my colleague, Senator CLELAND, has just made.

This is a good bill. It is one that strengthens our military and enhances the quality of life for our Armed Forces and prepares our Nation to confront terrorism.

One group of Americans will be on the front line of the new war on terrorism: our reservists and National Guard members. President Bush has authorized a callup of 50,000 of these citizen soldiers. They may soon leave their families and civilian jobs and, at a great personal sacrifice, report to active duty. They will be among those who will confront our enemies, defending our freedoms in a shadowy and potentially brutal war.

Our Nation must do all we can to support these brave men and women and their families. There are many things we need to do to address the issues for reservists' quality of life. One of those is to ensure that those who are called to duty and their families have access to uninterrupted health care coverage.

Currently, when reservists are called up, they are temporarily considered active duty components. While they are in harm's way, members of the Reserves and National Guard and their dependents are entitled to the same military health care coverage as other military personnel, with what is called TRICARE. Reservists who have deployed for more than 30 days during a major contingency may extend their military health care coverage for 30 days after they return.

I have discussed this issue at length with several reservists and the leadership of the Missouri National Guard, and I can tell you 30 days simply is not enough. Oftentimes, civilian employers are unable to restore the reservists' health care benefits immediately. In other cases, Reserve members have quit their jobs before deploying and have no source of insurance when they return home.

On Monday I will offer an amendment on behalf of myself and Senators DEWINE, LEAHY, LANDRIEU, JOHNSON, BREAUX, BINGAMAN, DODD, and THURMOND. The amendment is based on legislation I introduced with Senator DEWINE earlier this year with seven cosponsors. Our amendment will allow reservists returning from deployments without health care, to extend their TRICARE coverage for up to 180 days or until their civilian health insurers return their coverage to them.

This legislation would address the circumstances faced by reservists like Capt. Terri McGranahan. She volunteered to be a part of our peacekeeping mission in Kosovo. During her service, she worked in a health clinic that had been newly painted with a toxic sealant. Working in this clinic had made her very ill, resulting in pneumonia. Eventually, she developed a spot on her lung. She did not detect this condition right away. When she finally sought medical treatment, the 30 days of TRICARE coverage had already expired.

When she returned home, her private health insurance company refused to cover her. She asked the Army for help, but was turned down. Captain McGranahan has fallen through the cracks of two health care bureaucracies.

We have to do better than this.

Mr. President, my amendment will provide comfort to thousands of reserve families whose loved ones risk their lives defending our Nation. But more important it would be part of our national effort to unite behind our troops during this time of national crisis.

The bill on which the amendment is based has been endorsed by 28 organizations across the country, including the Reserve Officers Association, National Guard Association, Enlisted Association of the National Guard, the Air Force Association, the Association of the U.S. Army, and several other organizations promoting quality of life for our service men and women.

Over 50,000 reservists may soon be called into service. As President Bush himself has said, ''We're talking about somebody's mom, or somebody's dad, somebody's employee, somebody's friend, or somebody's neighbor.''

Our initial cost estimate for our original bill was just 5 million dollars a year. This proposal is not extravagant in a $343 billion defense budget. It is the right thing to do, and it is needed right now. This is not a permanent solution. We need a full health care program for these service men and women. The Defense authorization bill requires the Pentagon to study this issue, and I look forward to reviewing it. But in the meantime, I am pleased to offer this amendment in the name of our Missouri's National Guard and Reservists, as well as our country's other citizen soldiers.

General Eisenhower once said:

Leadership cannot be exercised by the weak. It demands strength—the strength of this great nation when its people are united in purpose, united in a common fundamental faith, united in their readiness to work for human freedom and peace.

Mr. President, let us assure our citizen soldiers that when they return home, they will not be denied health care because of their military's service.

They deserve no less. I thank the Chair.

I yield the floor.

Mr. LEVIN. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant bill clerk proceeded to call the roll.

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

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

RECESS SUBJECT TO THE CALL OF THE CHAIR

Mr. DASCHLE. Mr. President, I move that the Senate stand in recess subject to the call of the Chair.

The motion was agreed to, and at 2:45 p.m. the Senate recessed, subject to the call of the Chair, and reassembled at 3:07 p.m., when called to order by the Presiding Officer (Mrs. FEINSTEIN).

Ms. LANDRIEU. Madam President, I come to the floor this afternoon to speak on the subject of our Defense authorization bill.

First, let me say how appreciative I am of the leadership of Senator LEVIN and Senator WARNER. These are two Senators who trust one another and who work beautifully together. I have personally witnessed the work they have done both publicly and during many hours of private negotiations. I cannot thank them enough for their extraordinary leadership at this very important time in our Nation. I truly think that God has blessed us at this time to have these two fine men helping lead the negotiations at this particular time on a very important bill for our country.

President Kennedy reminded us during the height of the cold war that to ensure the peace we must prepare for war. September 11 seems to many of us literally years ago. It was just last week that our preparations for 21st century warfare were cut dramatically short. We had just reached the point where the American public was beginning to comprehend that future wars would, indeed, be very different; We would need a different sort of military to combat them. However, national security infrastructure is a large, lumbering ship. It takes time, focus, patience, and determination to turn its direction.

On September 11, early in the morning, the attention of our Pentagon turned on a dime to this new threat. As all of us are now beginning to understand, 21st century warfare is very different.

I have referred to the current attack on the United States as a silent war. People have asked me what I mean by that. I mean that the resources we employ to fight this war may not be visible on CNN. We will fight electronically, with our special forces, with our intelligence operatives, with psychological operations. It will be a war in which our greatest victories may never be fully appreciated and in which our full vulnerabilities are perceived by only a few.

It is also a silent war because silence is the only real asset of our enemies. When we can identify our foes, they will be eliminated. For that reason, we must be relentless and patient. We are in a chess match with killers. A great deal rides upon its outcome.

My confidence in our victory comes from one simple fact: Our opponents rely on a few pathological minds to win this war. Our Nation can call upon the minds of free-thinking, freedom-loving people around the world to ensure our victory. And ultimately we will prevail.

We have a long journey in front of us. Today we take another step. I commend our chairman, Senator LEVIN of Michigan, and Senator WARNER of Virginia for their outstanding leadership at this time.

As the chairperson of the Emerging Threats Subcommittee, I am clear about the work our committee must undertake over the next few months and perhaps years until the successful conclusion of this conflict. I also sincerely thank the Senator from Kansas, Mr. ROBERTS, our ranking member of this important committee, for his cooperation, his insight, his vision, and his passion on this subject. His advice and counsel and our excellent working relationship have made a difficult task more bearable.

It should be noted that I have determined a new policy for our subcommittee. From now on, all meetings of the Emerging Threats Subcommittee will be bipartisan in nature. We have neither the time, nor do the American people have the patience, for partisan squabbling and bickering because the stakes are so high.

In formulating the Department of Defense budget for the next fiscal year, we considered five priorities. Sadly, recent events have brought three of those priorities to the forefront. We have done very good work recently in ensuring that our military is ready to meet nontraditional threats and to ensure that our Armed Forces are ready to defend our Nation on a moment's notice. Now is the time to enact all of our plans and defend America and its values against this unprecedented challenge to our Nation.

In addition, we have sought to improve the quality of life for our service men and women and their families. It is the service family who will keep the hearth warm while our fighting men and women are deployed. We must provide them with the quality of life they deserve.

In almost every war of which we are aware and have studied—and many have actually participated in—it was always hard on the family. I imagine and predict that in this war, in some ways it will be harder on families because the intelligence, the secrecy of what we have to do, while it was always important in past wars, is going to be more so. There will be families separated from loved ones for long periods of time and children who will never be able to receive a letter from a father or a mother or to hear their voice for long periods of time. I urge that our Nation give some extraordinary and new thinking to what we might do to support the families who are going to be called to the front lines and, in addition, to recognize while my committee only supervises and oversees the military operations, as our President and as our leaders have so eloquently stated recently, it is not just men and women in uniform who are on the front line, but our firefighters, our local elected officials, our National Guard, business people, in many instances, are on the front line, depending on what their business is. Their families need special consideration.

We have also done important work in improving the efficiencies of the Department of Defense. This will become more crucial in the coming days as our Nation commits its treasury to the present struggle. We must ensure that we invest wisely in the best possible means toward ensuring absolute victory.

There are a few aspects of this legislation of which I am particularly proud. We have made a significant investment in upgrading and sustaining our fighters and our bombers. Any student of modern history cannot overlook how important these are to conducting modern war and how vital they will be to achieving victory in this new type of war.

In this bill, we have authorized a 5-percent pay raise for all of our service personnel. Perhaps it can be more. Perhaps 5 percent is not enough. We can revisit that issue. It is another step along with an 8-percent pay raise that was done the year before and raises the year before to make the paycheck begin to match—which it can never quite do, obviously—the sacrifices our men and women are called on to perform.

As we contemplate the tasks that our men and women in uniform face, we are made aware of our duty to properly compensate them and their families and to support them financially, psychologically, emotionally and, in many ways, spiritually.

We have provided a guarantee that our fighting men and women will be able to fully participate in democracy while being deployed abroad. We included language in this bill to ensure that their right to vote will be uninhibited, barriers taken down, and that valid votes will be counted.

This Nation set a precedent in 1864, when we conducted a Presidential election in the midst of a paralyzing war. This bill ensures that we will not allow the current crisis to disrupt our democratic process.

I now focus, briefly, and in conclusion, on the work done by the Emerging Threats Subcommittee in the last

few months. Our committee is charged with the task of concentrating on the efforts of the Department of Defense to counter new and emerging threats to our national security interests. Our jurisdiction includes terrorism, the subject that is absorbing the attention of the entire world at this time.

I stress that as the threat of terrorism has emerged in a most horrific way, we must not overlook our other jurisdiction of counterproliferation and chemical warfare. Those responsible for the tragic events of last Tuesday know they must find new ways to threaten our security, and we must be ready for them.

I will concentrate on the subcommittee's work on counterterrorism initiatives just for a moment.

The threat of terrorism can no longer be described as emerging. It has, unfortunately, emerged. The subcommittee has done substantial work in protecting our Nation from the terrorist threat, but it is obvious that we must do more.

There is no doubt in my mind that in the coming days we will see the work of this committee increase and our efforts redouble to stem the tide of terrorism here on our homeland. We have sought to meet the immediate needs of the services and commanders for counterterrorism initiatives and force protection. These initiatives include $14.3 million to fund enhanced counterterrorism training for the special operations command—a very special command now in this new war with this emerged threat —which has a mission of defeating terrorist actions. This is a crucial investment. There will be more to be made in the future, and I call on all Members of Congress and the President to understand the critical importance of significant investment in this particular area.

In our bill, we have $10 million to increase and formalize the Chairman of the Joint Chiefs of Staff combating terrorism readiness initiative fund, which allows commanders in the field to fund emergent, high-priority requirements. Again, this was the amount of money put in prior to 9/11. I am certain, as we have time to confer with each other and revisit the budget allocations again, there can be additional funding authorization so that our commanders in the field have no barrier to protect their forces and to protect Americans wherever they may be in the world.

We also devoted $107 million to the Departments of Defense and Energy for detecting, defending against, and responding to the use of weapons of mass destruction. This includes funds allocated for chemical and biological detection and prevention.

The attack initiated against the United States last week was committed with a rather crude weapon of mass destruction. It is important that we keep our guard up against other more sophisticated weapons.

Additionally, we have devoted over $77 million to establish minimum access and entry controls at military installations abroad. As security is increased on installations both domestically and abroad, these funds are needed now more than ever.

But while we focus on the threat that has emerged, it is important that we also address the proliferation of nuclear weapons. As our enemy searches for new and innovative and very destructive ways to attack us, it is important that we deny him access to the most destructive weapons. The markup package fully funds—and I am very proud that this decision was made last week—the Cooperative Threat Reduction Program at the DOD budget request level of $403 million. Included in the $403 million is $50 million for destruction of Russian chemical munitions. Before the program can spend the money to destroy the Russian chemical munitions, however, DOD must meet certain prerequisites. These prerequisites include a Russian commitment to contribute $25 million to the program per year. These prerequisites are based on those originated by Senator ROBERTS last year.

We also cannot overlook chemical and biological weapons that can inflict unthinkable, unbearable harm on our civilian population and our men and women in the field. That is why our committee devoted over $1.2 billion for demilitarization. Additionally, we have acquired vaccines to combat the threat of chemical and biological weapons and are in the process of making that entire system much more robust, and that work is well underway.

Let me close by proclaiming my extreme confidence and admiration for the men and women of our Armed Forces. They have trained day in and day out for their ultimate mission. And now we must all call on them to fulfill that mission. I am confident they are up to the task because, as I said in my opening, this war that we fight does not necessarily rely on the genius and strength of our President, although he showed great strength and genius last night. It doesn't just rely on the great strength of the 100 of us in this Chamber, but it rests squarely and stably and securely on the shoulders of every American everywhere, our allies, and of free-thinking people who have been inspired by God over the centuries to fight this war. That is why I know we will win and we will all do our part.

I yield back the remainder of my time.

Mr. THURMOND. Mr. President, at this tragic time in our Nation's history, it is time for the Senate to lay aside politics and focus on the needs of our country, especially those of the men and women of our military services. The National Defense Authorization Bill for Fiscal Year 2002 is the key legislation that this Senate will consider this year to provide critical funding and legislative authority to the Department of Defense so it can carry out its national security role. The bill also includes important provisions to improve the quality of life for our soldiers, sailors, airmen and Marines. These men and women will be the spears in the fight to rid this world of the terrorist that threaten not only this great Nation, but all peace loving people throughout the world.

The fact that we are considering this important legislation at this time is a reflection of the bipartisan effort to support this nation. I joined my Republican colleagues on the Armed Services Committee in voting against reporting out the Defense Authorization Bill for Fiscal Year 2002. I would have joined my colleagues in voting against final passage of this bill if the onerous provision on the future course of the deployment of ballistic missile defenses had not been not struck from the bill. By removing the provisions that would have hindered the President's ability to deploy an effective National Missile Defense System, Chairman LEVIN has come a long way toward assuring passage of this important legislation and laid aside partisanship in favor of unity.

I will support this important legislation in its current form, although I have significant reservations regarding the section 821 which severely restricts Federal Prison Industries' ability to sell to the Department of Defense. Since the Department is FPI's largest customer, my concern is that this provision would severely harm FPI and its essential mission in keeping inmates safely and productively occupied.

FPI is an essential program that maintains prison safety and security. It keeps thousands of prisoners working and productively occupied, which helps prevent mischief and violence. Also, it is the most successful government program for teaching inmates job skills that they can use in the private sector when they are released. It does all of this without any cost to the taxpayers. Because of these concerns and the fact that this matter is under the jurisdiction of the Judiciary Committee, I will join any effort to strike this provision and am optimistic that it will not survive to see the light of day.

Under the leadership of our new Chairman Senator LEVIN and the Ranking Member, Senator WARNER, the Armed Services Committee included many provisions and funding items that the administration supports and will have a significant impact on readiness and quality of life. The bill provides $10.5 billion for military construction and family housing construction. It adds more than $232.0 million to increase the Basic Allowance for Housing to further reduce the out-of-pocket expenses housing costs for service members and their families. It adds more than $1.0 billion to the budget request to improve the readiness of U.S. forces.

The bill also includes significant funding to improve the capability of our forces to meet the nontraditional threats that we will face in the coming

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.

Mrs. 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 ROBERTS, 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 aces, 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

in the security personnel in a studied, incremental fashion. Start with the shuttle flights to New York and Boston and immediately have enough security personnel in those particular planes already equipped with the secured cockpit.

This particular measure also increases the number of Federal air marshals. In the interim, the FAA can use personnel from other Federal agencies to serve as those air marshals. It federalizes airport security operations. I heard a while ago at a conference that the Secretary of Transportation said we did not have the money to do this. We do have the money, and we have voted the money. That is why this Senator voted the $20 billion. Someone has said it is $3 billion, and that $3 billion is enough. Put some 23,000, 24,000 security personnel in the airports around the country as Federal service employees, civil service Government employees, skilled, with training, with adequate pay and retirement and health care benefits. That is when you are going to get the competent personnel.

I have had this struggle for the past several years about privatizing the comptrollers. I do not see anybody in the Chamber this afternoon talking about privatize, privatize, privatize. We can see what privatization has done to security.

Europe affords government workers in its airports. If Europe can afford it, we can. In fact, after 9–11, we must afford it. We cannot play games with the number of employees and everything else of that kind when it comes to security, and this is just as important or more so to this particular Senator than the money.

I am going to explain the money in a little while. You can give airlines all the money in the world, but if nobody comes to fly on their planes, if the airports and the planes themselves are not secure, then they are going to suffer badly financially and there is not enough money in the Government Treasury to keep them alive unless we do this No. 1 thing; namely, provide for airport security, which is on everybody's mind.

The bill also improves screening procedures for passengers. It checks the passenger's name against a coordinated list comprised of criminal, national security intelligence, and INS information.

I heard the previous administrator of the Immigration and Naturalization Service, Doris Meissner, on TV the other evening. She was talking about checking names off as they come in. The INS gets this information. The FBI gets this information. It ought to be absolutely certain that it also goes to all of the airports and is disseminated, because there is some question that they had some information about the 9–11 attack ahead of time but it was not properly dispensed among those responsible.

The bill provides for hijack training for the flight crew. It calls for background checks on students at flight schools for large planes and increases perimeter security at airports and air traffic facilities. It assesses a dollar-per-passenger security charge and authorizes funds to carry out the security initiatives.

This bill is totally bipartisan, but there was a concern amongst several of the Senators about assessing a charge. I think all members of our committee more or less will cosponsor the bill, once we can check this afternoon, in a bipartisan fashion.

Now, that charge will bring in $250 million. Assuming the security responsibility at airports is federalized, it relieves the private airline industry of $1 billion. So $250 million for passengers to start contributing toward taking care of some of these expenses is definitely in order, in this Senator's mind.

I want to cover one particular thing with respect to the bill itself. The bill might have to be repaired if there is not a cap on claims. We are establishing a Federal claims procedure so the injured are not further damaged and do not have to chase around several jurisdictions and file all kinds of legal motions. So the Federal claims provision will be included in the bill this afternoon.

My understanding, because I was trying to get it on as a cap, if you do not have a cap on these particular claims, there will not be enough money in the Federal til. That will have to be repaired.

I could give the example of this high paid group on the top of the World Trade Towers, and they are very deserving people, but if they make $8 million or $10 million a year, if I were a lawyer I know I could get a $200 million to $300 million verdict of some kind, and while I am getting the $200 million to $300 million verdict, the poor fireman's lawyer comes in and says, ''Wait a minute. You are paying that high paid individual a couple of hundred million dollars, but this is a poor fireman who rushed in and saved his life, I want $200 million,'' and up and away it goes. Or the insurance company takes a traveling passenger who was on one of those planes and the lawyer goes to the insurance company and says, ''Go ahead, give us the $50 million, give us whatever million you want because you are subrogated, you can go against the Government claims, no limit on the government claims, and you can be reimbursed.'' They say I am out here shilling for the trial lawyers, but right is right. I am confident most of my trial lawyer friends would understand, in an act of war of this kind, there have to be some limits. If there are not limits, we will not sustain.

I hold the bill up with an amendment. I was prepared, but I have been talked out of it by the leadership, to have the airline security measure that could be passed this afternoon in the House and Senate.

The PRESIDING OFFICER. The time of the Senator has expired.

Mr. HOLLINGS. I ask unanimous consent for 5 minutes.

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

Mr. HOLLINGS. Madam President, since others are prepared now, let me read the most significant testimony of Harry Pinson of Credit Suisse First Boston, in Texas, and the head of the southwest regional investment banking group based in Houston that handles all of these industrial accounts. I ask unanimous consent it be printed in the RECORD.

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

TESTIMONY OF HARRY PINSON, HEARINGS ON AIRLINE INDUSTRY FINANCES, SENATE COMMITTEE ON COMMERCE, SEPTEMBER 20, 2001

Good afternoon Mr. Chairman. I want to thank you for holding these hearings today and allowing me to appear before the Committee.

My name is Harry Pinson and I am a Managing Director of Credit Suisse First Boston (''CSFB''), and Head of the Southwest Regional Investment Banking Group, based in Houston. I joined CSFB in 1984, and moved to Houston in the summer of 1995 from New York. I am responsible for coordinating the coverage of industrial accounts in the Southwest, including the airline industry. While in New York, I was Head of the Transportation Group in the Investment Banking Department from 1990 through 1995.

I began my business career as an Associate in the public finance department of Merrill Lynch, where I specialized in the transportation industry, prior to joining CSFB. I have managed a variety of financing and strategic advisory assignments for major U.S. industrial companies including the acquisition of McDonnell Douglas by The Boeing Company, the strategic alliance between Continental Airlines and Northwest Airlines, the sale of United Airlines to its employees, advising the creditors of Continental Airlines in the reorganization of the Company, the privatization of Quantas Airways and the acquisition of TWA by AMR.

The U.S. air transportation system, for all its faults, is the envy of the world. Its cheapness and ease of use means that more Americans fly more often than the citizens of any other major country. Whole industries are built around this unquestioned principal of mobility: hotels, resorts, car rental agencies. It binds us together as a nation, and connects us to the world.

The events of last Tuesday and their ramifications are threatening that principal of mobility in a number of ways.

First, the cash losses suffered while the industry was grounded and as it rebuilds this week are weakening an industry already made vulnerable by a weakening economy.

Second, the reduction in demand caused by the loss of passenger confidence and the impact on travel times caused by the security guidelines necessary to restore that confidence, coupled with the increased operating costs and lower fleet utilization that those same safety guidelines are likely to require, means that the profit model for the industry will change, perhaps permanently. For the first time ever, an industry conditioned to growth will have to find a way to shrink to profitability. It will take a lot of Yankee ingenuity to find that path, and many will not succeed.

Third, the catastrophe last week and our government's response to it have served to raise the perceived potential liabilities of operating an airline while simultaneously reducing the availability of insurance for that

risk. This means that airline shareholders, creditors, and potentially even the officers and directors of these carriers are being asked to bear the risk of potentially catastrophic losses: an unprecedented and highly disruptive situation.

Finance, the industry I participate in, has always had a big role to play in this industry because its persistent growth, capital intensity, fierce competition and low profit margins mean lots of external capital needs to be raised: about $10 billion so far this year. Because the airplanes can be deployed anywhere in the world, have long useful lives and a long history of holding their value, the vast proportion of the capital raised is in the form of long-term debt secured by these aircraft. This form of financing keeps annual ownership costs low and has generally been available in large amounts in virtually all operating environments, allowing airlines to fulfill purchase commitments even when business is bad. It also means that the airlines have accumulated enormous debt service and lease payment burdens which will not diminish soon.

We, in our industry, are eager to get back to the business of financing this industry, as we are eager to get back to business generally. It is our livelihood. The rebuilding of this industry will generate terrific investment opportunities which will attract the capital necessary to fund the future of this industry and eventually supplant the aid you are considering.

The fact that these investments will be risky does not necessarily diminish their appeal. The assessment of risk and speculation about an uncertain future are at the core of the investing process. There are, however, some types of risks that financial markets find hard to deal with which the current situation contains, and act as barriers to restarting the investing process.

For example, the more stringent security procedures which are essential to attracting passengers back to the airlines will be costly and disruptive, but we don't know how much because we don't understand them yet nor do we know who will bear the costs. Clarity on the ''rules of the game'' will be essential for the investment community to begin to assess rationally the future of the industry and its various participants. Until the rules are clear, investors will put their brains to work elsewhere. Since this issue also affects the likely size of the fleet for the foreseeable future, it makes the value of aircraft the bedrock collateral for much of the industry's financing, also hard to determine.

Second, investors are conditioned to assessing management turnaround plans and placing their bets, but liquidity concerns will make analysis again difficult. ''Shrinking to profitability'' is a new concept in the airline industry. Given the rigidity of airline cost structures in both capital and labor, it will take a long time, years for a turnaround to take place. No airline has anything like the resources necessary to fund this turnaround and investors in the current poor general investment climate are not likely to bet on a company's ability to raise money in the future to fund its plan. Therefore another, necessary condition to getting private capital moving back into this industry is to give the airlines access to sufficient liquidity to fund a turnaround, so that investors can focus on the business risks they understand.

It is in the nature of these support arrangements that, if the process goes as intended, much of this support will not be used because it will act as a catalyst for private capital to flow to the industry and take back from the government the role of financing the industry.

Third, new kinds of liability issues have arisen because of the catastrophe itself and the state of war resulting from it. The industry's insurance arrangements are not adequate to deal with this situation, and the war risk is effectively uninsurable at present. This has the potential to paralyze the industry as investors and creditors are faced with the potential of catastrophic loss. This is an impossible situation for investors to grapple with.

Clarity, liquidity, liability. Address these issues and we're in business.

Mr. HOLLINGS. I will start on page 3:

First, the cash losses suffered while the industry was grounded and as it rebuilds this week are weakening an industry already made vulnerable by a weakened economy.

This measure is not going to save a couple of airlines, in this Senator's opinion.

Continuing:

Second, the reduction in demand caused by the loss of passenger confidence impact on travel times caused by the security guidelines necessary to restore that confidence, coupled with the increased operating costs and lower fleet utilization that those same safety guidelines are likely to require, means that the profit model for the industry will change, perhaps permanently. For the first time ever an industry conditioned to growth will have to find a way to shrink to profitability. It will take a lot of Yankee ingenuity to find that path, and many will not succeed.

Third, the catastrophe last week and our government's response to it have served to raise the perceived potential liabilities of operating an airline while simultaneously reducing the availability of insurance for that risk. This means that airline shareholders, creditors, and potentially even the officers and directors of these carriers are being asked to bear the risk of potentially catastrophic losses; an unprecedented and highly disruptive situation.

Finance, the industry I participate in, has always had a big role to play in this industry because its persistent growth, capital intensity, fierce competition and low profit margins mean lots of external capital needs to be raised: About $10 billion so far this year. Because the airplanes can be deployed anywhere in the world, have long useful lives and a long history of holding their value, the vast proportion of the capital raised is in the form of long-term debt secured by these aircraft.

Madam President, jumping forward:

Second, investors are conditioned to assessing management turnaround plans and placing their bets, but liquidity concerns will make analysis again difficult. ''Shrinking to profitability'' is a new concept in the airline industry. Given the rigidity of airline cost structures in both capital and labor, it will take a long time, years, for a turnaround to take place. No airline has anything like the resources necessary to fund this turnaround.

Madam President, we are going to do our best at the Washington level to reinstill confidence in airlines, their operation, and, more particularly, the airline traveling public. We have been watching it day by day, and incrementally we have to address the insurance problem, we have to address the warrant problem with respect to payments to dividend.

I am not worried about the pay of the airline executives right now; I am worried about more substantial things for the moment.

I yield the floor.

The PRESIDING OFFICER. The Senator from Massachusetts.

Mr. WELLSTONE. Could I ask for 10 seconds? I ask unanimous consent, following the Senator from Illinois, I be allowed to speak.

The PRESIDING OFFICER. Are you propounding a unanimous consent request?

Mr. WELLSTONE. Yes, that after the Senator from Illinois, I be allowed to speak.

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

The Senator from Massachusetts is recognized.

Mr. KERRY. Madam President, I thank the distinguished chairman of the Senate Commerce Committee for his leadership on this issue over a number of years. It has been almost 10 years that the Senate in committee has been advocating at many levels the notion of the federalizing of airport security. I guess it is part of the nature of all Members not to mention just the nature of our politics, that sometimes things of good common sense don't happen for inertia, for indifference, for other interests that weigh in, until there is a tragedy such as we experienced a week ago.

The Senator from South Carolina has talked for a moment about the issue of the finances of our airlines. I emphasize that we obviously need to do something and do it fast. But that something has to be smart. That something has to recognize the distinction between the airline industry that existed on September 10 and the airline industry that was impacted on September 11 and what happens as a consequence there of. It is clear that prior to September 11, the airline industry was already experiencing a significant downturn in passengers and ridership because of the state of the economy. That has now been exacerbated a hundredfold.

I say to my fellow Americans today as forcefully as I can, there is no reason not to fly in an airplane in the continental United States or to fly out of the United States in today's system. There really isn't. That system is safer than the air system has been in years. The scrutiny level already in our airports today is significantly higher than it has ever been. The level of safety today as a result of the redundancy of checks and the level of concern by air marshals and State police, local police, and others is raised to the highest level it has ever been in our country. It is safe to fly in aircraft in the United States today. It may be that some people in this country would deem most of those in Washington expendable anyway, but if it is any consolation, Senators, Congressmen, and others are flying those planes now, and the American public should not hesitate to do so.

Here is also a truth, a reality. We can do things that create almost a fail-safe capacity, that raise the scrutiny level

often further in order to establish an even greater level of confidence notwithstanding that what we are doing today is the greatest level of scrutiny we have ever had. That is what brings the Senator from South Carolina, Mr. HOLLINGS, Mr. MCCAIN, myself, and others to the floor today to introduce an airport security bill that will, in fact, raise the level to the point where there is no excuse for anybody having any fear or any sense of dread about flying.

How do we do that? Let me remind people that what happened last Tuesday was not high technology, nor was it even force at the end of a gun barrel or a bomb that had somehow gone through and evaded security. In fact, everything that was used as a weapon was used within the permissiveness of the system as it existed then. It wasn't as if somebody walked through security and had a weapon that wasn't detected. What these terrorists evidently did was use terror in a low-tech way as effectively and as deviously, as hideously, as any of us could ever have imagined; using a box cutter, using a minimalist kind of weapon, they managed to terrorize flight attendants and terrorize passengers who, up until that point in time, had an understanding of hijacking that you sort of behave. You try not to unsettle the hijackers. In fact, the tapes that were used by the flight attendants were 1970 tapes, a 1-hour tape that taught them to try to calm the hijackers and perhaps persuade them to seek political asylum, or at least not to harm the passengers while they took them to Cuba or took them to some other country.

What we learned on September 11 was that now there is a completely different strategy that we now know people are willing to employ. Someone is willing to commit suicide and try to take over an airplane and use it as a weapon.

The task now is to make certain that no one can again use an airplane as a weapon. I again point out that, in an act of absolutely extraordinary heroism, three American citizens who were informed of the change in tactic, who were told by loved ones on the ground that the planes prior to them had been used as weapons, understood the new equation. They understood that they were faced with the potential of imminent death and, if that was true, they were going to take matters into their own hands.

I think that forever changes the equation with respect to the potential of an aircraft again being used as a directable weapon by someone moving into the cockpit, taking over and actually flying the aircraft, using it as an instrument with specific targeting.

It may well be that through some extraordinary lapse, even after all the security measures, although it is hard to imagine how that might be if we do our jobs properly, someone might be able to terrorize passengers. But they could walk into any restaurant anytime, anywhere and do that. They could walk into any mosque, any church, any synagogue—they could walk into any place where crowds gather and, if they were willing to die, tragically they would have the ability to wreak havoc and chaos and mayhem in the area of their choice.

But we have the ability to do something to make it safe to fly, beyond any doubts whatsoever, beyond what I think is the extraordinary level of safety that exists today. One of the things that would give greater confidence to our fellow citizens is the awareness that all across this country there is a standardized, uniform system by which people are being screened as they come to an airport, not some individual company in Boston and a different company in New York and a different company in another city with different supervisors and no accountability across the board except to those particular airports and to some Federal standard which is not applied in a Federal way.

It seems to me we could guarantee that safety. A lot of people in America are not aware of it, but the turnover rate of the current employment of those security operators is simply unacceptable: in some places 100-percent turnover, 200-percent, 300-percent turnover within the span of a year. And that is even among supervisors.

If we federalize the process we not only have the opportunity to hire people at a decent wage, to guarantee the continuity, to guarantee the level of supervision, but we also will have an ability to do one of the most critical things now. We recognize that airport security is also a matter of national security. If it is a matter of national security, then those airport personnel have to work within a system that has the ability to share information that comes from law enforcement, information that comes from national security—the CIA, NSA, FBI, Defense Department.

If someone is on a watch list or if someone is a frequent flier with patterns that raise suspicion because of those prior trips and travels—which, incidentally, do show up in your passport check when you come through INS, and you can begin to make those determinations but there is no such similar kind of cross-tabulation or verification in the processing of passengers' manifests and flights—in a virtual world where we have computers at our fingertips with instantaneous communication of the Internet, shame on us for not having a system that has that kind of cross-pollination between our law enforcement agencies and security agencies across the Nation.

This is now a matter of law enforcement and national security. The only way to raise the airport security issue to that level is to federalize the process.

We are here to talk about how we are going to bail out or help the airlines. The airlines pay $1 billion a year for their security costs. So if the Federal Government indeed takes over those security costs, we are automatically reducing the burden of $1 billion a year or more, under increased status, from the airlines. Given that the airlines are working, hopefully, for profit and this affects the profit line, and therefore affects the kind of bids and expenses they are willing to put out in it, we should guarantee to Americans that security at our airports is not going to be subject to the bottom line of an industry that is already in difficulties. It is going to be subject only to the judgment of our public officials about what offers the greatest level of security.

In the legislation that Chairman HOLLINGS and Ranking Member MCCAIN and I and others on the committee are offering today, we are suggesting the establishment of a Deputy Administrator at the FAA for airport security. We establish an Aviation Security Council with 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.

We require the strengthening of cockpit doors and locks with limited access to the cockpit so every passenger who boards an aircraft will know that unless it is at the choice of the pilots, no person will enter that cockpit from the time they leave the gate until the time they arrive at their destination.

We increase the number of Federal air marshals so people will know that while riding an aircraft, particularly those with the greatest potential of diversion, they would be protected by the use of Federal air marshals riding in the air with them.

We federalize the overall airport security operations, providing improved training and testing for screening personnel.

We improve the screening procedures for passengers, checking passengers' names against a coordinated list comprised of criminal, national security, intelligence, and INS information. I might add, the INS component is a critical component in the context of security.

We will provide new and modern hijack training for flight crews based on what we now understand to be the threat. We perform background checks on students at flight schools. We increase perimeter security at airports and air traffic facilities, and we authorize the funds to carry out these initiatives.

Let me echo what has been said here previously. We can pass a bill that provides funding for the airlines through these next weeks. But we need the passengers of this country to come back to those airlines. I reiterate, I am convinced—I know the Senator from Florida is; he has flown commercially in the last days, as have others—this airline system is safe to fly today. But to whatever degree our fellow citizens doubt that, we need to guarantee they

will come back to those airports to ride the aircraft that we empower to fly.

Nothing is more important to revitalize the car rental industry, the restaurants, the hotels, the entertainment industry, the travel industry—all those ancillary spinoff industries that depend on people flying the aircraft of our various entities in this country.

I believe this legislation, while we will not vote on it today, is imperative to move on as rapidly as the legislation that we are moving on today with the hopes that we will be able to guarantee to every one of our citizens the full assurance of every level of safety that they expect. I hope we will do that as rapidly as possible.

I yield the floor.

The PRESIDING OFFICER (Mr. AKAKA). Under the previous order, the Senator from Illinois is to be recognized.

Mrs. HUTCHISON. Mr. President, parliamentary inquiry: I would like to ask if the Senator from Illinois would allow me to speak for 5 minutes on the aviation security bill on which I am a cosponsor with Senators HOLLINGS, KERRY, and MCCAIN, if the Senator from Minnesota will agree.

The PRESIDING OFFICER. Is there objection?

Mr. WELLSTONE. Mr. President, I ask unanimous consent to follow the Senator from Texas.

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

The Senator from Texas.

Mrs. HUTCHISON. Mr. President, I thank the Senator from Minnesota.

I rise to speak on behalf of the aviation security bill that has been introduced by the distinguished Senator from South Carolina, Mr. HOLLINGS; Senator MCCAIN, the distinguished ranking Member of the Commerce Committee, the Senator from Massachusetts, and myself. This is very much a part of the overall program that we are putting forward.

The bill we will probably vote on today is the finance part of the package. I think most Americans agree we cannot allow our aviation industry to fall. So we are going to pass, I hope very shortly, a measure that will help our airlines get over the hump until the people have the security to come back and fly.

The aviation security bill that we are introducing today, that I hope we will be able to pass early next week or the following week, is very much a part of airlines getting back to normal. I think the flying public wants to come back. Aviation is an important part of our economy and our way of life and our commerce.

The way we are going to draw them back is to have the security in place so they know they will be safe when they get to the airport and board an airplane. But in the interim, until we are able to put all of these things in place, we need the financial aid package that is before us today.

I am very pleased that under the chairmanship of Senator HOLLINGS we had a hearing yesterday to talk about the security need. We talked to the Secretary of Transportation. We talked to the FAA Administrator. We talked to pilots and people who know what needs to be done to close the vulnerabilities that we saw on September 11. In fact, the bill that is being introduced today, of which I am a cosponsor, has many of the items I have proposed in the past and certainly think we must pass today. We must have sky marshals in the air. In fact, I applaud the Attorney General for putting sky marshals on many of our flights around the country. They are in plain clothes. Most people would not know they are on a flight. But we do indeed have armed sky marshals on many of the flights that are in the air as we speak. But we want to make them permanent. We want to make sure we have sky marshals on virtually every flight, and possibly every flight later down the road.

We need to assure the passengers that there is a certified peace officer onboard who is trained to do what is necessary to deal with the crime that is committed in the air.

The second major provision in this bill that I think we must do is upgrade the screening. We will upgrade the equipment, and we will upgrade personnel education and training. We all know the screeners have been hired by contractors. They have high turnover rates. They do not have the experience that we would expect in screening. We have seen pictures of things that have gone through the screens and gotten onto an airplane that are just not appropriate. We want to stop that from happening.

That is why upgrading the screeners is important. I think they should be a part of a Federal system of security.

We are going to put some kind of barrier between the pilots and the rest of the airplane so that someone would not be able to penetrate a cockpit, as so sadly happened on September 11. We will have a Deputy FAA Administrator in charge of aviation security so that we will have one person in charge of all of aviation security.

It is my hope that we would start with entry-level screeners, and that it would be a career path for the aviation security department which would include graduating to become a sky marshal, staying in the system with a career in the system so we could have more trained and experienced people.

Those are some of the important points that are in this bill. I know some people disagree with certain parts of this bill. But it is a great start. It is an important start for rehabilitating our airline industry.

If we have the security, people will fly. People love to fly. We had 600 million people fly last year. We can build back to that number if we have the security for passengers. The convenience will be there. It is going to take a little longer going through the airport, but I think people are willing to wait a little longer and go earlier in order to feel safe. The flying public will come back.

I support this bill. I will continue to work on it with the chairman. But mainly I want the people of America to know we are addressing security in the air and we will do something very shortly, as we are also trying to shore up our airlines. We will not let our transportation system fail. If we do, the terrorists will have won. The terrorists are not going to beat the United States of America.

Thank you, Mr. President.

UNANIMOUS CONSENT REQUEST—S. 1450

Mr. DASCHLE. Mr. President, I ask unanimous consent that the Senate now proceed to S. 1450, the aviation assistance and security bill; that no amendments or motions be in order to the bill; that there be 1 hour for debate equally divided between the two leaders or their designees, with an additional 15 minutes under the control of Senator BYRD, with 10 minutes for Senator KENNEDY; that at the conclusion or yielding back of the time, the bill be read a third time and the Senate vote without intervening action or debate on final passage of the bill.

I further ask unanimous consent that when the Senate receives from the House its companion bill, it be immediately considered, read a third time, and passed, provided it is identical to the Senate-passed bill.

I further ask unanimous consent that once the House bill has been enacted into law, provided it is identical to the Senate measure, then action on the Senate bill be vitiated and the measure then be indefinitely postponed.

The PRESIDING OFFICER. Is there objection?

Mr. FITZGERALD. I object.

The PRESIDING OFFICER. Objection is heard.

The Senator from Minnesota.

AVIATION SAFETY

Mr. WELLSTONE. Mr. President, I believe this Transportation Safety Act, which I know Senator HOLLINGS and others are going to introduce very soon, will certainly pass with strong support.

First of all, I ask unanimous consent to be added as an original cosponsor of this piece of legislation.

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

Mr. WELLSTONE. Mr. President, the Senator from South Carolina is absolutely right. Not only does safety have to be there with the money, but the fact is, without the safety, people aren't going to fly. If they don't fly, we are never going to have this industry financially viable. It is that simple. You can see it traveling around the country right now. There are very few people at the airports. People are quite frightened. We have to absolutely pass this bill. I think it should be in this

package right here. But we will be coming back to this very soon, and I think the sooner the better.

There were some provisions that I desperately wanted to see in this bill. I know the Senator from South Carolina and others tried with all their might. I know Senator DASCHLE did. There were negotiations late into the evening.

From my point of view, this language is essential to air service. I want to make sure that gets lived up to.

A good part of our State is rural. We don't want our smaller airports left out.

On the question of general aviation and VFR, there are a lot of people hurting right now. I traveled in a small plane this last weekend. They are having to lay off people. We don't have any protections for them. We will get back to that next week.

But the final point I want to make is that we had, I think, about a $3.7 billion package that dealt with all the people who are being laid off. Northwest Airlines just announced that 10,000 people will be laid off. Half of them are in the State of Minnesota. Frankly, look at the economy.

There are an awful lot of people in a world of economic pain. I believe what should have been in this package—I know there were Representatives on the House side who resisted this, talking about the companies, yes—is the extending of unemployment benefits and making sure people have access to job training, that there is a dislocated worker focus.

The most frightening thing of all, next to losing your job, is that you then lose your health care coverage. COBRA is too expensive. I wish we had something better. For so many of these employees, this is going to be critically important.

These are going to be some really hard times for people. As one Senator from the State of Minnesota, I am really disappointed we did not get this included. I know the Senate majority leader, Mr. DASCHLE, said this would be a first priority. I know Senator HOLLINGS has said that. We have to come back next week and we have to focus on these employees. We have to make sure we provide the help to them and to their families. That has to be part of a relief package. We have to move fast now. We couldn't get it in today. It will be in next week or it will be in as soon as possible. It must be.

Last point: We have all these huge issues staring us in the face. When I flew out here, I was talking to some of the employees of Northwest. I said: How are you doing? They said: We are holding on. They meant about the world they live in. Everybody is very worried. Everybody is very resolute. Everybody is very worried. But they also meant: We are afraid we are going to lose our jobs. I am sure a number of those people now have lost their jobs. We have to provide help for them.

I yield the floor.

The PRESIDING OFFICER. The Senator from Florida is recognized.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent that I be recognized for 5 minutes. It is my understanding, under a previous order, that the Senator from Illinois has time. If he is not ready, then I ask unanimous consent that I be recognized for 5 minutes prior to him.

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

Mr. NELSON of Florida. Mr. President, as we consider a major component of America's economic engine and what to do about it, clearly there are two things that stand out and that came out of our Commerce Committee hearing yesterday chaired by Senator HOLLINGS.

For the airlines to be able to fly again financially solvent, the security measures must be put into place so that the American public has confidence to fly again.

I personally think it is safe to fly. I flew Monday night to Orlando, and there were only 10 people on the plane. Happily, when I flew back from Florida, from Tampa to Washington on Tuesday night, there were 40 people on the plane. My recommendation on the basis of going to two major airports in Florida, checking all of their security arrangements, is that the security apparatus is beginning to work. It didn't work on September 11.

The first part of restoring this industry to health is security, so that we can get people back in the airplanes and the American public flying again. That, of course, has been amply demonstrated by our discussion today. I am a cosponsor of this bill.

The second component that came out of our hearing was that the airlines, in order to be able to operate, have to have insurance that is available and affordable. That is what is creating the crisis right now, that several of the insurance carriers are about to yank the coverage from the airlines. Of course, the airlines will be grounded if that is going to occur.

That is what is so important in this package that is coming out that the majority leader and the Republican leader are about to describe, a component of victims' compensation which would eliminate a lot of the uncertainty about all that collateral damage that had been done as a result of the World Trade Center being rammed by those two jet liners and where would be the source of that funding.

Preliminarily, for the leaders to discuss what has been agreed upon as a first step—and I do believe this is a first step in a long journey, as we return to normality in our airline traffic system, a very big, essential first step—the American public, the American traveling public, has to be a major component. They have to have the confidence that they are going to be safe when they get back into air travel.

A major component of economic restoration in this country is hanging in the balance. I am going to discuss why I think this is of critical importance to the country.

Once we get through and decide on this first package—hopefully we will enact it this afternoon—then there are going to be many steps in this journey. There are collateral industries that have been decimated. Clearly, all of these other collateral industries, such as hotels, restaurants, tourist attractions, car rental agencies—and I have three of the Nation's largest that are headquartered in the State of Florida:

Alamo, National, and Budget Rent A Car companies are headquartered in the State of Florida. You can imagine, with 50 percent of their business now not coming in the door, what is happening to their financial obligations, and to the obligations they have to banks on loan payments, and their obligations to the salaries of their employees.

So as we get on down the road, I think what we are going to discover is, first and foremost, we have to get the airline industry back in the air operating with fairly full loads, so the economic engine is working and so it is supplying all of the air traffic that feeds so many of these other collateral industries, such as car rentals, such as hotels, such as convention centers, such as restaurants. Once that package has been firmly established—and I hope this gathering right here in this Senate is bringing reasonable men together so they might agree—then I think in the very near future—and I am talking about next week—we can address some of these other collateral industries that desperately need help.

Today we are going to proceed with the debate on the aviation security bill. I don't think there is going to be a lot of disagreement on that. I think it clearly will reestablish in the public's mind that it is safe to travel. Indeed, I am going to demonstrate that with my own feet tonight when I walk on to another commercial airliner. I really do believe it is safe. By the way, if you need to fly, now is the time to fly because there are no lines. But in addition, it is my hope that we are going to have agreement here so we can proceed with this financial package to give the aviation industry the security it needs and, thus, the insurance industry will not start canceling their insurance starting Monday and Tuesday. It is absolutely essential, and it is essential for one more reason: because we don't want the terrorists to win. If they disrupt our economy, if they cause financial distress to a major component of America's economic engine, then they will have scored a victory. But we are not going to let them. That is why this great democracy is functioning as it is to provide the needed help.

I thank the Chair for the opportunity for me to share. I thank the chairman of the committee, Senator HOLLINGS. I thank the ranking member, Senator MCCAIN. It was an excellent all-day hearing yesterday in the Commerce Committee.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kentucky is recognized.

Mr. MCCONNELL. Mr. President, I have a few observations to make and then the Senator from Arizona, Mr. KYL, is here as well. He would like to follow after me.

I want to say a few words in support of the Air Transportation System Stabilization Act, which we will pass, hopefully, in the Senate shortly. My only concern with this bill is that the Federal Government is not doing all it should for the victims of this tragedy with respect to their legal remedies. Specifically, there is no limit in this legislation on the amount of lawyer fees that personal injury lawyers can receive for filing lawsuits, either in absolute terms or as a percentage of the victim's recovery. In other words, there is no guarantee that the victims or their families will receive an amount of the damages awarded to ensure that the personal injury lawyers do not end up taking the lion's share of the award.

I think this is, in short, completely wrong, particularly when this legislation caps the compensation of airline executives relative to the aid package. Bear in mind, what we have in the underlying bill is a cap on airline executives' compensation but no cap on personal injury lawyer fees. It is right that we are going to make sure airline executives do not take advantage of this terrible tragedy, but we should also make sure personal injury lawyers do not unduly profit from other people's miseries. I am relieved, however, that there is already in Federal law a bereavement rule in effect that will protect victims and families from being chased down and harangued by insensitive and opportunistic lawyers. Specifically, 49 U.S.C., section 1136 (g)(2) protects victims of a commercial airline disaster and their families from unsolicited contact from lawyers for 45 days after a disaster. In other words, already under Federal law—I remind all of those who are concerned about the victims that there is a 45-day period from the day of the disaster during which, under this bereavement rule, lawyers are not to contact the families of victims of planes that have been lost.

It provides in relevant part that in the event of an accident involving an air carrier providing interstate or foreign air transportation:

> No unsolicited communication concerning a potential action for personal injury or wrongful death may be made by an attorney (including an associate, agent, employee, or other representative of an attorney) or any potential party to the litigation to the individual injured in the accident, or to a relative of an individual involved in the accident, before the 45th day following the date of the accident.

Let me repeat: For 45 days after this tragedy, Federal law protects the victims and their families from unsolicited contact and harassment by lawyers or their agents. And this protection applies to all victims, whether they are from New York, New Jersey, Virginia, or any other State.

I am glad we acted in 1996 to protect the emotionally vulnerable from those in the legal community who do not have their best interests at heart. I am glad we acted again in 2000 to extend the bereavement time from 30 to 45 days. This gives the relatives of victims time to find their loved ones, arrange for burial, and come to grips with their loss. And I want to make sure that the victims and their families know that, as we speak, Federal law protects them in this fashion. This is a Federal Government guarantee to innocent victims that all aggrieved families will be protected until Friday, October 26, from any contact whatsoever on the part of lawyers seeking to represent those who have been victims of this disaster.

I wish the legislation had included at least a 25-percent cap on fees, such as is already the case in the Federal Tort Claims Act today. Already today, in the Federal Tort Claims Act, there is a 25-percent cap on legal fees. I wish that had been applied to this bill. At least we do have the bereavement rule in existing law to protect the victims of this disaster from being contacted by lawyers for 45 days, and that will go up until October 26.

I commend the Senator from South Carolina for his legislation regarding airport safety. There is no question that we need to make thoughtful and sweeping changes to help ensure that the tragedy of September 11 never occurs again.

I would also like to commend the Senator from Arizona and the Senator from Texas for their leadership on this issue. Yesterday, I introduced legislation that had a similar purpose to expand airport and airplane security.

The legislation I introduced yesterday, however, took a different approach by placing the primary responsibility for an expanded Federal Air Marshal program with the Attorney General, as our nation's top law enforcement official. I firmly believe that we need a comprehensive Federal Air Marshal program to secure airports from curbside to cockpit.

So, the fundamental difference between my approach and the Committee approach is that my legislation would relieve the obligations of airport security from the FAA and the airlines, whose primary purpose is to facilitate and manage air travel, and entrust that obligation to the Department of Justice, whose primary mission is to enforce federal law, and most importantly, to safeguard and protect us from terrorism.

Obviously this new Federal Air Marshals program will require additional manpower and financial resources. And that is where we intend to harness the volunteer spirit espoused by so many of our law enforcement personnel throughout the country. The new Federal Air Marshals program not only will recruit new full-time active professional marshals but will augment that program with Deputy Federal Air Marshals drawn from retired military personnel, as well as active or retired Federal, State, and local law enforcement officers—anyone from a DEA agent to a local law enforcement officer who wants to serve his country by securing our airports and aircraft. It is also crucial that we retain a sufficient measure of cost-sharing with private and state and local entities. Private airlines and airport authorities should share a responsibility, as they do now, to help fund a portion of airport security.

We actually already have models in place for the type of curbside to cockpit security envisioned in this bill. Our federal courthouses currently are secured by our United States Marshals, who also employ Court Security Officers (CSOs) to provide security around the perimeter of the building, at each point of entry, and in the courtrooms themselves. These CSO are themselves retired Federal, State, and local law enforcement personnel. Part of the reason our courthouses are so secure today is that this unified system provides for layers of security far before one enters the actual courtroom. This is perhaps why Americans have so little to fear today when they walk inside a federal courtroom. What is good for our federal judges is good for all Americans. Our nation's Capitol also is secured by a uniform system of federal officers who patrol from the interior of this chamber to the surrounding neighborhood sidewalks. Our democracy now demands, in the interest of our national security, that we make sure our cockpits are every bit as secure as our courthouses and this chamber.

I believe we should entrust this national security item with the resources, expertise, and experience of our Nation's top law enforcement agency, and that we do so immediately.

I look forward to ongoing discussions with my colleagues who serve on the Commerce Committee and the Judiciary Committee. I think we can work together to produce a thoughtful and effective airline security law.

Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from Arizona is recognized.

Mr. KYL. Mr. President, I wish to speak on this bill and to add my voice to those who have pointed out how critical it is that the U.S. Government support our airline industry.

I share some concerns, such as those expressed by the Senator from Kentucky. There are other concerns that others have expressed that also have merit. I will note in a moment why I am very concerned about a provision of the bill. I would not have written it the way it is written, but I think fundamentally the U.S. Government must support our airlines at this critical time.

Everyone knows what happened on September 11. Everybody knows that as a result the U.S. Government shut down the airlines—no more air travel until we deemed it was safe.

That shutdown resulted in huge losses to our airlines, not just for the days those airlines were down, but we have seen a continuation of a reluctance of people to fly, a diminution in the revenues of these airlines, fewer flights, people laid off and, frankly, the possibility of a spiraling down of this industry to the point that it could affect many other facets of our economy and drive our GNP down to an unacceptable level.

In my State, which depends a lot on tourism—either everyone has come to Arizona for a vacation or would like to, I suspect, just as they would for the State of the Presiding Officer, States such as Hawaii, Nevada, Arizona—we have had a tremendous loss in our tourism industry, everything from the hotels and the motels, the golf courses, the limousine and taxi services, and everything else connected with it. Those losses are going to be extraordinary and a huge drag on our economy if people do not begin to have confidence that they can fly in safety at reasonable fares.

That brings up the concern I have about the legislation. We need to support this industry. I think we are going to pass this legislation overwhelmingly. I hope so. I look forward to supporting it. I want to issue a warning about the way this will be implemented because the administration will have a fork in the road and they will have to choose which path to follow. I am going to argue strongly for the first path rather than the second, and I want to explain why.

This bill actually provides, among other things, some financial relief for the airlines of two different kinds. The first is $5 billion of grants. This is to make up for the immediate loss to the airlines when the Federal Government shut them down. That is fair. Everybody agrees with that. There is a formula for that based on passenger miles and some other factors that have been agreed to by the airline industry.

That same formula was supposed to apply to the subsequent loan guarantees. The bill has $10 billion of loan guarantees. The industry wanted more, but there is $10 billion of loan guarantees in the bill. That is also very important for the industry because besides getting over the immediate hump of those revenue losses, they need to make themselves whole again by going out to the financial market and financing their future needs until the fares begin to make up for that lost revenue. To do that, they need the backing of the U.S. Government because most of them cannot convince lenders at this point that they are a good credit risk, for all of the obvious reasons of which we are aware.

The administration did not want the formula to apply to the loan guarantees and has fought very hard to take that formula out. This is regrettable because it suggests the possibility that this administration will actually involve itself in picking winners and losers in a free market. That is not right. One can say it is not a free market if the Government guarantees loans, but the Government is supposed to be guaranteeing these loans on an equal basis to everybody. It should not be deciding which companies to favor and which ones not to favor.

That is my concern about the possibility that because there is no formula for the loan guarantees, some Federal official is going to literally be picking winners and losers. They certainly would not do that on the basis of some prejudice. I am not suggesting that. Instead, they would argue they need to protect the taxpayers' money. There is not anybody who has been stronger in this body on that than I have been. We all agree we need to protect the taxpayers and to grant these loans on the basis that they are going to be repaid, obviously so the taxpayers are not left holding the bag. Therein lies the rub because some airlines are different from other airlines in terms of what they can show the bank. Let me give an example.

The older, larger, well-established airlines have what is called collateral. They have assets they can pledge as collateral for the loans. They go to the bank and say: We need to borrow $200 million, and we promise, if we do not pay it back, you can have these three airplanes worth $200 million. That is probably way off, but you get my point.

The newer airlines have not established the collateral, the asset base which enables them to pledge to the bank that if their loan defaults, they have all these assets with which they can repay the loan. Instead, the newer airlines have financed themselves based upon the projection of future revenues, and future revenues have, obviously, panned out in most cases. So they have been able to obtain financing, too.

I will give an example. An airline headquartered in my State, America West Airlines, which is 9th or 10th in the country, but a relatively new airline, had just obtained a commitment for a $200 million line of credit based upon future expected revenues. That was set to go through on September 11, when the bottom fell out. Obviously, no lender under the current circumstances wants to lend to anybody. That is why we are talking about guaranteed loans.

There are those who say these loans should be based on some collateral, something very specific and definite, or else the Federal Government should not be in the business of guaranteeing the loan. That would cut out certain companies, the very companies that offer the primary competition to these older, larger airlines to keep the fares low.

The reason these newer airlines have succeeded is that they have been able to offer low-fare service, and the net result has been a lot of people have gone to these newer, smaller airlines. But it has also served to keep the older, larger airlines' fares within a reasonable level.

I happen to fly a couple of these older, larger airlines a lot, and I love them. They have provided very good service, and I want to help them, but I think they would agree that it would not be fair simply because of a difference in size or age, therefore representing different circumstances, that one airline should be preferred over another airline in terms of the ability to get these loans.

The legislation has embodied within it total discretion on the part of the President and his agents in any event because it says that the loans that are made under this guaranteed loan provision are only to be offered under rules and regulations the President deems necessary—no other further restrictions.

The reality is, if the President of the United States wants to say: I want to make sure the taxpayers get their money back, so I am going to require a condition of X, he can do that. The ability, however, to do that should not be confused with the ability of an airline to say: Even though the President has total discretion to grant terms and conditions that we may not be able to satisfy, if there is a formula involved, we at least have the right to go to the banks or other lenders and say: Under the legislation, we are, in effect, guaranteed the right to apply for 3 percent or 5 percent, or whatever that percentage is, of the available loans, and therefore would you, please, based upon that commitment of the Federal Government, lend us that money? There is at least a right to apply for a certain amount of money to borrow. There is no guarantee the Government is going to approve the terms of the loan, but there is at least the right to do that. That is what returning the formula to the legislation would do.

Senator MCCAIN and I have considered offering an amendment to that effect. We know the leadership would like to consider the bill without amendments, and we are willing to proceed on that basis if everyone else is as well.

What I am saying to our leadership, to you, Mr. President, and to anybody in the administration who will listen, is we are willing to cooperate on this, and, on behalf of the people we represent, we are willing to be cooperative, but we plead with them that for good public policy, they need to appreciate the differences among the airlines, the fact that some can do one thing, others can do another, and that this Government should not be in the business of literally picking winners and losers, the result of which could be to drive companies into bankruptcy. I do not think anybody wants that on their hands.

In the granting of these loans, I hope it will be done in such a way that they do not disadvantage certain companies with the result that they cannot stay

in business. All of the industry will suffer as a result, and the American travelers will suffer as a result.

Mr. ROCKEFELLER. Mr. President, I rise before you today to support the Aviation Security Bill introduced by Senator HOLLINGS and me. As the nation strives to recover from the tragic events of September 11, 2001, one of the vital steps we must take to protect our economy and regain our sense of national security is to restore full function and confidence to our nation's air transport system. We are on the verge of passing a large financial package to aid in relieving the financial pressures placed on our airlines as the result of these heinous attacks. This is a crucial first step in restoring consumer confidence in our airlines, both to the passengers who rely on their services and to the economy.

While the financial package is of critical importance, I believe the single most crucial element in the airlines' recovery is restoring confidence in air travel by making it as safe and secure as is practical. While the financial package will help the airlines recover from the short-term losses associated with the September 11th disasters and subsequent shutdown, only the public's return to air travel can guarantee their long-term success. Travelers must be confident that the United States has the most advanced, secure aviation system in the world. The Aviation Security Bill before us today is an important first step in restoring such confidence to those in the sky and those on the ground. I am proud to stand with Senator HOLLINGS to introduce this momentous legislation.

The Aviation Security Bill contains important security measures which will drastically reduce the potential for future disruptions in our nation's air traffic. The bill demands the strengthening of cockpit doors and limits access to the cockpit itself, thus assuring that a commercial plane can never again be used as a guided weapon of destruction. Only pilots will be able to allow others into the cockpit. Under the provisions of this bill, even flight attendants won't have keys. It federalizes airport security operations, improving the training and testing programs for screening personnel, giving these invaluable men and women the tools necessary to perform their jobs properly. It increases perimeter security at airports, in their parking lots, and in air traffic facilities so that we can be sure at all times that only authorized personnel and vehicles have immediate access to our airports and aircraft. Additionally, it increases the number of federal Air Marshals and provides hijack training for flight crews to make certain those in the skies are equipped to deal with any situation that may arise after takeoff. It establishes a Deputy Administrator at the Federal Aviation Administration for Aviation Security and establishes an interagency Aviation Security Council to make it easier for the government to assess and respond to the needs of the aviation community. It requires the performance of background checks on those seeking training in the operation of large planes. This will allow us to ensure that those who know how to fly our planes have the noble goals of service and self-betterment in mind. All of these steps guarantee that air transportation will be safer and more secure than it has ever been.

However, it is important to remember that this is only the first step. It is crucial that we take immediate, but not final action. In the eleven days since these tragic events, many common-sense security solutions have emerged all over the country and on Capitol Hill. These are the solutions included in this bill. Yet a longer look remains necessary. We must continue to examine aviation security, working in phases to implement newer and better security measures as we go. We cannot forget about smaller commercial airports and general aviation airports. My home state of West Virginia is full of these airports and we must ensure that they receive the same scrutiny and attention as larger airports. We must ensure that customers in smaller markets can also travel with confidence. Furthermore, additional security measures for our major airlines, such as limits on carry-on baggage, must also be considered. I am certain that as we continue to examine the safety issues before us, we cannot only restore confidence in our nation's air transport system but, in fact, instill in the flying public a level of confidence even greater than before. I ask you to join me in supporting The Aviation Security Bill and to join me in finding future solutions to improve our national aviation system.

The PRESIDING OFFICER. The majority leader.

UNANIMOUS CONSENT AGREEMENT—S. 1450

Mr. DASCHLE. Mr. President, we are now at a point where I can propound this unanimous consent request.

Mr. President, I ask unanimous consent that the Senate now proceed to S. 1450, the aviation assistance and security bill; that no amendments or motions be in order to the bill; that there be 1 hour for debate equally divided between the two leaders, or their designees, with an additional 15 minutes under the control of Senator BYRD and 10 minutes for Senator KENNEDY and 5 minutes for Senator SPECTER; that at the conclusion or yielding back of the time, the bill be read a third time, and the Senate vote, without intervening action or debate, on final passage of the bill.

I further ask unanimous consent that when the Senate receives from the House its companion bill, it be immediately considered, read a third time, and passed, provided it is identical to the Senate-passed bill.

I further ask unanimous consent that once the bill has been enacted into law, provided it is identical to the Senate measure, then action on the Senate bill be vitiated and the measure then be indefinitely postponed.

Mr. SPECTER. Mr. President, reserving the right to object, and I do not intend to object, for clarification, is the specific time within the bill, within the 1-hour total?

Mr. DASCHLE. Mr. President, those would be in addition to the 1-hour total as is propounded.

Mr. BOND. Mr. President, reserving the right to object, and I will not object, I ask I be given 5 minutes out of the minority leader's time.

Mr. DASCHLE. I so amend the request, Mr. President.

The PRESIDING OFFICER. It will be included in the request.

The Senator from Alabama.

Mr. SESSIONS. Mr. President, reserving the right to object, I ask for 2 minutes.

Mr. DASCHLE. Mr. President, I so amend the request.

The PRESIDING OFFICER. Is there any objection?

Mr. NICKLES. Reserving the right to object, parliamentary inquiry: Are the times that were mentioned outside of the 1 hour?

Mr. DASCHLE. The Senator is correct.

Mr. NICKLES. I want to clarify that because I think we need to be at least on equal footing as far as additional time is concerned. I understand there is a time request by the Senator from Illinois and others on this side, so we ought to try to be equitable in the time.

The PRESIDING OFFICER. The Senator from Mississippi.

Mr. LOTT. Mr. President, if the Senator will yield, we have a commitment to Senators who wish to be heard, such as Senator KYL and Senator FITZGERALD, that they will be yielded time out of the one half hour on our side. Of course, Senator HUTCHISON will be my designee to handle the time on our side, and she will speak also, but I urge the Senators to speak within the allowed time and hopefully keep the total time under an hour.

Mr. SPECTER. That is agreeable to me.

The PRESIDING OFFICER. The Senator from Missouri.

Mrs. CARNAHAN. Mr. President, reserving the right to object, our Nation's airlines are clearly suffering as a result of last week's terrorist attacks, and I express my appreciation to the distinguished majority leader for his efforts to craft a comprehensive package of financial assistance for the airlines. I am confident the leader's efforts will ensure that the attackers who took down our buildings will not succeed in taking down the airline industry, too. I look forward to supporting this measure.

I also believe we must act to bolster the airline industry. We must demonstrate our commitment to supporting the men and women who represent the industry's heart and soul.

The tens of thousands of workers who before September 11 were flying our planes, building our planes, keeping our airports open, and serving the flying public are now facing unemployment. They will need financial assistance to be sure they can continue to pay their mortgages. They may need retraining so they can find jobs in a new industry. And we ought to be sure they and their families are not put in the scary position of being without health care coverage. As we have done for the airlines, the Federal Government must take the lead in supporting these workers.

I inquire of the leader as to his thoughts on the prospect for enacting a benefit package for displaced workers in the near future.

Mr. DASCHLE. Mr. President, let me thank the distinguished Senator from Missouri for raising the issue and commend her for her active involvement on this matter now for some time. She spoke eloquently about it in the caucus, and she has addressed this issue on a number of occasions. I share her conviction and her strong belief that we must address the impact on employees as well.

Over 100,000 employees are now out of work as a result of this extraordinary economic problem we are facing, and we have to address it. I indicated my caucus this morning that it is my strong view that this is the first installment of a series of efforts that must be made to put our economy back on track and to address the myriad other economic challenges we face, especially those involving workers and their families. So we are going to continue to work and find ways in which to do that.

I emphasize I see this only as the first installment. We will have to go back and address other issues, especially those involving families. I thank the Senator for raising the issue.

Mrs. CARNAHAN. As always, I thank the leader for his guidance. I look forward to working with him next week, and I do not object.

Mr. LOTT. Reserving the right to object, and I will not object, but I ask that Senator NICKLES get 20 minutes so we will have a balance of the time. I urge all Senators to not feel they must use all of the time.

I inquire of the Chair, with that change, has the question been put?

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

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

The PRESIDING OFFICER. The clerk will report the bill by title.

The bill clerk read as follows:

A bill (S. 1450) to preserve the continued viability of the United States air transportation system.

Mr. DASCHLE. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

The PRESIDING OFFICER. Who yields time?

The Senator from Missouri, Mr. BOND.

Mrs. HUTCHISON. Mr. President, parliamentary inquiry.

Mr. BOND. Mr. President, I yield to the manager of the bill, the distinguished Senator from Texas.

Mrs. HUTCHISON. Mr. President, are we now on the bill and into my 30 minutes of time?

The PRESIDING OFFICER. The Senator is correct.

Mrs. HUTCHISON. Thank you, Mr. President. I yield 5 minutes to the Senator from Missouri.

The PRESIDING OFFICER. The Senator from Missouri.

Mr. BOND. Mr. President, I thank the Senator from Texas for yielding me time. Let me try to be quicker than 5 minutes.

No. 1, while this package may not be what anyone likes, I am sure in this body and the other body there are probably 535 different ideas as to what we need to do. I hope we can come together, the House and Senate, and decide that we must move. I am more than willing to take what has been put together as an emergency measure and urge my colleagues to support it, and to support it without amendment.

We are looking at a situation where the airline industry, which is a critical element in our economy, is right on the verge—from the smallest airlines that need an immediate infusion of cash to make up for the losses that were sustained when the Federal Government rightfully shut down air transportation this past week, to the current time where consumer concerns over safety have limited the flying public. We have put our entire airline industry at great risk. This bill is necessary if we are to solve those problems and if we are to get the planes back in the air.

I can understand what my colleagues in this body and the other body have raised as concerns about insurance and compensation for those who are out of work. Let me be clear; it is not just the airline industry which has suffered losses. Boeing laid off 30,000 workers. I have just talked to people in the travel and tourism industry and consumer products industries. They have suffered a great downturn, and there may be people out of work. The good news is we have in place statutes and programs designed to assist those people.

Let me be clear; if we delay passing this bill, as we attempt to craft a change or adjustment on assistance for laid-off employees, we risk causing a tremendous economic calamity.

I understand that in the House objections over the failure to include relief for unemployment led to objections that put the passage of this package in doubt.

Right now, we are looking at layoffs in the airline industry in the neighborhood of 20 to 25 percent. If we do not pass this bill, we are looking at 100-percent layoffs. We are looking not only at disaster for those people who work in the airline industry, those of us who depend upon airline traffic to get back to our constituents, those who depend upon airline travel for business, for recreation, and for tourism, but a risk to the entire economy. So this bill needs to be passed.

Let me also point out that last week I was in this Chamber and I said that one of the key things we must include in the airline rescue package is a carefully crafted, structured means of providing compensation to the victims. There is a two-part means of providing compensation for the families of those who are deceased as a result of the accident and those who are injured. There are various provisions built in which would seem to make an option of two structures available, and there is a clear-cut indication that airlines will be liable only up to the limits of their existing insurance coverage.

I thank the White House and the leadership for including those protections. Without them, at least two of our major airlines would not be able to continue in business next week. This is critically important, as is the provision in the measure for direct loans to those who can demonstrate their need to the Secretary of Transportation as well as loans which are to be structured by a board composed of the Secretary of Transportation, the Chairman of the Federal Reserve, the Secretary of the Treasury, and the Comptroller General. We put a great deal of discretion and responsibility in the hands of those very able officials. While none of us may have crafted the bill exactly as it was crafted, this is our only hope to ensure we do not have a disaster resulting from the total shutdown of the airline industry.

I urge my colleagues, I beg my colleagues, to pass it.

I return to the manager on this side any time remaining on my time. I thank the Chair and the Senator from Texas for their accommodation.

The PRESIDING OFFICER (Ms. STABENOW). The Senator from Texas.

Mrs. HUTCHISON. I will take up to 3 minutes of time now to explain what is in the bill, but I want to be told when 3 minutes is up because I will lose the remaining 30 minutes to other people.

The PRESIDING OFFICER. The Chair will notify the Senator.

Mrs. HUTCHISON. Madam President, the Air Transportation System Stabilization Act is the effort of the U.S. Congress, working with the President, to shore up the aviation industry in our country. Already we have seen announced almost 100,000 layoffs in the aviation industry in our country. That will have a rippling effect throughout the economy. What we are doing today is trying to stabilize this industry to keep it on its feet in very tough times so we can minimize the layoffs. Hopefully, they will not be as bad as the airlines announced they will be and we

can get this country back on track so our economy will stay strong.

What this bill does is have $5 billion in immediate assistance to the carriers based on their actual losses for the grounded airplane time they have had. As we know, there is still one airport that does not have service. We still have airlines losing business because of the September 11 tragedy that was not any fault of theirs.

We have in addition $10 billion of loan guarantees subject to terms and conditions set by the President. There will be a board created to review and decide on the applications for these Federal credit instruments. The board will be the Secretary of the Treasury, the Federal Reserve Chairman, the Secretary of Transportation, and the Comptroller General. These loans will be based on sound, solid, hopefully, financial integrity. We are also going to put limits on executive compensation of any carrier that gets a part of this airline cash assistance package.

We also have provisions for the Secretary of Transportation to provide help for airlines that are the only airline serving a community, and if the airline wants to pull out, we are going to try to encourage that airline to stay in the community. We are dealing with the liability issues, trying to take from the airlines any liability beyond what their insurers will carry.

We also have liability provisions for the war risk insurance for all other industries that might be affected in the future with an act of terrorism that is beyond their control so that they will not be liable beyond their means and be put out of business.

These are the basic parts of this legislation that we are hoping to pass tonight and send to the President.

I yield up to 10 minutes to the Senator from Illinois.

Mr. FITZGERALD. Madam President, I rise to say what I think are some improvements that have been made to the bill as it has been negotiated by various parties in the House and the Senate, and I guess with involvement from the White House and the Office of Management and Budget.

I am very concerned about the airline industry and especially the many employees of the industry. Tens of thousands of airline employees have already been laid off. My home State of Illinois is home to O'Hare International Airport which is a hub for United and American Airlines, the Nation's two largest carriers. Perhaps no State in the country is as immediately affected by the problems affecting the aviation industry as is Illinois. I am very concerned about the employees. I met with several skycaps the other day who told me it was their last day on the job, and to see the forlorn look in their eyes was heart wrenching.

However, I alert my colleagues, the way this bill is designed, there is no protection for the employees of these airlines. There are no strings, really, attached to the airline access of up to $15 billion in taxpayer money. It is money that some airlines will take, and still we will see lots of layoffs and poor treatment of some of the airline employees.

I think Congress is remiss; we are moving too fast. We should have some strings attached if they are getting all this government money. We should have some protections for the airline employees. That is an omission in this bill.

I am also concerned that anytime you have a Federal bailout of an industry, you have to ask, by what principle or what reasoning are you bailing out this industry? In this case, we have chosen to bail out the airline industry. The airline industry has said they are entitled to Federal money because the Federal Government issued a ground stop order on September 11 that kept their planes out of the air for at least 2½ days, and but for that ground stop order, that edict of the Government, they would not have incurred the losses they did during those days.

This bill might make sense if we were only compensating them for the losses incurred by virtue of that ground stop order. The fact is we are compensating them for many times the losses they suffered as a result of the ground stop order.

Analysts testified before the Senate Commerce Committee yesterday. I sat in the whole hearing for 4 hours. We heard from many people. It was testified that the direct loss to the aviation industry in America as a result of that ground stop order on September 11 was $2 to $3 billion. That comports with the estimates that have come out from research departments, investment banks around the country, and comports with everything I have seen. Yet this bill has $5 billion in direct cash assistance and another $10 billion in loan guarantees or $15 billion in Federal taxpayer bailouts.

Leo Mullin, the CEO of Delta Air Lines, testified that the direct loss of Delta Air Lines for each day they were shut down as a result of that ground stop order was $70 million. So over 3 days, Delta Air Lines incurred a loss as a result of the ground stop order of $210 million. How much in Federal assistance will Delta get as a result of this bill? At least four times the losses they sustained as a result of the ground stop order. Delta will get about 60 percent of the $5 billion in cash assistance. In other words, they will get a grant of about $800 million, four times their losses, plus they will be eligible for these new loan guarantees.

The bottom line is, I think this assistance is too generous. It gives too much money. It goes far beyond compensating the airlines for those 3 days that Government edict was in effect.

Clearly we are compensating them for far more. In fact, this bill suggests we are compensating them for all their losses through the end of the year. Then my question is, By what principle do we not agree to help other industries?

I had the general counsel of a major car rental company call me and say they needed the bailout. I had restaurants tell me they are shutting down. There are hotels shutting down. The fact is, those other industries did not quite have the effective lobbying team the airline industries had. They were very prompt in coming to Capitol Hill and requesting relief. And, moreover, they got this relief in a way that I think is virtually unprecedented.

When the Chrysler Corporation got its loans guaranteed back in the 1970s, in return for making those Government guarantees the Federal Government was paid in warrants of Chrysler Corporation stock. The Government took 14 million warrants of Chrysler Corporation. When those warrants rose in value as the company did better and got back on its feet, the Government sold those warrants at, I believe, a $300 million profit.

Fortunately, Senator CORZINE and I worked together. We did get put into this bill, at our request, language to allow the Treasury Department, in return for any of the loan guarantees that are given out under this bill—the Treasury will have the authority to negotiate appropriate warrants so the taxpayers can participate in the upside here.

I would prefer that the Treasury Department have clear authority to ask for warrants in return for the $5 billion in cash assistance. I think that would be the appropriate protection for the taxpayers. In fact, without that protection, then, what we are doing, by the way we are structuring this bailout—this is not a bailout of the industry so much as it is a transfer of the loss that industry has incurred from the airline industry shareholders to Joe Taxpayer.

It may be intuitive to some that the general decline of the industry, that loss, should be borne by the taxpayers. To this Senator it is not intuitive that the shareholders of airlines should be protected and indemnified from any loss here. I find it very troubling. I think there should be a price the shareholders have to pay.

I hope the Treasury Department and the Office of Management and Budget will try to find if they have any residual authority —they tell me they believe they do—to ask for warrants from each airline in return for the grants they are given.

In the Continental Bank bailout, which happened in Chicago, IL, many years ago, in the 1980s, the FDIC did not come in and make the shareholders of Continental Bank rich. In fact, they wiped out the shareholders of Continental Bank in return for the Government assistance, and FDIC ended up owning 80 percent of the bank. Then, when the bank got back on its feet, the Government did an initial public offering of its shares and sold them back to the public and recouped for the taxpayers what they had given.

I think we could have done better. It is an improvement from where it was

earlier in the process. I certainly hope the issuance of warrants—and the Treasury has the authority now to accept warrants in return for the issuance of the loan guarantees—I hope that authority on the part of the Treasury will deter companies, airlines that do not need a Federal guarantee, from coming to the taxpayers and asking them for that guarantee. So I am hopeful the Treasury will use that authority to the fullest extent, and I am hopeful, furthermore, that in return for the cash grants available under this bill, the Treasury will insist upon getting some equity instruments in the corporation or some payment for the taxpayers, lest this just be a complete and total indemnification of the sophisticated shareholders of the airline industry.

Madam President, I yield the floor.

Mr. CORZINE. Will the Senator yield for a question before he yields the floor?

The PRESIDING OFFICER. The Senator has no time at this time. His time has expired.

Who yields time?

Mr. ROCKEFELLER. The Senator from West Virginia is happy to yield 5 minutes to the Senator from New Jersey.

The PRESIDING OFFICER. The Senator from New Jersey.

Mr. CORZINE. I wonder if I might ask a question of the Senator from Illinois with regard to his premise that would not be subtracted from my time?

Mr. ROCKEFELLER. If the Senator wishes to do it, it is on his time.

Mr. CORZINE. The Senator from Illinois spoke about the need to ensure some accountability by giving the Government a stake in airlines that are provided grants beyond the funding necessary to compensate them for the shutdown period. I agree with him on that.

Has the Senator had conversations with anyone on this question? Has he been led to believe that equity participation—warrants, options, calls—also will be extended to grants that go beyond compensation for losses associated with the shutdown?

Mr. FITZGERALD. Yes, I have, in a conversation, I think, with Sean O'Keefe from the Office of Management and Budget. He works for Mitch Daniels. He was under the impression that the executive branch had the authority, in return for granting $5 billion worth of cash assistance, to demand warrants or other appropriate instruments from the airlines that were getting them, and that that would deter the airlines from asking for more than they should.

Mr. CORZINE. Is it the Senator's belief that the equity stake associated with those grants would operate in the same way that is explicitly outlined in the bill with respect to loan guarantees, with respect to which the Treasury clearly has the authority to access warrants, options, or calls?

Mr. FITZGERALD. Yes. Just as in return for the loan guarantees the Treasury could ask for warrants, I believe that in return for the cash grants, the Treasury can ask for warrants from the corporation.

Mr. CORZINE. I thank the Senator from Illinois for helping clarify this, and making clear what the administration has said about this aspect of the bill.

Having said that, Madam President, let me emphasize that I rise very much in support of the efforts to reinforce our aviation industry. This industry is in dire straits. And it is an industry that plays a critical role in our economy.

It also plays an important role for our military. Senator TORRICELLI and I visited McGuire Air Force Base with senior officers on Monday, and they told us that about 40 percent of the transportation that our military folks will need in a full war might be provided by our private aviation industry. The strength of that industry clearly is important for our national security.

Madam President, I live in a State where about 12,000 Continental employees work at Newark Airport. It is the largest employer in Newark. I very much understand the needs and desires of having a healthy and ongoing industry which is under stress. But, in my view, unless we have some discipline in this process—which very clearly has been outlined in the bill as it relates to loan guarantees—we would be writing a blank check for some companies that are very strong. This would be unnecessary and could dissipate resources that could be better spent on other important priorities, including workers who are losing their jobs and other struggling companies that are not in the airline industry.

In my view, it would be a mistake to provide direct support without discipline. So I hope the Administration will do what it said it will do, and ensure that, as with the loan guarantees, the grants that we are offering companies—beyond those needed to compensate them for losses directly associated with the stop order—are accompanied by warrants, or options held by the Federal government. This will help ensure discipline and accountability, just as would be required in the private sector.

Mr. ROCKEFELLER. Madam President, I would like to commend the Majority Leader for his hard work in putting together an airline stabilization bill that will save our nation's airlines and our air transport infrastructure. I will strongly support this bill without amendment.

The terrorists who launched those despicable attacks on September 11 took thousands of American lives, and did billions of dollars of damage. It has also become clear in the past 10 days that they dealt a body blow to the U.S. airline industry, on which virtually all of our citizens depend on to one degree or another.

Demand for air travel has virtually collapsed in the past week. Last weekend I flew back to West Virginia, and on the return flight Sunday night—usually a crowded flight from Charleston to Dulles—I was the only passenger on the plane. Many of my colleagues have mentioned that they've had similar experiences in the past ten days. Flights are departing West Virginia airports with a load factor of 25 per cent—only one in four seats filled. Unfortunately, this is not, like last week's closure of the New York Stock Exchange, a temporary phenomenon. Based on past air disasters or international conflicts—none of which was of the same massive scale as last Tuesday's attacks—airlines are predicting that passenger traffic will be down by almost half for the remainder of this year, and will take until next summer to return to normal levels. And those are optimistic estimates.

This kind of crisis could do irreparable harm to the ability of America's airlines to continue in business. Airlines lost $300 million each day that they were shut down last week. They are set to lose billions more in the coming months. Their insurance rates have shot up, with some airlines telling us of a 600 percent increase in their insurance rates. Coming on top of what was already a difficult outlook because of our slowing economy, the nation's airlines—main line carriers and regional carriers alike—could be in bankruptcy within a few weeks and possibly out of business within a few months. Already we are seeing the first signs: a round of massive, painful layoffs for nearly 100,000 of our nation's hard-working airline employees. And huge cutbacks of around 20 percent to most airlines' schedules.

Some people have said, well, this is the market, and it is not the American way to interfere with the market. But I have been pleased, as chairman of the Senate's aviation subcommittee, to see a broad consensus among my colleagues that the air transport industry is not just a huge business and employer, but it is also a critical element of our nation's infrastructure. Nowhere is that more the case than in the smaller states and communities like West Virginia. When people think of the airline industry, they usually think of big hub airports like Hartsfield and O'Hare. But airline traffic is just as important—maybe more important to smaller communities like Beckley and Bridgeport. Safe, convenient and affordable air service represents an important element of our efforts to attract development to our state. It's an important connection that allows our citizens and our businesses to overcome the historic isolation created by our state's mountainous terrain.

And when I see planes flying with one passenger, and learn that carriers are cutting back on their schedules, and hear that several carriers could be in bankruptcy within two weeks, I know that the first communities to be hit will be small communities like those in

West Virginia that are at the end of the food chain, so to speak. That would be tragic. It would reverse the efforts our communities have made to attract and retain air service, and turn their residents into aviation ''have nots.'' It would also set in motion the slow implosion of the U.S. airline industry, which would spread to larger hubs and airports as well. And finally, it would give the terrorists who perpetrated last week's heinous attacks the ultimate victory, as their actions would lead to a severe curtailment of America's freedom of movement and mobility.

It is the shared consensus of this body that cannot be permitted to happen, and that has driven our remarkable efforts this past week to put together a stabilization package for our nation's airlines.

It will contain up to $5 billion in immediate credits to reimburse airlines for the revenues they lost when the government shut down U.S. air space last week. It will also contain $10 billion in loan guarantees so that our airlines can continue to obtain financing in the coming months.

It will limit airlines' liability for collateral damage incurred up to the amount of their existing insurance coverage as a result of last week's terrorist attacks—a key provision because our airlines might otherwise not be able to obtain or afford insurance.

It will set up a victim's compensation fund for the families of the innocent victims of last week's despicable attacks

It will provide $120 million in additional authority to fund to the Essential Air Service program, a key element in preserving air service to smaller communities.

This package is an important first step in stabilizing the U.S. airline industry and ensuring that air service to communities across the nation survives this crisis. But it does not address all the needs that this crisis has created.

One important issue we will need to take up in short order is the plight of the nearly 100,000 airline workers who will lose their jobs as a result of this week's cutbacks. We have already begun to see airline layoffs in West Virginia. Excellent workers who expected a promising career in a growing industry, until terrorists hijacked four planes and frightened Americans out of the skies. We must take measures to address their needs. We provide special assistance to American workers who have been displaced by foreign trade; we must provide the same level of assistance to American workers who have been displaced by foreign terrorism.

We must also be prepared to look at the needs of related industries, as well as the future needs of the airline industry. Many related industries—aircraft manufacturers, travel agents, and various travel-related businesses—have already begun to feel the effects of this attack. We will have to look carefully at the real needs of those industries, and be prepared to take bold measures where they are needed and appropriate.

One thing is certain: the survival of America's airlines is a key element of any solution. Their needs are real and urgent, and I congratulate the Majority Leader on his success in putting together a stabilization package that will address them.

Madam President, Senator SCHUMER and I believe Senator CLINTON wants to speak, along with the Senator from Texas and a few others. But I note that the Senator from Texas has an obligation, as well as all of us, and we would like to see this drawn to a close and have our vote. Those who want to speak on other subjects could perhaps do that after the vote. It would be just as relevant.

From my point of view, we are at a very clear and obvious, arithmetically, inevitable point in time where we have to say to the aviation industry of the United States and, even more importantly, to the American people that there are going to be planes flying on Monday. We have to have a safety bill. That is an enormous subject, and safety has to come. Safety will come. Safety is going to be addressed immediately. There are planes to make safe. People need to feel confident about safety and then get aboard the plane. None of it makes any difference if their insurance expires. When insurance expires—airplane companies have all received their notices—then of course there can be no flights. That will happen very early next week. The Nation will shut down with respect to that.

The whole question of providing support on a temporary basis and based only on what happened as a result of the tragedy on September 11 is important. Nothing that the Senate will be voting on will be based upon anything that had to do with the airlines' financial condition prior to September 11—only as a result of the tragedy on September 11 and the Government-mandated shutdown.

There are a lot of considerations about the broad economy of America as well as the ability of the American people to gain some level of confidence in getting back to travel. In fact, there are airplanes at the airport they can board. I remind all Americans as well as my colleagues that airlines remain far and away the safest form of travel, and they have been that way for a long time in comparison with any other form.

Safety will happen. Safety is somewhat more complex, and it will happen. It will be done by legislation. It will be done by the administration. There will be a lot of money for it. But the ability of the aviation industry to put planes in the sky next week is where we have to start. If we do not pass this legislation, and do not do so promptly, it will not happen.

I urge my colleagues—who understandably are saying: Wait a second, what about my rental car company or what about my steel industry—there are all kinds of things that can come into an emergency designation. But here, we are focused on aviation. That is the order of this day within our national security situation. If the planes don't fly, much of the economy shuts down. I think this is arithmetically uncontestable. I think it is an absolute priority of this Senate to pass it and hopefully do so in a very short amount of time.

I call upon my colleagues to at the proper time support this aviation legislation—not to say that it is perfect, not to say that some of the legislation which has arisen out of this crisis is perfect. We will have a chance to revisit it. This is only the first of a wave of accountability and dealings with the airline industry, its financial health, safety, and all other manner of conditions that are coming before us. Without this, nothing else follows.

I plead with my colleagues to support this legislation in spite of worker protection and other things which will be absolutely a part of what follows this vote and this legislation.

I reserve the remainder of my time and yield 5 minutes to the senior Senator from the State of New York.

The PRESIDING OFFICER. The Senator from Texas is recognized.

Mrs. HUTCHISON. Madam President, I ask unanimous consent, following the Senator from New York, to yield time to the Senator from Alabama, who has been waiting for 5 hours.

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

The Senator from New York.

Mr. SCHUMER. Thank you, Madam President.

First, I thank the chairman of our Aviation Subcommittee, the Senator from West Virginia, and the Senator from Texas, the ranking member, and everybody who worked so hard on this issue.

I particularly thank our leader, TOM DASCHLE, for his outstanding efforts on this bill and for all the help he provided to New York and the Nation in this recovery from the crash and tragic events of September 11. I also want to thank his talented staff who worked long and hard on into the night in working out provisions that were vexing to me—they are: Andrea LaRue, Laura Petrou, Randy DeValk, Mark Childress, and Mark Patterson—for all of their help during the past 2 weeks.

In addition, there are two technical points I want to clarify. It may be a little unclear to some whether all lawsuits or just lawsuits against the airlines will be situated in the Southern District of New York. The intent here is to put all civil suits arising from the tragic events of September 11 in the Southern District.

Second, the prospective liability package covers the airlines, their agents, and other relevant parties. Agents includes, as I understand it, airplane lessors and financiers.

This bill is a mixed bag. It has some things that I am grateful for and support. It does not take any of this

money from the $20 billion we were able to vote for for New York. There was a real attempt to do that. It does not. I appreciate that.

There was a huge fight on the liability issue. I understand the need for prospective liability exemption. But at some point the families of those who died in the World Trade Center and not on the airplanes are going to be treated differently than victims had been and those who died who were on the ground or in buildings in the past. That has been rectified. There is a very generous package for those families who lost members in the World Trade Center bombing—who were in the World Trade Center, not just on the airplanes.

Finally, my crusade has been to bring good service to the middle-sized cities of upstate New York. While I am not fully satisfied with the provisions, there are provisions in the bill, and let us hope that is the beginning of a new chapter. The airlines are no longer totally independent. Therefore, I am relying on them in my meetings with them. What the majority leader and others have told us is that as we come back in future bills, we will strengthen those provisions further so that these airlines cannot abandon middle-sized cities such as Rochester, Syracuse, Albany, and Buffalo—rather large cities that depend on airline service. But there is a provision in the bill that recognizes some of that. It is better than the present law, and I appreciate it.

For all those reasons, this bill is a bill I will vote for. I have some misgivings. Amtrak should have been included in this bill. To have a comprehensive transportation system, we need a good rail system. The congestion that so many of us see in New York airports and other airports around the country could well be relieved by a functioning Amtrak. Again, I am relying on the understanding of our leadership on both sides of the aisle that when we come back and do other airline bills, we will include Amtrak.

It also does nothing for the workers. I am very worried, and I urge the airlines not to invoke a war clause when they deal with their union workers. Yes, indeed, when business contracts, we don't expect airlines not to accept those economic consequences, but I would regard invoking that clause as a breach of faith. I hope they will not do it. I hope they know they will have to come back to us and deal with it. We have to include employees and what they need in this package as well.

It is a mixed bag: good on liability, good on where the money comes from, and OK making progress on taking account for middle size cities; not enough, nothing for Amtrak, nothing for labor, but we will come back and deal with those issues.

If it is a mixed bag, why am I supporting this bill? Because we are in a new era where every one of us has to give a little bit. We heard the President speak. We were unified yesterday. We must keep that unity. It is important that each one of us no longer say: It is my way or no way.

I didn't get everything I wanted in this bill. I did get some things. I am a little worried about the numbers as well.

If we don't vote for this bill and we bicker, airlines will not fly on Monday. It will set a tone in this body that we don't need right now.

Relying on the good work of our majority leader and our minority leader and knowing we will get back to the other issues we care about, I will vote for the bill, and I urge my colleagues to do the same.

Mrs. BOXER. Madam President, I am pleased that the Senate has been able to act so quickly on this issue.

As you know, all four planes hijacked last week were headed for my State of California. Consequently, many Californians who were simply trying to make their way home lost their lives in these attacks. My heart goes out not only to the Californians who fell victim to terrorism, but to all the victims of last week's attacks and their loved ones.

Our Nation's aviation system was transformed into a terrorist weapon. As a result of the terrorist attack, the airlines are confronting an alarming financial situation. Last week's tragedy will be compounded if the aviation industry is destroyed as well.

As an industry, airlines are losing $300 million per day. Lines of credit may not be available. Insurance premiums for some airlines may rise $100 million per year or may be unavailable period. Without insurance, the airlines cannot fly.

Therefore, I support this bill to provide financial assistance to the airlines. I also support a victim's compensation fund to help ensure that victims' families receive compensation in a timely fashion.

I am particularly pleased with the language in this bill that commits $3 billion of the $40 billion in the emergency funding that we passed last week for airline security. I hope this funding is used to improve screening in our airports. It is extremely important that security be the responsibility of the Federal Government, including creation of a professional security force for passenger screening. I also believe the funding should be used to increase the number of air marshals by placing an air marshal on every commercial domestic flight.

This is only the first step in aviation security. In the next week or two, I will be working to see that Congress passes comprehensive security legislation, including federalizing screening and guaranteeing that air marshals are on every flight.

Finally, I am disappointed that this bill, while bailing out the airlines, does not provide assistance to laid-off workers. This week almost 100,000 jobs were lost industry-wide. That is 100,000 families who are losing their incomes.

These numbers do not even include the manufacturing sector of the airline industry. Boeing also announced that it could lay off as many as 30,000 employees in the next few months.

We must not forget the workers who are affected. They may need help with job training and acquiring new skills. They may need help with keeping their health insurance. Again, I will be working to see that help comes to these families soon.

This bill is important, but it is only the beginning of what we need to do after last week's tragic events.

Mr. NELSON of Nebraska. Madam President, as we discuss this much needed legislation to provide financial assistance to our airline industry, I would like to voice my concern that air service to our small communities not be lost in this effort. I have consistently supported adequate funding for the Essential Air Service Program, and ensuring the viability of our small airports is a priority for me. Because I realize the economic impact a loss of air service would have on our small, rural communities, I applaud the efforts made in this legislation to include the needs of carriers who serve these markets.

It is important that in considering financial assistance for the airline industry, that thought is given to the impact this tragedy has had on the regional airlines, which service our small communities. Essential air funding is critical to providing air service to most of the communities in Nebraska, as I know is the case in many States. As we continually focus on how to regain confidence in our economy, I believe this is one area where Government assistance can truly be beneficial. Because it is imperative to the economic wellbeing of these small communities that air service be continued, increasing the level of essential air service funding is critical to ensuring the air carriers serving small communities can continue to do so.

I understand that the bill contains language authorizing the Secretary of Transportation to require air carriers currently receiving direct financial assistance to maintain scheduled air service to any point served by that carrier prior to September 11. In addition, the Secretary may require these carriers to enter into agreements, which will, to the maximum extent practicable, ensure that all communities that had scheduled air service before September 11 continue to receive adequate air service.

I do have concern that in light of recent events some of these carriers will cut service to communities that rely on Government-subsidized air service. Therefore, I urge the Secretary of Transportation, in carrying out his authority under this bill with respect to these carriers, to consider the devastating impact cutting air service to small communities, especially rural communities, will have. It is my hope that the provisions of this bill provide sufficient protection of air service to small communities.

Mr. MCCAIN. Madam President, the bill that we are voting on today not only provides financial assistance to airlines, it addresses the issue of legal liability for the tragic events of last week by creating a federally-funded victims' compensation fund and by limiting airlines' potential legal liability to ensure their continued operation.

The effect on the airlines of the September 11 terrorist attack put Congress in the unenviable position of having to take immediate action to prevent the collapse of the aviation industry as a result of the federally ordered grounding of all aircraft and the anticipated reduction of air travel.

One of the most difficult issues we had to grapple with was the enormous potential liability that airlines faced if courts determine that they were negligent and in some way responsible for the damage wrought by the terrorist attacks last week.

Aviation financiers informed Congress that this potential liability was a barrier to the airlines' obtaining credit in the private market, which we anticipate they will soon have to seek despite the direct financial assistance we are providing to them today.

The vast uncertainty of our litigation system posed significant challenges to crafting reasonable limitations on airline liability while providing compensation for the victims of the terrorist attacks and their families.

Disturbingly, while courts could order the liquidation of our biggest airlines if they are deemed liable for the catastrophic damage of September 11, victims could also receive no compensation from the courts if they determine that corporate entities, including airlines, were not responsible for the devastating damage arising from the terrorist attacks.

We faced two unsatisfactory outcomes: 1. that the airlines, whose liability insurance coverage is insufficient to cover all damage, would be dissolved as their assets were sold to pay off their liability and/or; 2. some or all of the victims who were injured or killed in this tragedy would receive no compensation.

The liability provisions in this bill are by no means perfect, but they are intended to prevent these two unacceptable results.

To ensure that the victims and families of victims who were physically injured or killed on September 11th are compensated even if courts determine that the airlines and any other potential corporate defendants are not liable for the harm; if insurance monies are exhausted; or are consumed by massive punitive damage awards or attorneys' fees, the bill also creates a victims' compensation fund. These victims and their families may, but are not required to, seek compensation from the Federal fund instead of through the litigation system.

At the same time, to provide for the continued operation of our airlines, the bill limits airlines' civil liability to the amount for which they were insured at the time of these unforeseen events.

No amount of money can begin to compensate the victims for their suffering. Nothing will make them and their families ''whole.'' It is not the intent of the federal fund to do this. Nor is it the intent of the fund to duplicate the arbitrary, wildly divergent awards that sometimes come from our deeply flawed tort system—awards from which up to one third or more of the victims' award is often taken by attorneys.

The intent of the fund is to ensure that the victims of this unprecedented, unforeseeable, and horrific event, and their families do not suffer financial hardship in addition to the terrible hardships they already have been forced to endure.

In addition to removing the specter of devastating potential liability from the airlines, and guaranteeing that victims and their families will receive compensation regardless of the outcomes of the tangle of lawsuits that will ensue, the bill attempts to provide some sense to the litigation by consolidating all civil litigation arising from the terrorist attacks of September 11 in one court.

It is regrettable, but perhaps inevitable, that the unity that this terrorist attack has wrought will devolve in the courts to massive legal wrangling and assignment of blame among our corporate citizens. It is my hope that the liability provisions we are adopting today will serve, to some extent, to reduce this, and produce as fair a result as possible in light of the gross injustice of these events.

Mr. GRASSLEY. Madam President, I am pleased that the Senate is moving with great speed to insure the short-term stability of our nation's airlines. The tragic events of September 11 have unfortunately made this legislation an absolute and immediate necessity. This Senate us wisely moving with great dispatch.

This act is difficult for all of us. It has not been easy to negotiate by any means. But the Senate has come together for the good of this great nation to do the right thing. That is, to keep the airlines in the air.

The airline industry is a marginal industry, just like farming. And just like farming, it depends upon a constant and consistent flow of cash. That critical cash flow dried up on September 11. This legislation provides needed cash assistance and loan guarantees to make up for the current terrorist induced shortfall.

The bill also addresses critical liability issues. As a member of the Judiciary Committee, I will monitor these provisions continually and closely as to their propriety and proper functioning. I will not hesitate to step in as I see necessary should the situation call for further action.

I welcome the language concerning Essential Air Service, EAS. This is a proven program with an administrative bureaucracy already in place. State and communities understand the EAS program and its important role in maintaining air service to small, underserved communities. This program has the potential to help several communities in Iowa which now face the loss of air service. It will help to prevent these small communities from bearing the brunt of air service reductions. I strongly urge appropriations to provide the funding necessary to insure the success of the program.

I wish this measure was not necessary. But it is. The cowardly acts committed by terrorists on September 11 have made it so.

The terrorists will not win. The American airlines will continue to fly, and Americans will continue to fly on them. Our economy and culture will grow and thrive. Of this, I am confident.

Mr. HATCH. Madam President, I rise to speak about S. 1450, the Air Transportation Safety and System Stabilization Act.

Let me first say that I support the intention of this bill. I want to ensure that the victims of this heinous crime receive just compensation while at the same time we provide much needed stabilization to the airline industry. That balance is a very difficult thing to achieve. I have very strong reservations about whether we accomplished that task in a fair or feasible manner here today. It is with mixed emotions that I support this bill. I hope that there is an opportunity to address these concerns down the road and to improve on what we have done here.

This bill does do some good. We provide a generous administrative remedy for all victims who were physically injured or killed as a result of this attack. This will help ensure that injured people receive money and receive it faster than they otherwise would if left to pursue claims through litigation. It also provides that the Federal Government can recoup, to the extent possible, any money from the responsible parties, including the terrorists whose assets we may be able to recover in the future.

We also provide the airlines with some much needed cash to cover the losses they incurred as a result of the Federal Aviation Administration's ordered shutdown of air traffic for nearly a week. However, we have not included a provision that I wanted to guarantee that once the airlines receive this cash infusion and government loan guarantees, they would not discharge their federally guaranteed debt in bankruptcy.

The limitation on liability included in this bill has some productive aspects. We limit the liability of the airlines to the extent of their insurance coverage in order to allow them to keep operating. In my home state of Utah, Delta Airlines employs over 4,700 people. I don't want to see a company that employs so many people in my State go out of business. Air service is

essential. However, we also must protect the liability of other defendants in potential litigation. If we do not, then we very likely will place other defendants in a worse position than if we do nothing at all. For instance, under the legal principle of joint and several liability, even if a nonairline defendant is only 10 percent liable and the airline is determined to be 90 percent liable, the nonairline defendant may be required to pay more than its share of liability because the airline's policy limits have been exceeded in the judgment. This could be an unfair outcome and is a serious concern. Do we really accomplish our goal of keeping air transportation operating if we sacrifice the other entities that contribute to a well-functioning airline industry? I am talking about the airline contractors and subcontractors as well as the companies that built the planes, the port authorities, and even those that built the World Trade Center itself.

For those who seek to pursue the litigation route, I am pleased that we consolidated the causes of action in one Federal court so that there will be some consistency in the judgments awarded. However, because the pool of funds available to potential plaintiffs will be limited, we need to eliminate, or at least limit, the punitive damages that can be awarded. I do not want to deny any legitimate plaintiff just compensation. He or she should receive both economic and reasonable noneconomic damages which would include everything from lost earnings to emotional distress. However, If we do not limit outrageous jury awards of punitive damages, we run the risk of denying some plaintiffs their rightful share in an award. If one plaintiff's punitive damage award is excessive, it could very well deplete the amount of funds available to pay awards, leaving other plaintiffs out in the cold. Don't we want to ensure that all legitimate plaintiffs receive compensation?

This was indeed a horrible attack on our country and I have confidence that the President will make sure that the terrorists are brought to justice. With this bill the Government attempts to provide some relief to the victims of this attack. Unfortunately, the Government cannot do everything. What pleases me most in the aftermath of this tragedy is the extent to which the communities across the country have reached out to help their neighbors. We have all heard of those heroic firemen and police officers who gave their lives trying to save the lives of others. Also, those noble passengers who sacrificed themselves rather than let the terrorist inflict even greater damage on the ground. There are many wonderful charitable organizations such as the Red Cross and the Salvation Army who responded immediately to assist victims of the terrorist attack. Donations have been pouring in from across the country to assist the victims. It warms my heart and reminds me of the Thousand Points of Light that President Bush's father often referenced regarding the generous nature of our communities. Because of all of this, I am confident our country will come out of this tragedy stronger.

Mr. CLELAND. Madam President, I rise today to direct my colleagues' attention to the needs the workers who play a vital role in our nation's aviation system—tens of thousands of men and women who are often overlooked by those who travel by air. From the ticket agents to the sky caps to the mechanics, these workers support the American airline industry and promote its viability.

These same workers were uniquely impacted by the terrorist attack on September 11, 2001. Their place of work—a place that should be safe—was violated when terrorists turned the four commercial planes into missiles. On that fateful day, the air travel system in this country ground to a halt. The order to ground our aircraft was an unprecedented and correct action by the Department of Transportation. For the next four days there was virtually no air travel in this country, and the airlines suffered huge financial losses.

In the wake of this tragedy and as the airline industry is returning to the skies, the Administration and Congress are working to stabilize this industry. Unfortunately, the aid Congress is providing will not be enough to retain the entire current workforce of the major airlines. I have heard that lay-offs in the airline industry could top 100,000 by next week! That is one hundred thousand people who will be faced with losing their health insurance and their source of income. One hundred thousand people who will be faced with reviewing their retirement plans. One hundred thousand people who will be faced with making difficult decisions. These people cannot be forgotten.

While I will be supporting the economic aid package for the airlines without a provision for employee assistance, I will be redoubling my efforts to ensure these dedicated employees, who are casualties of the first war of the 21st century, will not be overlooked. I am cosponsoring a bill introduced by Senator CARNAHAN to provide benefits to the dislocated employees of our aviation industry. This package of relief would provide funding for unemployment insurance and health insurance, and it will contain provisions to aid in the retraining of these workers. These are basic measures we can and must take to help stabilize these employees.

No one expected September 11 to develop as it did, and we are reeling from this tragedy. Congress is appropriately acting today to support the airlines—an industry critical to our national security and economy. And I fully support and will work to enact a package of assistance to those workers who are suffering as a result of this attack.

Mr. FEINGOLD. Madam President, I will support this relief package, however, I have a number of concerns. There is certainly a legitimate need to assist our nation's airlines in this time of crisis. I am concerned, however, that we are forgetting about airline employees and their families, including many Wisconsinites. These massive layoffs are a double blow to an already shocked country. We should act quickly to ensure that those who work for our nation's airlines and their families receive adequate relief, including continued access to health care and unemployment and job training assistance. We must be careful that this airline relief package is targeted at those airlines that are facing economic losses due to the recent terrorist attacks and not instead used to prop up firms that were already in financial trouble before this tragedy.

Mr. LEVIN. Madam President, I am very disappointed language was not included in the Air Transportation Safety and System Stabilization Act addressing employee compensation for the thousands of airline employees who have lost their jobs in the past week. It is imperative that we address this in the immediate future. However, there is a crucial need to act swiftly to stabilize the airline industry. Therefore, I will support this legislation which includes a number of critical provisions to stabilize the airline industry and restore confidence in this industry. I hope that we will address employee compensation and additional airline security issues in the very near future.

The airline industry is losing about $300 million to $350 million a day. Losses incurred by the industry for the 2 days that the airlines were grounded total $1.25 billion. In the past week alone there have been 100,000 layoffs by the airlines including 10,000 at Northwest Airlines. Northwest Airlines has as a major hub in Detroit and serves as an economic engine for Michigan with over 18,000 employees in the State. Northwest Airlines now has a net negative booking rate which means that more people are calling to cancel their tickets than there are people calling to purchase tickets. The airlines are now only carrying about 30 to 40 percent of their normal capacity.

We cannot let this important industry go under. There is simply too much at stake. This legislation provides an immediate $5 billion cash infusion to stop the immediate hemorrhaging of the airline industry and to cover their losses for the month of September. It also provides $10 billion in Government-backed loan guarantees which will help the industry gain access to credit and maintain its long-term viability. The airline industry currently has no access to capital because its traditional collateral, airplanes, are now considered worthless by Wall Street. The $10 billion will be made in the form of loans, not grants, and that they will be paid back.

Under this bill, the Secretary of Transportation has discretion in making the loan guarantees. For instance, when an airline applies for a loan it

will have to provide access to its books to prove that the loan is not going to repair past management actions that might have occurred before September 11.

This bill also allows the Secretary of Transportation to use his authority to require airlines benefitting from Federal funding to continue to serve midsized and small airports and communities. This is important for all those people in Michigan and around the country living in rural communities who may depend on a single airline for service. If that airline were to pull out, they would be left stranded. In addition, the bill authorizes $120 million for the Essential Air Service, an important program which subsidizes airline service in those communities where it is not profitable to serve. This program allows the Government to share some of the costs of providing service and in exchange, the Government can require that a carrier continue to serve a community. This guarantees that these communities will have airline service. It is a program that is currently underfunded and in need of a higher authorization which this bill provides. A number of Michigan communities participate in this program and, unfortunately, others may soon need to gain access to the program in order to keep the air service they currently have.

Senate action today to provide the airlines with funding to keep them solvent is very important. It will help return confidence to the marketplace and keep some airlines from going under. But it is equally important that we turn immediately to the other critical issues such as providing assistance for displaced workers and airport security measures.

Mrs. FEINSTEIN. Madam President, I rise today in support of the financial package before the Senate to help protect a vital industry to our Nation's economy. I believe that this legislation is one essential component in a series of steps that Congress has taken, and will continue to take, to address the tragic and horrific attacks of September 11, 2001.

So far, Congress has taken considerable action in the wake of the unprecedented events last Tuesday. Congress condemned the violence in a joint resolution, Congress authorized the President to use ''all necessary and appropriate force'' to retaliate for the acts of war against our Nation, and Congress approved $40 billion to rebuild from the rubble and prevent further acts of terrorism during this time of great peril.

These are the steps Congress has taken so far, but they are not the last of what we will do, or what we need to do to mitigate the damage and destruction.

The next step we must take is to pass this financial relief package. Once this is passed, Congress will need to consider legislative solutions on other matters stemming from the September 11 attacks. For example: What long-term changes do we need to make to our aviation security system? How can we establish stricter guidelines on issuing visas? How do we build up our homeland defense against more deadly terrorist attacks in the future? What can we do to stimulate more consumer spending, more job creation, and more investment in this time of uncertainty?

The events of September 11 demand that Congress and the President work together to remedy the devastation the attacks have inflicted upon our safety, our economy, and our livelihood. The legislation before us today is part of the comprehensive action Congress must take to help our Nation reclaim unprecedented growth of which we know our economy is capable.

The terrorist attacks of September 11 have dealt a crippling blow to the airline industry. This package of assistance is essential to keep the airlines up and running because they are an important component to our Nation's economy. Airlines are the very backbone of our transportation infrastructure enabling people and goods to flow freely and quickly across our Nation.

Airline travel and air cargo shipments interconnect our global economy and contribute a significant amount of jobs to the U.S. Economy. Consider the following: Approximately 1.2 million people work for the airlines in this country. Last year about 670 million passengers traveled on commercial airlines and the industry provided over 25 billion ton miles of freight delivery. The U.S. commercial aviation industry contributes over 10 percent of the Nation's GDP.

Yesterday, David Walker, Comptroller General of the United States, testified before the Commerce Committee. According to Mr. Walker, ''The continuation of a strong, vibrant, and competitive commercial air transportation system is in the national interest. A financially strong air transportation system is critical not only for the basic movement of people and goods, but also because of the broader effects this sector exerts throughout the economy.''

The contributions airlines make to our economy are clear, yet the industry estimates that the overall impact of the terrorist attacks will cost $24 billion and companies may be forced to lay off over 140,000 employees. Airline stocks plummeted when the market reopened Monday and they have continued to fall this week.

Secretary Mineta has indicated that the industry has been losing $300 million a day in lost revenue since Tuesday, September 11. Some financial analysts predict the airline industry will lose $6.5 billion this year, triple the $2.2 billion loss that was expected.

The ripple effect of the terrorist attacks is clear. Once people stop flying, airlines cut back on flights. Lighter flight schedules mean airplanes lie idle and companies' employees lose their jobs. Fewer flights mean airlines do not need as many new planes or airplane parts. So it comes as no surprise that this week, Boeing announced 30,000 employees would lose their jobs.

I have received many letters asking me to support this plan before the Senate, and I believe it is important to point out that the vast majority of these letters are not from airline employees, but rather, from workers whose jobs are indirectly dependent on airlines.

One such letter is from G. Hardy Acree, the director of Sacramento County's airports. Mr. Acree wrote, ''Quality air service is critical to our community. Without it, Sacramento County's economic development and tourism industry will suffer, and the growth we've worked so hard to sustain will be lost. This is an issue whose impact goes well beyond the airline sector.''

The same could be said for all of California's 58 counties and, in fact, for every one of the 3,142 counties across the Nation.

The economic impact is spreading beyond U.S. borders. London-based Virgin Atlantic Airways said it must trim its operations by 20 percent and lay off 1,200 employees, the first ever layoffs for the company in its 18 years of existence.

Just as the problems are not confined to one region, they are not confined to one industry. The president of the American Society of Travel Agents, Richard Copland, wrote to tell me of the tremendous losses suffered by the travel agencies across the U.S. According to Mr. Copland, ''There are many other groups of firms that are normally thought of as separate 'industries' but that in fundamental reality are an integral part of what airlines do. Travel agencies are among those.''

Travel agencies, hotels, cruises, and many other industries directly depend on the airline industry. And there is almost no business that does not indirectly depend on the airlines. How else do employees meet with clients? How else do goods ship overnight?

As Jonathan Tisch, chairman of the Travel Business Roundtable, wrote, ''The link that airlines provide to the travel and tourism industry cannot be underscored enough. Airlines are the conduit for so many industry activities, bringing travelers to hotels, resorts, restaurants and shopping in cities and towns around the country.''

I want to acknowledge Mr. Tisch's point, the collective ripple effect airlines have on the entire economy is immense. I would like to ask my colleagues and constituents to think of this legislation, not as a bailout plan, but as a relief package. It is just compensation for the direct damage inflicted on the airline industry and the U.S. economy as a whole.

One more point I would like to make is that since my husband is on the board of an airline company, the easiest thing for me to do would be not to vote on this legislation. The Senate

Ethics Committee, however, has assured me that voting on this bill is not a conflict of interest for me because there will be a wide range of beneficiaries from this legislation.

Furthermore, at this time, the economic ramifications are as such that I am compelled to vote on this bill because I strongly believe it is in the national interest to do so.

We have allocated billions to rebuild in New York and Virginia. Let us also allocate billions to rebuild our Nation's economy.

Mr. DOMENICI. Madam President, this is an important piece of legislation. We need to enact it today. Without immediate financial assistance, many airlines face imminent bankruptcy as a direct result of the horrific terrorist attacks that took place on September 11.

This bill provides $5 billion in emergency direct assistance to reimburse the airlines for the direct costs of the terrorist attacks and preventing another attack. It also provides $10 billion in loans and loan guarantees to help the airlines while they recover from these attacks. These loans will also restore the confidence of the private capital markets, which are unwilling to lend the airlines.

Because of this legislation, the airlines are going to be around to pay back these loans. Therefore, from a budget point of view, the impact of the loans on the Federal budget will only be about $3 billion. But the airlines get the $10 billion essential to keep them in business.

Also, this afternoon President Bush made the first apportionment of monies we appropriated one week ago today for the Emergency Supplemental Appropriations Act for Recovery to the Terrorists Attacks.

Out of the $40 billion in that Emergency appropriation bill provided to the President, he has this afternoon transferred nearly $5.1 billion to Departments and Agencies to address funding needs related to the attacks of September 11.

This is just the first in what will be many more transfers out of the total funds provided. The Department of Defense will immediately receive $2.5 billion and the Federal Emergency Management Agency will receive $2.0 billion today.

But also within today's transfers is $141 million for the Department of Transportation, the bulk of which is to the FAA to support immediate increased airport security measures. I am sure, once again this is just the first of what will be much more funding coming out of the $40 billion to increase security measures at our airports and expand the Federal Sky Marshal program.

This expansion requires first-rate training for our new law enforcement officers. The Federal Law Enforcement Training Center, FLETC, in Artesia, NM, is uniquely positioned to serve as the primary training center for the new sky marshals and other aviation law enforcement officers. Moreover, it is located only 40 miles from the Roswell Industrial Air Center, which can handle planes as large as 747's. These facilities can play a vital role in enhancing our Nation's aviation security.

The PRESIDING OFFICER. The Senator's time has expired. The Senator from West Virginia.

Mr. ROCKEFELLER. Madam President, the Senator from West Virginia recognizes the junior Senator from New York for a period of 5 minutes.

The PRESIDING OFFICER. Without objection, the Senator from New York is recognized.

Mrs. CLINTON. Madam President, I thank the Senator from West Virginia. I rise to join the comments of my colleague, Senator SCHUMER.

Many of us recognize the need for immediate action to aid our struggling airline industry and are prepared to do so. We also appreciate greatly the continuing bipartisan cooperation that is helping this body address the needs of our country in the wake of the terrible attacks of September 11.

I am very grateful that the long negotiations in the House and the Senate over the last several days, along with the White House, have resulted in a process to provide relief to families who have either lost a loved one or sustained significant personal injury.

We are also grateful that the legislation provides more support for essential air services, particularly in many of our more rural areas, such as Watertown, NY, that are totally reliant on air service which still comes in to serve those communities.

The passage of this legislation can only be a beginning. We also must make our airports as secure as possible. I am honored to join in legislation Senator HOLLINGS and Senator ROCKEFELLER and others are putting forward to address the security issues so that Americans have the confidence I know they should have in flying once again, resuming our normal life.

We also will have to work together to develop a process so the many businesses that have sustained losses will be able to seek relief in some expedited process and not get buried and even bankrupted by an extensive round of litigation. I just learned that the litigation that was filed following the 1993 bombing of the World Trade Center is still ongoing. Businesses have no certainty, no resolution of what their liability, if any, might be. We need to avoid that in the wake of this tragedy and do everything we can to come up with a process that deals with the needs of other businesses as well as the airline industry.

I also hope that the assurances we have received with respect to the airline workers who have been laid off or displaced will be addressed as soon as possible. I am well aware that a package being considered to help the workers was stripped out of this bill. We have to revisit it. It is something that is growing in importance day by day. There are now at least 74,000 people affected. We expect in the next few days that number to grow to 100,000. I suggest we look at some kind of an aid package modeled after trade adjustment assistance to extend unemployment insurance, job training, support services to airline workers and other workers who have been directly affected by the attacks on our country.

We also will have to look at the way our entire transportation system operates. I am very proud of the way Amtrak stepped in to fill the need for the movement of passengers and goods. Their ridership is up nationwide. They have honored airline tickets of stranded airline passengers and shipped relief and medical supplies. Amtrak has also made security upgrades on trains and in stations. But we need to do much more to address the critical needs in the Northeast corridor as well as the rest of the country.

I look forward to working with my colleagues. I see my good friend Senator HUTCHISON from Texas who led the fight on the high speed rail bonding act. That is just one of the many issues we need to consider as we look at transportation, again, as part of national defense.

I well recall how President Eisenhower obtained the funding for the Interstate Highway System because it was part of national defense. Our highways, our airways, and our railways are all part of our national defense infrastructure.

Finally, I say once again how grateful we in New York are for the tremendous and continuing outpouring of support from the American people. I particularly thank the President for his strong support. I was overcome by his absolute resolute commitment to rebuilding New York in his speech last night as well as the other very strong words of reassurance and resoluteness he delivered with respect to the challenges we face. I appreciate greatly his leadership and his support throughout this crisis.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Madam President, I yield 5 minutes from my time to the Senator from Virginia.

The PRESIDING OFFICER. The Senator from Virginia.

Mr. ALLEN. Madam President, I thank Senator HUTCHISON, who has been an outstanding leader on the issue of aviation safety and better airline quality for many years.

This is not something that Senator HUTCHISON first started worrying about after this terrible disaster of September 11. She has been working on this issue way ahead of time. If more people had listened to Senator HUTCHISON years ago, some of the concerns we are now finally addressing would have been addressed.

I join with many of my colleagues in thanking Senator HUTCHISON and all

those who worked together on this package to provide some stabilization for air transportation.

Yesterday we had hours and hours of hearings with Secretary Mineta, who all of us recognize did a great job in coordination with the FAA, in grounding all flights. They saved lives. They saved lives here in America with that quick decision.

However, without that decision in response to the terrorist attack, our airlines would be in much better financial shape today. We are now in a different paradigm, a different world.

I have heard comments from my colleagues: Why is the Federal Government involved in this versus other businesses? The main reason is, the Federal Government controls the air, and the FAA grounded all the airplanes. It actually said: You must stop business. That decision has caused losses for the industry. Today we will vote to provide compensation for those lost revenues resulting from this necessary decision regarding the safety of our citizens.

We also recognize the absolute essential nature of air travel for our way of life, for our economy, for commerce, and for our national security. It has been stated by many others how important it is for our economy and how many jobs are affected.

In our Commonwealth of Virginia, Reagan National Airport is shut down today. It remains the only airport in the Nation that is prohibited from operating. There are 10,200 employees currently out of work, and then about five to seven times as many employees indirectly affected who are also out of work.

General aviation fortunately is back, at least at a greater level than it was previously. But we know that the layoffs are in the tens of thousands across this country. We recognize the need for safe planes. Next week we will address airline safety with efforts to make sure the cockpits are safer and the security is better. Today we will address the financial losses resulting from the events of September 11.

However, I had hoped that this bill would include assistance for workers who had lost their jobs as a result of the airlines being grounded.

Mrs. HUTCHISON. Madam President, my time is taken. I apologize, but my time is taken.

The PRESIDING OFFICER. Who yields time?

Mr. ALLEN. Senator ROCKEFELLER, may I have 1 minute of your time?

Mrs. HUTCHISON. Our time has been divided.

Mr. ROCKEFELLER. I yield 30 seconds.

Mr. ALLEN. I thank the Senator from West Virginia. I share the desire to make sure employees who are out of work are also taken care of with both health and unemployment benefits. I am working with Senator CARNAHAN of Missouri to make sure that this is made part of the overall package. I will cosponsor her bill to provide unemployment assistance, extend healthcare benefits and to provide for worker retraining. We need to act today on aid for the airlines so that future job losses are avoided, and in the future let's make sure we take care of those hardworking employees who are have already lost their jobs through no fault of their own. I thank my friend from West Virginia.

I yield the floor.

The PRESIDING OFFICER. Who yields time?

The Senator from Massachusetts is recognized.

Mr. KENNEDY. Madam President, the airline industry's damages from the September 11 terrorist attacks are immense and unprecedented. Clearly, we must provide relief for the airlines, but we must not forget the airline workers and other workers harmed by this tragedy.

Failing to include relief to workers in this bill is a serious omission. It is essential for Congress to act as soon as possible to provide support for airline workers.

The toll across the economy from this tragedy will be staggering, and the economic hardships to millions of American working families will be severe. Large numbers of workers have already been laid off, and the working poor will soon become the unemployed poor.

We have already seen tens of thousands of layoffs. Who are these workers? They are the flight attendants who are single parents raising their kids on their own; they are the reservation agents trying to make a living; they are the security clerks, cashiers, and baggage handlers.

I also understand that the airlines are trying to get out from under the contracts they have with employees. I think this is wrong.

We are assisting the airlines, and they should not leave their workers high and dry. We need to provide critical long-term unemployment insurance benefits, training assistance, and health care coverage for workers affected by these terrorist attacks. Layoffs in the airline industry alone are expected to total more than 100,000 workers.

Even beyond the issue of fairness, helping workers during a slowing economy is good economic policy. The unemployment insurance system will be critical to our Nation's recovery and economic health. Unemployment benefits help workers bridge the gap between jobs. It also puts the money in the hands of the unemployed. Unemployed workers spend benefits rather than saving them, thereby stimulating the economy.

Workers deserve action on this issue from this Congress. This is not just a matter of labor rights; it is a matter of human rights, fairness, and decency. Every day we delay, more workers suffer. American workers are waiting for relief, and we owe it to them to act.

A strong airline industry is critical to the national economy. We need to keep the airlines flying. But we also need to provide critical assistance for the airline workers and other workers who have lost their jobs as a result of this disaster. I call on my colleagues and the President to address this matter as soon as possible. No one has been more affected by this than our State of Washington, and Senator MURRAY has spoken frequently about this, as well as Senator CANTWELL.

I yield a minute to the Senator from Washington and the remaining time to the floor manager.

The PRESIDING OFFICER. The Senator from Washington.

Mrs. MURRAY. Madam President, I thank my colleague from Massachusetts. I thank all of our colleagues who have worked together in a very bipartisan manner over the last week to address the critical issues coming at us. I know we need to help the airline industry, and that is why this bill is important.

I remind my colleagues that thousands of workers were left out of this bill. I have 30,000 employees in my home State of Washington at Boeing who have been left out of this bill. They are just as patriotic and they have worked just as hard. They deserve our attention just as much. We should not forget them when we are taking care of the owners of these airline companies.

It is the workers who go to work every day who make this country great and strong. We need to make sure we have a commitment to them in the coming week to put together an aviation package that includes employee assistance for those who have made this country what it is.

I thank my colleague from Massachusetts and Senator CANTWELL from my State, and other Members, such as Senator CARNAHAN. I pledge my support to make sure this Senate doesn't forget the workers as we put together the aviation package that has been promised. I thank my colleague from Massachusetts, and I yield the floor.

The PRESIDING OFFICER. The Senator from Texas is recognized.

Mrs. HUTCHISON. I yield 3 minutes to the Senator from Pennsylvania.

Mr. SPECTER. I thank my colleague from Texas. I am encouraged to see the Senate and the House moving so promptly on this legislation to keep the airlines functioning. The terrorist attack is really an attack against the United States as a whole, and when we have losses directly attributable to that attack, it seems fair to me that the entire Nation should sustain those damages. What we are doing today with the cash grant and especially the loan guarantee will keep the airlines operating, which is very important for the lifeblood of our country and very important for an economic recovery.

US Airways, illustratively, needs the loan guarantees in order to get financing to keep operating. US Airways is

only one of many carriers across the country, but it illustrates the problem and it illustrates the issue especially pertinent to my State of Pennsylvania, which has some 17,000 US Airways employees dependent upon their jobs. This is a very, very important matter for Pennsylvania, and a very important matter for America.

This legislation also establishes a very appropriate procedure for compensating the victims on a program administered by the Attorney General's office without going through the long litigation process. However, it is only a first step.

There is more to be done on airport security, on security within the airplanes, on compensation for the workers with some 100,000 already having lost their jobs, and with the ripple effect on hotels, on the airport complexes, on restaurants, on tourism, and on the airports which sustain themselves by having the shops now unfrequented by customers because only ticketed passengers can get within the area.

How much time remains on my 3 minutes?

The PRESIDING OFFICER. The Senator has 45 seconds.

Mr. SPECTER. I yield back the time.

The PRESIDING OFFICER. Who yields time?

Mr. ROCKEFELLER. I yield 2 minutes to the Senator from Vermont.

Mr. LEAHY. Madam President, I thank the Senator from West Virginia.

The heart of every American aches for those who died or have been injured because of the tragic terrorist attacks in New York, Virginia, and Pennsylvania on September 11th. Our first priority should be ensuring that their needs are met and that they receive adequate compensation.

At the same time, the airline industry of this country is in grave danger of collapse. The industry has announced more than 100,000 layoffs. Insurance companies have reportedly contacted the airlines about lowering the terrorist-related protections in their policies. And they have warned that they are running out of cash. If Congress does not pass this legislation today, it is likely that all of our Nation's air carriers would cease service next Wednesday.

The bipartisan, bicameral legislation we are considering today provides $5 billion in direct grants to cover the cost to the airlines from the closing of all the nation's airports after last week's terrorist attacks. The bill also provides $10 billion in loan guarantees to help the airlines through their cash crunch, funds to be distributed within 14 days by a four-member Air Transportation Stabilization Board. Further, it extends the existing War Act, which protects airlines from liability during wartime for overseas flights, to cover domestic flights and include terrorist acts. Finally, it provides that the liability of the airlines involved in the terrorist-related airline crashes on September 11, 2001, will be limited to the amount of the insurance coverage they have for such instances, and all legal cases stemming from these incidents will be consolidated in the United States District court for the Southern District of New York.

Most importantly, working with Majority Leader DASCHLE, Republican Leader LOTT, Speaker HASTERT, Congressman GEPHARDT, and Senators HATCH, KOHL, DEWINE, SCHUMER, and CLINTON, we have established a Victims Compensations Program to provide expedited payments to victims and their families. To be eligible for compensation, applicants will need to provide information about the harm they suffered or death linked to the terrorist attack, but they will not be required to prove negligence or liability. It is our responsibility to provide fair compensation to those most affected by this disaster. We have devised a plan that means prompt filing, quick review, and prompt payments to victims and families.

The Department of Justice will supervise the Victims' Compensation Fund that will be administered by a Special Master. The Special Master will make a final determination of an applicants eligibility and level of compensation within 120 days of receiving a claim. All payments must be paid within 20 days after the determination. This is a simple and fair approach to put the victims and their families first. These payments will be tax free. Filing a claim under the program will preclude other civil remedies.

This program is targeted to help the neediest victims and their families. When making a determination, the Special Master will take into account any life insurance, death benefit, or other government payment received by the victims and their families.

The victims in this tragedy and the airline industry are in need of relief. The terrorists will win if victims continue to suffer and the airlines go under. Establishing the Victim Compensation Fund and giving the airlines the capital they need to continue operating are crucial first steps in our national healing process. I thank the leadership of both parties in both Houses of Congress for their cooperation in moving this essential legislation forward.

Madam President, again, the heart of every American aches for those who have died or have been injured because of the terrorist attacks in New York, Virginia, and Pennsylvania on September 11—and due to the ripple effect out to New Jersey and Connecticut and Maryland and the District of Columbia. It has been terrible. I think we have to ensure that the needs of those who suffered most directly are met, that they receive adequate compensation.

We also know that the airline industry in the country is in danger of collapse. They have announced, I believe, around 100,000 layoffs. Insurance companies reportedly have contacted airlines saying they will lower terrorist-related protections in their policies. They have said they are not going to be able to pay their bills. If we don't do something, we can literally see the terrorists shutting down the airlines next week. We have worked with Senators DASCHLE and LOTT, Speaker HASTERT and Congressman GEPHARDT, Senators HATCH, KOHL, DEWINE, SCHUMER, and CLINTON, and we put together a victims' compensation program to provide for victims and their families. It is going to be simple. It is a speeded-up process. In fact, the payments will be tax free, with prompt filing, quick review, and prompt payments to victims of families. We literally had children who kissed their parents good-bye in the morning and came home at night and found that they were orphans, and the mortgage is due in 2 weeks. We have to do something to help them. We can.

The victims in this tragedy are in need of relief. The airline industry is in need of relief.

The terrorists will have even a greater victory if we do not help. We can help.

I yield the floor.

The PRESIDING OFFICER. Who yields time?

Mr. ROCKEFELLER. Madam President, I yield 10 minutes to the senior Senator from West Virginia.

The PRESIDING OFFICER. The senior Senator from West Virginia has 15 minutes of his own time under the agreement.

Mr. ROCKEFELLER. Madam President, I revise my statement simply to say the senior Senator from West Virginia has 15 minutes under the unanimous consent agreement.

The PRESIDING OFFICER. The senior Senator from West Virginia.

Mr. BYRD. Madam President, the distinguished majority whip wishes me to yield time to him. How much time does he need?

Mr. REID. Three minutes.

Mr. BYRD. I yield 3 minutes of my time to the Senator.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Madam President, I received a letter, as did all Senators, today addressed to the Honorable TOM DASCHLE, majority leader, and the Honorable TRENT LOTT, minority leader, of the U.S. Senate. The letter reads as follows:

DEAR SENATORS: The Association of Trial Lawyers of America (ATLA) commends the United States Congress and President Bush for their leadership and decision to put families victimized by our national tragedy first and to ease their pain by expediting appropriate relief to them through the ''September 11th Compensation Act of 2001.''

ATLA agrees with you that extraordinary situations demand extraordinary response.

At least seven thousand families are hurting more than any of us can imagine. And, because the first priority of every American should be prompt and full justice for the thousands of families who know first-hand the unspeakable horror visited upon the world on September 11, 2001, members of

ATLA will provide fine legal services to any family wishing to pursue justice through the fund established by this unprecedented, humanitarian legislation.

ATLA believes that 100% of the compensation from the fund should go directly to these families.

The officers and Executive Committee of ATLA have volunteered to be the first attorneys to provide legal services free of charge under this program.

God Bless America.

Sincerely,

Leo V. Boyle, President, on behalf of the 60,000 men and woman of ATLA.

The PRESIDING OFFICER. The Senator from West Virginia.

Mr. BYRD. Madam President, the bill currently before the Senate provides $5 billion in immediate direct cash assistance to the airline industry. It also provides up to an additional $10 billion in loan guarantees for the airlines. This bill is not simply an authorization bill. It is also an appropriations bill which provides funding over and above the $40 billion Emergency Supplemental Appropriations Bill that the Senate passed one week ago today.

The airline industry is essential to this Nation's commerce. It produces about $125 billion annually and creates work for thousands of manufacturers and other companies. The Federal Government cannot allow this industry to fold without seriously disrupting the United States economy. That fact is not lost on this Senator.

However, we have now reached an important turning point in the relationship between the Federal Government and the airlines, and this should not go unnoticed. As of this day, the airlines are now required to live off the generosity of the general treasury. We are about to grant them several billion dollars of assistance, not from the Aviation Trust Fund, not from any ticket taxes from airline passengers, but from the general treasury. We are talking about money from people's income taxes, including the income taxes of millions of Americans who did not board a plane last year, who will not board a plane this year, and who will not board a plane next year perhaps.

Twenty-three years ago, the Senate passed the conference report on the airline deregulation bill on October 14, 1978 by a vote of 82–4, I believe. I was Majority Leader at the time. I was among the 82 Senators who voted for that bill. And as I have mentioned on the Senate floor many times, I have regretted that vote ever since.

My colleague at that time was Jennings Randolph. Jennings Randolph voted against deregulation. I voted for deregulation. He voted the right way at that time, and I voted the wrong way. I regret that vote because ever since deregulation, numerous airlines have pulled out of West Virginia and other rural states altogether. Many of them pulled out immediately following the vote. My constituents and millions of other Americans who live in smaller communities have been left with infrequent air service at astronomical prices. Indeed, today, it is often cheaper to fly from Washington D.C. to London, England, than it is to fly from Washington D.C. to Charleston, WV. The quality and cost of service to many of our smaller airports in West Virginia and across the Nation are even worse.

Yesterday, as part of a Transportation Appropriations Subcommittee hearing with Secretary Mineta, I expressed my view that we should not be providing the airlines with billions of dollars from the income taxes of hard working Americans without requiring the air carriers to provide a reasonable level of service to those Americans. Now that this industry must live off the generosity of the U.S. taxpayer, at least for a while, I think we have a responsibility to ensure that the taxpayers are well served. But today, we find that the airlines are cutting back service and eliminating cities from their national network at the same time they have their hands out on Capitol Hill.

I recognize that the airlines find themselves in such precarious financial condition because of a recent tragedy of massive proportion. However, the airlines were not doing so well before that time. I am determined to make sure that the airlines do not use this incident as a rationale for abandoning or dramatically reducing service to communities that depend on that service to connect with the national economy.

Toward that end, I want to call the attention of the Senate to a critically important section of the bill. Under this bill, the Secretary of Transportation is granted broad new statutory authority to require an airline that receives direct financial assistance under this act to continue to provide service to any city that it was serving prior to the tragedy of September 11.

The bill also grants the Secretary the authority to require any airline taking assistance under this act to enter into agreements to ensure that all communities that had scheduled air service before September 11 continue to receive adequate air service.

These provisions, if applied appropriately, will ensure that the small cities and the rural airports of America are not cut off from our national aviation system as the industry endures a downturn. The Committee on Appropriations, which I chair, will monitor carefully how Secretary Mineta implements these critically important provisions. He has been granted important new powers in this time of crisis, and I expect him to use these powers. The committee will also monitor carefully the actions of the airlines when it comes to discontinuing routes and reducing service. We must see to it that the small communities of our country are not relegated to the status of an economic backwater as the jets keep flying from New York to Los Angeles to London and to other far away ports.

I understand there are discussions that additional Federal assistance may be needed for the airlines in later bills. The airlines should be on notice and the Department of Transportation should be on notice that if the provisions in this bill are not applied appropriately, and we see a pattern wherein the small communities of our Nation are not being treated fairly, we will be back with stronger legislative measures to address this problem. This issue will not go away with the passage of this bill.

As we stand poised to hand the airlines billions of dollars in general revenue tax dollars, we must ensure that taxpayers in all communities, small and large, have access to reasonable and affordable air service. During this time of national crises—during a time of war—we should require that there will be air service to all parts of America to ensure that there is mobility for all Americans.

I want to thank my colleague, Senator ROCKEFELLER, for the leadership he has demonstrated in this area of legislation. He has done a great piece of work. He is highly dedicated to the service of his constituents, who are my constituents, but in thinking of our constituents we are also thinking of Americans across this country who live in rural areas and who have been deprived of fairness in service and in connection with costs in flying.

I yield back the remainder of my time.

The PRESIDING OFFICER. Who yields time?

Mrs. HUTCHISON. Madam President, I yield 2 minutes to the Senator from Alabama, Mr. SESSIONS.

The PRESIDING OFFICER. The Senator from Alabama.

Mr. SESSIONS. Madam President, I appreciate the work of our leadership in this Senate working together to produce legislation that each day, since this tragedy occurred, we have been virtually unanimous on. I want to keep that unanimity going. I express my appreciation to Senators DASCHLE, LOTT, NICKLES, REID, and the others who have worked on this legislation. I know there is a belief that there is a critical time period, and apparently there is, an insurance problem of monumental proportions that needs to be dealt with promptly.

However, I do believe, as Senator FITZGERALD from Illinois has said, we are rushing this matter, that this bill is not a perfect bill. It is far from a perfect bill. Maybe it is approximately correct, but we do not know all of that yet. I am not happy with how fast this is moving and how much money we are dealing with. I want to support our leadership. I know they have hammered it out. I know they have made some progress. I know they have made some agreements. I know Senator NICKLES has worked hard to bring as much accountability as he could in the time he had to make this a reality. So I salute them for it, but I am not convinced we are doing it the right way.

I was pleased to see trial lawyers say they would do work for free, but I am

not sure that, in the way we have crafted the bill, a client still does not need a lawyer that is loyal to them and that is paid by them. I would like to see us create a way to compensate people simply by who they are. If they are the widow of a person who has lost his life, they can make a claim and certify that and get their payment without any fees needing to be paid. Maybe we could do that in this kind of mass tort. We have not had time to think that through.

I know this bill is probably moving on to passage tonight. I am troubled by it. We are going to need to do some work on it in the future, and I expect we will be coming back and revisiting this. I think that should be made clear.

I yield the floor.

The PRESIDING OFFICER. Who yields time?

The Senator from Texas.

Mrs. HUTCHISON. I am going to finish our 30 minutes of time by saying this is not a perfect bill. There are areas we have not addressed but that we will address in the future. Since September 11, 2001, a lot of things have been thrown at us, and we are going to handle every one of them as they come. We will keep the airlines flying. We will try to minimize the damage to the economy of layoffs from the airline industry and all the other people who are laid off from their jobs. We will take it one step at a time.

Senator ROCKEFELLER and I have worked hand-in-hand on this issue and on the security issue that we will have on the floor next week or the week after, because security is what will make the flying public feel safe in our skies. So we are going to address this issue and keep the airlines financially secure in the interim period while we are getting that security bill passed so America will not be in any way hampered in our freedom and our ability to have commerce and business as usual in our country. That is what we are all trying to accomplish.

I yield back the remainder of my time.

The PRESIDING OFFICER (Mrs. LINCOLN). The Senator from Oklahoma.

Mr. NICKLES. I yield to the Senator from West Virginia.

Mr. ROCKEFELLER. I commend the majority leader for his hard work in putting together an airline stabilization bill that will save our nation's airlines and our air transport infrastructure. I will strongly support this bill without amendment.

The terrorists who launched those despicable attacks on September 11 took thousands of American lives, and did billions of dollars of damage. It has also become clear in the past 10 days that they dealt a body blow to the U.S. airline industry, on which virtually all of our citizens depend to one degree or another.

Demand for air travel has virtually collapsed in the past week. Last weekend I flew back to West Virginia, and on the return flight Sunday night—usually a crowded flight from Charleston to Dulles—I was the only passenger on the plane. Many of my colleagues have mentioned that they've had similar experiences in the past ten days. Flights are departing West Virginia airports with a load factor of 25 per cent—only one in four seats filled. Unfortunately, this is not, like last week's closure of the New York Stock Exchange, a temporary phenomenon. Based on past air disasters or international conflicts—none of which was of the same massive scale as last Tuesday's attacks—airlines are predicting that passenger traffic will be down by almost half for the remainder of this year, and will take until next summer to return to normal levels. And those are optimistic estimates.

This kind of crisis could do irreparable harm to the ability of America's airlines to continue in business. Airlines lost $300 million each day that they were shut down last week. They are set to lose billions more in the coming months. Their insurance rates have shot up, with some airlines telling us of a 600 percent increase in their insurance rates. Coming on top of what was already a difficult outlook because of our slowing economy, the nation's airlines—main line carriers and regional carriers alike—could be in bankruptcy within a few weeks and possibly out of business within a few months. Already we are seeing the first signs: a round of massive, painful layoffs for nearly 100,000 of our nation's hard-working airline employees. And huge cutbacks of around 20 percent to most airlines' schedules.

Some people have said, well, this is the market, and it's not the American way to interfere with the market. But I've been pleased, as chairman of the Senate's Aviation Subcommittee, to see a broad consensus among my colleagues that the air transport industry is not just a huge business and employer, but it's also a critical element of our nation's infrastructure. Nowhere is that more the case than in the smaller states and communities like West Virginia. When people think of the airline industry, they usually think of big hub airports like Hartsfield and O'Hare. But airline traffic is just as important—maybe more important—to smaller communities like Beckley and Bridgeport. Safe, convenient and affordable air service represents an important element of our efforts to attract development to our state. It's an important connection that allows our citizens and our businesses to overcome our state's historic isolation created by our mountainous terrain.

And when I see planes flying with one passenger, and learn that carriers are cutting back on their schedules, and hear that several carriers could be in bankruptcy within two weeks, I know that the first communities to be hit will be small communities like those in West Virginia that are at the end of the food chain, so to speak. That would be tragic. It would reverse the efforts our communities have made to attract and retain air service, and turn their residents into aviation ''have nots.'' It would also set in motion the slow implosion of the U.S. airline industry, which would spread to larger hubs and airports as well. And finally, it would give the terrorists who perpetrated last week's heinous attacks the ultimate victory, as their actions would lead to a severe curtailment of America's freedom of movement and mobility.

It is the shared consensus of this body that cannot be permitted to happen, and that has driven our remarkable efforts this past week to put together a stabilization package for our nation's airlines.

It will contain up to $5 billion in immediate credits to reimburse airlines for the revenues they lost when the government shut down U.S. air space last week. It will also contain $10 billion in loan guarantees so that our airlines can continue to obtain financing in the coming months.

It will limit airlines' liability for collateral damage incurred as a result of last week's terrorist attacks up to the amount allowable under their insurance policies—a key provision because our airlines might otherwise not be able to obtain or afford insurance.

It will set up a victim's compensation fund for the families of the innocent victims of last week's despicable attacks.

It will provide $120 million in additional authorization authority for the Essential Air Service program, a key element in preserving air service to smaller communities.

This package is an important first step in stabilizing the U.S. airline industry and ensuring that air service to communities across the nation survives this crisis. But it does not address all the needs that this crisis has created.

One important issue we will need to take up in short order is the plight of the nearly 100,000 airline workers who will lose their jobs as a result of this week's cutbacks. We have already begun to see airline layoffs in West Virginia. Excellent workers who expected a promising career in a growing industry, until terrorists hijacked four planes and frightened Americans out of the skies. We must take measures to address their needs. We provide special assistance to American workers who have been displaced by foreign trade; we must provide the same level of assistance to American workers who have been displaced by foreign terrorism.

We must also be prepared to look at the needs of related industries, as well as the future needs of the airline industry. Many related industries—aircraft manufacturers, travel agents, and various travel-related businesses—have already begun to feel the effects of this attack. We will have to look carefully at the real needs of those industries, and be prepared to take bold measures where they are needed and appropriate.

One thing is certain: the survival of America's airlines is a key element of any solution. Their needs are real and urgent, and I congratulate the majority leader on his success in putting together a stabilization package that will address them.

The PRESIDING OFFICER. The Senator from Oklahoma is recognized.

Mr. NICKLES. I thank the Chair.

(The remarks of Mr. NICKLES pertaining to the submission of S. Con. Res. 73 are located in today's RECORD under ''Submission of Concurrent and Senate Resolutions.'')

Mr. NICKLES. Madam President, I have worked with some of our colleagues on the underlying bill that deals with assisting the airline industry to try to make a significant and positive impact, and I compliment both Democrats and Republicans, because we have worked together, and I think we are passing a bill tonight that will provide needed assistance to the airline industry.

This bill has several provisions some of our colleagues are somewhat familiar with, some maybe not, but it has a provision that provides for $5 billion in cash assistance. Some people said that is too much. Actually, last Friday we were looking at a bill that was two and a half. The airline industry generates revenues of about $2 billion per week, and this bill provides $5 billion. Well, they were shut down for 2½ days, but certainly when they started again they had significant losses, and this $5 billion is an attempt to offset the losses that will be incurred not only for the shutdown but for the resumption of service, and that is for the time period from September 11 through December 31.

Also, there are losses that have to be incurred. I would love to see ridership come up to a very full volume in a very short period of time and maybe that $5 billion would not be necessary. In all likelihood it will be. The legislation also provides for $10 billion of loan assistance. Some people have asked for details, but we left the regulations up to OMB, and some people have disputed whether it be cost share, whether it will be a guaranteed loan amount.

When we did the steel loan guarantees, that this Senator did not support but we put a percentage must be required, the Federal Government did not guarantee 100 percent. The Federal Government guaranteed up to a percentage, and I hope that would be the case in this bill. So it would not be a 100-percent Federal loan guarantee but up to 80, with those regulations to be determined by the Office of Management and Budget. They have 15 days to do so from date of enactment.

The legislation also has about a page and a half, or two pages, dealing with essential air service. It is my thought that should not be in the legislation, and it is because Senator BYRD and Senator ROCKEFELLER and others wanted to have it and said the Secretary should make efforts to endeavor that communities that now have assistance in Federal air service would continue to receive it. In my opinion, it should not have been put in, but it is in and I am not that upset. It does give some discretion, but in some of these communities we have airplanes flying with two or three people on them and they cost a lot of money. They cost the airlines and taxpayers a lot of money, and I question whether we should mandate that it continue.

The language we have in the bill is less than a mandate. It does have some discretion, so hopefully common sense will prevail. That is not a particularly big provision.

Most importantly, the bill does provide some limitation on liabilities for the air carriers. If we did not have that, they probably would not be able to buy insurance. They probably would not be flying in a month. We did not want that to happen so we did put some liability protection, some limitations there. Carriers would be liable on September 11. The limitations for liability will be for the amount of insurance they have. So that was pretty well agreed upon.

The prospective liability, where the Government would assume additional liability if there were another act of war or terrorism, was pretty well agreed upon.

We also passed legislation, and it begins on page 19 and goes through page 30 in this legislation, called victims' compensation. It basically says that victims and/or their family survivors, people who were killed by the terrorist act of September 11, may receive financial assistance or at least have legal recourse. They can do it either by suing in a Federal district court or they can do it through a new system we are now creating in this legislation called the special master.

It was my hope this would not be included in this legislation, that we would defer it until we had a little more time to study it. This is very complex law. It deals with the State of New York law, it deals with Federal law, it deals with liability, and the liability of not only the airlines but also the building, the port authority, and other individuals and governments. It is very complicated and very complex.

Although I think the committees and the other people who worked on it did a pretty good job, the special master has enormous responsibility under this legislation, to be making determinations on what family survivors will receive, what injured members and individual will receive.

I am not against having a victims' compensation section, but when we put this together in a short period of time, I am not sure we did it the best way. I am not trying to be critical, and I have assurance from proponents of this, as late as last night: If we find it is in error and it needs adjustments, we will revisit it. I compliment my colleagues because we have operated in a bipartisan spirit, and we should continue to do so. That is vitally important. We did it last week; we did it this week.

Some people said we want to rewrite unemployment compensation laws and make everybody whole on unemployment compensation because of the airline employees, because of restaurant employees, et cetera. We have to be cautious. The unemployment compensation system can be enormously expensive. We have an unemployment compensation system providing benefits in most cases for 26 weeks. I don't know that has such urgency we need to address it in the next week. Some said we need to do this next week. Almost everyone in every State of the Nation has unemployment compensation that will last at least for 6 months.

We have made good progress in providing stability for the airlines. They will be able to buy insurance; they will be able to continue flying. We provided cash assistance and provided loan guarantees to get them through, bridging this very difficult time as a result of the terrorist act and tragedy that happened on September 11.

I encourage my colleagues to vote in favor of this legislation.

For the information of our colleagues, a lot of people are wanting to get out of town. It is my intention to yield back the remainder of time and commence the rollcall in a very short period of time.

Mr. ROCKEFELLER. Madam President, the Senator from the State of Oregon has up to 5 minutes.

Mr. WYDEN. In a few hours the U.S. Congress is going to respond to the horrible tragedy in New York in an unprecedented way. The U.S. Congress is going to vote to send billions of dollars to the airline industry, while not making any funds available to the scores and scores of other businesses across this country affected by this tragedy that also teeter on bankruptcy.

The process that the U.S. Congress is using is also unprecedented. The number being used to send these billions of dollars of taxpayer money to the airline industry comes from the airline industry itself. There has not been an independent, third party review of the numbers and the projections on which this legislation tonight is based. It is a leap of faith. The Congress tonight is responding to the airline industry's assertion that because this tragedy is so dire and the circumstances so enormous, we should waive the traditional process of saying that someone independent should evaluate a piece of legislation such as this involving billions and billions of dollars.

But it is also unprecedented, the horror and the tragedy that the Congress must address. Tonight, in what has been one of the hardest decisions I have had to face, I am going to vote for this legislation because of one addition that has been made, and I am pleased to announce it tonight. Senator DASCHLE, the majority leader, has worked so hard on this legislation; Senator HOLLINGS, chairman of the Commerce

Committee, has done yeoman work on this bill; Congressman DOGGETT; and a variety of Members have indicated they expect the General Accounting Office to give a briefing to the U.S. Congress by September 28 on this legislation.

I make it clear tonight, if it appears on September 28 or in the days that succeed that briefing that this legislation was in excess of what the airlines needed, I am going to come back on this floor and do everything in my power to send this money to the scores of other businesses across this country that teeter on bankruptcy tonight. This is unprecedented, first, because of the tragedy; second, because one class of those affected in the airline industry is receiving help while others are not; and third, because there has not been an independent analysis of what the claims actually constitute and what funds are truly needed.

Because the circumstances are so dire, the Congress is going to vote for this legislation over the next few hours. I want the Congress to know, that briefing on September 28 will be critical because it will be our first chance to get an objective analysis of whether the industry needs this sum of money and needs it for the claims that are being made.

I wrap up by saying in my view Senator ROCKEFELLER and Senator HUTCHISON have done a first-rate job on this legislation. This is, as we all know, just the beginning of the debate about how to deal with the financial consequences of the horror in New York, but it is a particularly difficult choice the Congress is making tonight. I assure my constituents and others who are following this debate that the way this money is going to be spent is something that is going to be scrutinized with as much care as any subject that has ever come before the U.S. Congress.

I yield the floor.

Mr. REID. Madam President, it is my understanding that all time is going to be yielded back on this matter.

Mr. ENZI. I rise to make a few remarks concerning the Air Transportation System Stabilization Act.

First, I would like to associate myself with the comments by the Senator from Alabama, Mr. SESSIONS and the Senator from Oklahoma, Mr. NICKLES.

I know we need to take immediate action to keep the airline industry in the air. The last few days have taught us that air travel is the heart of our economy. Many businesses have been hurt by the events last week. I am disappointed that help has not been offered particularly to the small businesses. But I realize that those businesses will be out of business if air travel ceases or is greatly reduced. Airlines are a lifeline for many occupations.

This morning I had many concerns about this bill. I am pleased that many of my suggestions were taken and now appear in the bill. Other parts of this bill can and must be reworked in the days to come.

I am pleased at the recognition that will assure essential air service, help to airlines that serve small, rural communities throughout the nation.

I am pleased that we remembered the regional air carriers and proportionally helped them.

I understand the reluctance of the insurance companies to continue to insure air carriers, because of the uncertainty of the exposure, so I am pleased that an insurance provision was provided.

I am pleased that provisions were put into the bill that would remove concern and provide assurance that the grant money will not be golden parachutes for highly paid executives.

I know the bill now has provisions for audits to be sure the money is spent within the criteria set out. I would feel more comfortable if the audits were mandatory instead of optional. Taxpayer money always comes with strings.

I understand the need for expediting compensation to victims, but I'm not sure that we have done that. Perhaps we have just opened up a trial lawyer's dream. I have been assured that section will be reworked to give assurance that the money will go to the victims and not just to attorneys, and that the taxpayer won't be the one providing all the compensation. I had hoped that the Federal obligation would be available only for those who took the expedited avenue of resolving their loss using the Special Master.

I applaud my colleagues and the Administration in expediting aid to the nation's airlines under this bill for damages arising out of the September 11, 2001 terrorist attack. This initial funding will provide the resources necessary to assure continuity and stabilization of the airline industry. By including direct cash assistance, loan guarantees, increased air transportation safety, and prospective and prior liability provisions, the bill will ensure the safety of the American public and restore confidence in our economic foundations. The provisions of this bill are designed to restore the confidence of airline customers and industry investors and provide a bridge of assistance to the new environment in which the industry will need to operate.

I am pleased that the bill states that the U.S. Department of Transportation Secretary should take appropriate action to ensure that all communities, both rural and urban communities, that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service and that essential air service to small communities continues without interruption. In addition, the bill authorized an appropriation of $120 million for the Essential Air Service program. This additional funding in the EAS program will greatly benefit the rural communities in Wyoming.

Resumption of normal air travel is essential for our commerce and the mobility for our way of life. We have to act to keep our airlines flying without throwing the free market out of the window. These businesses need to show that their requests for assistance are tied to the recent terrorist attacks and not debts incurred prior to September 11, 2001. They also need to show that the financial assistance they receive will be used wisely, keeping their planes flying and their employees working.

I believe that the airlines should submit a business plan to the U.S. Department of Transportation to justify why they need the grant funding and loan guarantees and what the funds will be used for. Within the business plan, the airlines should state specific provisions that executive management of the airlines should not receive pay increases greater than the cost-of-living adjustment and they should not receive any bonuses due to the funding allocated to them by this bill. I believe this emergency funding for the airlines should help all airline employees, not just the executive management.

I have been assured there will be specific criteria when directing federal funding to the airlines in the form of a loan guarantee. For example, the bill gives the President the authority to issue the $10 billion in loan guarantees to the airline industry subject to terms and conditions as he seems necessary. We must assure there is no abuse and that the bill protects the federal government who is the U.S. taxpayer from incurring costs from the possible defaulting on the loans.

Traditionally, loan guarantee programs ensure that the General Accounting Office, GAO, can exercise its authority by auditing the business that receives a loan guarantee. The administration should include a provision that mandates the GAO act as the auditor of this loan guarantee program. At present, an audit may be conducted by the GAO and U.S. Department of Transportation if the Comptroller General and Transportation Secretary deem necessary. We have to ensure that the funds are spent accordingly in relation to the intended purpose of this bill.

Furthermore, the bill should more directly address the higher costs incurred by commuter and short-haul carriers and issues arising from recent changes in air transportation availability to small- and medium-sized communities. These regional airlines provide the only air service between the major airports and the more than a hundred small- and medium-sized communities in the West.

I am committed to supporting an economically strong airline industry for the West and the nation. Due to last week's tragic events, we have realized that interdependence is key to keeping our economy strong, if planes are flying, then the motels are being occupied and the restaurants are being utilized. I look forward to supporting my colleagues in restoring public confidence in the fact that the United

States has the strongest and safest airline system in the world.

UNANIMOUS CONSENT AGREEMENT—NOMINATION OF KIRK VAN TINE, OF VIRGINIA, TO BE GENERAL COUNSEL FOR THE DEPARTMENT OF TRANSPORTATION

Mr. REID. I ask unanimous consent that on Monday, September 24, at 2 p.m., the Senate proceed to executive session to consider Calendar No. 385, the nomination of Kirk Van Tine to be general counsel of the Department of Transportation; that the Senate vote immediately on confirmation of the nomination; that the motion to reconsider be laid on the table, and any statements thereon appear at the appropriate place in the RECORD and the President be immediately notified of the action, and the Senate return to legislative session.

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

Mr. REID. As in executive session, I ask for the yeas and nays on that nomination.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

UNANIMOUS CONSENT AGREEMENT—H.R. 2603

Mr. REID. I ask unanimous consent on Monday, September 24, at 12 noon, the Finance Committee be discharged from further consideration of H.R. 2603 and that the Senate then proceed to its immediate consideration under the following limitations: That no amendments or motions be in order; the debate be limited to 2 hours, with 1 hour under the control of Senator GRAMM of Texas and 1 hour under the control of Senator BAUCUS or his designee; following the use or yielding back of the time, the bill be read a third time and passed, and the motion to reconsider be laid on the table, all with no intervening action or debate.

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

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT—Continued

Mr. NICKLES. We yield back the remainder of our time.

Mr. REID. I yield 1 minute to the Senator from Washington.

Ms. CANTWELL. Madam President, I do appreciate the time before the vote. I thank the leadership of Senator DASCHLE, Senator KENNEDY, Senator CARNAHAN, and Senator MURRAY for working on what is part of this package that we will discuss next week and that is worker compensation.

Last week's terrorist attacks murdered thousands of innocent Americans, and left thousands more grieving for friends and loved ones. Those people are the first and most visible victims of the unprovoked terrorist attacks—but they are not the only ones.

Already tens of thousands of workers at major U.S. airlines have lost their jobs due to the economic fallout of the terrorist attacks on September 11. Current projections are for a total of 100,000 airline jobs to be cut this year—nearly 10 percent of the industry workforce. Boeing, America's leading aircraft manufacturer, has announced it will lay off up to 30,000 employees by the end of 2002.

These workers and their families are secondary victims of the terrorists who attacked the World Trade Center and the Pentagon, and Congress should not leave them to bear a disproportionate share of the economic burden of terrorism.

I am supportive of the overall intent of this bill and the need to shore up the airline industry, but I still have some concerns.

The current airline relief package is good as far as it goes—but it does not go far enough.

The airline relief package does nothing to ensure that airlines will uphold their contractual obligations and other commitments to employees. Those should be fundamental qualifications for any airline seeking government assistance.

The airline relief package does nothing to directly benefit the thousands of airline and aircraft manufacturing workers who are being laid off as a result of the recent terrorist attacks.

In this speech to the nation last night, President Bush told the American people ''justice will be done.'' If Congress passes an airline relief package without addressing worker assistance, we will have done a grave injustice to thousands of American workers and their families who are suffering from the aftermath.

In the meantime, I think that the industry needs to step up to the plate. I am very concerned about reports that some airlines are considering invoking the war clause to avoid contractual obligations to their workers. That would be a tragic failure of their obligation to the American people to act in good faith. Let's be clear; American taxpayers are shouldering the burden of this relief package, and I think they will be angry if workers are not treated fairly while the airlines get relief.

I have worked with several of my colleagues over the past several days to develop a reasonable package of worker assistance provisions, and I believe that we have a proposal that makes a great deal of sense and would take at least a small step toward helping those workers get back on their feet. That package would extend income supports, pay for the extension of healthcare coverage and provide training assistance to the affected workers. I am deeply disappointed that those provisions were not ultimately included in the bill, but pleased that the majority leader has committed to continue his work on this critical component in thy days to come.

For the past 10 days, ever since the terrorist attacks my congressional colleagues have spoken eloquently and with great emotion about the courage, compassion and commitment of the relief and rescue teams who have reached out a helping had to victims of terrorist, Today, we have our own chance to help thousands of other Americans who have been harmed by terrorism. We must not turn away.

Mr. REID. I appreciate very much the comments of the Senator from Wyoming and the Senator from Washington. The majority leader has asked me to note for everyone the first vote Monday will be at 2 p.m. on the Kirk Van Tine nomination.

Senator WARNER and Senator LEVIN, the managers of the Defense authorization bill, have indicated there will also be votes throughout the day. They are moving that legislation as quickly as possible.

We yield all time on our side.

The PRESIDING OFFICER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading and was read the third time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall the bill pass?

The yeas and nays have been ordered.

The clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. NICKLES. I announce that the Senator from Wyoming (Mr. THOMAS), the Senator from Texas (Mr. GRAMM), and the Senator from Colorado (Mr. CAMPBELL) are necessarily absent.

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 96, nays 1, as follows:

[Rollcall Vote No. 284 Leg.]

YEAS—96

Akaka	Dodd	Levin
Allard	Domenici	Lieberman
Allen	Dorgan	Lincoln
Baucus	Durbin	Lott
Bayh	Edwards	Lugar
Bennett	Ensign	McCain
Biden	Enzi	McConnell
Bingaman	Feingold	Mikulski
Bond	Feinstein	Miller
Boxer	Frist	Murkowski
Breaux	Graham	Murray
Brownback	Grassley	Nelson (FL)
Bunning	Gregg	Nelson (NE)
Burns	Hagel	Nickles
Byrd	Harkin	Reed
Cantwell	Hatch	Reid
Carnahan	Helms	Roberts
Carper	Hollings	Rockefeller
Chafee	Hutchinson	Santorum
Cleland	Hutchison	Sarbanes
Clinton	Inhofe	Schumer
Cochran	Inouye	Sessions
Collins	Jeffords	Shelby
Conrad	Johnson	Smith (NH)
Corzine	Kennedy	Smith (OR)
Craig	Kerry	Snowe
Crapo	Kohl	Specter
Daschle	Kyl	Stabenow
Dayton	Landrieu	Stevens
DeWine	Leahy	Thompson

Thurmond	Voinovich	Wellstone
Torricelli	Warner	Wyden

NAYS—1

Fitzgerald

NOT VOTING—3

Campbell	Gramm	Thomas

The bill (S. 1450) was passed, as follows:

S. 1450

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 ''Air Transportation Safety and System Stabilization Act''.

TITLE I—AIRLINE STABILIZATION

SEC. 101. AVIATION DISASTER RELIEF.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate air carriers for losses incurred by the air carriers as a result of the terrorist attacks on the United States that occurred on September 11, 2001:

(1) Subject to such terms and conditions as the President deems necessary, issue Federal credit instruments to air carriers that do not, in the aggregate, exceed $10,000,000,000 and provide the subsidy amounts necessary for such instruments in accordance with the provisions of the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

(2) Compensate air carriers in an aggregate amount equal to $5,000,000,000 for—

(A) direct losses incurred beginning on September 11, 2001, by air carriers as a result of any Federal ground stop order issued by the Secretary of Transportation or any subsequent order which continues or renews such a stoppage; and

(B) the incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by air carriers as a direct result of such attacks.

(b) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 102. AIR TRANSPORTATION STABILIZATION BOARD.

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) BOARD.—The term ''Board'' means the Air Transportation Stabilization Board established under subsection (b).

(2) FINANCIAL OBLIGATION.—The term ''financial obligation'' means any note, bond, debenture, or other debt obligation issued by an obligor in connection with financing under this section and section 101(a)(1).

(3) LENDER.—The term ''lender'' means any non-Federal qualified institutional buyer (as defined by section 230.144A(a) of title 17, Code of Federal Regulations (or any successor regulation) known as Rule 144A(a) of the Securities and Exchange Commission and issued under the Security Act of 1933, including—

(A) a qualified retirement plan (as defined in section 4974(c) of the Internal Revenue Code of 1986 (26 U.S.C. 4974(c)) that is a qualified institutional buyer; and

(B) a governmental plan (as defined in section 414(d) of the Internal Revenue Code of 1986 (26 U.S.C. 414(d)) that is a qualified institutional buyer.

(4) OBLIGOR.—The term ''obligor'' means a party primarily liable for payment of the principal of or interest on a Federal credit instrument, which party may be a corporation, partnership, joint venture, trust, or governmental entity, agency, or instrumentality.

(b) AIR TRANSPORTATION STABILIZATION BOARD.—

(1) ESTABLISHMENT.—There is established a board (to be known as the ''Air Transportation Stabilization Board'') to review and decide on applications for Federal credit instruments under section 101(a)(1).

(2) COMPOSITION.—The Board shall consist of—

(A) the Secretary of Transportation or the designee of the Secretary;

(B) the Chairman of the Board of Governors of the Federal Reserve System, or the designee of the Chairman, who shall be the Chair of the Board;

(C) the Secretary of the Treasury or the designee of the Secretary; and

(D) the Comptroller General of the United States, or the designee of the Comptroller General, as a nonvoting member of the Board.

(c) FEDERAL CREDIT INSTRUMENTS.—

(1) IN GENERAL.—The Board may enter into agreements with 1 or more obligors to issue Federal credit instruments under section 101(a)(1) if the Board determines, in its discretion, that—

(A) the obligor is an air carrier for which credit is not reasonably available at the time of the transaction;

(B) the intended obligation by the obligor is prudently incurred; and

(C) such agreement is a necessary part of maintaining a safe, efficient, and viable commercial aviation system in the United States.

(2) TERMS AND LIMITATIONS.—

(A) FORMS; TERMS AND CONDITIONS.—A Federal credit instrument shall be issued under section 101(a)(1) in such form and on such terms and conditions and contain such covenants, representatives, warranties, and requirements (including requirements for audits) as the Board determines appropriate.

(B) PROCEDURES.—Not later than 14 days after the date of enactment of this Act, the Director of the Office of Management and Budget shall issue regulations setting forth procedures for application and minimum requirements, which may be supplemented by the Board in its discretion, for the issuance of Federal credit instruments under section 101(a)(1).

(d) FINANCIAL PROTECTION OF GOVERNMENT.—

(1) IN GENERAL.—To the extent feasible and practicable, the Board shall ensure that the Government is compensated for the risk assumed in making guarantees under this title.

(2) GOVERNMENT PARTICIPATION IN GAINS.—To the extent to which any participating corporation accepts financial assistance, in the form of accepting the proceeds of any loans guaranteed by the Government under this title, the Board is authorized to enter into contracts under which the Government, contingent on the financial success of the participating corporation, would participate in the gains of the participating corporation or its security holders through the use of such instruments as warrants, stock options, common or preferred stock, or other appropriate equity instruments.

(3) DEPOSIT IN TREASURY.—All amounts collected by the Secretary of the Treasury under this subsection shall be deposited in the Treasury as miscellaneous receipts.

SEC. 103. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.

(b) MAXIMUM AMOUNT OF COMPENSATION PAYABLE PER AIR CARRIER.—The maximum total amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the lesser of—

(1) the amount of such air carrier's direct and incremental losses described in section 101(a)(2); or

(2) in the case of—

(A) flights involving passenger-only or combined passenger and cargo transportation, the product of—

(i) $4,500,000,000; and

(ii) the ratio of—

(I) the available seat miles of the air carrier for the month of August 2001 as reported to the Secretary; to

(II) the total available seat miles of all such air carriers for such month as reported to the Secretary; and

(B) flights involving cargo-only transportation, the product of—

(i) $500,000,000; and

(ii) the ratio of—

(I) the revenue ton miles or other auditable measure of the air carrier for cargo for the latest quarter for which data is available as reported to the Secretary; to

(II) the total revenue ton miles or other auditable measure of all such air carriers for cargo for such quarter as reported to the Secretary.

(c) PAYMENTS.—The President may provide compensation to air carriers under section 101(a)(2) in 1 or more payments up to the amount authorized by this title.

SEC. 104. LIMITATION ON CERTAIN EMPLOYEE COMPENSATION.

(a) IN GENERAL.—The President may only issue a Federal credit instrument under section 101(a)(1) to an air carrier after the air carrier enters into a legally binding agreement with the President that, during the 2-year period beginning September 11, 2001, and ending September 11, 2003, no officer or employee of the air carrier whose total compensation exceeded $300,000 in calendar year 2000 (other than an employee whose compensation is determined through an existing collective bargaining agreement entered into prior to September 11, 2001)—

(1) will receive from the air carrier total compensation which exceeds, during any 12 consecutive months of such 2-year period, the total compensation received by the officer or employee from the air carrier in calendar year 2000; and

(2) will receive from the air carrier severance pay or other benefits upon termination of employment with the air carrier which exceeds twice the maximum total compensation received by the officer or employee from the air carrier in calendar year 2000.

(b) TOTAL COMPENSATION DEFINED.—In this section, the term ''total compensation'' includes salary, bonuses, awards of stock, and other financial benefits provided by an air carrier to an officer or employee of the air carrier.

SEC. 105. CONTINUATION OF CERTAIN AIR SERVICE.

(a) ACTION OF SECRETARY.—The Secretary of Transportation should take appropriate action to ensure that all communities that had scheduled air service before September

11, 2001, continue to receive adequate air transportation service and that essential air service to small communities continues without interruption.

(b) ESSENTIAL AIR SERVICE.—There is authorized to be appropriated to the Secretary to carry out the essential air service program under subchapter II of chapter 417 of title 49, United States Code, $120,000,000 for fiscal year 2002.

(c) SECRETARIAL OVERSIGHT.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the Secretary is authorized to require an air carrier receiving direct financial assistance under this Act to maintain scheduled air service to any point served by that carrier before September 11, 2001.

(2) AGREEMENTS.—In applying paragraph (1), the Secretary may require air carriers receiving direct financial assistance under this Act to enter into agreements which will ensure, to the maximum extent practicable, that all communities that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service.

SEC. 106. REPORTS.

(a) REPORT.—Not later than February 1, 2001, the President shall transmit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on the Budget of the House of Representatives and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on the Budget of the Senate a report on the financial status of the air carrier industry and the amounts of assistance provided under this title to each air carrier.

(b) UPDATE.—Not later than the last day of the 7-month period following the date of enactment of this Act, the President shall update and transmit the report to the Committees.

SEC. 107. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning such term has under section 40102 of title 49, United States Code.

(2) FEDERAL CREDIT INSTRUMENT.—The term ''Federal credit instrument'' means any guarantee or other pledge by the Board issued under section 101(a)(1) to pledge the full faith and credit of the United States to pay all or part of any of the principal of and interest on a loan or other debt obligation issued by an obligor and funded by a lender.

(3) INCREMENTAL LOSS.—The term ''incremental loss'' does not include any loss that the President determines would have been incurred if the terrorist attacks on the United States that occurred on September 11, 2001, had not occurred.

TITLE II—AVIATION INSURANCE

SEC. 201. DOMESTIC INSURANCE AND REIMBURSEMENT OF INSURANCE COSTS.

(a) IN GENERAL.—Section 44302 of title 49, United States Code, is amended—

(1) in subsection (a)(1)—

(A) by striking ''subsection (b)'' and inserting ''subsection (c)''; and

(B) by striking ''foreign-flag aircraft—'' and all that follows through the period at the end of subparagraph (B) and inserting ''foreign-flag aircraft.'';

(2) by redesignating subsections (b), (c), and (d) as subsections (c), (d), and (e), respectively;

(3) by inserting after subsection (a) the following:

''(b) REIMBURSEMENT OF INSURANCE COST INCREASES.—

''(1) IN GENERAL.—The Secretary may reimburse an air carrier for the increase in the cost of insurance, with respect to a premium for coverage ending before October 1, 2002, against loss or damage arising out of any risk from the operation of an American aircraft over the insurance premium that was in effect for a comparable operation during the period beginning September 4, 2001, and ending September 10, 2001, as the Secretary may determine. Such reimbursement is subject to subsections (a)(2), (c), and (d) of this section and to section 44303.

''(2) PAYMENT FROM REVOLVING FUND.—A reimbursement under this subsection shall be paid from the revolving fund established by section 44307.

''(3) FURTHER CONDITIONS.—The Secretary may impose such further conditions on insurance for which the increase in premium is subject to reimbursement under this subsection as the Secretary may deem appropriate in the interest of air commerce.

''(4) TERMINATION OF AUTHORITY.—The authority to reimburse air carriers under this subsection shall expire 180 days after the date of enactment of this paragraph.'';

(4) in subsection (c) (as so redesignated)—

(A) in the first sentence by inserting '', or reimburse an air carrier under subsection (b) of this section,'' before ''only with the approval''; and

(B) in the second sentence—

(i) by inserting ''or the reimbursement'' before ''only after deciding''; and

(ii) by inserting ''in the interest of air commerce or national security or'' before ''to carry out the foreign policy''; and

(5) in subsection (d) (as so redesignated) by inserting ''or reimbursing an air carrier'' before ''under this chapter''.

(b) COVERAGE.—

(1) IN GENERAL.—Section 44303 of such title is amended—

(A) in the matter preceding paragraph (1) by inserting '', or reimburse insurance costs, as'' after ''insurance and reinsurance''; and

(B) in paragraph (1) by inserting ''in the interest of air commerce or national security or'' before ''to carry out the foreign policy''.

(2) DISCRETION OF THE SECRETARY.—For acts of terrorism committed on or to an air carrier during the 180-day period following the date of enactment of this Act, the Secretary of Transportation may certify that the air carrier was a victim of an act of terrorism and in the Secretary's judgment, based on the Secretary's analysis and conclusions regarding the facts and circumstances of each case, shall not be responsible for losses suffered by third parties (as referred to in section 205.5(b)(1) of title 14, Code of Federal Regulations) that exceed $100,000,000, in the aggregate, for all claims by such parties arising out of such act. If the Secretary so certifies, the air carrier shall not be liable for an amount that exceeds $100,000,000, in the aggregate, for all claims by such parties arising out of such act, and the Government shall be responsible for any liability above such amount. No punitive damages may be awarded against an air carrier (or the Government taking responsibility for an air carrier under this paragraph) under a cause of action arising out of such act.

(c) REINSURANCE.—Section 44304 of such title is amended—

(1) by striking ''(a) GENERAL AUTHORITY.—''; and

(2) by striking subsection (b).

(d) PREMIUMS.—Section 44306 of such title is amended—

(1) by redesignating subsections (b) and (c) as subsections (c) and (d), respectively; and

(2) by inserting after subsection (a) the following:

''(b) ALLOWANCES IN SETTING PREMIUM RATES FOR REINSURANCE.—In setting premium rates for reinsurance, the Secretary may make allowances to the insurance carrier for expenses incurred in providing services and facilities that the Secretary considers good business practices, except for payments by the air carrier for the stimulation or solicitation of insurance business.''.

(e) CONFORMING AMENDMENT.—Section 44305(b) of such title is amended by striking ''44302(b)'' and inserting ''44302(c)''.

SEC. 202. EXTENSION OF PROVISIONS TO VENDORS, AGENTS, AND SUBCONTRACTORS OF AIR CARRIERS.

Notwithstanding any other provision of this title, the Secretary may extend any provision of chapter 443 of title 49, United States Code, as amended by this title, and the provisions of this title, to vendors, agents, and subcontractors of air carriers. For the 180-day period beginning on the date of enactment of this Act, the Secretary may extend or amend any such provisions so as to ensure that the entities referred to in the preceding sentence are not responsible in cases of acts of terrorism for losses suffered by third parties that exceed the amount of such entities' liability coverage, as determined by the Secretary.

TITLE III—TAX PROVISIONS

SEC. 301. EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS; TREATMENT OF LOSS COMPENSATION.

(a) EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS.—

(1) IN GENERAL.—In the case of an eligible air carrier, any airline-related deposit required under section 6302 of the Internal Revenue Code of 1986 to be made after September 10, 2001, and before November 15, 2001, shall be treated for purposes of such Code as timely made if such deposit is made on or before November 15, 2001. If the Secretary of the Treasury so prescribes, the preceding sentence shall be applied by substituting for ''November 15, 2001'' each place it appears—

(A) ''January 15, 2002'', or

(B) such earlier date after November 15, 2001, as such Secretary may prescribe.

(2) ELIGIBLE AIR CARRIER.—For purposes of this subsection, the term ''eligible air carrier'' means any domestic corporation engaged in the trade or business of transporting (for hire) persons by air if such transportation is available to the general public.

(3) AIRLINE-RELATED DEPOSIT.—For purposes of this subsection, the term ''airline-related deposit'' means any deposit of—

(A) taxes imposed by subchapter C of chapter 33 of such Code (relating to transportation by air), and

(B) taxes imposed by chapters 21, 22, and 24 with respect to employees engaged in a trade or business referred to in paragraph (2).

(b) TREATMENT OF LOSS COMPENSATION.—Nothing in any provision of law shall be construed to exclude from gross income under the Internal Revenue Code of 1986 any compensation received under section 101(a)(2) of this Act.

TITLE IV—VICTIM COMPENSATION

SEC. 401. SHORT TITLE.

This title may be cited as the ''September 11th Victim Compensation Fund of 2001''.

SEC. 402. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term ''air carrier'' means a citizen of the United States undertaking by any means, directly or indirectly, to provide air transportation and includes employees and agents of such citizen.

(2) AIR TRANSPORTATION.—The term ''air transportation'' means foreign air transportation, interstate air transportation, or the transportation of mail by aircraft.

(3) CLAIMANT.—The term ''claimant'' means an individual filing a claim for compensation under section 405(a)(1).

(4) COLLATERAL SOURCE.—The term ''collateral source'' means all collateral sources, including life insurance, pension funds, death benefit programs, and payments by Federal, State, or local governments related to the terrorist-related aircraft crashes of September 11, 2001.

(5) ECONOMIC LOSS.—The term ''economic loss'' means any pecuniary loss resulting from harm (including the loss of earnings or other benefits related to employment, medical expense loss, replacement services loss, loss due to death, burial costs, and loss of business or employment opportunities) to the extent recovery for such loss is allowed under applicable State law.

(6) ELIGIBLE INDIVIDUAL.—The term ''eligible individual'' means an individual determined to be eligible for compensation under section 405(c).

(7) NONECONOMIC LOSSES.—The term ''noneconomic losses'' means losses for physical and emotional pain, suffering, inconvenience, physical impairment, mental anguish, disfigurement, loss of enjoyment of life, loss of society and companionship, loss of consortium (other than loss of domestic service), hedonic damages, injury to reputation, and all other nonpecuniary losses of any kind or nature.

(8) SPECIAL MASTER.—The term ''Special Master'' means the Special Master appointed under section 404(a).

SEC. 403. PURPOSE.

It is the purpose of this title to provide compensation to any individual (or relatives of a deceased individual) who was physically injured or killed as a result of the terrorist-related aircraft crashes of September 11, 2001.

SEC. 404. ADMINISTRATION.

(a) IN GENERAL.—The Attorney General, acting through a Special Master appointed by the Attorney General, shall—

(1) administer the compensation program established under this title;

(2) promulgate all procedural and substantive rules for the administration of this title; and

(3) employ and supervise hearing officers and other administrative personnel to perform the duties of the Special Master under this title.

(b) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as may be necessary to pay the administrative and support costs for the Special Master in carrying out this title.

SEC. 405. DETERMINATION OF ELIGIBILITY FOR COMPENSATION.

(a) FILING OF CLAIM.—

(1) IN GENERAL.—A claimant may file a claim for compensation under this title with the Special Master. The claim shall be on the form developed under paragraph (2) and shall state the factual basis for eligibility for compensation and the amount of compensation sought.

(2) CLAIM FORM.—

(A) IN GENERAL.—The Special Master shall develop a claim form that claimants shall use when submitting claims under paragraph (1). The Special Master shall ensure that such form can be filed electronically, if determined to be practicable.

(B) CONTENTS.—The form developed under subparagraph (A) shall request—

(i) information from the claimant concerning the physical harm that the claimant suffered, or in the case of a claim filed on behalf of a decedent information confirming the decedent's death, as a result of the terrorist-related aircraft crashes of September 11, 2001;

(ii) information from the claimant concerning any possible economic and noneconomic losses that the claimant suffered as a result of such crashes; and

(iii) information regarding collateral sources of compensation the claimant has received or is entitled to receive as a result of such crashes.

(3) LIMITATION.—No claim may be filed under paragraph (1) after the date that is 2 years after the date on which regulations are promulgated under section 407.

(b) REVIEW AND DETERMINATION.—

(1) REVIEW.—The Special Master shall review a claim submitted under subsection (a) and determine—

(A) whether the claimant is an eligible individual under subsection (c);

(B) with respect to a claimant determined to be an eligible individual—

(i) the extent of the harm to the claimant, including any economic and noneconomic losses; and

(ii) the amount of compensation to which the claimant is entitled based on the harm to the claimant, the facts of the claim, and the individual circumstances of the claimant.

(2) NEGLIGENCE.—With respect to a claimant, the Special Master shall not consider negligence or any other theory of liability.

(3) DETERMINATION.—Not later than 120 days after that date on which a claim is filed under subsection (a), the Special Master shall complete a review, make a determination, and provide written notice to the claimant, with respect to the matters that were the subject of the claim under review. Such a determination shall be final and not subject to judicial review.

(4) RIGHTS OF CLAIMANT.—A claimant in a review under paragraph (1) shall have—

(A) the right to be represented by an attorney;

(B) the right to present evidence, including the presentation of witnesses and documents; and

(C) any other due process rights determined appropriate by the Special Master.

(5) NO PUNITIVE DAMAGES.—The Special Master may not include amounts for punitive damages in any compensation paid under a claim under this title.

(6) COLLATERAL COMPENSATION.—The Special Master shall reduce the amount of compensation determined under paragraph (1)(B)(ii) by the amount of the collateral source compensation the claimant has received or is entitled to receive as a result of the terrorist-related aircraft crashes of September 11, 2001.

(c) ELIGIBILITY.—

(1) IN GENERAL.—A claimant shall be determined to be an eligible individual for purposes of this subsection if the Special Master determines that such claimant—

(A) is an individual described in paragraph (2); and

(B) meets the requirements of paragraph (3).

(2) INDIVIDUALS.—A claimant is an individual described in this paragraph if the claimant is—

(A) an individual who—

(i) was present at the World Trade Center, (New York, New York), the Pentagon (Arlington, Virginia), or the site of the aircraft crash at Shanksville, Pennsylvania at the time, or in the immediate aftermath, of the terrorist-related aircraft crashes of September 11, 2001; and

(ii) suffered physical harm or death as a result of such an air crash;

(B) an individual who was a member of the flight crew or a passenger on American Airlines flight 11 or 77 or United Airlines flight 93 or 175, except that an individual identified by the Attorney General to have been a participant or conspirator in the terrorist-related aircraft crashes of September 11, 2001, or a representative of such individual shall not be eligible to receive compensation under this title; or

(C) in the case of a decedent who is an individual described in subparagraph (A) or (B), the personal representative of the decedent who files a claim on behalf of the decedent.

(3) REQUIREMENTS.—

(A) SINGLE CLAIM.—Not more than one claim may be submitted under this title by an individual or on behalf of a deceased individual.

(B) LIMITATION ON CIVIL ACTION.—

(i) IN GENERAL.—Upon the submission of a claim under this title, the claimant waives the right to file a civil action (or to be a party to an action) in any Federal or State court for damages sustained as a result of the terrorist-related aircraft crashes of September 11, 2001. The preceding sentence does not apply to a civil action to recover collateral source obligations.

(ii) PENDING ACTIONS.—In the case of an individual who is a party to a civil action described in clause (i), such individual may not submit a claim under this title unless such individual withdraws from such action by the date that is 90 days after the date on which regulations are promulgated under section 407.

SEC. 406. PAYMENTS TO ELIGIBLE INDIVIDUALS.

(a) IN GENERAL.—Not later than 20 days after the date on which a determination is made by the Special Master regarding the amount of compensation due a claimant under this title, the Special Master shall authorize payment to such claimant of the amount determined with respect to the claimant.

(b) PAYMENT AUTHORITY.—This title constitutes budget authority in advance of appropriations Acts and represents the obligation of the Federal Government to provide for the payment of amounts for compensation under this title.

(c) ADDITIONAL FUNDING.—

(1) IN GENERAL.—The Attorney General is authorized to accept such amounts as may be contributed by individuals, business concerns, or other entities to carry out this title, under such terms and conditions as the Attorney General may impose.

(2) USE OF SEPARATE ACCOUNT.—In making payments under this section, amounts contained in any account containing funds provided under paragraph (1) shall be used prior to using appropriated amounts.

SEC. 407. REGULATIONS.

Not later than 90 days after the date of enactment of this Act, the Attorney General, in consultation with the Special Master, shall promulgate regulations to carry out this title, including regulations with respect to—

(1) forms to be used in submitting claims under this title;

(2) the information to be included in such forms;

(3) procedures for hearing and the presentation of evidence;

(4) procedures to assist an individual in filing and pursuing claims under this title; and

(5) other matters determined appropriate by the Attorney General.

SEC. 408. LIMITATION ON AIR CARRIER LIABILITY.

(a) IN GENERAL.—Notwithstanding any other provision of law, liability for all claims, whether for compensatory or punitive damages, arising from the terrorist-related aircraft crashes of September 11, 2001, against any air carrier shall not be in an amount greater than the limits of the liability coverage maintained by the air carrier.

(b) FEDERAL CAUSE OF ACTION.—

(1) AVAILABILITY OF ACTION.—There shall exist a Federal cause of action for damages arising out of the hijacking and subsequent

crashes of American Airlines flights 11 and 77, and United Airlines flights 93 and 175, on September 11, 2001. Notwithstanding section 40120(c) of title 49, United States Code, this cause of action shall be the exclusive remedy for damages arising out of the hijacking and subsequent crashes of such flights.

(2) SUBSTANTIVE LAW.—The substantive law for decision in any such suit shall be derived from the law, including choice of law principles, of the State in which the crash occurred unless such law is inconsistent with or preempted by Federal law.

(3) JURISDICTION.—The United States District Court for the Southern District of New York shall have original and exclusive jurisdiction over all actions brought for any claim (including any claim for loss of property, personal injury, or death) resulting from or relating to the terrorist-related aircraft crashes of September 11, 2001.

(c) EXCLUSION.—Nothing in this section shall in any way limit any liability of any person who is a knowing participant in any conspiracy to hijack any aircraft or commit any terrorist act.

SEC. 409. RIGHT OF SUBROGATION.

The United States shall have the right of subrogation with respect to any claim paid by the United States under this title.

TITLE V—AIR TRANSPORTATION SAFETY

SEC. 501. INCREASED AIR TRANSPORTATION SAFETY.

Congress affirms the President's decision to spend $3,000,000,000 on airline safety and security in conjunction with this Act in order to restore public confidence in the airline industry.

SEC. 502. CONGRESSIONAL COMMITMENT.

Congress is committed to act expeditiously, in consultation with the Secretary of Transportation, to strengthen airport security and take further measures to enhance the security of air travel.

TITLE VI—SEPARABILITY

SEC. 601. SEPARABILITY.

If any provision of this Act (including any amendment made by this Act) or the application thereof to any person or circumstance is held invalid, the remainder of this Act (including any amendment made by this Act) and the application thereof to other persons or circumstances shall not be affected thereby.

Mr. NICKLES. Madam President, I move to reconsider the vote.

Mr. DASCHLE. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

The PRESIDING OFFICER. The majority leader.

ORDER OF BUSINESS

Mr. DASCHLE. Madam President, for the interest of all Senators, I want to make sure people understand what the schedule is for Monday.

We will convene at 12 noon. From 12 o'clock to 2 o'clock, we will take up the Jordan free trade agreement. That has already been established by unanimous consent. There will be a 2-hour debate and, by agreement, a voice vote.

At 2 p.m., there will be a rollcall vote on the Kirk Van Tine nomination, Mr. Van Tine to be general counsel of the Department of Transportation.

Following that vote, we will resume consideration of the Defense authorization bill.

PASSAGE OF S. 1450

I appreciate very much the tremendous cooperation of all Senators. I know this bill was extremely difficult and very complex, very controversial in many respects. I appreciate the work on both sides of the aisle to get us to the point we are now.

I know there are a lot of Senators who would have appreciated the opportunity to offer amendments. It is not our intent to deny Senators the right to offer amendments. Under these circumstances, I am grateful for the acknowledgment that we are in a very difficult time and that cooperation, as was demonstrated again this afternoon, is essential if we are able to respond as we now have to the crisis we are facing, not only in the aviation industry but in the economy in a number of other ways having to do with the tragedy.

In my view, there were two essential pieces of legislation missing from this bill. Others have already addressed it. Senators Carnahan, Murray, Cantwell, and Kennedy, and others have been working on a proposal to deal with the disaster adjustment assistance and extended COBRA coverage. It is essential that we provide dislocated workers some income security, some training, access to health benefits. We did a little bit of that in this bill. It was a first step, but we really have a long way to go if we are going to address in a comprehensive and meaningful way the tremendous problems that families all over this country are now facing as a result of layoffs, as a result of bankruptcies, as a result of the economic slowdown. For all of the reasons we have heard, we simply cannot allow the circumstances to go unattended. It is critical that we do it sooner rather than later.

I have talked to Senators KENNEDY and CARNAHAN and others. I have talked with some Senators on this side of the aisle, especially Senator LOTT. It is my hope and my determination to address this issue in the not-too-distant future. We must. We simply cannot go without the acknowledgment of the seriousness of the problem as well as a recognition that this problem must be addressed.

Secondly, I am very pleased that the Senator from South Carolina, Mr. HOLLINGS, Senator MCCAIN, Senator ROCKEFELLER, Senator HUTCHISON, so many others, and Senator KERRY, have worked as closely together as they have on airport security and on airplane security as well. If there is one piece I really wish we could have addressed in this bill more comprehensively, it is that.

I talked to the President about it this morning. It is his intention to address the issue in a much more comprehensive way as well. I have no doubt we can work with him on security. The Presiding Officer very eloquently and passionately addressed the issue of security this morning in the caucus.

I am pleased that at least the $3 billion that has been committed to airport security will allow us to take some of the initial steps. We must rebuild confidence on the part of air travelers. We must ensure that airports and airplanes can be made more secure. We must work together to make that happen soon. We can continue to provide these bills with billions and billions of dollars, but if people are not going to climb on those airplanes, if they are not going to feel comfortable walking through the airports, if they don't know whether the ramps are secure or not, those billions of dollars will not solve the problem.

I am equally as determined to address this issue of security in the days ahead. Senator HOLLINGS has indicated he will continue to work with our colleagues on both sides of the aisle. I intend to work with the administration. I will bring this matter up with the speaker at the next opportunity. We will continue to find ways with which to address security, perhaps as early as next week.

The bill the Commerce Committee has now introduced is a bill I believe very confidently will address many of these issues, so confidently that I have cosponsored it along with many other Senators. I am hopeful that in the not-too-distant future it can be a subject for debate and consideration in the Senate Chamber and that we can work to get a bill passed that will truly provide the kind of infrastructure and security that will be required to raise the confidence level that is necessary.

Security, additional compensation, and a safety net for all of those workers who have been left out so far are issues that I am committed to address and that I know the Senate is committed to address. I will continue to work with my colleague Senator LOTT, who is every bit as concerned about many of these issues as I am.

We will continue to find ways to work together to do what we know we must to put this country back and to recognize the needs of families, workers, and businesses across the country.

MORNING BUSINESS

Mr. GRAHAM. Madam President, I ask unanimous consent that there now be a period for morning business with Senators permitted to speak for up to 10 minutes.

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

The Senator from Florida.

(The remarks of Mr. GRAHAM pertaining to the introduction of S. 1448 and S. 1449 are located in today's RECORD under ''Statements on Introduced Bills and Joint Resolutions.'')

Mr. GRAHAM. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceedd to call the roll.

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

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

KAZAKHSTAN

Ms. LANDRIEU. Madam President, the events of last week by terrorists illustrate the worst of human nature, however, the actions of people in the wake of the disaster has shown the best.

While the attacks were in the United States, they were directed at the entire civilized world. And the entire world has responded. Today, I would like to draw your attention to the response of a key ally in Central Asia.

In light of the direct threat to world freedom that we faced on September 11, 2001, Kazakhstan has emerged as one of the only ''silver-linings'' in Central Asia. I am very grateful for the outpouring of support from the President of Kazakhstan, Mr. Nursultan Nazarbayev. Within a day of the attack President Nazarbayev said, ''Kazakhstan is ready to support measures undertaken by the United States to fight against terrorism, with all the means necessary.'' I would also ask unanimous consent to submit the President's entire statement into the Congressional RECORD.

Kazakhstan is predominantly a muslim nation about four times the size of Texas in Central Asia. Surrounded by Russia, China, Turkey, Iran, and Afghanistan. Kazakhstan's continued economic and political stability is critical to the long-term success of the Central Asian nations.

In the first few years after its independence from the former Soviet Union in 1991, Kazakhstan successfully dismantled the fourth largest nuclear arsenal in the world with U.S. support via the Cooperative Threat Reduction Program, CTR. Kazakhstan continues to set a model for the global community in its leadership on unilateral disarmament and nonproliferation.

In addition, I believe our Nation needs to continue to support the Government of Kazakhstan which has begun to transform its economy from the old Soviet based communist model to a market-based economy with significant U.S. foreign direct investment, FDI.

It is for these reasons that I have cosponsored S. 168 that authorizes the extension of nondiscriminatory treatment to the products of Kazakhstan. In summary, the United States must do its part to enhance cooperation and encourage prosperity and stability for the entire Central Asian region.

THE CALIFORNIANS WHO PERISHED ON SEPTEMBER 11, 2001

Mrs. BOXER. Madam President, as the American people struggle to come to terms with the horrific events of Tuesday, September 11, we are reminded again and again of the countless individual tragedies still playing out in every corner of our country: another firefighter is laid to rest, a classroom copes with the loss of a teacher, a baby is born who will never know her father, a family accepts that a loved one will never be found.

We are all haunted by such stories, each one profound in its deep sadness and, considered together, staggering in their scope.

None of us is untouched by last Tuesday's terror, and it is now painfully clear that many residents of California were part of each tragic moment of that tragic day. Some were trapped in the World Trade Center towers. Some were at work in the Pentagon. And the fates of some were sealed as they boarded planes bound for San Francisco or Los Angeles.

I offer today this tribute to the dozens of Californians who perished on that awful morning. I want to assure the victims' families that their fathers and mothers, sons and daughters, aunts, uncles, brothers and sisters will not be forgotten. As a nation, we hold them close.

Words alone cannot convey the depth of our dismay, but the names of those Californians who lost their lives provide a stark and simple symbol of our anger and our pain. The list that follows may well grow. I will honor each one in every way that I can.

David Angell of Pasadena; Lynn Angell of Pasadena; Seima Aoyama of Los Angeles; Barbara Aresteguis of Los Angeles; Melissa Barnes of Redlands; Alan Beaven of Emeryville; Berry Berenson of Los Angeles; Carolyn Beug of Los Angeles; Yeneneh Betru of Burbank; Mark Bingham of San Francisco; Deora Bodley of Santa Clara; Touri Bolourchi of Beverly Hills; Daniel Brandhourst of Hollywood Hills; David Brandhourst of Hollywood Hills; Thomas Burnett of San Ramon; Suzanne Calley of San Martin; Jefferey Collman of Novato; Dorothy Dearaujo of Long Beach; Darlene Flagg of Corona; Dee Flagg of Corona; Wilson Flagg of Corona; Lisa Frost of Rancho Santa Margarita; Ronald Gamboa of Los Angeles; Andrew Garcia of Portola Valley; Edmund Glazer of Chatsworth; Lauren Grandcolas of San Rafael; Andrew Curry Green of Los Angeles; Richard Guadagno of Humboldt County; Stanley Hall of Rancho Palos Verdes; Gerald Hardacre of Carlsbad; John Hofer of Bellflower; Stephen Hyland of Claremont; Barbara Keating of Palm Springs; Chandler Keller of El Segundo; Jude Larson of Los Angeles; Natalie Larson of Los Angeles; Daniel John Lee of Van Nuys; Maclovio Lopez of Norwalk; Dora Menchaca of Santa Monica; Nicole Miller of San Jose; Laurie A. Neira of Los Angeles; Ruben Orneda of Los Angeles; Jerrold Paskins of Anaheim Hills; Thomas Pecorelli of Los Angeles; Robert Penniger of Poway; Mari-Rae Sopper of Santa Barbara; Alicia Titus of San Francisco; Otis Tolbert of Lemoore; Pendyala Vamsikrishna of Los Angeles; Timothy Ward of San Diego; and John Wenckus of Torrance.

In the name of these Californians, and in the name of all the other innocent victims, it is time for the terrorism to stop.

TREASURY AND GENERAL GOVERNMENT APPROPRIATIONS

Mr. MCCAIN. Mr. President, I thank the managers of this bill for their hard work in putting forth this legislation which provides Federal funding for numerous vital programs in the Treasury Department and the General Government. However, once again, I find myself in the unpleasant position of speaking before my colleagues about parochial projects in another appropriations bill.

This bill spends at a level 5.9 percent higher than the level enacted in fiscal year 2001, which is greater than the 4 percent increase in discretionary spending than the President wanted to adhere to.

In real dollars, this is $328 million in additional spending above the amount requested by the President, and a $1.8 billion increase in spending from last year. So far this year, with just seven appropriations bills already passed including this bill, spending levels have already exceeded the President's budget request by more than $7.6 billion. I must remind my colleagues that the Administration has urged us to maintain our fiscal discipline to ensure that we will continue to have adequate funds to prosecute our war against terrorism, to aid those in need, and to cover other related costs.

In this bill, I have identified just over $200 million in earmarks, which is less than the cost of the earmarks, totaling $356 million, in the bill passed last year. Therefore, I applaud the efforts of the appropriators in keeping parochial spending to a minimum in this bill but more must be done.

While the amounts associated with each individual earmark may not seem extravagant, taken together, they represent a serious diversion of taxpayers' hard-earned dollars at the expense of numerous programs that have undergone the appropriate merit-based selection process. It is my view that the people who run these programs should be the ones who decide how best to spend the appropriated funds. After all, they know what their most pressing needs are.

For example, under funding for the Department of Treasury, some examples of earmarks include: $1,000,000 for work on joint technology projects with New Mexico State University's Physical Sciences Laboratory; and $750,000 for the Center for Agriculture Policy and Trade Studies located at North Dakota State University.

Under funding for the General Government, some of the earmarks include: $2,500,000 for the Native American Digital Telehealth Project and the Upper Great Plains Native American Telehealth Program at the University of North Dakota; and $5,000,000 to help

purchase land and facilitate the moving of the Odd Fellows Hall to provide for construction of a new courthouse in Salt Lake City, UT.

There are more projects on the list that I have compiled, which will be available on my Senate Web site.

In closing, I urge my colleagues to curb our habit of directing hard-earned taxpayer dollars to locality-specific special interests.

POSTAL SERVICE SORTING PRACTICES IN HAWAII

Mr. DORGAN. I understand that as a result of the closure of our nation's airports and the limitations placed on the carriage of cargo on commercial passenger planes, postal service throughout our country was affected. However, the State of Hawaii was impacted most severely. My colleague from Hawaii, Senator INOUYE, has joined me to discuss the situation in Hawaii.

Mr. INOUYE. I thank Senator DORGAN for the opportunity to share with our colleagues the impact of the air service restrictions on the delivery of mail in the State of Hawaii. The recent closure of our Nation's air transportation system brought to light a Postal Service practice that I believe should be reevaluated. Hawaii is an island State that is not only geographically isolated from the mainland United States, but that is also geographically divided into seven distinct islands separated by the Pacific Ocean. Hawaii has a population dependent on the air transportation system for the movement of goods and people throughout the State. However, I believe the current Postal Service mail sorting procedure has the potential to exacerbate the harm to my State's economy from the airport closures, the reduced inter-island travel, and the decline in travel to and from my State.

The Postal Service in Hawaii has only one centralized sorting office. While I understand that mail service throughout the United States experienced slow-downs and difficulties as a result of the closure of our air transportation system, mail service in Hawaii came to a virtual standstill. The shut down of our airports resulted in the delivery of mail only on the island of Oahu, where the sorting station is located. My constituents on Maui could not mail letters to one another because a letter originating on Maui and addressed to another location on Maui must first be flown to Honolulu for sorting. This hardship was faced by all the residents of Oahu's neighbor islands.

With the threat of war upon us and the possibility of further airport closures, I believe we must study alternatives to the current mail sorting system. The problems faced by the neighbor islands as a result of the airport shutdown are expected to continue as tourism to and within Hawaii declines. Aloha Airlines, one of two island air carriers, has announced a 26-percent reduction in flights that will begin next week. Hawaiian Airlines, the other inter-island air carrier has also dramatically reduced its flight schedule. Additional flights will likely be eliminated with the expected continued decline in leisure and business travel.

In light of these flight restrictions, I believe the Postal Service should develop a procedure by which mail that originates on the same island to which it is addressed can be kept and sorted on that island. I realize that this would be only a small step toward addressing the many issues resulting from my State's unique geography, but it would be a start.

Mr. DORGAN. I thank Senator INOUYE for sharing with us the difficulties faced by your State. I agree that the Postal Service should examine the feasibility of implementing procedures that take into account Hawaii's unique geography. Please be assured that I will work with the Senator to help in this endeavor.

RETIREMENT OF SHERRY ADKINS

Mr. HATCH. Madam President, I am grateful for this opportunity to recognize and pay tribute to Sherry Adkins, who has worked in my Salt Lake City office for 25 years as a Constituent Services Representative. Sherry is retiring after many years of hard work to fulfill her dream of moving to Alaska with her husband Bruce to spend time with her grandchildren.

Sherry's life has epitomized true public service. She literally touched thousands of Utahans' lives by assisting me in helping constituents with problems ranging from Social Security issues to Veterans Administration benefits. Over the years, I have received hundreds of letters from constituents who have praised Sherry's work and expressed their gratitude to me for her assistance.

Sherry has been described as ''a valuable resource,'' ''efficient,'' ''courteous,'' ''concerned for others' welfare,'' and ''trustworthy.'' Many people have been able finally to receive their Medicare benefits, resolve their tax problems, or find their missing Social Security checks, because of her commitment and concern.

Sherry's life has been an example of service. She has always championed the underdog and looked for ways to help others in need. She spent many years volunteering at the Salt Lake City Odyssey House, an organization designed to help men and women overcome the tragic disease of alcoholism. In fact, she even directed the Odyssey House Choir, giving members new hope and experiences, as well as entertaining thousands of people through their music.

I have always known that I could count on Sherry to get her job done, and to do it well. In fact, Sherry's work with me didn't start when I was a elected to the U.S. Senate. Sherry and I go back even further. I was privileged to have Sherry as my personal secretary for a few years while I practiced law in Utah. So, Sherry has been my longest serving staffer, and I will miss her greatly.

It has always been a pleasure to work with Sherry Adkins. I am so grateful to Sherry for her efforts and the service that she has rendered to me, my office, and to all Utahans. I feel blessed to be able to call her a friend. I want to wish Sherry and her husband Bruce the very best that life has to offer in the beautiful land of Alaska. May they find peace and happiness in their retirement years doing the things that they love the most.

ARMENIAN INDEPENDENCE DAY

Mr. JOHNSON. Madam President, I rise today to recognize the 10th anniversary of Armenia's independence.

On September 21, 1991, the people of Armenia began their journey of freedom and democracy. The road they have travelled over the past 10 years has been full of challenges including natural disasters, conflict in Nagorno Karabagh, and the struggles associated with economic and political transformation. Any of these could have led Armenians off the path of liberty. However, it is through the perseverance of Armenians, and those around the world who support them, that Armenia begins this new century a strong republic and an example for young democracies worldwide.

The events of September 11, 2001, pose a new challenge to Armenians, Americans, and those who reject terrorism and fight the war against fear. In his September 11 letter to President George Bush, Armenian President Robert Kocharyan called on Armenians to confront the ''evil of terrorism'' with ''determination and resolve.'' At this most critical time, Americans are thankful for Armenia's support, and together, along with a global coalition of freedom-loving nations, we will find the strength and patience to continue our journey.

NATIONAL POW/MIA RECOGNITION DAY

Mr. LUGAR. Madam President, today is National POW/MIA Recognition Day.

In light of the tragic events of September 11, this day of remembrance and recognition has new meaning. We have spoken about a new kind of ''war'' but we are not sure what shape it will take. Whatever form, however, it will likely include casualties and perhaps prisoners, these are among the harsh lessons history has taught us. This day gains new meaning, too, when we consider the rescue workers who continue to comb through the war zones at the Pentagon and in lower Manhattan for the bodies of the fallen, the missing, in action.

In time of war, an entire nation unites with a singularity of purpose.

But, we all know how swiftly the Nation's attention can wane and be distracted. Those of us in this body and across the relevant Executive agencies, however, cannot be distracted from one thing; that is, a commitment to ensure the return of POWs and MIAs at the end of hostilities. The vigorous pursuit of this commitment must continue through painstaking on-site investigations, diplomatic negotiations and complete examinations of records following a conflict.

As we look forward with resolve, we must recognize the work that the many POW/MIA organizations have done, led by the Department of Defense Prisoner of War/Missing Personnel Office, DPMO. The painstaking work of recovery operations have, in the past year, seen the return of 36 Americans from the war in Southeast Asia; however, 1,957 remain unaccounted for at this time from SEA, 1,474 from Vietnam alone. Last year, those numbers stood at 2,005 and 1,511 respectively.

Seven of the dedicated men engaged in Vietnam recovery operations gave their own lives this year, even as they searched for fallen comrades. The Americans died along with nine Vietnamese in April when their helicopter crashed into a fog-shrouded mountain about 250 miles south of Hanoi. The team was scouting excavations for six MIA crash sites.

In Korea, where the fighting ended in 1953, progress continues. Ten Joint Recovery Operations have been conducted in North Korea this year, resulting in the identification and return of three Americans to their families and final resting places. Twenty-six servicemen have been identified from World War II recoveries. Teams from the U.S. Army Central Identification Laboratory in Hawaii continue to implement cutting-edge DNA technology, and as renowned experts in the field, have contributed their know-how and direct assistance to the operations in New York and at the Pentagon.

Just last month, another team headed off to Russia to bring home the remains of seven Navy flyers whose World War II PV–1 Ventura bomber were lost on the Kamchatka peninsula. The plane went missing from a March 25, 1944 bombing mission from Alaska to the Kurile Islands. The Navy has located family members and prepared comparison DNA samples in hopes that all will be returned at long last. Having spent time in that part of the world, I know what dedication to duty it takes to dig in that extreme weather. I understand that weather permits them only about a 30-day window.

As we know well, this is a team effort requiring the commitment and dedication of the Congress, the Administration, the Departments of Defense and State, the Joint Chiefs of Staff and the NSA. I am hopeful that all of us, through continued humanitarian support and dedicated diplomatic endeavors will gain further information about the servicemen still missing to honor their sacrifice and provide peace and solace to their loved ones. You are not forgotten.

At this point in the record, I ask unanimous consent that the names of Indiana's missing and unaccounted from the Korea and Vietnam Wars be printed in the record.

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

U.S. UNACCOUNTED FOR IN SOUTHEAST ASIA—POST 1973

Military service	Country of casualty	Refno	Name	Last rank	Status	Date incident	Home of record
USAF	N. Vietnam	1675	Bancroft, William W. Jr	02	BB	1970/11/13	Indianapolis
USA	S. Vietnam	1648	Beals, Charles Elbert	E4	BB	1970/07/07	French Lick
USA	S. Vietnam	0731	Beecher, Quentin Rippetoe	W2	XX	1967/06/11	Terre Haute
USMC	S. Vietnam	1287	Breiner, Stephen Eugene	E2	BB	1968/09/24	Decatur
USA	S. Vietnam	1124	Carver, Harry Franklin	E6	BB	1968/04/10	New Albany
USMC	S. Vietnam	0734	Chomel, Charles Dennis	E2	BB	1967/06/11	Columbus
USAF	N. Vietnam	0496	Clark, Lawrence	E5	XX	1966/10/18	Logansport
USMC	N. Vietnam	1156	Clem, Thomas Dean	02	XX	1968/05/03	New Paris
USMC	S. Vietnam	1999	Crody, Kenneth Lloyd	E4	BB	1972/07/11	Griffith
USAF	S. Vietnam	0271	Davis, Gene Edmond	E5	XX	1966/03/13	Evansville
USMC	S. Vietnam	0472	Ducat, Phillip Allen	03	BB	1966/09/25	Ft. Wayne
USAF	S. Vietnam	0271	Duvall, Dean Arnold	E3	XX	1966/03/13	Monticello
USA	Laos	1681	Green, George Curtis Jr	E5	BB	1970/12/04	Attica
USMC	S. Vietnam	1203	Harper, Ralph Lewis	E3	BB	1968/06/06	Indianapolis
USA	S. Vietnam	1085	Heitman, Steven W	E5	XX	1968/03/13	Indianapolis
USAF	S. Vietnam	1131	Held, John Wayne	03	XX	1968/04/17	Indianapolis
USMC	S. Vietnam	0286	Hewitt, Samuel Eugene	E2	XX	1966/03/23	Walkerton
USAF	Laos	0252	Hills, John Russell	04	BB	1966/02/14	South Bend
USAF	S. Vietnam	1837	Joskins, Donald Russell	E6	BB	1972/04/26	Madison
USA	S. Vietnam	1547	Howes, George Andrews	W3	XX	1970/01/10	Knox
USAF	Laos	1218	Johns, Paul F	04	XX	1968/06/28	Laconia
USA	S. Vietnam	0436	Johnson, James Reed	E3	BB	1966/08/21	Indianapolis
USA	S. Vietnam	1528	Jones, Grayland	E3	BB	1969/11/23	Indianapolis
USAF	S. Vietnam	0273	Klute, Karl Edwin	03	BB	1966/03/14	Richmond
USN	N. Vietnam	0467	Knochel, Charles Allen	03	BB	1966/09/22	Lafayette
USMC	S. Vietnam	1362	Kuhlman, Robert J Jr	02	XX	1969/01/17	Richmond
USN	N. Vietnam	0361	Lambton, Bennie Richard	E7	BB	1966/06/13	Indianapolis
USA	S. Vietnam	1775	Lautzenheiser, Michael (NMI)	E5	BB	1971/10/26	Muncie
USA	S. Vietnam	1123	Lawson, Karl Wade	E4	BB	1968/04/09	Terre Haute
USA	S. Vietnam	1040	Lindewald, Charels W.	E7	XX	1968/02/007	La Porte
USA	S. Vietnam	1556	Lyon, James Michael	03	KK	1970/02/05	Indianapolis
USAF	S. Vietnam	0177	Mann, Robert Lee	03	BB	1965/10/22	Lafayette
USA	S. Vietnam	1672	Martin, Jerry Dean	E5	BB	1970/11/03	Bedford
USMC	N. Vietnam	0643	McGarvey, James Maurice	04	XX	1967/04/17	Valparaiso
USAF	N. Vietnam	0806	Midnight, Francis B	02	XX	1967/08/23	Gary
Civilian	S. Vietnam	1997	Miller, George C	.....	BB	1975/03/12	
USN	S. Vietnam	2053	Mitchell, Harry E	E8	XX	1968/05/05	Marion
USN	N. Vietnam	2004	Montgomery, Ronald Wayne	E5	BB	1969/10/02	Moores Hill
USA	S. Vietnam	0666	Moore, Ralph Edward	E3	BB	1967/05/03	Indianapolis
USA	Laos	0276	Nash, John Michael	03	BB	1966/03/15	Tipton
USAF	N. Vietnam	0838	Nellans, William L	03	XX	1967/09/17	Warsaw
USA	S. Vietnam	0818	Newburn, Larry Stephen	E3	BB	1967/08/29	Kokomo
USA	S. Vietnam	1372	Padgett, David E	02	XX	1969/02/06	Washington
USN	S. Vietnam	2021	Parker, Thomas Aquinas	E6	BB	1967/04/05	Oxford
USAF	N. Vietnam	0589	Poor, Russell Arden	03	XX	1967/02/04	Warsaw
USN	S. Vietnam	1271	Posey, George Ray	E3	BB	1968/09/05	Anderson
USN	N. Vietnam	1532	Rogers, Billy Lee	E3	BB	1969/12/01	Gary
USAF	Laos	0668	Rogers, Charles Edward	04	BB	1967/05/04	Gary
USN	S. Vietnam	0232	Schoonover, Charles David	04	BB	1966/01/16	Indianapolis
USA	Laos	1679	Smith, Ronald Eugene	E7	BB	1970/11/28	Covington
USN	N. Vietnam	0708	Soucy, Ronald Philip Sr	E5	BB	1967/05/23	Whiting Lake
USMC	S. Vietnam	1152	Staehli, Bruce Wayne	E3	XX	1968/04/30	Crow Point Lake
USAF	N. Vietnam	1312	Stonebraker, Kenneth Arnol	03	XX	1968/10/28	Hobart
USAF	N. Vietnam	1955	Stuart, John F.	04	XX	1972/12/20	Indianapolis
USA	S. Vietnam	0905	Stuckey, John Steiner Jr	E2	BB	1967/11/11	Cloverdale
USA	S. Vietnam	1489	Trampski, Donald Joseph	E2	XX	1969/09/16	Chesterton
USAF	Cambodia	1805	Wagner, Raymond Anthony	E3	BB	1972/03/27	Evansville
USA	S. Vietnam	0469	Whittle, Junior Lee	E4	BB	1966/09/24	Indianapolis
USAF	N. Vietnam	1063	Wright, Thomas T	03	XX	1968/02/27	Gary
USA	S. Vietnam	1874	Yeakley, Robin Ray	E4	BB	1972/06/11	South Bend
USA	S. Vietnam	1582	Young, Jeffrey Jerome	E3	BB	1970/04/04	Indianapolis

Number of records: 61.

PERSONNEL MISSING KOREA—[PMKOR] FOR INDIANA

Name	Svc	Service No.	Grade	Rank	Status	Unit	IDATE	Veh type	City/county	State	DOD
Acton, Floyd Neal	USA	RA23047724	E4	CPL	MIA	G CO 38TH INF	1951/05/17	None	Jackson	IN	1953/12/31
Adams, James Dwight	USA	RA16312228	E4	CPL	KIA	MED CO 38TH INF	1950/11/29	None	Tippecanoe	IN	1950/11/29
Akers, Herbert D	USA	RA16314622	E4	CPL	POW	A BTRY 82ND AAAW	1950/12/01	None	Vigo	IN	1951/03/05
Anspaugh, George	USA	ER35908869	E7	SFC	MIA	G CO 38TH INF	1951/05/17	None	DeKalb	IN	1953/12/31
Archer, Robert Gene	USA	RA15420142	E4	CPL	POW	HQ CO 1/32ND INF	1950/12/02	None	Clay	IN	1951/02/28
Baker, David	USA	RA16324110	E3	PFC	MIA	I CO 24TH INF	1950/11/28	None	Lake	IN	1953/12/31
Baker, Donald Lewis	USA	RA16277531	E5	SGT	POW	H CO 24TH INF	1950/09/06	None	Howard	IN	1951/03/31
Barker, Donald Lee	USA	RA35971592	E4	CPL	KIA	HQ CO 2/9TH INF	1950/11/26	None	Cass	IN	1950/11/26
Bauer, Lester William	USA	RA15277574	E3	PFC	MIA	I CO 29TH INF	1950/07/27	None	Clinton	IN	1953/12/31
Beard, Robert Allen	USA	O–02212047	O2	1LT	MIA	H CO 9TH INF	1950/11/26	None	Vermillion	IN	1953/12/31
Beed, Milton Marion	USA	RA17038006	E7	SFC	POW	A CO 38TH INF	1951/02/12	None	Marion	IN	1951/10/31
Bellar, Lowell W	USA	RA15198647	E3	PFC	KIA	M CO 31ST INF	1950/12/01	None	Lake	IN	1950/12/01
Berry, A D	USA	RA35721765	E8	MSG	POW	HM CO 32ND INF	1950/12/02	None	Vandervurgh	IN	1950/12/20
Binge, Charles F	USA	US55329092	E4	CPL	MIA	K CO 180TH INF	1953/07/15	None	Newton	IN	1954/06/17
Blasdel, William Stanley	USMC	0561269	E3	CPL	MIA	H BRTY 3/11	1950/11/28	None	New Albany	IN	1953/11/28
Bowerman, William J	USA	RA16268609	E4	CPL	MIA	B CO 32ND INF	1950/12/02	None	DeKalb	IN	1953/12/31
Bowman, Allen Milford	USMC	1082663	E3	CPL	KIA	B CO 1/5	1950/11/28	None	Covington	IN	1950/11/28
Bradley, Eldon R	USA	RA16314247	E4	CPL	POW	E CO 8TH CAV	1950/11/02	None	St Joseph	IN	1951/04/17
Brock, Kenneth Wilber	USMC	1064429	E2	PFC	KIA	G CO 3/5	1950/12/01	None	Indianapolis	IN	1950/12/01
Brown, Kenneth	USA	US55200622	E3	PFC	KIA	K CO 15TH INF	1952/08/14	None	Marion	IN	1952/08/14
Brown, Thomas James	USA	RA15420057	E4	CPL	MIA	B CO 38TH INF	1951/05/18	None	Elkhart	IN	1953/12/31
Burch, Hugh Maynard	USAF	AF15277194	E5	SSG	MIA	93RD BOMB SQ	1951/04/12	B–29	New Carlisle	IN	1954/01/31
Burns, Forrest S	USA	O–00974111	O2	1LT	KIA	7 CO 38TH INF	1952/08/30	None	Bartholomew	IN	1952/08/30
Caddell, Donald	USA	RA16324148	E2	PVT	KIA	L CO 38TH INF	1952/01/12	None	Greene	IN	1952/01/12
Calhoun, Stanley Louis Jr	USN	2767382	E3	EMFN	MIA	USS MAGPIE	1950/10/01	Ship	Dunkirk	IN	1951/10/02
Chadwell, George R	USA	RA16313989	E3	PFC	MIA	M CO 31ST INF	1950/12/12	None	Tippecanoe	IN	1953/12/31
Chappel, Richard A	USA	RA23020626	E4	CPL	MIA	B CO 8TH CAV RGT	1950/11/02	None	Allen	IN	1953/12/31
Clark, Gene Franklin	USA	RA15275841	E5	SGT	MIA	HQ 8TH CAV	1950/11/02	None	Delaware	IN	1953/12/31
Clark, Harold Robert	USA	ER35368243	E3	PFC	POW	L CO 38TH INF	1951/02/13	None	Marion	IN	1951/05/31
Clifford, Clyde R	USA	RA16314210	E4	CPL	MIA	D CO 27TH INF	1950/07/26	None	Elkhart	IN	1953/12/31
Conrad, Jack Dwayne	USA	RA16313046	E2	PV2	KIA	HQ CO 1/29TH INF	1950/07/31	None	Delaware	IN	1950/07/31
Conrad, Richard Leon	USA	RA16313050	E3	PFC	KIA	HQ CO 1/29TH INF	1950/07/31	None	Delaware	IN	1950/07/31
Cosby, Folton	USA	RA35686359	E7	SFC	NBD	H CO 35TH INF	1950/08/15	None	Edinburg	IN	1950/08/15
Cowger, John Harold	USMC	0619868	E3	CPL	KIA	C CO 1/5	1950/11/28	None	Terra Haute	IN	1950/11/28
Cox, Clarence Vernon Jr	USA	RA15419041	E7	SFC	MIA	G CO 8TH CAV	1950/11/01	None	Madison	IN	1953/12/31
Cozad, Kenneth Lee	USA	RA15275155	E5	SGT	MIA	G CO 19TH INF	1950/07/30	None	Jennings	IN	1954/03/01
Cranor, George Eldon	USA	RA16311698	E3	PFC	MIA	AMB CO 7/7TH INF	1950/11/28	None	Lake	IN	1954/03/18
Cunningham, William R	USA	RA15276473	E4	CPL	MIA	B CO 32ND INF	1950/12/02	None	Vigo	IN	1953/12/31
Dally, Kenneth Horton	USA	RA35327139	E8	MSG	POW	A CO 2ND ENGR BN	1950/12/01	None	Steuben	IN	1951/01/15
Davis, Ezekiel Alfonso	USA	RA16333109	E2	PVT	MIA	D CO 9TH INF	1951/02/11	None	Grant	IN	1954/02/17
Davis, Jack A	USA	ER15246484	E3	PFC	MIA	K CO 9TH INF	1951/02/12	None	St Joseph	IN	1953/12/31
Debaun, George Jr	USMC	0550786	E3	CPL	MIA	G CO 3/1	1953/07/25	None	Shelbyville	IN	1954/07/26
Decker, Hobart	USA	RA35098620	E3	PFC	NBD	D CO 31ST INF	1950/12/20	None		IN	1950/12/20
Decker, Raymond Alfred	USAF	AO–2000360	O2	1LT	MIA	729TH BOMB SQ(L)	1951/07/19	B–26	Hobart	IN	1953/12/31
Delong, Clayton C	USA	RA16311080	E4	CPL	MIA	K CO 31ST INF	1950/12/12	None	Allen	IN	1953/12/31
Dennis, Gene Alton	USAF	20163A	O2	1LT	MIA	428TH FTR BMB SQ	1952/09/28	F–84E	Marion	IN	1953/12/31
Dewitt, Stanley L	USA	RA16312243	E5	SGT	MIA	57TH FA BN	1950/12/06	None	Cass	IN	1953/12/31
Dick, William L Jr	USA	RA16314645	E3	PFC	MIA	E CO 5TH CAV	1950/08/15	None	Jennings	IN	1954/02/19
Dinerboiler, Milton J	USA	RA15277160	E3	PFC	POW	HV MTR CO 32ND I	1950/12/02	None	Elkhart	IN	1951/04/30
Doody, James Thomas	USA	RA15243815	E4	CPL	KIA	F CO 23RD INF	1952/07/17	None	Marion	IN	1952/07/17
Dunn, James R	USA	RA35725173	E7	SFC	MIA	HQ CO 3/8TH CAV	1950/11/02	None	Knox	IN	1953/12/31
Durakovich, Joseph	USA	ER35143986	E8	MSG	MIA	G CO 5TH CAV	1950/11/28	None	Lake	IN	1953/12/31
Eads, Donald Wayne	USMC	1277798	E2	PFC	MIA	C CO 1/5	1953/03/26	None	Bloomington	IN	1954/03/26
Eaton, John Omer	USA	RA16313235	E4	CPL	POW	A CO 34TH INF RGT	1950/07/20	None	Crawford	IN	1951/05/08
Eggers, Herbert P	USA	RA16320452	E3	PFC	MIA	MED CO 19TH INF	1950/07/16	None	Marion	IN	1953/12/31
Emrick, Howard W	USA	RA23008101	E3	PFC	MIA	L CO 34TH INF	1950/07/20	None	Allen	IN	1953/12/31
Enright, William Chester	USMC	0894035	E4	SGT	KIA	I CO 3/7	1950/12/02	None	Hammond	IN	1950/12/02
Estes, Robert Vernon	USA	RA16312230	E4	CPL	POW	HQ CO 1BN 9TH INF	1950/11/30	None	White	IN	1951/01/02
Faith, Don Carlos Jr	USA	O–046673	O5	LTC	KIA	HQ CO 1/32ND INF	1950/12/02	None	Daviess	IN	1950/12/02
Finch, Robert Clarence	USAF	AO–2078198	O2	1LT	MIA	728TH BOMB SQ(L)	1951/09/07	B–26	Lafayette	IN	1953/12/31
Fluhr, Peter Paul Jr	USA	RA 15380970	E4	CPL	MIA	F CO 8TH CAV	1950/09/03	None	Scott	IN	1953/12/31
Frakes, Edward Leo	USMC	P–051084	O2	1STLT	MIA	VMF 311 MAG 33	1951/10/03	F–9F	Branchville	IN	1953/12/16
Frankart, Ned Charles	USAF	AO–839010	O2	1LT	KIA	39TH FTR INT SQ	1951/11/03	F–51D	Fort Wayne	IN	1953/12/31
Frans, Jack Marvin	USA	ER 16313202	E4	CPL	MIA	A CO 38TH INF	1951/02/12	None	Daviess	IN	1954/01/18
Frantz, George Arthur	USA	RA 16311766	E3	PFC	POW	L CO 21ST INF	1950/07/11	None	Marion	IN	1950/12/03
Garrigus, Charles	USA	RA35968746	E5	SGT	KIA	HQ CO 1/32ND INF	1950/12/01	None	Gibson	IN	1950/12/01
Gibson, Clifton E	USA	US55248898	E3	PFC	MIA	F CO 31ST INF	1952/10/15	None	St Joseph	IN	1953/12/31
Gibson, Willard M	USA	RA16314737	E5	SGT	MIA	E CO 9TH INF	1950/12/01	None	Sullivan	IN	1951/06/21
Goe, Clyde	USA	RA06662785	E8	MSG	MIA	I CO 38TH INF	1950/11/30	None	Brown	IN	1953/12/31
Goodall, Robert	USA	RA16332019	E3	PFC	POW	K CO 9TH INF	1951/02/12	None	Delaware	IN	1951/03/31
Greene, Joseph P	USA	ER35720706	E3	PFC	KIA	RECON CO 2ND INF	1951/02/14	None	Vanderburgh	IN	1951/02/14
Griffith, Jack Walter	USN	0–283413	O3	LT	MIA	CARRIER AIR GP 2	1952/07/04	F–9F2	Evansville	IN	1954/05/25
Gude, Edward Allen	USA	RA16310231	E4	CPL	MIA	M CO 23RD INF	1950/11/19	None	Perry	IN	1953/12/31
Guynn, John Edwin	USA	RA35902554	E4	CPL	POW	HM CO 19TH INF	1950/11/04	None	Huntington	IN	1951/03/02
Hamm, Donald Lane	USA	RA15244528	E5	SGT	MIA	HH CO 2/5TH CAV	1950/11/28	None	Daviess	IN	1953/12/31
Hammon, Keith Edward	USAF	AF15230651	E6	TSG	MIA	307TH BOMB GP	1953/11/08	B/29	Rockville	IN	1953/11/09
Harmon, Gilbert Larry	USMC	1123570	E2	PFC	MIA	I CO 3/5	1953/07/26	None	Terre Haute	IN	1954/07/26
Harris, Elmer Jr	USA	RA15416300	E4	CPL	MIA	C CO 2ND ENGR BN	1950/11/28	None	Monroe	IN	1953/12/31
Harris, Max Eugene	USA	RA15256584	E7	SFC	POW	L CO 31ST INF	1950/12/12	None	White	IN	1951/09/30
Harrison, Bannie Jr	USA	RA15278030	E4	CPL	POW	M CO 9TH INF	1950/12/01	None	Allen	IN	1951/01/07
Hatch, Gene N	USA	RA15278016	E5	SGT	POW	MED CO 9TH INF	1950/12/01	None	Allen	IN	1951/03/31
Hay, Kenneth Verne	USA	RA15243924	E4	CPL	POW	I CO 5TH CAV RGT	1951/03/19	None	Wayne	IN	1951/09/30
Henkenius, Leo Joseph	USMC	1063789	E2	PFC	MIA	E CO 2/7	1950/11/28	None	Fort Wayne	IN	1953/10/23
Hill, James Fella	USA	O–38835	O5	LTC	POW	HH CO 9TH INF	1950/12/01	None	Spencer	IN	1950/12/15
Hinds, Robert Lee	USMC	1048219	E2	PFC	KIA	D CO 2/5	1950/12/07	None	Indianapolis	IN	1950/12/07
Holle, Joseph Francis	USA	US55327978	E4	CPL	MIA	E CO 17TH INF	1953/07/08	None	Marion	IN	1954/07/09
Holman, Charles	USN	O–486204	O2	LTJG	KIA	USS PRINCETON	1952/08/01	AD–4	Indianapolis	IN	1952/08/01
Hooper, Floyd E	USA	ER52007636	E4	CPL	POW	I CO 19TH INF	1951/02/04	None	Madison	IN	1951/06/30
Hubartt, Ralph Ernest Jr	USA	RA16311033	E4	CPL	MIA	H CO 38TH INF	1950/11/27	None	Huntington	IN	1953/12/31
Hukill, Paul F	USA	RA16311584	E3	PFC	POW	A BTRY 38TH FA	1950/11/30	None	Lake	IN	1951/01/12
Jaynes, Edward R	USA	RA15416806	E3	PFC	MIA	C CO 13TH ENGR B	1950/12/01	None	Gibson	IN	1953/12/31
Jester, William F	USA	O–00057490	O2	1LT	POW	HQ 3/21ST INF RGT	1950/07/12	None	Marion	IN	1951/05/31
Jester, William R	USA	RA15276540	E4	CPL	POW	L CO 21ST INF	1950/07/11	None	Switzerland	IN	1951/06/16
Jinks, Leonard W E	USA	RA15057580	E4	CPL	MIA	C CO 19TH INF	1950/07/16	None	Ripley	IN	1954/02/18
Johnson, William H	USA	RA15275557	E3	PFC	MIA	F CO 7TH INF	1950/12/03	None	Clark	IN	1953/12/31
Killar, Paul Martin	USA	US55324677	E3	PFC	MIA	A CO 13TH ENG	1953/07/09	None	Lake	IN	1954/07/10
Lander, Lawrence E	USA	RA15208600	E6	SGT	POW	HQ CO 3/9TH INF RGT	1950/12/01	None	Vanderburgh	IN	1951/02/28
Langwell, Robert Warren	USN	O–534047	O1	ENS	MIA	USS MAGPIE	1950/10/01	SHIP	Indianapolis	IN	1951/10/02
Leffler, Everett W	USA	RA16310242	E4	CPL	MIA	C BTRY 38TH FA	1950/11/30	None	Knox	IN	1953/12/31
Liddle, Harry H Jr	USA	US55200056	E3	PFC	KIA	F CO 179TH INF	1952/06/11	None	Dearborn	IN	1952/06/11
Loveless, Larry	USA	RA16311922	E3	PFC	KIA	C CO 9TH INF	1950/08/11	None	Harrison	IN	1950/08/11
Magnus, Donald F	USA	RA15255097	E4	CPL	POW	HQ CO 3/21ST INF	1950/07/12	None	Vanderburgh	IN	1951/01/04
Manion, Everett D	USA	RA15418921	E4	CPL	MIA	F CO 35TH INF	1950/07/22	None	Montgomery	IN	1953/12/31
Marlatt, Donald Lee	USA	RA17314684	E4	CPL	MIA	B CO 2ND ENGR BN	1950/11/28	None	Jasper	IN	1953/12/31
Martin, Herbert O	USA	RA15244895	E3	PFC	KIA	F CO 21ST INF	1950/09/05	None	Giibson	IN	1950/09/05
Mastabayvo, Steve A	USA	US55219335	E3	PFC	MIA	C CO 9TH INF	1952/08/14	None	Lake	IN	1953/12/31
McClain, Earl E	USA	RA15417938	E5	SGT	MIA	HVY MORT 21 INF	1950/09/04	None	Marion	IN	1953/12/31
McDoniel, Raymond John	USA	O–1321324	O3	CPT	POW	D CO 9TH INF	1950/11/28	None	Monroe	IN	1950/11/28
McFarren, Edward Q	USA	ER52008423	E3	PFC	MIA	E CO 5TH CAV	1950/11/28	None	Kosciusko	IN	1953/12/31
McIntyre, James T	USA	RA16313204	E4	CPL	POW	K CO 21ST INF	1950/07/11	None	Floyd	IN	1950/12/28
McNally, Joseph Lawrence	USA	RA35893731	E8	,SG	MIA	A CO 8TH CAV RGT	1950/11/02	None	Hancock	IN	1953/12/31
Metzcar, R Maurice	USA	O–1059560	O3	CPT	POW	HQ CO 555 FA BN	1951/04/25	None	Delaware	IN	1951/09/28

PERSONNEL MISSING KOREA—[PMKOR] FOR INDIANA—Continued

Name	Svc	Service No.	Grade	Rank	Status	Unit	IDATE	Veh type	City/county	State	DOD
Michaels, Melvin J	USA	RA16335916	E3	PFC	KIA	L CO 35TH INF	1951/09/07	None	Porter	IN	1951/09/07
Middleton, Harry Richard	USAF	16941A	O3	CPT	KIA	12TH FTR BMBR SQ	1951/04/30	F–51D	Nappanee	IN	1952/04/24
Minniear, Robert G	USA	RA16313155	E4	CPL	POW	C BTRY 37TH FA	1950/11/30	None	Tippecanoe	IN	1951/03/13
Mishler, James E	USA	RA15276384	E3	PFC	POW	SV BTRY 38 FA BN	1950/11/30	None	Clay	IN	1951/03/04
Mitchell, Donald K	USA	RA15417787	E4	CPL	KIA	G CO 23RD INF	1950/11/30	None	Lake	IN	1951/11/30
Moore, John D Jr	USA	RA35892154	E5	SGT	POW	G CO 24TH INF	1950/11/27	None	Lake	IN	1951/05/31
Morris, Clarence Taylor	USMC	1243690	E2	PRC	MIA	E CO 2/1	1951/02/12	None	Gary	IN	1951/06/28
Morris, David Wesley	USA	ER35145756	E4	CPL	POW	D CO 38TH INF	1951/02/12	None	Madison	IN	1951/06/17
Morris, Russell F	USA	ER35169826	E5	SGT	MIA	HQ CO 3 38TH INF	1951/02/13	None	Delaware	IN	1954/03/05
Mullett, Richard Everett	USMC	0550847	E7	MSGT	MIA	VMF 513 MAG 12	1952/06/15	F–73N	Butler	IN	1953/12/17
Myers, Donald William	USMC	0655408	E2	PFC	MIA	C CO 1/7	1950/12/02	None	Ft. Wayne	IN	1953/12/04
Neiswinger, Thomas W	USA	RA15420168	E4	CPL	MIA	F CO 38TH INF	1950/09/06	None	Clay	IN	1953/12/31
Nicholson, Richard L	USA	RA15276162	E4	CPL	MIA	E CO 7TH CAV	1950/09/06	None	Henry	IN	1953/12/31
Northcutt, Charles Jr	USA	RA15417798	E4	CPL	MIA	C CO 3RD ENGR BN	1950/07/20	None	Montgomery	IN	1953/12/18
Olcott, Richard Lee	USAF	AO–736315	O2	1LT	KIA	39TH FTR INT SQ	1951/10/06	F–51	Ft Wayne	IN	1951/10/31
Phillips, Virgil L	USA	RA35813775	E5	SGT	MIA	K CO 8TH CAV	1950/11/02	None	Martin	IN	1951/10/31
Pickens, Russell B	USA	RA16310805	E4	CPL	MIA	A BTRY 63RD FA	1950/07/20	None	Allen	IN	1953/12/31
Pleiss, Lewis Peifer	USAF	AO–1912244	O2	1LT	MIA	25TH FTR INT SQ	1951/09/23	F–80	New Albany	IN	1953/12/31
Plump, James	USA	RA34014959	E8	MSG	KIA	C CO 24TH INF	1950/11/27	None	St Joseph	IN	1950/11/27
Pothast, Bobby Lee	USMC	1181849	E2	PFC	KIA	F CO 2/1	1952/06/13	None	Indianapolis	IN	1952/06/13
Rider, Alexander David	USMC	443270	E6	TSGT	KIA	4–2 MORT CO 7TH MAR	1950/12/06	None	Gary	IN	1950/12/06
Riley, Charles D	USA	RA16314614	E4	CPL	POW	B CO 2ND ENGR BN	1950/11/28	None	Delaware	IN	1951/02/28
Rodman, Marvin L	USA	US55200683	E7	SFC	MIA	K CO 32ND INF	1952/10/20	None	Washington	IN	1953/12/31
Ross, Edward F	USA	ER35540297	E5	SGT	MIA	H CO 7TH INF	1951/04/25	None	DeKalb	IN	1953/12/31
Ross, Robert Lewis	USAF	AF22998208	E5	SSG	MIA	28TH BOMB SQ	1952/06/10	B–29	Rockville	IN	1954/02/28
Ruby, Gene Robert	USMC	1082534	E2	PFC	KIA	HQ BTRY 3/11	1950/11/30	None	Roanoke	IN	1950/11/30
Rush, John Earl	USMC	520559	E3	CPL	MIA	I CO 3/7	1950/12/02	None	South Bend	IN	1954/01/14
Scott, Marle D	USA	RA15278294	E3	PFC	KIA	B BTRY 57TH FA	1950/11/29	None	Fountain	IN	1950/11/29
Scott, Richard Dale	USN	2916861	E6	BM1	MIA	USS MAGPIE	1950/10/01	Ship	Peru	IN	1951/10/02
Sechman, Donald R	USA	RA15275776	E4	CPL	MIA	I CO 34TH INF	1950/07/20	None	Montgomery	IN	1954/01/20
Selman Clifford Gene	USAF	AO–1864097	O2	1LT	MIA	13 BOMB SQ, LT	1953/05/17	B–26	LaFayette	IN	1954/05/18
Shepler, Gerald Ivin	USA	RA15419662	E4	CPL	KIA	K CO 187TH ABN	1950/11/29	None	Union	IN	1950/11/29
Simmons, Wallace Jr	USA	RA35569696	E8	MSG	MIA	HQ BTRY 7TH INF	1950/12/06	None	Marion	IN	1953/12/31
Sizemore, Charles E	USA	RA16311923	E4	CPL	MIA	HQ HQ CO 8TH CAV	1950/11/02	None	Marion	IN	1953/12/31
Smith, Charles E	USA	RA16314105	E3	PFC	MIA	B CO 29TH INF	1950/07/27	None	St. Joseph	IN	1953/12/31
Smith, Leland Ford	USA	RA23021038	E4	CPL	POW	K CO 35TH INF	1950/11/28	None	Steuben	IN	1951/02/28
Spangler, Donald E	USA	RA15275871	E3	PFC	MIA	B CO 8TH CAV RGT	1950/11/02	None	Delaware	IN	1953/12/31
Stebbens, Alvin Lowell	USA	RA16312837	E4	CPL	MIA	A CO 32ND INF	1950/12/02	None	Grant	IN	1953/01/26
Strawser, Paul P	USA	RA15212417	E4	CPL	POW	A CO 34TH INF	1950/07/06	None	Steuben	IN	1950/11/22
Sturdivant, Charles	USA	ER52005770	E3	PFC	POW	I CO 38TH INF	1951/02/12	None	Huntington	IN	1953/12/31
Sturgeon, Gene Alfred	USMC	0450033	E3	CPL	KIA	B CO 1/7	1950/11/28	None	Connersville	IN	1950/11/28
Surber, Harold Paul	USA	US55031109	E4	CPL	POW	C CO 38TH INF	1951/05/18	None	Marion	IN	1951/07/31
Tabaczynski, Edwin Felix	USAF	AO–2221757	O1	2LT	KIA	16TH FTR INT SQ	1951/08/20	F–80	Mishawaka	IN	1952/08/01
Talley, James Willis	USA	RA16324102	E3	PFC	KIA	C CO 24TH INF	1950/11/26	None	Lake	IN	1950/11/26
Thurman, John Edward	USAF	AF16346460	E4	AIC	NBD	1 ST SHORAN SQ	1952/10/16	C–46	Greensboro	IN	1952/11/07
Titus, Robergt Eli	USA	RA16312767	E3	PFC	POW	C CO 19TH INF	1950/07/16	None	Grant	IN	1950/12/31
Toops, William Wilbur	USAF	AO–1911692	O2	1LT	KIA	8TH FTR BMBR SQ	1952/06/16	F–84E	Anderson	IN	1952/06/16
Turner, Robert William	USN	2914368	E7	ENC	KIA	USS PLEDGE, AM–277	1950/10/12	AM	Logansport	IN	1950/10/12
Wagner, Gene Lewis	USA	RA15275693	E4	CPL	POW	A CO 19TH INF	1950/07/16	None	White	IN	1950/10/31
White, Robert Lee	USA	RA16312975	E4	CPL	POW	A BTRY 38th FA	1950/11/30	None	Henry	IN	1951/04/04
Wilder, Robert Dewitt	USMC	1176607	E3	CPL	KIA	G CO 3/7	1952/10/06	None	Evansville	IN	1952/10/06
Williams, Grover Lois	USMC	0593728	E3	CPL	MIA	E CO 2/7	1950/11/28	None	Walkerton	IN	1953/10/22
Wilson, Merble Eugene	USA	RA15242639	E3	PFC	POW	L CO 5th CAV RGT	1951/02/15	None	Tippecanoe	IN	1954/03/05
Woliung, John George	USAF	AO–826818	O3	CPT	MIA	12th FTR BMBR SQ	1952/11/05	F–51	Greencastle	IN	1953/10/28
Zekucia, Bernard M	USA	US55061590	E4	CPL	KIA	38th INF	1951/08/27	None	Lake	IN	1951/08/27
Bender, Victor Vernon	USA	RA15277459	E7	SFC	MIA	L CO 38th INF	1950/11/27	None	Marion	IN	1953/12/31
Byard, Billie Jack	USA	RA15418425	E3	PFC	KIA	C BTRY 58th FA BN	1950/11/28	None	Marion	IN	1950/11/29
Coleman, James Allen	USA	RA15246539	E7	SFC	KIA	I CO 19th INF	1951/04/25	None	Vermillion	IN	1951/04/25
Conde, Louis Bernard	USA	US55170838	E5	SGT	MIA	B CO 15th INF	1952/01/29	None	Lake	IN	1953/12/31
Constant, James L	USA	RA16320424	E3	PFC	MIA	A CO 23RD INF	1950/09/08	None	Marion	IN	1953/12/31
Dalton, Howard Dale	USA	RA15418915	E4	CPL	POW	E CO 21ST INF	1951/04/27	None	Tippecanoe	IN	1954/01/05
Drew, Donald D	USA	RA15419313	E4	CPL	MIA	M CO 34TH INF	1950/07/20	None	Washington	IN	1953/12/31
Hamilton, Donald Sewell	USA	RA15275073	E5	SGT	MIA	MED CO 32ND INF	1950/12/02	None	Greene	IN	1953/12/31
Hodge, William M	USA	RA15258056	E2	PVT	MIA	I CO 24TH INF	1950/07/26	None	Lake	IN	1953/12/31
Inman, Richard George	USA	O–00066536	O1	2LT	MIA	HV MORT CO 17TH	1953/07/07	None	Knox	IN	1953/07/07
Jochim, Cornelius A	USA	RA15416759	E7	SFC	MIA	MTR CO 31ST IN R	1950/11/28	None	Vanderburgh	IN	1953/13/31
Lykins, Earl Paul	USA	RA15419183	E4	CPL	POW	D CO 34TH INF	1950/07/20	None	Randolph	IN	1950/10/27
Mace, Delbert Ulysses	USA	US55031792	E7	SFC	KIA	A CO 21ST INF	1951/12/12	None	Porter	IN	1951/12/12
Martin, Albert F	USA	US55201362	E4	CPL	MIA	G CO 179TH INF	1952/10/29	None	Jay	IN	1953/12/31
McDaniel, Charles H	USA	RA17000585	E8	MSG	MIA	MED CO 8TH CAV REG	1950/11/02	None	Jennings	IN	1953/12/31
McKeehan, Herbert V	USA	RA16311516	E3	PFC	KIA	B CO 70TH TNK BN	1950/11/02	None	La Porte	IN	1950/11/02
Meshulan, Morris	USA	RA15277708	E4	CPL	POW	D CO 82ND AAAWBN	1950/12/01	None	Marion	IN	1951/01/11
Murdock, Jackie Lee	USA	RA16314045	E3	PFC	POW	B CO 34TH INF	1950/07/06	None	Montgomery	IN	1950/10/29
Pearson, Raymond Edward	USA	O–02014734	O2	1LT	POW	SVC BTRY 63RD FA BN	1950/07/14	None	Montgomery	IN	1951/02/28
Reynolds, Bernard Clayton	USA	US55049102	E4	CPL	MIA	D CO 38TH INF REG	1951/05/18	None	Randolph	IN	1953/12/31
Serwise, Luther Dean	USA	ER35096963	E7	SFC	MIA	A CO 38TH INF	1951/02/12	None	Lake	IN	1954/02/17
Wasiak, Richard L	USA	RA16311250	E4	CPL	MIA	G CO 32ND INF	1950/12/02	None	Lake	IN	1953/12/31
White, Robert Louis	USA	RA16320481	E5	SGT	MIA	HQ CO 1BN 9INF	1950/11/30	None	Decatur	IN	1953/12/31
Soderstrom, Marvin W	USA	US55091639	E3	PFC	MIA	E CO 35TH INF	1951/09/09	None	Porter	IN	1954/02/15
Rice, Donald Ray	USA	RA16311222	E5	SGT	POW	L CO 23RD INF	1951/05/18	None	Porter	IN	1951/10/31
Davis, Norman Glen	USAF	AF15209199	E6	SSG	MIA	8 BOMB SQ, LT	1951/09/12	B–26	Hymera	IN	1954/02/28
Criswell, Reed A	USA	RA16314940	E4	CPL	POW	A BTRY 15TH FA	1951/02/13	None	Washington	IN	1951/04/05
Tucker, Robert Jerome	USA	RA35724130	E4	CPL	MIA	E CO 24TH INF	1950/11/27	None	Gibson	IN	1950/11/27

Count Total: 195.

HONORING THE BRAVERY OF MISSOURI TASK FORCE ONE

Mrs. CARNAHAN. Madam President, during the course of the past week, we have witnessed extraordinary acts of bravery. Americans from all walks of life have reached deep into their souls and sought to bring forth comfort to those who have suffered the unimaginable. Their efforts range from simple acts of kindness to the emotionally numbing tasks of searching through the aftermath for survivors. Today I rise to applaud the efforts of a special team of Americans, Missouri Task Force One.

Created in the early '80s by the Federal Emergency Management Agency, the philosophy behind urban search and rescue was to compile a team of highly trained and motivated rescue and medical specialists that could find and return people in collapsed buildings. This past week the 62 volunteers that make up Missouri Task Force One have used the full range of their skills in the New York City rescue mission.

Searchers work in 12-hour shifts. They search around the clock. The effort is slow and methodical and emotions run high. ''It's sensory overload in every aspect,'' said team member Doug Wasar, a firefighter from St. Louis. Yet, despite the fatigue and anguish they face, they must be forced to stop and eat. When the shift is over, they are reluctant to stop. They are driven by an inner force they find hard to explain.

Their job is as difficult and challenging as perhaps any task that has been undertaken since the attack, but their focus remains true. As the days and weeks progress and the chances of finding survivors wane, they press on, their hope and determination strong.

On behalf of all Missourians I express my sincere and heartfelt appreciation

to the heroes and heroines who make up Missouri Task Force One. They are shining examples of the best Missouri has to offer and an inspiration to the world.

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 this year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred November 30, 1993 in Tyler, TX. Nicholas West, a 23-year-old gay man, was abducted from a park known as a meeting place for gays, robbed and shot to death. Donald Aldrich, 29, David Ray McMillan, 17, and Henry Dunn Jr., 19, were charged with murder.

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, we can change hearts and minds as well.

IN MEMORY OF TWO BRAVE CALIFORNIA PILOTS, LARRY GROFF AND LARS STRATTE

Mrs. BOXER. Madam President, I rise today to commemorate the tragic deaths of Larry Groff and Lars Stratte, pilots who were killed on August, 27, 2001 in a mid-air tanker collision while fighting the Bus Fire in Northern California. Both pilots were flying Gruman S–2 aircraft and were making fire retardant drops on the fire when they collided.

Larry Groff and Lars Stratte were established and dedicated pilots who have recorded numerous hours of flying time. Both pilots were employees of San Joaquin Helicopters, Incorporated. Larry Groff was a 20 year Navy Veteran pilot and Lars Stratte was Past President of the Redding Area Pilots Association.

We will never forget the service of these pilots to their community. In a difficult and dangerous occupation, they demonstrated outstanding courage and extraordinary ability to fight fires from the air in their service with the California Department of Forestry and Fire Protection.

Larry Groff, from Windsor, CA, leaves behind his wife Christine, his six children and two grandchildren. Lars Stratte, from Redding, CA, leaves behind his wife Terri and two children.

Larry Groff and Lars Stratte served their community and the people of California with great distinction. I am honored to pay tribute to these brave men today and I encourage my fellow colleagues to join me in celebrating their lives and service, mourning their passing and extending our condolences to their families.

IN RECOGNITION OF DAVID BOHLEY

Mr. BOND. Madam President, I ask the Senate to pause long enough to recognize an outstanding member of my staff who is moving on to new challenges and new opportunities. Dave Bohley has been a member of my Small Business Committee staff since 1998. Since that time he has set a high standard of excellence and knowledge in handling banking and related matters for the Committee. He was also deeply involved in the Small Business Innovation Research program reauthorization we passed last year, and in the Small Business Technology Transfer program legislation currently working its way through the Congress.

Dave's expertise recently attracted him into a new career at Fannie Mae, the financial services company. Although I am happy for him to have this new opportunity, I am sorry to see him leave my staff. Fannie Mae's gain is truly our loss. I wish him every success and thank him so very much for his exemplary service to me and to the Senate.

NATURALIZATION EXTENSION ACT OF 2001

Mr. KOHL. Madam President, I rise today as an original cosponsor of the Bruce Vento Hmong Veterans Naturalization Extension Act of 2001. This important piece of legislation will ensure that the sizable Hmong population in Wisconsin is able to take advantage of a status adjustment opportunity extended to them unanimously by this Congress last year. The Hmong, and particularly the Lao Veterans of America, deserve our respect and honor for all their help during the conflict in Vietnam.

The Hmong Veterans Naturalization Act of 2000 waives the English language requirement and provides for a translator during administration of the Civics test for all Hmong Veterans of the Special Forces in Laos and their spouses and widows applying for U.S. citizenship. However, the Hmong veteran community only had the benefit of this legislation for 18 months. Since enactment, fewer than half of all Hmong veterans and their family members have been able to seek citizenship under these standards. The legislation introduced today would give those eligible an additional 18 months to apply for citizenship under the Naturalization Act.

I commend my colleague Senator WELLSTONE for his efforts on behalf of the Hmong population living in the upper midwestern United States, and I urge expeditious consideration of this legislation.

CONDEMNING BIGOTRY AND VIOLENCE AGAINST ARAB, MUSLIM AND SOUTH ASIAN AMERICANS

Mr. FEINGOLD. Madam President, I rise to join with my colleagues in support of H. Con. Res 227 condemning bigotry and violence against Arab, Muslim, and South Asian Americans.

I am sincerely grateful for and proud of the tremendous response of the American people who have shown true courage and loyalty in the face of the horrific attacks on our country on September 11, 2001. No one should doubt the resolve of this Nation to meet the challenge before us in fighting terrorism. But as we continue to wrestle with deep and conflicting emotions of sadness, pain, anger, and fear, we must ensure that the spirit of America, that ability to transcend differences in race, religion, and ethnicity to achieve greatness, is not only preserved, but strengthened as a result of this tragedy.

As history has shown, America has always triumphed when we are united. That is why it is so important in this chapter in our history, as we prepare to defend and preserve our Nation, that we stay united as one Nation. This should not be an occasion for irrational impulses of fear, hate or violence towards Arab-Americans, Muslim Americans, South Asian Americans, or any other person in this country. Such actions are wrong. The idea of ''America'' knows no racial, ethnic, or religious boundaries, and no American should have to live in fear as a result of this situation. I stand together with my colleagues, and with Americans of all backgrounds, in condemning such actions. We must renew our commitment to protect our fellow Americans and our Nation against those who want to divide us with hate.

Unfortunately, there has been a rash of acts of hate during the last week, compounding the anxiety of Americans in communities throughout this Nation. I have been saddened to hear of incidents in my own State. Ashraf ''Mike'' Khaled, a Wisconsin resident of Jordanian descent and gas station owner, has been the victim of several incidents of hateful statements and threats of his safety by customers and passerby. He reminded us of why our country is so great and why these actions of hatred can be so damaging. He said, ''I love this country because I found my freedom here.''

This is a critical moment for America. One in which we must all live by and honor our Pledge to live as ''One Nation, under God, indivisible, with liberty and justice for all.''

ADDITIONAL STATEMENTS

TRIBUTE TO BISHOP TIMLIN

• Mr. SPECTER. Madam President, I seek recognition today to acknowledge the service of my friend, Bishop James C. Timlin, D.D., of the Diocese of

Scranton, who is today celebrating 25 years since his elevation to the rank of bishop. Recently, on July 16, 2001, Bishop Timlin also observed the 50th anniversary of his priestly ordination.

Bishop Timlin was born in Scranton on August 5, 1927. He attended Holy Rosary High School and St. Charles College in Catonsville, MD. He then attended St. Mary's Seminary in Baltimore and the North American College in Rome, Italy, where he completed his studies for the priesthood. Bishop Timlin was ordained on July 16, 1951, in Rome by the Most Reverend Martin J. O'Connor, D.D. Bishop Timlin continued his studies in theology there before returning to the Diocese of Scranton, where he was appointed Assistant Pastor at St. John Evangelist Parish, Pittston, in 1952.

On June 12, 1953, he became Assistant Pastor of St. Peter's Cathedral in Scranton, where he served until September 12, 1966, when he was named Assistant Chancellor of the Diocese of Scranton. He was named Chaplain to His Holiness Pope Paul VI on August 3, 1967, Chancellor of the Diocese of Scranton on December 15, 1971, and Prelate of Honor to His Holiness on April 23, 1972. He was named the Auxiliary Bishop of Scranton on August 3, 1976, and Pastor of the Nativity of Our Lord, Scranton, in September 1979. Cardinal John J. O'Connor, the seventh Bishop of Scranton, appointed him Chairman of the Board of Advisors for St. Pius X Seminary and Chairman of the Preparatory Commission for the Scranton Diocesan Synod in 1983.

Pope John Paul II appointed him the eighth Bishop of Scranton on April 24, 1984, and his installation followed on June 7, 1984. Bishop Timlin has served two terms as a member of the Administrative Board and the National Advisory Council of the National Conference of Catholic Bishops. He also served as a member of the Board of the North American College, as well as a consultant on the Liturgy Committee. He is presently a consultant to the NCCB's Ecumenical and Migration committees.

For his leadership and spiritual shepherding of 340,000 Catholics in the 11 counties of the Diocese of Scranton, I would like to extend the gratitude and recognition of the United States Senate to Bishop James Timlin.●

IN MEMORY OF ROSE ANN VUICH

● Mrs. BOXER. Mr. President, I rise today to recognize the recent passing of Rose Ann Vuich, an extraordinary public servant and Californian who died on August 30th at the age of 74, after a long battle with Alzheimer's.

Rose Ann Vuich was California's first woman State senator, serving in the California State Senate for 16 years until her retirement in 1992. With the election of Senator Vuich in 1976, she became an icon in California's political history and helped to write a new era in the history of the California State Senate.

Rose Ann Vuich set a high level of integrity and decency. To this day, there is a Rose Ann Vuich award recognizing other great public servants who meet her high standards. She was a woman of great determination and dedication, who worked tirelessly for her constituents and was loved and respected by so many.

Rose Ann Vuich was the daughter of Yugoslav immigrants and was from the small farming community of Dinuba in Tulare County, California. Senator Vuich was dedicated to agriculture, family, community and promoting the San Joaquin Valley. She will be greatly missed by all.

On behalf of the Senate, I extend our thoughts and prayers to the Vuich Family on the loss of an extraordinary woman. I ask that the Fresno Bee Editorial from August 31, 2001 be printed in the RECORD.

[From the Fresno Bee, Aug. 31, 2001]

ROSE ANN VUICH—VALLEY LAWMAKER LEFT AN ENDURING LEGACY OF ETHICAL, HONEST BEHAVIOR

At a time when there's so much cynicism about government, Rose Ann Vuich reminded us that public service is noble. Sen. Vuich, who died Thursday, was California's first woman state senator, but her mark in Sacramento was made with her integrity and a commitment to her Valley constituents.

A Democrat from Dinuba, Sen. Vuich represented the region for 16 years until retiring in 1992. She served at a time when the Legislature was controlled by special interests and laws limiting gifts from lobbyists were not as strict as they are today. Many legislators had their hands out, and the special interests were only too happy to grease them. But they could not get to Sen. Vuich, although they tried.

Sen. Vuich had earned a reputation for voting her conscience and, didn't look kindly on so-called ''juice bills,'' which were bills that had no value other than attracting campaign contributions for lawmakers. In Sacramento, FBI agents played a tape that had a witness saying a bill shouldn't go to the Banking and Commerce Committee, which Sen. Vuich chaired, because she didn't ''play ball.''

In 1998, an award for ethical leadership was established in Sen. Vuich's name. The aim was to raise the ethical bar in the region, which was sorely needed after the many indictments in the local Operation Rezone case.

Sen. Vuich also was a role model for women in government. It was difficult being California's first woman state senator, but she broke into that men's club with humor and dignity. She kept a bell on her desk in the Senate chamber, and when her male colleagues referred to the ''gentlemen of the Senate'' or ''fellow senators,'' she rang the bell loudly. The Senate soon became more sensitive to gender-biased language.

Sen. Vuich was instrumental in getting the local freeway system built and the centerpiece of her 1976 campaign was completing Freeway 41, which she called ''the freeway to nowhere.''

Sen. Vuich remains a role model for all of us. The lessons she taught us must endure.●

IN MEMORY OF SARAH MAE SHOEMAKER CALHOON

● Mr. CARPER. Mr. President, I rise today to commemorate the passing of a wonderful woman, mother, and American. Sarah Mae Shoemaker Calhoon died on July 7, 2001 outside of Columbus, OH, (Hilliard), after a courageous battle with cancer. Mrs. Calhoon was 75 years old.

Mrs. Calhoon was born on August 31, 1925 in Philadelphia, PA to the late Samuel and Sarah Mae Shoemaker. She spent her childhood in Philadelphia, where she would graduate from Cheltenham High School. On August 29, 1947, just two days before her 22nd birthday, Sarah Mae Shoemaker was married to J. Thomas Calhoon, a Marine from Grandview Heights, a suburb of Columbus, OH.

The new Mr. and Mrs. Calhoon had their first child, Thomas F. or ''little'' Tom as they often called him early in their marriage. In September of 1948, Tom, Sarah, and ''little'' Tom moved to Columbus, OH, where, over the next four years they would become the proud parents of three more sons, Sam, Don, and Bob. Their only daughter, Susie, would be born in April of 1961.

Although I did not know Sarah Mae Calhoon personally, I have known her son Tom for more than half of my life. We met as undergraduates at the Ohio State University in the 1960s and have been fraternity brothers for more than three decades. Despite living so far from each other, Tom and I have managed to keep in touch over the years. It is often said that all children are a reflection of their parents. If Tom is even a faint reflection of his mother, it is a great tribute to the values she carried throughout her life and instilled in her children.

Since her recent passing, I have heard and read many wonderful things about Sarah Mae Calhoon. I have learned about her strong commitment to the community of Columbus, whether it be through her active membership in a variety of organizations like the PTA, 4–H, the Lions Auxiliary or in her unofficial role as the ''zoning watchdog'' of the Calhoon's neighborhood on Old Cemetery Road. I have read about her great success as a multi-million dollar producer in the real estate industry. I have heard, from both former customers and competitors alike, about the dedication, loyalty, and integrity that she brought to her job every day.

Most importantly, however, I have learned about her unfailing commitment to being a mother and wife. Nothing was more precious to Sarah Calhoon than her family and she did all she could to ensure that all of her children grew up in a loving and nurturing

environment that would enable them to go on to lead valuable and fulfilling lives. She consistently put the needs, concerns and feelings of her family and others, before her own wishes, never asking for much but always giving a great deal. Her life served as an example, providing inspiration to women everywhere struggling to maintain the careful balance between career and family, a task that she carried out with admirable grace and skill.

Everything that I have learned about Sarah Mae Calhoon since her death has only confirmed what I had always pictured my good friend Tom's mother would be like: the epitome of an exemplary wife, mother, business woman, and citizen.

In closing, I would like to extend my greatest condolences to her husband, their five children, seven grandchildren, and countless others whose lives were touched by this wonderful woman. As we celebrate her remarkable life, let it be known that Sarah Mae Calhoon will be dearly missed, yet never forgotten.●

IN HONOR OF SHOSHONA GREENBAUM

● Mrs. BOXER. Mr. President, a suicide bombing occurred in Jerusalem during the Congressional recess that claimed the life of a young American woman, Shoshona Greenbaum. Ms. Greenbaum, four months pregnant with her first child, is yet another tragic victim in the numbing string of suicide bomb attacks perpetrated by Palestinian extremists against innocent Israeli citizens.

Shoshona Greenbaum was one of 15 people killed on August 9th in a downtown Jerusalem pizzeria, after a Palestinian terrorist detonated a bomb studded with nails, screws and bolts that he had strapped to his body. She died instantly, and with her died the hopes and dreams of a young, idealistic woman, a wife, a devoted school teacher and mother-to-be.

Ms. Greenbaum spent most of her life in Southern California, and her parents, Alan and Shifra Hayman, still live in Los Angeles. My heart goes out to her family, her many friends, and to her grieving husband Steven for their cruel and unexpected loss.

I have had the opportunity to talk with Shoshona's father, and I know what a deep loss this is for the entire family. I condemn this cowardly attack that robbed a husband of his beloved wife and child, devastated a family and took a remarkable young woman from a community that adored her.

It is time for the terrorism to stop. It is time for the suicide bomb attacks to stop. It is time for the Palestinian leadership to renounce the use of violence and to rein in those individuals and elements who seek only to destroy Israel and forever destabilize the region.

In the name of Shoshona Greenbaum and the other innocent victims of these attacks, we must seek to understand the roots of terrorism in the Middle East and bring to an end the ever-escalating cycle of violence. I can think of no more appropriate memorial to Shoshona than to ensure one day that the people of Israel can live in freedom and safety, secure in their knowledge of a peaceful and productive future.●

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Ms. Evans, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

MESSAGE FROM THE HOUSE

At 9:04 a.m., a message from the House of Representatives, delivered by Ms. Niland, one of its reading clerks, announced that the House has passed the following bills, in which is requests the concurrence of the Senate:

H.R. 1900. An act to amend the Juvenile Justice and Delinquency Prevention Act of 1974 to provide quality prevention programs and accountability programs relating to juvenile delinquency, and for other purposes.

H.R. 2061. An act to amend the charter of Southeastern University of the District of Columbia.

H.R. 2657. An act to amend title 11, District of Columbia Code, to redesignate the Family Division of the Superior Court of the District of Columbia as the Family Court of the Superior Court, to recruit and retain trained and experienced judges to serve in the Family Court, to promote consistency and efficiency in the assignment of judges to the Family Court and in the consideration of actions and proceedings in the Family Court, and for other purposes.

The message also announced that the House has disagreed to the amendment of the Senate to the bill (H.R. 2217) making appropriations for the Department of the Interior and related agencies for the fiscal year ending September 30, 2002, and for other purposes, and has agreed to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints the following Members as the managers of the conference on the part of the House: Mr. SKEEN, Mr. REGULA, Mr. KOLBE, Mr. TAYLOR of North Carolina, Mr. NETHERCUTT, Mr. WAMP, Mr. KINGSTON, Mr. PETERSON of Pennsylvania, Mr. YOUNG of Florida, Mr. DICKS, Mr. MURTHA, Mr. MORAN of Virginia, Mr. HINCHEY, Mr. SABO, and Mr. OBEY.

The message also announced that the House has disagreed to the amendment of the Senate to the bill (H.R. 2311) making appropriations for energy and water development for the fiscal year ending September 30, 2002, and for other purposes, and has agreed to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints the following Members as the managers of the conference on the part of the House: Mr. CALLAHAN, Mr. ROGERS of Kentucky, Mr. FRELINGHUYSEN, Mr. LATHAM, Mr. WICKER, Mr. WAMP, Mrs. EMERSON, Mr. DOOLITTLE, Mr. YOUNG of Florida, Mr. VISCLOSKY, Mr. EDWARDS, Mr. PASTOR, Mr. CLYBURN, Ms. ROYBAL-ALLARD, and Mr. OBEY.

The message further announced that the House has disagreed to the amendment of the Senate to the bill (H.R. 2620) making appropriations for the Departments of Veterans Affairs and Housing and Urban Development, and for sundry independent agencies, boards, commissions, corporations, and offices for the fiscal year ending September 30, 2002, and for other purposes, and has agreed to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints the following members as the managers of the conference on the part of the House: Mr. WALSH, Mr. DELAY, Mr. HOBSON, Mr. KNOLLENBERG, Mr. FRELINGHUYSEN, Mrs. NORTHUP, Mr. SUNUNU, Mr. GOODE, Mr. ADERHOLT, Mr. YOUNG of Florida, Mr. MOLLOHAN, Ms. KAPTUR, Mrs. MEEK of Florida, Mr. PRICE of North Carolina, Mr. CRAMER, Mr. FATTAH, and Mr. OBEY.

The message further announced that the House has disagreed to the amendments of the Senate to the bill (H.R. 2647) making appropriations for the Legislative Branch for the fiscal year ending September 30, 2002, and for other purposes, and has agreed to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints the following Members as the managers of the conference on the part of the House: Mr. TAYLOR of North Carolina, Mr. WAMP, Mr. LEWIS of California, Mr. LAHOOD, Mr. SHERWOOD, Mr. YOUNG of Florida, Mr. MORAN of Virginia, Mr. HOYER, Ms. KAPTUR, and Mr. OBEY.

The message also announced that the House agrees to the resolution (H. Res. 240) returning to the Senate the bill (H.R. 2500) making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes, and, in the opinion of the House, contravenes the first clause of the seventh section of the first article of the Constitution of the United States and is an infringement of the privileges of this House and that such bill be respectfully returned to the Senate.

At 11:59 a.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 2904. An act making appropriations for military construction, family housing,

and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes.

MEASURES REFERRED

The following bills were read the first and the second times by unanimous consent, and referred as indicated:

H.R. 1900. An act to amend the Juvenile, Justice and Delinquency Prevention Act of 1974 to provide quality prevention programs and accountability programs relating to juvenile delinquency, and for other purposes; to the Committee on the Judiciary.

H.R. 2061. An act to amend the charter of Southeastern University of the District of Columbia; to the Committee on Governmental Affairs.

H.R. 2657. An act to amend title 11, District of Columbia Code, to redesignate the Family Division of the Superior Court of the District of Columbia as the Family Court of the Superior Court, to recruit and retain trained and experienced judges to serve in the Family Court, to promote consistency and efficiency in the assignment of judges to the Family Court and in the consideration of actions and proceedings in the Family Court, and for other purposes, to the Committee on Governmental Affairs.

H.R. 2904. An act making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and for other purposes;

MEASURES READ THE FIRST TIME

The following bill was read the first time:

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

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC–3988. A communication from the Acting General Counsel of the Department of Defense, transmitting, a draft of proposed legislation relating to civilian personnel, property disposal or transfer, and contractor claims; to the Committee on Governmental Affairs.

EC–3989. A communication from the General Counsel of the Office of Government Ethics, transmitting, pursuant to law, a draft of proposed legislation entitled ''To Amend the Ethics in Government Act of 1978, as Amended, to Streamline the Financial Disclosure Requirements for Executive Branch Employees''; to the Committee on Governmental Affairs.

EC–3990. A communication from the Counsel to the Inspector General, United States Services Administration, transmitting, pursuant to law, the report of the discontinuation of service in acting role in the position of Inspector General, received on August 14, 2001; to the Committee on Governmental Affairs.

EC–3991. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled ''Request for Comments on Regulations That May be Adopted on Interest Allocation'' (Notice 2001–59) received on September 18, 2001; to the Committee on Finance.

EC–3992. A communication from the Director of the Office of Management and Budget, Executive Office of the President, transmitting, pursuant to law, a report relative to Federal Firefighters Retirement Age Fairness Act; to the Committee on the Budget.

EC–3993. A communication from the Director of the Office of Federal Housing Enterprise Oversight, transmitting, pursuant to law, the report of a rule entitled ''Executive Compensation'' (RIN2550–AA13) received on September 19, 2001; to the Committee on Banking, Housing, and Urban Affairs.

EC–3994. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination withdrawn for the position of Assistant Attorney General, received on September 19, 2001; to the Committee on the Judiciary.

EC–3995. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination withdrawn for the position of Assistant Attorney General, Environment and Natural Resources Division, received on September 19, 2001; to the Committee on the Judiciary.

EC–3996. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination returned for the position of Director, Community Relations Service, received on September 19, 2001; to the Committee on the Judiciary.

EC–3997. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination returned for the position of Director, Bureau of Justice Assistance, received on September 19, 2001; to the Committee on the Judiciary.

EC–3998. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination returned for the position of Administrator, Office of Juvenile Justice and Delinquency Prevention, received on September 19, 2001; to the Committee on the Judiciary.

EC–3999. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination and a nomination returned for the position of United States Parole Commissioner, received on September 19, 2001; to the Committee on the Judiciary.

EC–4000. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination and a nomination returned for the position of Assistant Attorney General, Office of Legal Counsel, received on September 19, 2001; to the Committee on the Judiciary.

EC–4001. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination and a nomination returned for the position of United States Parole Commissioner, received on September 19, 2001; to the Committee on the Judiciary.

EC–4002. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination and a nomination returned for the position of United States Parole Commissioner, received on September 19, 2001; to the Committee on the Judiciary.

EC–4003. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination returned for the position of Director, Office for Victims of Crime, received on September 19, 2001; to the Committee on the Judiciary.

EC–4004. A communication from the White House Liaison, Department of Justice, transmitting, pursuant to law, the report of a nomination and a nomination returned for the position of United States Parole Commissioner, received on September 19, 2001; to the Committee on the Judiciary.

EC–4005. A communication from the Under Secretary of Defense, Acquisition, Technology, and Logistics, transmitting, pursuant to law, a report entitled ''Response to Conference Report Accompanying the Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001''; to the Committee on Armed Services.

EC–4006. A communication from the Under Secretary of Defense, Acquisition and Technology, transmitting, pursuant to law, a report entitled ''Chemical and Biological Defense Program Annual Report and Performance Plan, July 2001''; to the Committee on Armed Services.

EC–4007. A communication from the United States Office of Special Counsel, transmitting, pursuant to law, the Commercial Activities Inventory, and the FAIR Annual Management Report for 2001; to the Committee on Governmental Affairs.

EC–4008. A communication from the Chair and Chief Executive Officer of the Armed Forces Retirement Home Board, transmitting, the report of the Commercial Activities Inventory for year 2001; to the Committee on Governmental Affairs.

EC–4009. A communication from the Chairman of the United States Commission for the Preservation of America's Heritage Abroad, transmitting, pursuant to law, the Annual Report on Audit and Investigative Coverage for Fiscal Year 2001; to the Committee on Governmental Affairs.

EC–4010. A communication from the Chairman of the Broadcasting Board of Governors, transmitting, pursuant to law, the Commercial Activities Inventory Report for the year 2001; to the Committee on Governmental Affairs.

EC–4011. A communication from the Executive Secretary and Chief of Staff, Agency for International Development, transmitting, pursuant to law, the report of a nomination for the position of Assistant Administrator, Bureau for Europe and Eurasia, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4012. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Europe and Eurasia, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4013. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Africa, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4014. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer for the position of Assistant Administrator, Bureau for Humanitarian Response, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4015. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer in the position of Assistant Administrator, Bureau for Management, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4016. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of

acting officer for the position of Assistant Administrator, Bureau for Global Programs, Field Support and Research, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4017. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer in the position of Assistant Administrator, Bureau for Latin America and the Caribbean, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4018. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of an acting officer for the position of Assistant Administrator, Bureau for Asia and the Near East, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4019. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer in the position of Assistant Administrator, Bureau for Africa, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4020. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Administrator, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4021. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Africa, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4022. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Europe and Eurasia, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4023. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Deputy Administrator, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4024. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Asia and the Near East, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4025. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Policy and Program Coordination, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4026. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Humanitarian Response, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4027. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Legislative and Public Affairs, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4028. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Humanitarian Response, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4029. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Legislative and Public Affairs, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4030. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Asia and the Near East, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4031. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Assistant Administrator, Bureau for Policy and Program Coordination, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4032. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Administrator, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4033. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of a vacancy in the position of Deputy Administrator, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4034. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer for the position of Assistant Administrator, Bureau for Humanitarian Response, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4035. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer in the position of Assistant Administrator, Bureau for Management, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4036. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer for the position of Assistant Administrator, Bureau for Global Programs, Field Support and Research, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4037. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer for the position of Assistant Administrator, Bureau for Latin America and the Caribbean, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4038. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer for the position of Assistant Administrator, Bureau for Asia and the Near East, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4039. A communication from the Acting Executive Secretary, Agency for International Development, transmitting, pursuant to law, the report of the designation of acting officer in the position of Assistant Administrator, Bureau for Africa, received on September 19, 2001; to the Committee on Foreign Relations.

EC–4040. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries of the Northeastern United States; Summer Flounder, Scup, and Black Sea Bass Fisheries; Adjustments to the 2001 Summer Flounder, Scup and Black Sea Bass Commercial Quotas'' (I.D. 090601A) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4041. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries of the Exclusive Economic Zone Off Alaska; Closes Pollock in Statistical Area 630 of the Gulf of Alaska'' received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4042. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries of the Exclusive Economic Zone Off Alaska—Final Rule to Clarify the Definition of Length Overall of a Vessel'' (RIN0648-AN23) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4043. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Interpretive Rule Regarding Imports of Illegally Harvested Patagonian or Antarctic Toothfish Seized by Foreign Law Enforcement Authorities and Placed into International Commerce'' (RIN0648-AP35) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4044. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries of the Exclusive Economic Zone Off Alaska—Closes C Season Pollock Fishery in Statistical Area 610, GOA'' received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4045. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Atlantic Highly Migratory Species Fisheries; Swordfish Quota Adjustment'' (I.D. 070201A) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4046. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Atlantic Highly Migratory Species (HMS) Fisheries; Large Coastal Shark Species; Postponement of Closure; Fishing Season Notification'' (I.D. 082901B) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4047. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Atlantic Highly Migratory Species Fisheries;

Atlantic Bluefin Tuna Fisheries; Adjustment of Daily Retention Limit; Inseason Quota Transfer'' (I.D. 082701D) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4048. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Atlantic Highly Migratory Species Fisheries; Atlantic Bluefin Tuna Recreational Fishery; Retention Limit Adjustment'' (I.D. 080201B) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4049. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Atlantic Highly Migratory Species; Atlantic Tunas Reporting; Fishery Allocations and Regulatory Adjustments'' (RIN0648–AN97) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4050. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries Off West Coast States and in the Western Pacific; Pacific Coast Groundfish Fishery; End of the Primary Season and Resumption of Trip Limits for the Shore-based Fishery for Pacific Whiting'' received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4051. A communication from the Acting Assistant Administrator for Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries Off West Coast States and in the Western Pacific; Coastal Pelagic Species Fishery; Amendment 9'' (RIN0648–AO97) received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4052. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries of the Exclusive Economic Zone Off Alaska—Closes Shallow—Water Species Fishery Using Trawl Gear, Gulf of Alaska'' received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4053. A communication from the Acting Director of the Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled ''Fisheries of the Exclusive Economic Zone Off Alaska; Closes Trawling in Steller Sea Lion Protection Areas in the Central Aleutian District of the Bering Sea and Aleutian Islands Management Area'' received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4054. A communication from the Attorney/Advisor, Department of Transportation, transmitting, pursuant to law, the report of a nomination for the position of Administrator, Research and Special Programs Administration, received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4055. A communication from the Attorney/Advisor of the Department of Transportation, transmitting, pursuant to law, the report of a nomination for the position of Administrator, Federal Motor Carrier Safety Administration, received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4056. A communication from the Attorney/Advisor of the Department of Transportation, transmitting, pursuant to law, the report of a nomination for the position of General Counsel, Office of the Secretary, received on September 19, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4057. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Zoxamide 3 ,5-dichloro-N- (3-Chloro-1-ethyl-1-methly-2-oxopropyl)- 4-Methylbenzamide; Pesticide Tolerance'' (FRL6803–7) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4058. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Sulfosate; Pesticide Tolerances'' (FRL6801–8) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4059. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Spinosad; Pesticide Tolerance'' (FRL6802–9) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4060. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Propamocrab Hydrochloride; Pesticide Tolerances'' (FRL6797–2) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4061. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Paraquat; Pesticide Tolerances'' (FRL6799–2) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4062. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Azoxystrobin; Pesticide Tolerances'' (FRL6803–1) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4063. A communication from the Acting Executive Director, Commodity Futures Trading Commission, transmitting, pursuant to law, the report of a rule entitled ''17 CFR Parts 41 and 140—Designated Contract Markets in Security Futures Products: Notice-Designation Requirements, Continuing Obligations, Applications for Exemptive Orders, and Exempt Provisions'' (RIN3038–AB82) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4064. A communication from the Acting Executive Director, Commodity Futures Trading Commission, transmitting, pursuant to law, the report of a rule entitled ''17 CFR 41 (CFTC)—Method for Determining Market Capitalization and Dollar Value of Average Daily Trading Volume; Application of the Definition of Narrow-Based Security Index; Joint Final Rule'' (RIN3235–AI13) received on September 19, 2001 ; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4065. A communication from the Acting Executive Director of the Commodity Futures Trading Commission, transmitting, pursuant to law, the report of a rule entitled ''17 CFR Part 39—A New Regulatory Framework for Clearing Organizations'' (RIN3038–AB66) received on September 19, 2001; to the Committee on Agriculture, Nutrition, and Forestry.

EC–4066. A communication from the Administrator of the General Service Administration, transmitting, the report of lease prospectuses that support the Fiscal Year 2002 Capital Investment and Leasing Program; to the Committee on Environment and Public Works.

EC–4067. A communication from the Acting Director of the Fish and Wildlife Service, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled ''Endangered and Threatened Wildlife and Plants; Determination of Endangered Status for Astragalus holmgreniorum (Holmgren milk-vetch) and Astragalus ampullarioides (Shivwits milk-vetch)'' (RIN1018–AG02) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4068. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Approval and Promulgation of Air Quality Implementation Plans for Colorado and Montana: Transportation Conformity'' (FRL7055–4) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4069. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Approval and Promulgation of Air Quality Implementation Plan; Texas; Revisions to General Rules and Regulation for Control of Air Pollution by Permits for New Sources and Modifications'' (FRL7063–2) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4070. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Approval and Promulgation of Implementation Plans; Indiana'' (FRL7056–2) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4071. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Approval and Promulgation of Implementation Plans; New York Ozone State Implementation Plan Revision'' (FRL7057–5) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4072. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Approval and Promulgation of State Plans for Designated Facilities and Pollutants: California'' (FRL7058–5) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4073. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Approval and Promulgation of State Plans for Designated Facilities and Pollutants: South Carolina'' (FRL7062–1) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4074. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Clean Air Act Final Approval of Operating Permits Program; State of New Hampshire'' (FRL7064–1) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4075. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Clean Air Act Finding of Attainment;

Spokane, Washington Particulate Matter (PM–10) Nonattainment Area'' (FRL7064–3) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4076. A communication from the Principal Deputy Associate Administrator of the Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Findings of Significant Contribution and Rulemaking on Section 126 Petitions for Purposes of Reducing Interstate Ozone Transport—Federal NO_X Budget Trading Program, Rule Revisions'' (FRL7058–2) received on September 19, 2001; to the Committee on Environment and Public Works.

EC–4077. A communication from the Chief of the Regulations Unit, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled ''Applicable Federal Rates—October 2001'' (Rev. Rul. 2001–49) received on September 20, 2001; to the Committee on Finance.

EC–4078. A communication from the Deputy Secretary, Division of Corporation Finance, Securities and Exchange Commission, transmitting, pursuant to law, the report of a rule entitled ''Calculation of Average Weekly Trading Volume under Rule 144 and Termination of 10b5–1 Trading Plan'' received on September 20, 2001; to the Committee on Banking, Housing, and Urban Affairs.

EC–4079. A communication from the Acting Director of the Fish and Wildlife Service, Endangered Species, transmitting, pursuant to law, the report of a rule entitled ''Endangered and Threatened Wildlife and Plants; Final Rule to List Silene spaldingii (Spalding's Catchfly) as Threatened'' (RIN1018–AF79) received on September 20, 2001; to the Committee on Environment and Public Works.

EC–4080. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Annisqualm River, MA'' ((RIN2115–AE47)(2001–0094)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4081. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Bayou Lafourche, LA'' ((RIN2115–AE47)(2001–0099)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4082. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Safety/Security Zone Regulations; Selfridge Air National Guard Base, Michigan'' ((RIN2115–AA97)(2001–0103)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4083. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Safety/Security Zone Regulations; Chelsea River Blasting, Boston, Massachusetts'' ((RIN2115–AA97)(2001–0101)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4084. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Special Anchorage Areas/Anchorage Grounds Regulations: San Francisco Bay, CA'' ((RIN2115–AA98)(2001–0001)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4085. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations: Long Island, New York Inland Waterway from East Rockaway Inlet to Shinnecock Canal, NY'' ((RIN2115–AE47)(2001–0095)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4086. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Bayou Lafourche, LA'' ((RIN2115–AE47)(2001–0097)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4087. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Old River, California'' ((RIN2115–AE47)(2001–0092)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4088. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Safety/Security Zone Regulations; Charleston, South Carolina'' ((RIN2115–AA97)(2001–0104)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4089. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Regatta Regulations; Sunset Lake, Wildwood Crest, New Jersey'' ((RIN2115–AE46)(2001–0032)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4090. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Regatta Regulations: Atlantic Ocean, Atlantic City, New Jersey'' ((RIN2115–AE46)(2001–0033)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4091. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Shaw Cove, CT'' ((RIN2115–AE47)(2001–0093)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4092. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Napa River, California'' ((RIN2115–AE47)(2001–0091)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4093. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations: Highbridge Road Drawbridge, Atlantic Intracoastal Waterway, Volusia County, Florida'' ((RIN2115–AE47)(2001–0098)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

EC–4094. A communication from the Chief of the Regulations and Administrative Law, United States Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled ''Drawbridge Regulations; Mullica River'' ((RIN2115–AE47)(2001–0096)) received on September 21, 2001; to the Committee on Commerce, Science, and Transportation.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. INOUYE, from the Committee on Indian Affairs, with an amendment:

S. 746: A bill to express the policy of the United States regarding the United States relationship with Native Hawaiians and to provide a process for the recognition by the United States of the Native Hawaiian governing entity, and for other purposes. (Rept. No. 107–66).

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. MCCONNELL:

S. 1444. A bill to establish a Federal air marshals program under the Attorney General; to the Committee on Commerce, Science, and Transportation.

By Mr. ENZI (for himself, Mr. DORGAN, Mr. FRIST, and Mr. HUTCHINSON):

S. 1445. A bill to amend the Higher Education Act of 1965 to expand the opportunities for higher education via telecommunications; to the Committee on Health, Education, Labor, and Pensions.

By Mr. ALLEN:

S. 1446. A bill to amend the Internal Revenue Code of 1986 to exclude from gross income certain terrorist attack zone compensation of civilian uniformed personnel; to the Committee on Finance.

By Mr. HOLLINGS (for himself, Mr. MCCAIN, Mr. KERRY, Mr. ROCKEFELLER, Mrs. HUTCHISON, Mr. BREAUX, Mr. BURNS, Mr. REID, Mr. CLELAND, Mr. SMITH of Oregon, Mr. EDWARDS, Mr. NELSON of Florida, Mrs. CARNAHAN, Mr. WELLSTONE, Mr. WYDEN, Mrs. BOXER, Mrs. CLINTON, Ms. MIKULSKI, Mr. DASCHLE, Mr. DORGAN, Mr. INOUYE, and Mr. HARKIN):

S. 1447. A bill to improve aviation security, and for other purposes; read the first time.

By Mr. GRAHAM (for himself, Mrs. FEINSTEIN, Mr. BAYH, Mr. NELSON of Florida, and Mr. ROCKEFELLER):

S. 1448. A bill to enhance intelligence and intelligence-related activities of the United States Government in the prevention of terrorism, and for other purposes; to the Select Committee on Intelligence.

By Mr. GRAHAM (for himself, Mrs. FEINSTEIN, Mr. BAYH, Ms. MIKULSKI, Mr. DURBIN, Mr. NELSON of Florida, and Mr. ROCKEFELLER):

S. 1449. A bill to establish the National Office for Combatting Terrorism; to the Committee on Governmental Affairs.

By Mr. DASCHLE (for himself and Mr. LOTT):

S. 1450. A bill to preserve the continued viability of the United States air transportation system; considered and passed.

By Mr. REID (for himself and Mr. ENSIGN):

S. 1451. A bill to provide for the conveyance of certain public land in Clark County, Nevada, for use as a shooting range; to the Committee on Energy and Natural Resources.

By Mr. KENNEDY (for himself, Mr. BROWNBACK, Mr. GRASSLEY, Mr. LEAHY, and Ms. CANTWELL):

S. 1452. A bill to provide for electronic access by the Department of State and Immigration and Naturalization Service to certain information in the criminal history records of the Federal Bureau of Investigation to determine whether or not a visa applicant or applicant for admission has a criminal record; to the Committee on the Judiciary.

By Mr. SMITH of New Hampshire:

S. 1453. A bill to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide for improved Federal efforts to prepare for, and respond to, terrorist attacks, and for other purposes; to the Committee on Environment and Public Works.

By Mrs. CARNAHAN (for herself, Mr. DASCHLE, Mr. KENNEDY, Mrs. MURRAY, Ms. CANTWELL, Mr. ALLEN, Mr. WELLSTONE, Mr. DURBIN, Mr. ROCKEFELLER, Mr. CLELAND, and Mr. DAYTON):

S. 1454. A bill to provide assistance for employees who are separated from employment as a result of reductions in service by air carriers, and closures of airports, caused by terrorist actions or security measures; to the Committee on Finance.

By Ms. SNOWE (for herself and Mr. STEVENS):

S. 1455. A bill to amend title 49, United States Code, to regulate the training of aliens to operate jet-propelled aircraft, and for other purposes; to the Committee on Commerce, Science, and Transportation.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. DODD (for himself and Mr. MCCONNELL):

S. Res. 162. A resolution providing for members on the part of the Senate of the Joint Committee on Printing and the Joint Committee of Congress on the Library; considered and agreed to.

By Ms. LANDRIEU (for herself, Mrs. MURRAY, Ms. COLLINS, Ms. SNOWE, Mrs. CARNAHAN, Mrs. HUTCHISON, Ms. CANTWELL, Mrs. FEINSTEIN, Ms. STABENOW, Ms. MIKULSKI, Mrs. LINCOLN, Mrs. BOXER, Mr. HATCH, and Mrs. CLINTON):

S. Res. 163. A resolution designating the week of September 23, 2001, through September 29, 2001, as ''National Ovarian Cancer Awareness Week''; to the Committee on the Judiciary.

By Mr. WARNER (for himself and Mr. HAGEL):

S. Con. Res. 69. A concurrent resolution expressing support for tuberous sclerosis awareness; to the Committee on Health, Education, Labor, and Pensions.

By Mr. WARNER (for himself and Mr. ALLEN):

S. Con. Res. 70. A concurrent resolution expressing the sense of the Congress in support of the ''National Wash America Campaign''; to the Committee on the Judiciary.

By Ms. LANDRIEU:

S. Con. Res. 71. A concurrent resolution designating the week of October 7 through October 13, 2001, as ''National Mental Health Awareness Week''; to the Committee on the Judiciary.

By Ms. LANDRIEU (for herself, Ms. COLLINS, and Ms. STABENOW):

S. Con. Res. 72. A concurrent resolution expressing the sense of Congress that a commemorative postage stamp should be issued honoring Martha Matilda Harper, and that the Citizens' Stamp Advisory Committee should recommend to the Postmaster General that such a stamp be issued; to the Committee on Governmental Affairs.

By Mr. NICKLES (for himself, Mr. INHOFE, Mr. SCHUMER, Mrs. CLINTON, Mr. ALLEN, Mr. MCCONNELL, Mr. CRAPO, Mr. LUGAR, Mr. WARNER, Mr. ROBERTS, Mr. MCCAIN, Mr. LEVIN, Mr. BIDEN, Mr. BAYH, Mr. JOHNSON, Mr. SARBANES, Mr. FITZGERALD, Mr. CLELAND, Ms. CANTWELL, Mr. NELSON of Florida, Mr. KOHL, Mr. KERRY, Mr. FEINGOLD, Mr. BREAUX, Mr. LIEBERMAN, Ms. COLLINS, and Mr. HUTCHINSON):

S. Con. Res. 73. A concurrent resolution expressing the profound sorrow of Congress for the deaths and injuries suffered by first responders as they endeavored to save innocent people in the aftermath of the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001; to the Committee on the Judiciary.

ADDITIONAL COSPONSORS

S. 181

At the request of Mr. SHELBY, the name of the Senator from Virginia (Mr. ALLEN) was added as a cosponsor of S. 181, a bill to amend the Internal Revenue Code of 1986 to phase out the taxation of social security benefits.

S. 237

At the request of Mr. HUTCHINSON, the name of the Senator from Virginia (Mr. ALLEN) was added as a cosponsor of S. 237, a bill to amend the Internal Revenue Code of 1986 to repeal the 1993 income tax increase on Social Security benefits.

S. 258

At the request of Mrs. LINCOLN, the name of the Senator from California (Mrs. FEINSTEIN) was added as a cosponsor of S. 258, a bill to amend title XVIII of the Social Security Act to provide for coverage under the medicare program of annual screening pap smear and screening pelvic exams.

S. 351

At the request of Ms. COLLINS, the name of the Senator from Oregon (Mr. WYDEN) was added as a cosponsor of S. 351, a bill to amend the Solid Waste Disposal Act to reduce the quantity of mercury in the environment by limiting use of mercury fever thermometers and improving collection, recycling, and disposal of mercury, and for other purposes.

S. 459

At the request of Mr. BUNNING, the name of the Senator from Nebraska (Mr. HAGEL) was added as a cosponsor of S. 459, a bill to amend the Internal Revenue Code of 1986 to reduce the tax on vaccines to 25 cents per dose.

S. 521

At the request of Mr. SANTORUM, the name of the Senator from Virginia (Mr. ALLEN) was added as a cosponsor of S. 521, a bill to amend the Internal Revenue Code of 1986 to allow a credit against income tax for expenses incurred in teleworking.

S. 554

At the request of Mrs. MURRAY, the name of the Senator from Arkansas (Mrs. LINCOLN) was added as a cosponsor of S. 554, a bill to amend title XVIII of the Social Security Act to expand medicare coverage of certain self-injected biologicals.

S. 627

At the request of Mr. GRAHAM, the name of the Senator from Georgia (Mr. MILLER) was added as a cosponsor of S. 627, a bill to amend the Internal Revenue Code of 1986 to allow individuals a deduction for qualified long-term care insurance premiums, use of such insurance under cafeteria plans and flexible spending arrangements, and a credit for individuals with long-term care needs.

S. 677

At the request of Mr. HATCH, the name of the Senator from Utah (Mr. BENNETT) was added as a cosponsor of S. 677, a bill to amend the Internal Revenue Code of 1986 to repeal the required use of certain principal repayments on mortgage subsidy bond financing to redeem bonds, to modify the purchase price limitation under mortgage subsidy bond rules based on median family income, and for other purposes.

S. 697

At the request of Mr. HATCH, the name of the Senator from Illinois (Mr. FITZGERALD) was added as a cosponsor of S. 697, a bill to modernize the financing of the railroad retirement system and to provide enhanced benefits to employees and beneficiaries.

S. 753

At the request of Mr. BREAUX, the names of the Senator from Nebraska (Mr. HAGEL), the Senator from Minnesota (Mr. WELLSTONE), the Senator from Colorado (Mr. CAMPBELL), and the Senator from Florida (Mr. NELSON) were added as cosponsors of S. 753, a bill to amend the Harmonized Tariff Schedule of the United States to prevent circumvention of the sugar tariff-rate quotas.

S. 790

At the request of Mr. BROWNBACK, the name of the Senator from Kentucky (Mr. BUNNING) was added as a cosponsor of S. 790, a bill to amend title 18, United States Code, to prohibit human cloning.

S. 836

At the request of Mr. CRAIG, the name of the Senator from Arizona (Mr. KYL) was added as a cosponsor of S. 836, a bill to amend part C of title XI of the Social Security Act to provide for coordination of implementation of administrative simplification standards for health care information.

S. 905

At the request of Mr. HARKIN, the names of the Senator from Maryland (Ms. MIKULSKI) and the Senator from

North Dakota (Mr. CONRAD) were added as cosponsors of S. 905, a bill to provide incentives for school construction, and for other purposes.

S. 950

At the request of Mr. SMITH of New Hampshire, the name of the Senator from Rhode Island (Mr. CHAFEE) was added as a cosponsor of S. 950, a bill to amend the Clean Air Act to address problems concerning methyl tertiary butyl ether, and for other purposes.

S. 992

At the request of Mr. NICKLES, the name of the Senator from Utah (Mr. BENNETT) was added as a cosponsor of S. 992, a bill to amend the Internal Revenue Code of 1986 to repeal the provision taxing policy holder dividends of mutual life insurance companies and to repeal the policyholders surplus account provisions.

S. 1136

At the request of Mr. SARBANES, the name of the Senator from South Dakota (Mr. JOHNSON) was added as a cosponsor of S. 1136, a bill to provide for mass transportation in certain Federally owned or managed areas that are open to the general public.

S. 1209

At the request of Mr. BINGAMAN, the name of the Senator from Nebraska (Mr. NELSON) was added as a cosponsor of S. 1209, a bill to amend the Trade Act of 1974 to consolidate and improve the trade adjustment assistance programs, to provide community-based economic development assistance for trade-affected communities, and for other purposes.

S. 1214

At the request of Mr. HOLLINGS, the name of the Senator from Illinois (Mr. DURBIN) was added as a cosponsor of S. 1214, a bill to amend the Merchant Marine Act, 1936, to establish a program to ensure greater security for United States seaports, and for other purposes.

S. 1226

At the request of Mr. CAMPBELL, the name of the Senator from Maine (Ms. COLLINS) was added as a cosponsor of S. 1226, a bill to require the display of the POW/MIA flag at the World War II memorial, the Korean War Veterans Memorial, and the Vietnam Veterans Memorial.

S. 1250

At the request of Mrs. CARNAHAN, the name of the Senator from Arkansas (Mrs. LINCOLN) was added as a cosponsor of S. 1250, a bill to amend title 10, United States Code, to improve transitional medical and dental care for members of the Armed Forces released from active duty to which called or ordered, or for which retained, in support of a contingency operation.

At the request of Mrs. CARNAHAN, the name of the Senator from Oklahoma (Mr. INHOFE) was withdrawn as a cosponsor of S. 1250, supra.

S. 1258

At the request of Mr. DORGAN, the name of the Senator from New Jersey (Mr. CORZINE) was added as a cosponsor of S. 1258, a bill to improve academic and social outcomes for teenage youth.

S. 1286

At the request of Mrs. CARNAHAN, the name of the Senator from Georgia (Mr. MILLER) was added as a cosponsor of S. 1286, a bill to provide for greater access to child care services for Federal employees.

S. 1329

At the request of Mr. JEFFORDS, the name of the Senator from Kentucky (Mr. BUNNING) was added as a cosponsor of S. 1329, a bill to amend the Internal Revenue Code of 1986 to provide a tax incentive for land sales for conservation purposes.

S. 1409

At the request of Mr. MCCONNELL, the name of the Senator from Georgia (Mr. MILLER) was added as a cosponsor of S. 1409, a bill to impose sanctions against the PLO or the Palestinian Authority if the President determines that those entities have failed to substantially comply with commitments made to the State of Israel.

S. 1429

At the request of Mr. EDWARDS, the name of the Senator from Nebraska (Mr. NELSON) was added as a cosponsor of S. 1429, a bill to provide for the improvement of security at airports and seaports.

S. 1430

At the request of Mr. JOHNSON, the names of the Senator from New Jersey (Mr. CORZINE) and the Senator from Missouri (Mrs. CARNAHAN) were added as cosponsors of S. 1430, a bill to authorize the issuance of Unity Bonds in response to the acts of terrorism perpetrated against the United States on September 11, 2001, and for other purposes.

S. 1432

At the request of Mr. SMITH of Oregon, the names of the Senator from Idaho (Mr. CRAIG) and the Senator from Alaska (Mr. MURKOWSKI) were added as cosponsors of S. 1432, a bill to authorize the issuance of United States Defense of Freedom Bonds to aid in funding of the war against terrorism, and for other purposes.

S. 1433

At the request of Mr. ALLEN, the name of the Senator from Arkansas (Mr. HUTCHINSON) was added as a cosponsor of S. 1433, a bill to amend the Internal Revenue Code of 1986 to provide tax relief for victims of the terrorist attacks against the United States on September 11, 2001.

S. 1434

At the request of Mr. SPECTER, the names of the Senator from New Mexico (Mr. DOMENICI), the Senator from Massachusetts (Mr. KERRY), and the Senator from Iowa (Mr. GRASSLEY) were added as cosponsors of S. 1434, a bill to authorize the President to award posthumously the Congressional Gold Medal to the passengers and crew of United Airlines flight 93 in the aftermath of the terrorist attack on the United States on September 11, 2001.

S.J. RES. 18

At the request of Mr. SARBANES, the names of the Senator from Massachusetts (Mr. KENNEDY), the Senator from Massachusetts (Mr. KERRY), the Senator from Michigan (Mr. LEVIN), the Senator from Connecticut (Mr. LIEBERMAN), the Senator from West Virginia (Mr. ROCKEFELLER), and the Senator from New Jersey (Mr. CORZINE) were added as cosponsors of S.J. Res. 18, a joint resolution memorializing fallen firefighters by lowering the United States flag to half-staff on the day of the National Fallen Firefighters Memorial Service in Emmitsburg, Maryland.

S. RES. 160

At the request of Mr. HATCH, the names of the Senator from Ohio (Mr. DEWINE), the Senator from Colorado (Mr. CAMPBELL), the Senator from New York (Mrs. CLINTON), the Senator from Nebraska (Mr. NELSON), the Senator from Vermont (Mr. LEAHY), the Senator from North Dakota (Mr. CONRAD), the Senator from Tennessee (Mr. FRIST), the Senator from West Virginia (Mr. ROCKEFELLER), the Senator from Vermont (Mr. JEFFORDS), the Senator from Montana (Mr. BAUCUS), the Senator from Alabama (Mr. SESSIONS), the Senator from North Carolina (Mr. HELMS), the Senator from New Mexico (Mr. BINGAMAN), the Senator from Kentucky (Mr. BUNNING), the Senator from Georgia (Mr. MILLER), the Senator from Alaska (Mr. MURKOWSKI), the Senator from Oklahoma (Mr. NICKLES), the Senator from Mississippi (Mr. COCHRAN), the Senator from New Mexico (Mr. DOMENICI), the Senator from Virginia (Mr. ALLEN), the Senator from Oregon (Mr. WYDEN), the Senator from Oregon (Mr. SMITH), the Senator from California (Mrs. FEINSTEIN), the Senator from South Dakota (Mr. DASCHLE), the Senator from Illinois (Mr. FITZGERALD), the Senator from Maine (Ms. SNOWE), the Senator from Maine (Ms. COLLINS), the Senator from Minnesota (Mr. WELLSTONE), the Senator from Massachusetts (Mr. KERRY), the Senator from Washington (Ms. CANTWELL), the Senator from Michigan (Ms. STABENOW), the Senator from Massachusetts (Mr. KENNEDY), the Senator from Arkansas (Mrs. LINCOLN), the Senator from Pennsylvania (Mr. SPECTER), the Senator from Delaware (Mr. BIDEN), the Senator from Kansas (Mr. BROWNBACK), the Senator from Kansas (Mr. ROBERTS), the Senator from Colorado (Mr. ALLARD), the Senator from Indiana (Mr. BAYH), the Senator from West Virginia (Mr. BYRD), the Senator from Florida (Mr. NELSON), the Senator from New York (Mr. SCHUMER), the Senator from South Carolina (Mr. HOLLINGS), the Senator from Pennsylvania (Mr. SANTORUM), the Senator from Texas (Mrs. HUTCHISON), the Senator from New Jersey (Mr. CORZINE), the Senator from Tennessee (Mr. THOMPSON), the Senator from Indiana (Mr. LUGAR), the Senator from Ohio (Mr.

VOINOVICH), the Senator from Kentucky (Mr. MCCONNELL), the Senator from Mississippi (Mr. LOTT), the Senator from Hawaii (Mr. AKAKA), the Senator from California (Mrs. BOXER), the Senator from Illinois (Mr. DURBIN), the Senator from Louisiana (Mr. BREAUX), the Senator from Minnesota (Mr. DAYTON), the Senator from Wyoming (Mr. ENZI), the Senator from Wyoming (Mr. THOMAS), and the Senator from New Hampshire (Mr. SMITH) were added as cosponsors of S. Res. 160, a resolution designating the month of October 2001, as ''Family History Month.''

S. RES. 161

At the request of Mrs. MURRAY, the name of the Senator from Nevada (Mr. REID) was added as a cosponsor of S. Res. 161, a resolution designating October 17, 2001, as a ''Day of National Concern About Young People and Gun Violence.''

S. CON. RES. 66

At the request of Mr. STEVENS, the names of the Senator from Idaho (Mr. CRAPO), the Senator from Wyoming (Mr. THOMAS), the Senator from South Carolina (Mr. HOLLINGS), the Senator from West Virginia (Mr. ROCKEFELLER), and the Senator from Maryland (Ms. MIKULSKI) were added as cosponsors of S. Con. Res. 66, a concurrent resolution to express the sense of the Congress that the Public Safety Officer Medal of Valor should be awarded to public safety officers killed in the line of duty in the aftermath of the terrorist attacks of September 11, 2001.

AMENDMENT NO. 1583

At the request of Mrs. CLINTON, the names of the Senator from Nebraska (Mr. NELSON), the Senator from North Dakota (Mr. CONRAD), the Senator from New Jersey (Mr. CORZINE), the Senator from New Mexico (Mr. DOMENICI), the Senator from Illinois (Mr. DURBIN), and the Senator from Nevada (Mr. ENSIGN) were added as cosponsors of amendment No. 1583 proposed to H.R. 2590, a bill making appropriations for the Treasury Department, the United States Postal Service, the Executive Office of the President, and certain Independent Agencies, for the fiscal year ending September 30, 2002, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. MCCONNELL.

S. 1444. A bill to establish a Federal air marshals program under the Attorney General; to the Committee on Commerce, Science, and Transportation.

Mr. MCCONNELL. Madam President, two unmistakable American voices have emerged from the aftermath of September 11.

One voice expressed a newfound hesitancy to fly. Passengers have canceled scheduled flights en masse and I, for one, can hardly blame them. Just this week we heard chilling reports that more acts of terror may be planned in our skies, and, even after the tragic events of September 11, we continue to hear anecdotes of lax security at our Nation's airports. Almost overnight, air travel, a way of life for millions of Americans every day, is now limping along. Families who gather to celebrate holidays, businesspeople who depend upon air transport, and Americans who simply prefer the speed of airplanes, now all must deal with the awful reality of terrorism. The hard economic truth of September 11 is that it scared so many passengers from airlines that it threatens to destroy our multi-billion dollar aviation industry.

But a second, more inspiring, voice emerged from Americans after the acts of September 11, a visceral, instinctive urge to serve their country in some way after the attack on American soil. Minutes after Tuesday's tragedy, we saw real-life armies of compassion come to the aid of those whose lives were destroyed. We saw police and fire rescue units risk their lives to save their fellow citizens. We saw American families generously pour nearly $200 million of relief money to charitable organizations such as the Red Cross, the United Way, and the Salvation Army. And in memorial services and vigils all over the country, we saw Americans rallying together to pause, to pray, and to pledge that the American spirit will not be broken. Still today, in a remarkable show of patriotism, there is a chorus, especially those in law enforcement, asking ''what can I do?'' to protect and defend our fellow countrymen from future terrorist tragedies.

What we need to do is harness this spirit in order to make our airlines safe again for American families. So, today, I am introducing legislation that authorizes the Attorney General, as our Nation's top law enforcement official, to establish a comprehensive Federal Air Marshal program to secure airports from curbside to cockpit. And to capitalize on the desire of so many Americans to serve our country in the fight against terrorism, the legislation specifically authorizes the Attorney General to use active and retired Federal, State, and local law enforcement officials to serve in the Air Marshal program.

America needs a uniform Federal Air Marshal program to combat potential terrorism from the minute passengers arrive at an airport until the time they arrive safely at their intended destinations. This requires a professional law enforcement team to police airport points of entry, operate x-ray machines, and serve as undercover air security marshals on board commercial aircraft. While we have an existing FAA Federal Air Marshal program on board aircraft, we need to expand Federal aviation security to put Federal marshals on more flights and to stop terrorism on the ground before it can board an aircraft. For a comprehensive Air Marshal program to be most effective, we need to relieve the obligations of airport security from the FAA and the airlines, whose primary purpose is to facilitate and manage air travel, and entrust that obligation to the Department of Justice, whose primary mission is to enforce Federal law, and most important, to safeguard and protect us from terrorism.

Obviously this new Federal Air Marshals program will require additional manpower and financial resources. And that is where we intend to harness the spirit espoused by so many of our law enforcement personnel throughout the country. The new Federal Air Marshals program not only will recruit new full-time active professional marshals but will augment that program with Deputy Federal Air Marshals drawn from retired military personnel, as well as from active or retired Federal, State, and local law enforcement officers, anyone from a DEA agent to a local law enforcement officer who wants to serve his country by securing our airports and aircraft. It is also crucial that we retain a sufficient measure of cost-sharing with private and State and local entities. Private airlines and airport authorities should share a responsibility, as they do now, to help fund a portion of airport security.

The Attorney General will, of course, determine how to deploy the Deputy Air Marshals most effectively, and will ensure that they are properly trained to perform the task required of them, be it thwarting hijackers on board an aircraft or searching suspicious packages in the terminal. What is certain, however, is that tapping this reservoir of knowledgeable and experienced law enforcement officers to serve this vital national security function will allow us to put more Marshals both in the air and on the ground. Our goal should be to secure as many airports and as many aircraft as possible using the most experienced and professional staff available.

We already have models in place for the type of curbside to cockpit security envisioned in this bill. Our Federal courthouses currently are secured by our United States Marshals, who also employ Court Security Officers, CSOs, to provide security around the perimeter of the building, at each point of entry, and in the courtrooms themselves. These CSOs are themselves retired Federal, State, and local law enforcement personnel. Part of the reason our courthouses enjoy such security today is that this unified system provides for layers of security far before one enters the actual courtroom. Our democracy now demands, in the interest of our national security, that we make sure our cockpits are every bit as secure as our courthouses.

In times and events such as these, the Federal Government is not only the best answer, but the only answer. The challenge we face in securing our airports and airlines is not a matter of free market economics, it is a matter of national security, as the tragic events of September 11 made so

horrifyingly clear. That is why it is imperative that we entrust this national security item with the resources, expertise, and experience of our Nation's top law enforcement agency, and that we do so immediately.

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. 1444

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 ''Federal Air Marshals and Safe Sky Act of 2001''.

SEC. 2. PROGRAM ESTABLISHED.

(a) IN GENERAL.—Chapter 37 of title 28, United States Code, is amended by adding at the end the following:

''§ 570. Federal air marshals program

''(a) DEFINITIONS.—In this section:

''(1) AIRCRAFT.—The term 'aircraft' has the meaning given that term in section 40102 of title 49.

''(2) AIR TRANSPORTATION.—The term 'air transportation' has the meaning given that term in section 40102 of title 49.

''(3) PROGRAM.—The term 'program' means the program established under subsection (c).

''(4) UNITS OF LOCAL GOVERNMENT.The term 'units of local government' includes an airport authority.

''(b) RESPONSIBILITY FOR AIRPORT AND AIRCRAFT SAFETY.—This section shall govern the security at airports and on board commercial aircraft.

''(c) FEDERAL AIR MARSHALS PROGRAM.—

''(1) GOAL.—The goal of the program is to provide maximum security at airports and on board commercial aircraft by having the Federal Government be responsible for all phases of security for air passengers.

''(2) ESTABLISHMENT OF FEDERAL AIR MARSHALS PROGRAM.—

''(A) ESTABLISHMENT.—The Attorney General shall establish a Federal Air Marshals program consisting of Federal Air Marshals, including the Federal Air Marshals participating in the Federal Air Marshals Program being administered by the Federal Aviation Administration before the effective date of this section, and Deputy Federal Air Marshals in order to provide maximum security at airports and on board commercial aircraft.

''(B) FEDERAL AIR MARSHALS.—Federal Air Marshals shall serve for the purpose of enforcing Federal laws that regulate security at airports and on board commercial aircraft, including laws relating to acts of terrorism, hijacking, or aircraft piracy and laws relating to violent, abusive, or disruptive behavior by passengers in air transportation.

''(C) DEPUTY FEDERAL AIR MARSHALS.—

''(i) IN GENERAL.—The Attorney General shall deputize individuals described in clause (ii) as Deputy Federal Air Marshals for the purpose of augmenting and assisting Federal Air Marshals.

''(ii) PERSONNEL.—The Attorney General shall utilize retired military personnel, retired Federal, State, and local law enforcement personnel, and active-duty Federal, State, and local law enforcement personnel from other government departments and agencies as Deputy Federal Air Marshals.

''(iii) COMPENSATION.—The Attorney General may employ personnel described in clause (ii)—

''(I) as volunteers;

''(II) by paying a reasonable per diem;

''(III) by employing a fee-for-service or contract arrangement; or

''(IV) using any other method authorized by law.

''(4) CONSULTATION.—In establishing the program, the Attorney General shall consult with appropriate officials of—

''(A) the United States Government (including the Administrator of the Federal Aviation Administration or his designated representative); and

''(B) State and local governments in any geographic area in which the program may operate.

''(5) CERTIFICATION, TRAINING AND EXAMINATION OF AIR MARSHALS; PRIOR APPROVAL OF EMPLOYER TO SERVE AS DEPUTY AIR MARSHAL.—

''(A) IN GENERAL.—Under the program, the Attorney General shall provide appropriate training and supervision of all air marshals, as well as appropriate background and fitness examination of eligible candidates as part of their certification.

''(B) EMPLOYER APPROVAL.—Active Federal, State, or local law enforcement officers who serve as Deputy Federal Air Marshals shall receive approval to participate in the program from their employer.

''(d) POWERS AND STATUS OF FEDERAL AIR MARSHALS AND DEPUTY AIR MARSHALS.—

''(1) IN GENERAL.—Subject to paragraph (2), Federal Air Marshals and Deputy Federal Air Marshals may arrest and apprehend an individual suspected of violating any Federal law relating to security at airports or on board aircraft, including any individual who violates a provision subject to a civil penalty under section 46301, 46302, 46303, 46314, 46318, 46502, 46504, 46505, or 46507 of title 49, or who commits an act described in section 46506 of title 49, or who violates a provision subject to a criminal penalty under sections 32 and 37 of title 18.

''(2) LIMITATION.—The powers granted to a Deputy Federal Air Marshal shall be limited to enforcing Federal laws relating to security at airports or on board aircraft.

''(e) STATUTORY CONSTRUCTION.—Nothing in this section may be construed to—

''(1) grant any Federal Air Marshal or Deputy Federal Air Marshal the power to enforce any Federal law that is not described in subsection (d); or

''(2) limit the authority that a Federal, State, or local law enforcement officer may otherwise exercise in the officer's capacity under any other applicable law.

''(f) REGULATIONS.—The Attorney General shall promulgate such regulations as may be necessary to carry out this section.

''(g) COST SHARING.—The costs of the program shall be paid by—

''(1) the airlines in an amount not less than the amount (as adjusted for inflation after the effective date of this section) the airlines were paying for airport security on the date before the effective date of this section;

''(2) State and units of local government in an amount not less than the amount (as adjusted for inflation after the effective date of this section) the States and units of local government were paying for airport security on the date before the effective date of this section; and

''(3) the Federal Government.

''(h) AUTHORIZATION OF APPROPRIATIONS.—

''(1) IN GENERAL.—Subject to paragraph (2), there are authorized to be appropriated to carry out this section such sums as may be necessary.

''(2) LIMITATION.—The Federal share of carrying out this section shall be limited to the cost of the program after payments by airlines and States and units of local government pursuant to subsection (g).''.

SEC. 3. REPEAL.

Section 44903 of title 49, United States Code, is repealed.

SEC. 4. EFFECTIVE DATE.

This Act and the amendments made by this Act shall take effect 90 days after the date of enactment of this Act.

By Mr. ENZI (for himself, Mr. DORGAN, Mr. FRIST, and Mr. HUTCHINSON):

S. 1445: A bill to amend the Higher Education Act of 1965 to expand the opportunities of higher education via telecommunications; to the Committee on Health, Education, Labor, and Pensions.

Mr. ENZI. Mr. President, I am pleased to have this opportunity to introduce the Internet Equity and Education Act of 2001 in the Senate. This important legislation, which is based on the findings of the bipartisan Web-Based Education Commission on which I served, will accomplish the critical goal of giving more students in both rural and urban areas access to distance education by expanding Internet-based educational opportunities at the post-secondary level.

Specifically, this legislation, which is cosponsored by Senators DORGAN, FRIST and HUTCHINSON, will remove three regulatory barriers that are slowing the growth of distance education in our nation. First, it will modify the Department of Education's ''50 percent rule'' that requires institutions that are eligible for Title IV student aid programs under the Higher Education Act to offer at least 50 percent of their instruction in a classroom-based environment. This legislation will instead allow institutions to offer more than 50 percent of their classes by telecommunications methods if the institution already participates in the student loan programs and their student loan default rate is less than 10 percent for the three preceding years. This ensures that distance education options are available to schools with a proven track record of successfully administering federal financial aid programs.

Second, it will eliminate the ''12 hour rule.'' This rule defines a week of instructional time to mean 12 hours of ''regularly scheduled instruction, examinations, or preparation for examination'' for programs that are offered in non-standard terms. This legislation will instead require that programs offered on a non-standard term, such as those offered by the University of Wyoming and the Western Governors University, be held to the same accountability standards as those offered on a traditional semester or quarter basis.

Third, this legislation will clarify the incentive compensation restrictions that were passed by Congress in 1992 with the intent of prohibiting colleges and universities that participate in federal student financial aid programs from paying any commission, bonus, or other incentive payments to third parties based on their success in enrolling new students. These restrictions, while well intentioned, have had the unintended consequence of preventing some

higher education institutions from using third-party Web portals. This practice, which is fairly common and often necessary for many distance education and Internet based education programs, provides prospective students with access to information about the programs they offer and admissions requirements. This legislation clarifies the incentive compensation prohibitions in the Higher Education Act by allowing the use of third-party Web portals and allowing schools to appropriately reward employees for their job performance. The bill preserves the intent of the 1992 law by stating that non-salary payments to those directly involved in recruiting students or awarding financial aid are not allowed. It will also allow the Secretary of Education to impose appropriate sanctions against an institution if a violation occurs. This change to the regulation will continue to ensure that Federal student aid programs are free from fraud and abuse, while allowing prospective students to gain information about all of the post-secondary educational opportunities that are available.

As some of you may know, I have a very personal interest in the issue of distance education. I saw how effective it can be because my wife, Diana, received her masters degree in adult education by taking classes through the University of Wyoming while living here in Washington. After witnessing the high quality of the course work, the responsiveness to students' needs, and the ''technology flexibility'' that enabled Diana's experience, I have become a strong advocate for distance learning.

I am especially pleased to be able to sponsor this legislation at a time when the University of Wyoming is experiencing record breaking enrollment in Online UW, the web-based educational arm of the University of Wyoming Outreach School. I was impressed to learn that as of August 28, 2001 class enrollments totaled 1,164, which is a dramatic increase over the 140 students who enrolled in the spring of 1999 when the University launched this program. In addition to the enrollment growth, the number of courses that are being offered is also expanding. During the fall 2001 semester 43 online courses are available at the University of Wyoming, supporting seven degree programs or certificates. It is my hope that with the passage of this legislation, programs like those at the University of Wyoming will be able to expand even further to serve more interested students.

In closing, I would like to take this opportunity to extend my thanks to Congressman JOHNNY ISAKSON and his staff. As the Vice Chair of the Web-Based Education Commission, Congressman ISAKSON introduced this legislation in the House earlier this year and has successfully steered it through the House Education and the Workforce Committee, where it passed overwhelmingly on August 1, 2001. I look forward to the same success here in the Senate so that we might open up the possibilities of distance education to a new generation of students.

By Mr. GRAHAM (for himself, Mrs. FEINSTEIN, Mr. BAYH, Mr. NELSON of Florida, and Mr. ROCKEFELLER):

S. 1448. A bill to enhance intelligence and intelligence-related activities of the United States Government in the prevention of terrorism, and for other purposes; to the Select Committee on Intelligence.

By Mr. GRAHAM (for himself, Mrs. FEINSTEIN, Mr. BAYH, Ms. MIKULSKI, Mr. DURBIN, Mr. NELSON of Florida, and Mr. ROCKEFELLER):

S. 1449. A bill to establish the National Office for Combatting Terrorism; to the Committee on Governmental Affairs.

Mr. GRAHAM. Madam President, it has now been 10 days since our Nation was struck by a well-coordinated series of terrorist attacks. It has been 10 days since we all witnessed the horror of hijacked airliners crashing into the World Trade Center and the Pentagon. It has been 10 days since we vowed to track down and bring to justice those who assisted, financed, and harbored these terrorists and to treat them as terrorists.

Today, as the investigation proceeds, I believe it is time we begin to look beyond the crisis of September 11. It is time we begin to develop a long-term response to the continued threat of terrorism.

Terrorism ultimately is not a crisis. It is a cancerous condition, a condition that all Americans must come to grips with as we strive to return to normalcy.

Today, with several of my colleagues, I am introducing a pair of bills that offer a prescription for the condition of terrorism.

The first bill will make changes to a number of laws, including the Foreign Intelligence Surveillance Act of 1978, to enhance our ability to infiltrate terrorist cells, to collect information necessary to guarantee America's security, and to coordinate more effectively our domestic efforts against terrorism.

There are four primary goals of this legislation. The first relates to data collection to assure that our foreign intelligence should be brought into line with the laws that control domestic law enforcement actions. In a number of areas, we have different standards if we are collecting information for domestic law enforcement than when we are collecting analogous information for purposes of foreign intelligence.

Second, many regulations have not kept pace with the rapid changes we have seen, particularly in communication technology, and need to be updated.

Third, as we saw on September 11, most terrorist acts have both a criminal and an intelligence component. Our foreign intelligence and domestic law enforcement agencies need to be able to share information in order to protect our citizens.

Fourth, there are some strategic changes we need to make in the laws, such as better training of our local law enforcement so that they can play their appropriate role in responding to terrorism before the act to prevent terrorist actions, as opposed to just, as we are doing now at the Pentagon and in New York City, picking up the pieces of the consequences of a terrorist act that has been executed.

I emphasize that the Senate Select Committee on Intelligence has been working on these proposals for several months. We have worked closely with the appropriate Federal agencies, as well as within the Senate Judiciary Committee, the Governmental Affairs Committee, and the Armed Services Committee.

It is my hope that we will develop a consensus around the proposals other Members of Congress may have that the Attorney General has recently submitted. We do not purport that our list is exclusive. We think it represents a well-researched, solid beginning against a very serious challenge to our Nation, and we look forward to fully reviewing those recommendations that have been made within the last 72 hours by the Attorney General.

I also want to make it clear that I am mindful of the concerns we are beginning to hear from various organizations that we might overreact and impinge upon the civil liberties of our people. We would hand the ultimate victory to terrorists if we were to allow them to coerce our great Nation into compromising our highest values, personal freedom, and civil rights.

Madam President, in many ways we are here today much as the country was in the 1920s. It was at that time that America launched a national crusade against organized crime. The Nation committed itself to rooting out the corrupt captains of crime who had infiltrated labor unions, run gambling operations, trafficked in illegal drugs and, in the course of their activities, accumulated great wealth and, in many communities, great political influence.

We can take pride that over several decades an earlier generation of American leaders managed to put many of these domestic enemies behind bars and diminish their influence and their corrosive effect on our society.

I take this experience of the 20th century, our ability to begin to roll back the influence of organized crime in the United States, as a hopeful sign, a sign that we can pass on to our children and our grandchildren a world that has greatly diminished the threat we now face from terrorists. It is our hope that these two legislative proposals will be a step in that direction.

Under our proposal, the President will appoint the Director of the National Office for Combating Terrorism

subject to Senate confirmation. This individual will be accountable to the President, to the Congress, and to the Nation.

One of the key responsibilities of this new office would be budget coordination to assure that all of the agencies—and there are now as many as 40 agencies that have some piece of antiterrorism activity—are operating from a coordinated plan and that resources to carry out their portions of the plan are properly coordinated. To do that will require the statutory authority from Congress.

Madam President, the second bill has as its objective to assure that the dozens of Federal agencies that have counterterrorism as one of their missions are working together in a coordinated way to detect and disarm terrorists.

There have been over the past several years several independent commissions which have reviewed the issue of terrorism. Two of our former colleagues, Senators Rudman and Hart, have headed one of those commissions. All of those commissions have endorsed the principle of a stronger central coordination of the Federal Government's efforts against terrorism.

Just this past week, the General Accounting Office issued yet another study of this issue. I quote a portion of that General Accounting Office study:

Key interagency functions are resident in several different organizations, resulting in fragmented leadership and coordination. These circumstances hinder unity of effort and limit accountability. However, the current attention being focused on this issue provides an opportunity to improve the overall leadership and coordination of programs to combat terrorism.

In other words, we need to assign responsibility to someone who will be the leader of our national effort to make certain that all of the agencies are on the field, from the Central Intelligence Agency to the FBI, and are following a common set of objectives. I am pleased that President Bush endorsed this approach in his address to the Nation.

The President called, by Executive order, for the creation of a position of homeland defense within the White House. He has assigned that responsibility to the current Governor of Pennsylvania, Tom Ridge.

I believe we should build on what the President has recommended by going a step further and making this position a statutory position.

Mr. ROCKEFELLER. Madam President, in the wake of the tragic events of September 11, 2001, it is not with pride exactly, but with a firm resolve that I join with my good friend and colleague Senator BOB GRAHAM, the chairman of the Senate Select Committee on Intelligence, in cosponsoring two important pieces of legislation: Bills to establish the National Office for Combating Terrorism and the Intelligence to Prevent Terrorism Act of 2001.

While we strive to go on and do the work that the people sent us here to do, we cannot help but feel heartsick as a Congress, and I am quite sure as individuals, when we consider the unimaginable loss of human life and the magnitude of the destruction wrought by these malicious and misguided men. But grieve though we must, it is our solemn responsibility as representatives of the American people to look into this abyss and find the lessons that may be there for us.

When a relatively large group of foreign terrorists who had lived and even trained in this country carried out a despicable and unfortunately well-choreographed wave of terror attacks months or years in the planning, it cast a harsh light on a range of deficiencies in our Nation's efforts to combat terrorism. We are made to feel vulnerable by the sheer enormity of the evil and by the realization that any of us could become targets of the next fanatical assault. Our dread might even turn to despondency if we consider the agonizing possibility that our law enforcement and intelligence establishments might have been able to prevent the horror of last Tuesday if they had had adequate mechanisms with which to collaborate on strategy, share information, and assist in investigation and apprehension of men capable of these heinous crimes.

Rather than feeling despondent, however, it is our duty as a Congress to act. This Nation and this Congress can no longer tolerate a situation in which competing missions of agencies—or competing personalities of public officials—put our citizens and our property at risk. We must create an environment of coordination between the intelligence community, our Federal, State, and local law enforcement agencies, the military, public health authorities, and all the other parties who can play a role in combating terrorism. I believe these two pieces of legislation, which establish a centralized authority to coordinate the activities and responsibilities of a multifaceted group of agencies, and provide both the intelligence community and law enforcement with valuable tools to combat terrorism-related crimes, do just this.

Briefly, the bills introduced today in the Senate would do the following:

Establish a ''National Office for Combating Terrorism'' to provide a greater level of coordination among the Nation's law enforcement establishment, the intelligence community, the military, public health authorities, and State and local governments to create a coherent, functional strategy for combating terrorism out of a current system a blue-ribbon Presidential Commission has called fragmented, uncoordinated, and politically unaccountable.

Ensure that terrorism-related intelligence gathered under the Foreign Intelligence Surveillance Act—FISA—is used to further the overall antiterrorism strategy. The legislation clarifies that the Director of Central Intelligence—DCI—is the primary government official responsible for coordination and dissemination of intelligence gathered under, while retaining the FBI as the agency with operational authority for intelligence gathering from foreign nationals.

Require law enforcement agencies to share with the DCI any terrorism-related intelligence information gathered in criminal investigations.

Mandate cooperation between the DCI and the Treasury Department to root out and cut off the international money trail terrorists use to finance their activities.

Develop training programs for State and local law enforcement agencies and public officials to help them detect terrorist activity, and to improve their understanding and use of intelligence shared with them.

Establish a National Virtual Translation Center to enable intelligence information collected anywhere in the world to be transmitted over secure electronic lines, translated and analyzed by experts elsewhere, and shared with relevant law enforcement and government personnel throughout this country, as well as by policymakers in Washington and intelligence agents overseas.

Make explicit that U.S. Government officers, acting in their official capacity, may recruit any person who has information about terrorist, terrorist groups, or those who assist or harbor them—including foreign governments.

The reactions to last week's attacks have ranged from shock, to horror, to sadness, to rage, and now, as I said at the beginning of my remarks, to resolve. Just over a week after the worst act of terrorism, indeed, the worst crime, in the history of the country, we are united as a people behind our President, our armed forces, and our law enforcement agencies, resolved to root out and defeat terrorism wherever this particular breed of hatred is fostered. Part of that resolve may be seen in the package of legislation introduced here today, although it would be incorrect to characterize this legislation as a reaction to the nightmare of September 11. These bills are the product of a longstanding concern about a lack of coordination between our law enforcement and intelligence resources and are the result of several months of hard work on the part of Chairman GRAHAM, several other members of our committee, and Intelligence Committee staff. I believe these bills represent good first steps.

I have not had the privilege of being a member of the Intelligence Committee for very long, but from the very first day I have been enormously impressed with the careful balance the committee strikes between the intelligence gathering needs of this nation, and the civil liberties enjoyed by its citizens. However, in this time of heightened tension and increased security, I must admit that I share some of the concerns of many Americans, from across the political spectrum, who fear that well-meaning reforms may unduly infringe on the liberties we cherish.

While I am confident that in crafting this legislation Senator GRAHAM has taken those concerns very much to heart and has protected the rights of law-abiding Americans, I will closely monitor the progress of this legislation. I cannot overestimate the importance of ensuring that in our zeal to prevent another terrorist assault on this Nation we do not contribute to an atmosphere of fear and mistrust of our fellow citizens.

I will also be looking for an understanding of these concerns from our colleagues on the various committees of referral, and in the Senate as a whole. We must commit ourselves and our Nation that, despite the grave seriousness of combating terrorism, we will always safeguard civil liberties as we consider this or any other piece of legislation introduced to combat terrorism. What is needed—and what this package of legislation provides—is greater coordination, efficiency, and effectiveness among our existing antiterrorism resources, without a surrender of the rights and liberties that make this the greatest nation in the history of the world.

By Mr. DASCHLE (for himself and Mr. LOTT):

S. 1450. A bill to preserve the continued viability of the United States air transportation system; considered and passed.

Mr. DASCHLE. Madam 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. 1450

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 ''Air Transportation Safety and System Stabilization Act''.

TITLE I—AIRLINE STABILIZATION

SEC. 101. AVIATION DISASTER RELIEF.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate air carriers for losses incurred by the air carriers as a result of the terrorist attacks on the United States that occurred on September 11, 2001:

(1) Subject to such terms and conditions as the President deems necessary, issue Federal credit instruments to air carriers that do not, in the aggregate, exceed $10,000,000,000 and provide the subsidy amounts necessary for such instruments in accordance with the provisions of the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

(2) Compensate air carriers in an aggregate amount equal to $5,000,000,000 for—

(A) direct losses incurred beginning on September 11, 2001, by air carriers as a result of any Federal ground stop order issued by the Secretary of Transportation or any subsequent order which continues or renews such a stoppage; and

(B) the incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by air carriers as a direct result of such attacks.

(b) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 102. AIR TRANSPORTATION STABILIZATION BOARD.

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) BOARD.—The term ''Board'' means the Air Transportation Stabilization Board established under subsection (b).

(2) FINANCIAL OBLIGATION.—The term ''financial obligation'' means any note, bond, debenture, or other debt obligation issued by an obligor in connection with financing under this section and section 101(a)(1).

(3) LENDER.—The term ''lender'' means any non-Federal qualified institutional buyer (as defined by section 230.144A(a) of title 17, Code of Federal Regulations (or any successor regulation) known as Rule 144A(a) of the Securities and Exchange Commission and issued under the Security Act of 1933, including—

(A) a qualified retirement plan (as defined in section 4974(c) of the Internal Revenue Code of 1986 (26 U.S.C. 4974(c)) that is a qualified institutional buyer; and

(B) a governmental plan (as defined in section 414(d) of the Internal Revenue Code of 1986 (26 U.S.C. 414(d)) that is a qualified institutional buyer.

(4) OBLIGOR.—The term ''obligor'' means a party primarily liable for payment of the principal of or interest on a Federal credit instrument, which party may be a corporation, partnership, joint venture, trust, or governmental entity, agency, or instrumentality.

(b) AIR TRANSPORTATION STABILIZATION BOARD.—

(1) ESTABLISHMENT.—There is established a board (to be known as the ''Air Transportation Stabilization Board'') to review and decide on applications for Federal credit instruments under section 101(a)(1).

(2) COMPOSITION.—The Board shall consist of—

(A) the Secretary of Transportation or the designee of the Secretary;

(B) the Chairman of the Board of Governors of the Federal Reserve System, or the designee of the Chairman, who shall be the Chair of the Board;

(C) the Secretary of the Treasury or the designee of the Secretary; and

(D) the Comptroller General of the United States, or the designee of the Comptroller General, as a nonvoting member of the Board.

(c) FEDERAL CREDIT INSTRUMENTS.—

(1) IN GENERAL.—The Board may enter into agreements with 1 or more obligors to issue Federal credit instruments under section 101(a)(1) if the Board determines, in its discretion, that—

(A) the obligor is an air carrier for which credit is not reasonably available at the time of the transaction;

(B) the intended obligation by the obligor is prudently incurred; and

(C) such agreement is a necessary part of maintaining a safe, efficient, and viable commercial aviation system in the United States.

(2) TERMS AND LIMITATIONS.—

(A) FORMS; TERMS AND CONDITIONS.—A Federal credit instrument shall be issued under section 101(a)(1) in such form and on such terms and conditions and contain such covenants, representatives, warranties, and requirements (including requirements for audits) as the Board determines appropriate.

(B) PROCEDURES.—Not later than 14 days after the date of enactment of this Act, the Director of the Office of Management and Budget shall issue regulations setting forth procedures for application and minimum requirements, which may be supplemented by the Board in its discretion, for the issuance of Federal credit instruments under section 101(a)(1).

(d) FINANCIAL PROTECTION OF GOVERNMENT.—

(1) IN GENERAL.—To the extent feasible and practicable, the Board shall ensure that the Government is compensated for the risk assumed in making guarantees under this title.

(2) GOVERNMENT PARTICIPATION IN GAINS.—To the extent to which any participating corporation accepts financial assistance, in the form of accepting the proceeds of any loans guaranteed by the Government under this title, the Board is authorized to enter into contracts under which the Government, contingent on the financial success of the participating corporation, would participate in the gains of the participating corporation or its security holders through the use of such instruments as warrants, stock options, common or preferred stock, or other appropriate equity instruments.

(3) DEPOSIT IN TREASURY.—All amounts collected by the Secretary of the Treasury under this subsection shall be deposited in the Treasury as miscellaneous receipts.

SEC. 103. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.

(b) MAXIMUM AMOUNT OF COMPENSATION PAYABLE PER AIR CARRIER.—The maximum total amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the lesser of—

(1) the amount of such air carrier's direct and incremental losses described in section 101(a)(2); or

(2) in the case of—

(A) flights involving passenger-only or combined passenger and cargo transportation, the product of—

(i) $4,500,000,000; and

(ii) the ratio of—

(I) the available seat miles of the air carrier for the month of August 2001 as reported to the Secretary; to

(II) the total available seat miles of all such air carriers for such month as reported to the Secretary; and

(B) flights involving cargo-only transportation, the product of—

(i) $500,000,000; and

(ii) the ratio of—

(I) the revenue ton miles or other auditable measure of the air carrier for cargo for the latest quarter for which data is available as reported to the Secretary; to

(II) the total revenue ton miles or other auditable measure of all such air carriers for cargo for such quarter as reported to the Secretary.

(c) PAYMENTS.—The President may provide compensation to air carriers under section 101(a)(2) in 1 or more payments up to the amount authorized by this title.

SEC. 104. LIMITATION ON CERTAIN EMPLOYEE COMPENSATION.

(a) IN GENERAL.—The President may only issue a Federal credit instrument under section 101(a)(1) to an air carrier after the air carrier enters into a legally binding agreement with the President that, during the 2-year period beginning September 11, 2001, and ending September 11, 2003, no officer or employee of the air carrier whose total compensation exceeded $300,000 in calendar year 2000 (other than an employee whose compensation is determined through an existing collective bargaining agreement entered into prior to September 11, 2001)—

(1) will receive from the air carrier total compensation which exceeds, during any 12 consecutive months of such 2-year period, the total compensation received by the officer or employee from the air carrier in calendar year 2000; and

(2) will receive from the air carrier severance pay or other benefits upon termination of employment with the air carrier which exceeds twice the maximum total compensation received by the officer or employee from the air carrier in calendar year 2000.

(b) TOTAL COMPENSATION DEFINED.—In this section, the term ''total compensation'' includes salary, bonuses, awards of stock, and other financial benefits provided by an air carrier to an officer or employee of the air carrier.

SEC. 105. CONTINUATION OF CERTAIN AIR SERVICE.

(a) ACTION OF SECRETARY.—The Secretary of Transportation should take appropriate action to ensure that all communities that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service and that essential air service to small communities continues without interruption.

(b) ESSENTIAL AIR SERVICE.—There is authorized to be appropriated to the Secretary to carry out the essential air service program under subchapter II of chapter 417 of title 49, United States Code, $120,000,000 for fiscal year 2002.

(c) SECRETARIAL OVERSIGHT.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the Secretary is authorized to require an air carrier receiving direct financial assistance under this Act to maintain scheduled air service to any point served by that carrier before September 11, 2001.

(2) AGREEMENTS.—In applying paragraph (1), the Secretary may require air carriers receiving direct financial assistance under this Act to enter into agreements which will ensure, to the maximum extent practicable, that all communities that had scheduled air service before September 11, 2001, continue to receive adequate air transportation service.

SEC. 106. REPORTS.

(a) REPORT.—Not later than February 1, 2001, the President shall transmit to the Committee on Transportation and Infrastructure, the Committee on Appropriations, and the Committee on the Budget of the House of Representatives and the Committee on Commerce, Science, and Transportation, the Committee on Appropriations, and the Committee on the Budget of the Senate a report on the financial status of the air carrier industry and the amounts of assistance provided under this title to each air carrier.

(b) UPDATE.—Not later than the last day of the 7-month period following the date of enactment of this Act, the President shall update and transmit the report to the Committees.

SEC. 107. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning such term has under section 40102 of title 49, United States Code.

(2) FEDERAL CREDIT INSTRUMENT.—The term ''Federal credit instrument'' means any guarantee or other pledge by the Board issued under section 101(a)(1) to pledge the full faith and credit of the United States to pay all or part of any of the principal of and interest on a loan or other debt obligation issued by an obligor and funded by a lender.

(3) INCREMENTAL LOSS.—The term ''incremental loss'' does not include any loss that the President determines would have been incurred if the terrorist attacks on the United States that occurred on September 11, 2001, had not occurred.

TITLE II—AVIATION INSURANCE

SEC. 201. DOMESTIC INSURANCE AND REIMBURSEMENT OF INSURANCE COSTS.

(a) IN GENERAL.—Section 44302 of title 49, United States Code, is amended—

(1) in subsection (a)(1)—

(A) by striking ''subsection (b)'' and inserting ''subsection (c)''; and

(B) by striking ''foreign-flag aircraft—'' and all that follows through the period at the end of subparagraph (B) and inserting ''foreign-flag aircraft.'';

(2) by redesignating subsections (b), (c), and (d) as subsections (c), (d), and (e), respectively;

(3) by inserting after subsection (a) the following:

''(b) REIMBURSEMENT OF INSURANCE COST INCREASES.—

''(1) IN GENERAL.—The Secretary may reimburse an air carrier for the increase in the cost of insurance, with respect to a premium for coverage ending before October 1, 2002, against loss or damage arising out of any risk from the operation of an American aircraft over the insurance premium that was in effect for a comparable operation during the period beginning September 4, 2001, and ending September 10, 2001, as the Secretary may determine. Such reimbursement is subject to subsections (a)(2), (c), and (d) of this section and to section 44303.

''(2) PAYMENT FROM REVOLVING FUND.—A reimbursement under this subsection shall be paid from the revolving fund established by section 44307.

''(3) FURTHER CONDITIONS.—The Secretary may impose such further conditions on insurance for which the increase in premium is subject to reimbursement under this subsection as the Secretary may deem appropriate in the interest of air commerce.

''(4) TERMINATION OF AUTHORITY.—The authority to reimburse air carriers under this subsection shall expire 180 days after the date of enactment of this paragraph.'';

(4) in subsection (c) (as so redesignated)—

(A) in the first sentence by inserting '', or reimburse an air carrier under subsection (b) of this section,'' before ''only with the approval''; and

(B) in the second sentence—

(i) by inserting ''or the reimbursement'' before ''only after deciding''; and

(ii) by inserting ''in the interest of air commerce or national security or'' before ''to carry out the foreign policy''; and

(5) in subsection (d) (as so redesignated) by inserting ''or reimbursing an air carrier'' before ''under this chapter''.

(b) COVERAGE.—

(1) IN GENERAL.—Section 44303 of such title is amended—

(A) in the matter preceding paragraph (1) by inserting '', or reimburse insurance costs, as'' after ''insurance and reinsurance''; and

(B) in paragraph (1) by inserting ''in the interest of air commerce or national security or'' before ''to carry out the foreign policy''.

(2) DISCRETION OF THE SECRETARY.—For acts of terrorism committed on or to an air carrier during the 180-day period following the date of enactment of this Act, the Secretary of Transportation may certify that the air carrier was a victim of an act of terrorism and in the Secretary's judgment, based on the Secretary's analysis and conclusions regarding the facts and circumstances of each case, shall not be responsible for losses suffered by third parties (as referred to in section 205.5(b)(1) of title 14, Code of Federal Regulations) that exceed $100,000,000, in the aggregate, for all claims by such parties arising out of such act. If the Secretary so certifies, the air carrier shall not be liable for an amount that exceeds $100,000,000, in the aggregate, for all claims by such parties arising out of such act, and the Government shall be responsible for any liability above such amount. No punitive damages may be awarded against an air carrier (or the Government taking responsibility for an air carrier under this paragraph) under a cause of action arising out of such act.

(c) REINSURANCE.—Section 44304 of such title is amended—

(1) by striking ''(a) GENERAL AUTHORITY.—''; and

(2) by striking subsection (b).

(d) PREMIUMS.—Section 44306 of such title is amended—

(1) by redesignating subsections (b) and (c) as subsections (c) and (d), respectively; and

(2) by inserting after subsection (a) the following:

''(b) ALLOWANCES IN SETTING PREMIUM RATES FOR REINSURANCE.—In setting premium rates for reinsurance, the Secretary may make allowances to the insurance carrier for expenses incurred in providing services and facilities that the Secretary considers good business practices, except for payments by the air carrier for the stimulation or solicitation of insurance business.''.

(e) CONFORMING AMENDMENT.—Section 44305(b) of such title is amended by striking ''44302(b)'' and inserting ''44302(c)''.

SEC. 202. EXTENSION OF PROVISIONS TO VENDORS, AGENTS, AND SUBCONTRACTORS OF AIR CARRIERS.

Notwithstanding any other provision of this title, the Secretary may extend any provision of chapter 443 of title 49, United States Code, as amended by this title, and the provisions of this title, to vendors, agents, and subcontractors of air carriers. For the 180-day period beginning on the date of enactment of this Act, the Secretary may extend or amend any such provisions so as to ensure that the entities referred to in the preceding sentence are not responsible in cases of acts of terrorism for losses suffered by third parties that exceed the amount of such entities' liability coverage, as determined by the Secretary.

TITLE III—TAX PROVISIONS

SEC. 301. EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS; TREATMENT OF LOSS COMPENSATION.

(a) EXTENSION OF DUE DATE FOR EXCISE TAX DEPOSITS.—

(1) IN GENERAL.—In the case of an eligible air carrier, any airline-related deposit required under section 6302 of the Internal Revenue Code of 1986 to be made after September 10, 2001, and before November 15, 2001, shall be treated for purposes of such Code as timely made if such deposit is made on or before November 15, 2001. If the Secretary of the Treasury so prescribes, the preceding sentence shall be applied by substituting for ''November 15, 2001'' each place it appears—

(A) ''January 15, 2002'', or

(B) such earlier date after November 15, 2001, as such Secretary may prescribe.

(2) ELIGIBLE AIR CARRIER.—For purposes of this subsection, the term ''eligible air carrier'' means any domestic corporation engaged in the trade or business of transporting (for hire) persons by air if such

transportation is available to the general public.

(3) AIRLINE-RELATED DEPOSIT.—For purposes of this subsection, the term ''airline-related deposit'' means any deposit of—

(A) taxes imposed by subchapter C of chapter 33 of such Code (relating to transportation by air), and

(B) taxes imposed by chapters 21, 22, and 24 with respect to employees engaged in a trade or business referred to in paragraph (2).

(b) TREATMENT OF LOSS COMPENSATION.—Nothing in any provision of law shall be construed to exclude from gross income under the Internal Revenue Code of 1986 any compensation received under section 101(a)(2) of this Act.

TITLE IV—VICTIM COMPENSATION

SEC. 401. SHORT TITLE.

This title may be cited as the ''September 11th Victim Compensation Fund of 2001''.

SEC. 402. DEFINITIONS.

In this title, the following definitions apply:

(1) AIR CARRIER.—The term ''air carrier'' means a citizen of the United States undertaking by any means, directly or indirectly, to provide air transportation and includes employees and agents of such citizen.

(2) AIR TRANSPORTATION.—The term ''air transportation'' means foreign air transportation, interstate air transportation, or the transportation of mail by aircraft.

(3) CLAIMANT.—The term ''claimant'' means an individual filing a claim for compensation under section 405(a)(1).

(4) COLLATERAL SOURCE.—The term ''collateral source'' means all collateral sources, including life insurance, pension funds, death benefit programs, and payments by Federal, State, or local governments related to the terrorist-related aircraft crashes of September 11, 2001.

(5) ECONOMIC LOSS.—The term ''economic loss'' means any pecuniary loss resulting from harm (including the loss of earnings or other benefits related to employment, medical expense loss, replacement services loss, loss due to death, burial costs, and loss of business or employment opportunities) to the extent recovery for such loss is allowed under applicable State law.

(6) ELIGIBLE INDIVIDUAL.—The term ''eligible individual'' means an individual determined to be eligible for compensation under section 405(c).

(7) NONECONOMIC LOSSES.—The term ''noneconomic losses'' means losses for physical and emotional pain, suffering, inconvenience, physical impairment, mental anguish, disfigurement, loss of enjoyment of life, loss of society and companionship, loss of consortium (other than loss of domestic service), hedonic damages, injury to reputation, and all other nonpecuniary losses of any kind or nature.

(8) SPECIAL MASTER.—The term ''Special Master'' means the Special Master appointed under section 404(a).

SEC. 403. PURPOSE.

It is the purpose of this title to provide compensation to any individual (or relatives of a deceased individual) who was physically injured or killed as a result of the terrorist-related aircraft crashes of September 11, 2001.

SEC. 404. ADMINISTRATION.

(a) IN GENERAL.—The Attorney General, acting through a Special Master appointed by the Attorney General, shall—

(1) administer the compensation program established under this title;

(2) promulgate all procedural and substantive rules for the administration of this title; and

(3) employ and supervise hearing officers and other administrative personnel to perform the duties of the Special Master under this title.

(b) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as may be necessary to pay the administrative and support costs for the Special Master in carrying out this title.

SEC. 405. DETERMINATION OF ELIGIBILITY FOR COMPENSATION.

(a) FILING OF CLAIM.—

(1) IN GENERAL.—A claimant may file a claim for compensation under this title with the Special Master. The claim shall be on the form developed under paragraph (2) and shall state the factual basis for eligibility for compensation and the amount of compensation sought.

(2) CLAIM FORM.—

(A) IN GENERAL.—The Special Master shall develop a claim form that claimants shall use when submitting claims under paragraph (1). The Special Master shall ensure that such form can be filed electronically, if determined to be practicable.

(B) CONTENTS.—The form developed under subparagraph (A) shall request—

(i) information from the claimant concerning the physical harm that the claimant suffered, or in the case of a claim filed on behalf of a decedent information confirming the decedent's death, as a result of the terrorist-related aircraft crashes of September 11, 2001;

(ii) information from the claimant concerning any possible economic and noneconomic losses that the claimant suffered as a result of such crashes; and

(iii) information regarding collateral sources of compensation the claimant has received or is entitled to receive as a result of such crashes.

(3) LIMITATION.—No claim may be filed under paragraph (1) after the date that is 2 years after the date on which regulations are promulgated under section 407.

(b) REVIEW AND DETERMINATION.—

(1) REVIEW.—The Special Master shall review a claim submitted under subsection (a) and determine—

(A) whether the claimant is an eligible individual under subsection (c);

(B) with respect to a claimant determined to be an eligible individual—

(i) the extent of the harm to the claimant, including any economic and noneconomic losses; and

(ii) the amount of compensation to which the claimant is entitled based on the harm to the claimant, the facts of the claim, and the individual circumstances of the claimant.

(2) NEGLIGENCE.—With respect to a claimant, the Special Master shall not consider negligence or any other theory of liability.

(3) DETERMINATION.—Not later than 120 days after that date on which a claim is filed under subsection (a), the Special Master shall complete a review, make a determination, and provide written notice to the claimant, with respect to the matters that were the subject of the claim under review. Such a determination shall be final and not subject to judicial review.

(4) RIGHTS OF CLAIMANT.—A claimant in a review under paragraph (1) shall have—

(A) the right to be represented by an attorney;

(B) the right to present evidence, including the presentation of witnesses and documents; and

(C) any other due process rights determined appropriate by the Special Master.

(5) NO PUNITIVE DAMAGES.—The Special Master may not include amounts for punitive damages in any compensation paid under a claim under this title.

(6) COLLATERAL COMPENSATION.—The Special Master shall reduce the amount of compensation determined under paragraph (1)(B)(ii) by the amount of the collateral source compensation the claimant has received or is entitled to receive as a result of the terrorist-related aircraft crashes of September 11, 2001.

(c) ELIGIBILITY.—

(1) IN GENERAL.—A claimant shall be determined to be an eligible individual for purposes of this subsection if the Special Master determines that such claimant—

(A) is an individual described in paragraph (2); and

(B) meets the requirements of paragraph (3).

(2) INDIVIDUALS.—A claimant is an individual described in this paragraph if the claimant is—

(A) an individual who—

(i) was present at the World Trade Center, (New York, New York), the Pentagon (Arlington, Virginia), or the site of the aircraft crash at Shanksville, Pennsylvania at the time, or in the immediate aftermath, of the terrorist-related aircraft crashes of September 11, 2001; and

(ii) suffered physical harm or death as a result of such an air crash;

(B) an individual who was a member of the flight crew or a passenger on American Airlines flight 11 or 77 or United Airlines flight 93 or 175, except that an individual identified by the Attorney General to have been a participant or conspirator in the terrorist-related aircraft crashes of September 11, 2001, or a representative of such individual shall not be eligible to receive compensation under this title; or

(C) in the case of a decedent who is an individual described in subparagraph (A) or (B), the personal representative of the decedent who files a claim on behalf of the decedent.

(3) REQUIREMENTS.—

(A) SINGLE CLAIM.—Not more than one claim may be submitted under this title by an individual or on behalf of a deceased individual.

(B) LIMITATION ON CIVIL ACTION.—

(i) IN GENERAL.—Upon the submission of a claim under this title, the claimant waives the right to file a civil action (or to be a party to an action) in any Federal or State court for damages sustained as a result of the terrorist-related aircraft crashes of September 11, 2001. The preceding sentence does not apply to a civil action to recover collateral source obligations.

(ii) PENDING ACTIONS.—In the case of an individual who is a party to a civil action described in clause (i), such individual may not submit a claim under this title unless such individual withdraws from such action by the date that is 90 days after the date on which regulations are promulgated under section 407.

SEC. 406. PAYMENTS TO ELIGIBLE INDIVIDUALS.

(a) IN GENERAL.—Not later than 20 days after the date on which a determination is made by the Special Master regarding the amount of compensation due a claimant under this title, the Special Master shall authorize payment to such claimant of the amount determined with respect to the claimant.

(b) PAYMENT AUTHORITY.—This title constitutes budget authority in advance of appropriations Acts and represents the obligation of the Federal Government to provide for the payment of amounts for compensation under this title.

(c) ADDITIONAL FUNDING.—

(1) IN GENERAL.—The Attorney General is authorized to accept such amounts as may be contributed by individuals, business concerns, or other entities to carry out this title, under such terms and conditions as the Attorney General may impose.

(2) USE OF SEPARATE ACCOUNT.—In making payments under this section, amounts contained in any account containing funds provided under paragraph (1) shall be used prior to using appropriated amounts.

SEC. 407. REGULATIONS.

Not later than 90 days after the date of enactment of this Act, the Attorney General, in consultation with the Special Master, shall promulgate regulations to carry out this title, including regulations with respect to—

(1) forms to be used in submitting claims under this title;

(2) the information to be included in such forms;

(3) procedures for hearing and the presentation of evidence;

(4) procedures to assist an individual in filing and pursuing claims under this title; and

(5) other matters determined appropriate by the Attorney General.

SEC. 408. LIMITATION ON AIR CARRIER LIABILITY.

(a) IN GENERAL.—Notwithstanding any other provision of law, liability for all claims, whether for compensatory or punitive damages, arising from the terrorist-related aircraft crashes of September 11, 2001, against any air carrier shall not be in an amount greater than the limits of the liability coverage maintained by the air carrier.

(b) FEDERAL CAUSE OF ACTION.—

(1) AVAILABILITY OF ACTION.—There shall exist a Federal cause of action for damages arising out of the hijacking and subsequent crashes of American Airlines flights 11 and 77, and United Airlines flights 93 and 175, on September 11, 2001. Notwithstanding section 40120(c) of title 49, United States Code, this cause of action shall be the exclusive remedy for damages arising out of the hijacking and subsequent crashes of such flights.

(2) SUBSTANTIVE LAW.—The substantive law for decision in any such suit shall be derived from the law, including choice of law principles, of the State in which the crash occurred unless such law is inconsistent with or preempted by Federal law.

(3) JURISDICTION.—The United States District Court for the Southern District of New York shall have original and exclusive jurisdiction over all actions brought for any claim (including any claim for loss of property, personal injury, or death) resulting from or relating to the terrorist-related aircraft crashes of September 11, 2001.

(c) EXCLUSION.—Nothing in this section shall in any way limit any liability of any person who is a knowing participant in any conspiracy to hijack any aircraft or commit any terrorist act.

SEC. 409. RIGHT OF SUBROGATION.

The United States shall have the right of subrogation with respect to any claim paid by the United States under this title.

TITLE V—AIR TRANSPORTATION SAFETY

SEC. 501. INCREASED AIR TRANSPORTATION SAFETY.

Congress affirms the President's decision to spend $3,000,000,000 on airline safety and security in conjunction with this Act in order to restore public confidence in the airline industry.

SEC. 502. CONGRESSIONAL COMMITMENT.

Congress is committed to act expeditiously, in consultation with the Secretary of Transportation, to strengthen airport security and take further measures to enhance the security of air travel.

TITLE VI—SEPARABILITY

SEC. 601. SEPARABILITY.

If any provision of this Act (including any amendment made by this Act) or the application thereof to any person or circumstance is held invalid, the remainder of this Act (including any amendment made by this Act) and the application thereof to other persons or circumstances shall not be affected thereby.

By Mr. REID (for himself and Mr. ENSIGN):

S. 1451. A bill to provide for the conveyance of certain public land in Clark County, Nevada, for use as a shooting range; to the Committee on Energy and Natural Resources.

Mr. REID. Madam President, I rise today for myself and for Senator ENSIGN to introduce the Clark County Public Shooting Range Conveyance Act.

Clark County and the Las Vegas Valley have experienced tremendous population growth over the past decade from about 770,000 in 1990 to over 1.4 million people today. This growth has had a tremendous impact on uses of the outlying public lands, including traditional recreational activities such as hunting, fishing and target shooting. There are literally dozens, if not hundreds, of makeshift shooting ranges across Las Vegas Valley which pose extreme danger to nearby homes and increasingly busy roads.

My bill provides the foundation for the establishment of a world-class shooting range, sports park and firearms training facility by conveying 2,880 acres of public land to Clark County. This facility will be used by residents of, and visitors to the Las Vegas Valley for recreation, education, competitive and marksmanship events, and training related to firearms. Firearms training facilities owned and operated by the Metropolitan Police Department and the North Las Vegas Police Department are also being encroached upon by residential and commercial development. Special facilities will be provided at the Clark County facility to accommodate law enforcement training for firearms qualification and certification.

This facility will provide a great public benefit by creating a safe centralized location for this important purpose. It will enhance public safety by reducing indiscriminate shooting. This facility will also provide economic incentives to the Las Vegas Valley in the form of jobs and support services.

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. 1451

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

SECTION 1. CONVEYANCE OF PROPERTY TO CLARK COUNTY, NEVADA.

(a) FINDINGS.—Congress finds that—

(1) the Las Vegas area has experienced such rapid growth in the last few years that traditional locations for target shooting are now too close to populated areas for safety;

(2) there is a need to designate a centralized location in the Las Vegas valley where target shooters can practice safely; and

(3) a central facility is also needed for persons training in the use of firearms, such as local law enforcement and security personnel.

(b) PURPOSES.—The purposes of this Act are—

(1) to provide a suitable location for the establishment of a centralized shooting facility in the Las Vegas valley; and

(2) to provide the public with—

(A) opportunities for education and recreation; and

(B) a location for competitive events and marksmanship training.

(c) CONVEYANCE.—As soon as practicable after the date of enactment of this Act, the Secretary of the Interior shall convey to Clark County, Nevada, subject to valid existing rights, for no consideration, all right, title, and interest of the United States in and to the parcels of land described in subsection (d).

(d) LAND DESCRIPTIONS.—The parcels of land to be conveyed under subsection (c) are the parcels of land described as follows:

(1) Approximately 320 acres of land in Clark County, Nevada, in S½, sec. 25, T. 18 S., R. 60 E., Mount Diablo Base and Meridian.

(2) Approximately 320 acres of land in Clark County, Nevada, in S½, sec. 26, T. 18 S., R. 60 E., Mount Diablo Base and Meridian.

(3) Approximately 320 acres of land in Clark County, Nevada, in S½, sec. 27, T. 18 S., R. 60 E., Mount Diablo Base and Meridian.

(4) Approximately 640 acres of land in Clark County, Nevada, in sec. 34, T. 18 S., R. 60 E., Mount Diablo Base and Meridian.

(5) Approximately 640 acres of land in Clark County, Nevada, in sec. 35, T. 18 S., R. 60 E., Mount Diablo Base and Meridian.

(6) Approximately 640 acres of land in Clark County, Nevada, in sec. 36, T. 18 S., R. 60 E., Mount Diablo Base and Meridian.

(e) USE OF LAND.—

(1) IN GENERAL.—The parcels of land conveyed under subsection (c)—

(A) shall be used by Clark County for the purposes described in subsection (b) only; and

(B) shall not be disposed of by the county.

(2) REVERSION.—If Clark County ceases to use any parcel for the purposes described in subsection (b), title to the parcel shall revert to the United States, at the option of the United States.

(f) ADDITIONAL TERMS AND CONDITIONS.—The Secretary of the Interior may require such additional terms and conditions in connection with the conveyance as the Secretary considers appropriate to protect the interests of the United States.

(g) RELEASE OF LAND.—Congress—

(1) finds that the parcels of land conveyed under subsection (c), comprising a portion of the Quail Springs Wilderness Study Area, NV–050–411, managed by the Bureau of Land Management and reported to Congress in 1991, have been adequately studied for wilderness designation under section 603 of the Federal Land Management Policy Act of 1976 (43 U.S.C. 1782); and

(2) declares that those parcels are no longer subject to the requirements contained in subsection (c) of that section pertaining to the management of wilderness study areas in a manner that does not impair the suitability of such areas for preservation as wilderness.

By Mr. KENNEDY (for himself, Mr. BROWNBACK, Mr. GRASSLEY, Mr. LEAHY, and Ms. CANTWELL):

S. 1452. A bill to provide for electronic access by the Department of State and Immigration and Naturalization Service to certain information in the criminal history records of the Federal Bureau of Investigation to determine whether or not a visa applicant or applicant for admission has a

criminal record; to the Committee on the Judiciary.

Mr. KENNEDY. Madam President, it is a privilege to join my colleagues Senators BROWNBACK, LEAHY, GRASSLEY, and CANTWELL in introducing immigration legislation that will enhance our intelligence capabilities and improve our border security.

These critical functions are an important part of the massive challenges now facing the country in the wake of last week's terrorist attacks. These functions are the shared responsibility of the FBI, the INS, and the State Department. This legislation will provide U.S. consular officers and the INS, including inspectors at our ports of entry, with electronic access to information located within certain FBI databases, such as the National Crime Information Center's Interstate Identification Index, the Wanted Persons File, and other files maintained by the National Crime Information Center. Electronic access to this information will enable the State Department and the INS to act immediately to identify high-risk criminals seeking admission to the United States or seeking other immigration benefits.

Clearly, we must improve the security and intelligence capabilities of the Nation. But we must do so without violating the basic rights and liberties of the American people. Our legislation includes provisions to protect individual privacy. It authorizes the Secretary of State to draft regulations which will appropriately limit the use of the FBI's information. These regulations will require the information to be safeguarded from unnecessary dissemination, so that it is used only for the purpose of making decisions on the issuance or denial of visas or immigration benefits, and so that its confidentiality will be maintained to protect the privacy rights of those who are the subject of the information.

These steps are needed now. We must also examine other ideas to improve safety at the Nation's borders and strengthen our overall ability as much as possible to prevent future terrorist attacks.

I urge all of my colleagues to support this important legislation.

By Ms. SNOWE (for herself and Mr. STEVENS):

S. 1455. A bill to amend title 49, United States Code, to regulate the training of aliens to operate jet-propelled aircraft, and for other purposes; to the Committee on Commerce, Science, and Transportation.

Ms. SNOWE. Madam President, I am sure I am not alone in finding that one of the more disturbing revelations of the investigation into the September 11 terrorist attack on the World Trade Center and Pentagon is that over half of the hijackers received flight instruction at American facilities. Investigators have named ten separate flying schools across the United States, from California to Oklahoma to Florida, where the hijacking suspects may have engaged in flight training in one form or another. In addition, it is believed that one of these suspects was able to gain legal entry into the United States through the assistance of a flight school that provided immigration documentation.

I know that this ironic turn of events, the schools dedicated to the safety of the airline industry were unwittingly utilized to facilitate the worst airline disaster in history, has school administrators and instructors asking themselves, ''What if . . .'' as they look in the mirror every morning.

We need to take action now to remove the doubts of the instructors as well as restore confidence in student pilots engaged in valid training. That is why I am introducing legislation to require thorough background checks on foreign nationals seeking advanced flight or jet aircraft training in American flight schools.

At present the Federal Aviation Administration FAA, regulates course content at these schools and does it well, the U.S. has the best training program in the world and pilot certification from the FAA is considered the industry ''gold standard.'' That is why a large number of foreign students are attracted to American schools. And we want to continue to encourage foreign participation at our schools, it assures aviation safety world wide.

However, the FAA does not regulate who can participate in pilot training, be it glider plane basics or 757 advanced training. More specifically, the requirement for foreign students is limited to demonstrated English proficiency and proper immigration documentation.

Given the events of September 11, it is imperative that the screening process for pilot trainees be improved. As such, the legislation I am introducing today mandates the completion of security checks before foreign nationals may commence advanced jet training. Specifically, by requiring that the Attorney General carry out background investigations on individuals seeking such training, the legislation ensures a comprehensive review against records held by such agencies as the FBI, INS, and DEA will be carried out prior to starting training on any simulator or jet powered aircraft. Also, given the recent tragedies in New York, Washington DC, and Pennsylvania, all foreign nationals currently in training would be required to stop until a satisfactory background check is completed.

I want to urge my colleagues to join me in taking this small but critical step to prevent a repeat of unintentionally training those who would terrorize our cities and skies and ask for their support in increasing security requirements for flight training.

STATEMENTS ON SUBMITTED RESOLUTIONS

SENATE RESOLUTION 162—PROVIDING FOR MEMBERS ON THE PART OF THE SENATE OF THE JOINT COMMITTEE ON PRINTING AND THE JOINT COMMITTEE OF CONGRESS ON THE LIBRARY

Mr. DODD (for himself and Mr. MCCONNELL) submitted the following resolution; which was considered and agreed to:

S. RES. 162

Resolved, That the following named Members be, and they are hereby, elected members of the following joint committees of Congress:

JOINT COMMITTEE ON PRINTING: Mr. Dayton, Mrs. Feinstein, Mr. Inouye, Mr. Cochran, and Mr. Santorum.

JOINT COMMITTEE OF CONGRESS ON THE LIBRARY: Mr. Dodd, Mr. Schumer, Mr. Dayton, Mr. Stevens, and Mr. Cochran.

SENATE RESOLUTION 163—DESIGNATING THE WEEK OF SEPTEMBER 23, 2001, THROUGH SEPTEMBER 29, 2001, AS ''NATIONAL OVARIAN CANCER AWARENESS WEEK''

Ms. LANDRIEU (for herself, Mrs. MURRAY, Ms. COLLINS, Ms. SNOWE, Mrs. CARNAHAN, Mrs. HUTCHISON, Ms. CANTWELL, Mrs. FEINSTEIN, Ms. STABENOW, Ms. MIKULSKI, Mrs. LINCOLN, Mrs. BOXER, Mr. HATCH, and Mrs. CLINTON) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 163

Whereas 1 out of every 55 women will develop ovarian cancer at some point during her life;

Whereas over 70 percent of women with ovarian cancer will not be diagnosed until the cancer has spread beyond the ovaries;

Whereas prompt diagnosis of ovarian cancer is crucial to effective treatment, with the chances of curing the disease before it has spread beyond the ovaries ranging from 85 to 90 percent, as compared to between 20 and 25 percent after the cancer has spread;

Whereas several easily identifiable factors, particularly a family history of ovarian cancer, can help determine how susceptible a woman is to developing the disease;

Whereas effective early testing is available to women who have a high risk of developing ovarian cancer;

Whereas heightened public awareness can make treatment of ovarian cancer more effective for women who are at-risk; and

Whereas the Senate, as an institution, and Members of Congress, as individuals, are in unique positions to help raise awareness about the need for early diagnosis and treatment for ovarian cancer: Now, therefore, be it

Resolved, That the Senate—

(1) designates the week of September 23, 2001, through September 29, 2001, as ''National Ovarian Cancer Awareness Week''; and

(2) requests that the President issue a proclamation calling upon the people of the United States to observe National Ovarian Cancer Awareness Week with appropriate ceremonies and activities.

SENATE CONCURRENT RESOLUTION 69—EXPRESSING SUPPORT FOR TUBEROUS SCLEROSIS AWARENESS

Mr. WARNER (for himself and Mr. HAGEL) submitted the following concurrent resolution; which was referred to the Committee on Health, Education, Labor, and Pensions:

S. CON. RES. 69

Whereas at least two children born each day will be affected with tuberous sclerosis;

Whereas nearly one million people worldwide are known to have tuberous sclerosis;

Whereas tuberous sclerosis affects all races and ethnic groups equally;

Whereas tuberous sclerosis is caused by either an inherited autosomal disorder or by a spontaneous genetic mutation;

Whereas when tuberous sclerosis is genetically transmitted as an autosomal dominant disorder, a child with a parent with the gene will have a 50-percent chance of inheriting the disease;

Whereas two-thirds of the cases of tuberous sclerosis are believed to be a result of spontaneous mutation, although the cause of such mutations is a mystery;

Whereas diagnosis takes an average of 90 days with consultation of at least three specialists;

Whereas tuberous sclerosis frequently goes undiagnosed because of the obsecurity of the disease and the mild form the symptoms may take; and

Whereas the Congress as an institution, and Members of Congress as individuals, are in unique positions to help raise public awareness about the need for increased funding for research, detection, and treatment of tuberous sclerosis and to support the fight against tuberous sclerosis: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That it is the sense of the Congress that——

(1) all Americans should take an active role in the fight against tuberous sclerosis by all means available to them, including early and complete clinical testing and investigating family histories;

(2) the role played by national and community organizations and health care providers in promoting awareness of the importance of early diagnosis, testing, and ongoing screening should be recognized and applauded;

(3) the Federal Government has a responsibility to——

(A) endeavor to raise awareness about the importance of the early detection of, and proper treatment for, tuberous sclerosis;

(B) increase funding for research so that the causes of, and improved treatment for, tuberous sclerosis may be discovered; and

(C) continue to consider ways to improve access to, and the quality of, health care services for detecting and treating tuberous sclerosis; and

(4) the Director of the National Institutes of Health should take a leadership role in the fight against tuberous sclerosis by acting with appropriate offices within the National Institutes of Health to provide to the Congress a five-year research plan for tuberous sclerosis.

Mr. WARNER. Madam President, I rise today to introduce a resolution to help increase the awareness of tuberous sclerosis or TS. Even though 1,000,000 people worldwide are affected with this disease, few are even aware of it.

TS is a genetic condition characterized by lesions of the skin and central nervous system, tumor growth and seizures, and TS is transmitted either through genetic inheritance or as a spontaneous genetic mutation. It is the leading known cause of epilepsy, and may also cause brain, eye or kidney tumors, hydrocephalus, and disfiguring growths on the skin. At least two children born every day will be affected by TS, which affects 1 million people worldwide of all races and ethnic groups. Infants and children too often spend their lives being misdiagnosed, possibly leading to irreparable brain damage, Kidney failure, and even premature death.

Because there is no cure for this disease, early intervention is important in helping to overcome developmental delays. Passage of this important resolution will help to raise the importance of early detection and proper treatment of TS; encourage increased funding for research and treatments; and call upon the National Institutes of Health, NIH, to develop a research plan for TS.

For all of the families that are affected by this terrible disease, I ask that my colleagues support this important legislation. By helping America to learn about and understand tuberous sclerosis, we will help to improve the quality of life for many Americans.

SENATE CONCURRENT RESOLUTION 70—EXPRESSING THE SENSE OF THE CONGRESS IN SUPPORT OF THE ''NATIONAL WASH AMERICA CAMPAIGN''

Mr. WARNER (for himself and Mr. ALLEN) submitted the following concurrent resolution; which was referred to the Committee on the Judiciary:

S. CON. RES. 70

Whereas on September 11, 2001, the United States was victim to the worst terrorist attack on American soil, as hi-jacked aircraft were deliberately crashed into the World Trade Center in New York, New York, and the Pentagon outside Washington, D.C.;

Whereas the tragic events of September 11, 2001, have inflicted enormous emotional pain on Americans of all ages;

Whereas young Americans, who are generally unable to donate blood, help with rescue efforts, or make financial contributions, are nevertheless sharing in the Nation's pain and are especially in need of a way to make a difference and help their country;

Whereas four young sister, Ashley, Aubrey, Alyssa and Alana Welsh, from Annandale, Virginia, whose father serves in the military and narrowly avoided the Pentagon disaster, resolved that they could make a difference by holding local car washes to raise funds for the American Red Cross and to ''help wash away the hurt'';

Whereas within forty-eight hours the young girls had involved hundreds of others and raised more than $10,000, all in one Northern Virginia community;

Whereas there are more than 100,000 schools across the United States, whose teachers, students, and parents are searching for ways to unite and help rebuild the Nation as the Welch sisters have done in their home town;

Whereas a National Wash America Campaign has been created with its own Internet site, www.WashAmerica.org, to help other communities launch similar efforts on the weekends of September 22 and 23, September 29, and 30, and October 6 and 7, 2001; and

Whereas the American Red Cross is designating an account to receive all Wash America funds, giving the children of this campaign the opportunity to participate in one of its largest fund-raising drives ever: Now, therefore, be it

Resolved, by the Senate (the House of Representatives concurring), That is is the sense of the Congress that——

(1) salutes the young Americans who take part in Wash America events in their communities to help raise funds for the American Red Cross efforts in the wake of the terrorist attacks on the United States on September 11, 2001, and thanks them for doing their part to ''Help Wash Away the Hurt'' across the Nation.

Mr. WARNER. Madam President, September 11, 2001 was indeed one of the most tragic days in America's history. While our lives will never be the same, I know that we will be better and stronger as a Nation.

Regrettably, these loathsome, cowardly acts of terrorism have deeply wounded our country, but they have not, and will never dull, the spirit and resolve of the American people. My thoughts and prayers are with those who lost loved ones on that horrific day. My thanks and deep appreciation go out to the many thousands who stepped up in the face of danger to assist in the devastating aftermath, and who continued to work tirelessly at the Pentagon, the World Trade Center, and the Pennsylvania crash site.

During this time of crisis it is important that we come together as a nation. Thus far, the American people have responded in many different ways: by donating blood, sending money, even participating in the rescue efforts underway in Virginia and New York.

But, for one group of people, young Americans, it has been especially difficult for them to find a meaningful outlet for their tremendous need to be involved.

That is why I am so proud today to rise in support of four Virginia youngsters, and to introduce a resolution on their behalf that will help share their remarkable and uplifting story with a country in need of such stories.

The Welch sisters, Ashley, Aubrey, Alyssa and Alana, might not have their father, Lt. Col. Tracy Welch, here today had a meeting he was due to attend at the Pentagon in the morning of September 11, 2001, not been postponed.

After the cowardly attacks on our country, the Welch sisters, like so many other Americans, went to donate blood. However, because they were underage, they were turned away.

Some might have stopped there, but these girls, aged 10–16, were determined to make a difference. So, in two days, they organized four local car washes and mobilized approximately one hundred of their friends to help them wash cars by urging their friends to ''Help Wash the Hurt Away.'' At the end of these two days, the Welch Sisters and their friends raised $10,000 for the American Red Cross. They called their effort ''Wash America.''

The Welch sisters are now taking their effort a step further, believing that what can be accomplished in two days in Annandale and Alexandria, Virginia, can happen in cities and towns and rural areas across this country. Accordingly, they decided to organize three consecutive ''National Wash America Weekends'' to reach out to millions of youth in more than 100,000 schools around America and to raise funds for the American Red Cross.

Today, they have a Web site, www.washamerica.org. a logo, and companies pledging support. I am honored that they asked me for support in the United States Senate.

The resolution I introduce today will support these young Americans' determination to create three, consecutive ''National Wash America weekends.'' This resolution will serve as a vehicle for my colleagues, by adding their names as cosponsors, to similarly support Wash America events within their states. And, most important, it salutes every young person in America who is doing his or her part to ''Wash Away the Hurt.''

I urge my colleagues to support this important resolution.

SENATE CONCURRENT RESOLUTION 71—DESIGNATING THE WEEK OF OCTOBER 7 THROUGH OCTOBER 13, 2001, AS ''NATIONAL MENTAL HEALTH AWARENESS WEEK''

Ms. LANDRIEU submitted the following concurrent resolution; which was referred to the Committee on the Judiciary:

S. CON. RES. 71

Whereas mental health is defined by the state of emotional and psychological well-being in which an individual is able to use the individual's cognitive and emotional capabilities, to function in society, and to meet the ordinary demands of everyday life;

Whereas mental health disorders include, depression, substance abuse, anxiety, Alzheimer's disease, autism, bipolar illness, and panic attacks;

Whereas more than 51,000,000 individuals in the United States suffer from a mental illness in a single year, but only 8,000,000 seek treatment;

Whereas 40,000,000 adults in the United States are affected by 1 or more mental disorders;

Whereas 6,500,000 individuals in the United States are disabled by severe mental illness;

Whereas the Surgeon General has reported that 4 out of 10 of the leading causes of disability for persons age 5 and older are mental disorders;

Whereas 5.4 percent of the adult population in the United States suffers from a ''serious'' mental illness which interferes with some area of their social functioning;

Whereas children and adolescents, like adults, have mental health problems that can lead to school failure, family conflicts, drug abuse, violence, and suicide;

Whereas education and awareness about mental health and mental health services are necessary to detection and treatment; and

Whereas Congress, as an institution, and the Members of Congress, as individuals, have the unique possibility of raising awareness about mental health: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That Congress—

(1) designates the week of October 7 through October 13, 2001, as ''National Mental Health Awareness Week'';

(2) encourages all Americans to find out more about mental health services in their communities and seek mental health treatment when necessary; and

(3) requests that the President issue a proclamation calling upon the people of the United States and interested groups to observe such week with appropriate ceremonies and activities.

SENATE CONCURRENT RESOLUTION 72—EXPRESSING THE SENSE OF CONGRESS THAT A COMMEMORATIVE POSTAGE STAMP SHOULD BE ISSUED HONORING MARTHA MATILDA HARPER, AND THAT THE CITIZENS' STAMP ADVISORY COMMITTEE SHOULD RECOMMEND TO THE POSTMASTER GENERAL THAT SUCH A STAMP BE ISSUED

Ms. LANDRIEU (for herself, Ms. COLLINS, and Ms. STABENOW) submitted the following concurrent resolution; which was referred to the Committee on Governmental Affairs:

S. CON. RES. 72

Whereas Martha Matilda Harper, after spending much of the first 25 years of her life as a domestic servant, opened the Harper Method Shops and School, a health-conscious hair and skin care store in Rochester, New York, in 1888;

Whereas Martha Matilda Harper subsequently expanded the business to include 2 international manufacturing centers, 5 training schools, and over 500 beauty shops around the world;

Whereas Martha Matilda Harper shared the opportunity of business ownership with former servant women, and created the first franchise business model;

Whereas customers of Harper shops included world leaders, socialites, and suffragists, such as Presidents Woodrow Wilson and Calvin Coolidge, Kaiser Wilhelm II, Prime Minister Anthony Eden, First Ladies Jacqueline Kennedy and Lady Bird Johnson, and Susan B. Anthony;

Whereas Martha Matilda Harper's 19th century management practices, which included a customer-oriented focus, an equitable relationship with staff, a childcare center in each shop, and the manufacture and promotion of organic products and procedures, would be contemporary by today's standards;

Whereas franchising now dominates retail business (with a new franchise opening every 8 minutes) and generates more than $1,000,000,000,000 in revenues annually; and

Whereas, for her accomplishments, Martha Matilda Harper has been referred to by some as the ''mother of franchising'': Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That it is the sense of Congress that—

(1) a commemorative postage stamp should be issued honoring Martha Matilda Harper; and

(2) the Citizens' Stamp Advisory Committee should recommend to the Postmaster General that such a stamp be issued.

SENATE CONCURRENT RESOLUTION 73—EXPRESSING THE PROFOUND SORROW OF CONGRESS FOR THE DEATHS AND INJURIES SUFFERED BY FIRST RESPONDERS AS THEY ENDEAVORED TO SAVE INNOCENT PEOPLE IN THE AFTERMATH OF THE TERRORIST ATTACKS ON THE WORLD TRADE CENTER AND THE PENTAGON ON SEPTEMBER 11, 2001

Mr. NICKLES (for himself, Mr. INHOFE, Mr. SCHUMER, Mrs. CLINTON, Mr. ALLEN Mr. MCCONNELL, Mr. CRAPO, Mr. LUGAR, Mr. WARNER, Mr. ROBERTS, Mr. MCCAIN, Mr. LEVIN, Mr. BIDEN, Mr. BAYH, Mr. JOHNSON, Mr. SARBANES, Mr. FITZGERALD, Mr. CLELAND, Ms. CANTWELL, Mr. NELSON, of Florida, Mr. KOHL, Mr. KERRY, Mr. FEINGOLD, Mr. BREAUX, Mr. LIEBERMAN, Ms. COLLINS, and Mr. HUTCHINSON) submitted the following concurrent resolution; which was referred to the Committee on the Judiciary

S. CON. RES. 73

Whereas law enforcement officers, firefighters, and emergency medical personnel are collectively known as first responders;

Whereas following the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001, first responders reacted immediately in evacuating and rescuing innocent people from the buildings;

Whereas first responders also arrived quickly at the crash site of United Airlines flight 93 in southwestern Pennsylvania;

Whereas if it were not for the heroic efforts of first responders immediately after the terrorist attacks, numerous additional casualties would have resulted from the attacks;

Whereas as the first emergency personnel to arrive at the scenes of the terrorist attacks, first responders risked their lives in their efforts to save others;

Whereas while first responders were bravely conducting the evacuation and rescue after the terrorist attacks on the World Trade Center, the 2 towers of that complex collapsed, and many first responders themselves became victims of the attacks;

Whereas the everyday well-being, security, and safety of Americans depend upon the official duties of first responders;

Whereas in addition to their official duties, first responders around the Nation participate in planning, training, and exercises to respond to terrorist attacks;

Whereas emergency managers, public health officials, and medical care providers also invest significant time in planning, training, and exercises to better respond to terrorist attacks in the United States;

Whereas the Nation has not forgotten the heroic efforts of first responders after the bombing of the World Trade Center on February 26, 1993, and the bombing of the Alfred P. Murrah Federal Building in Oklahoma City, Oklahoma, on April 19, 1995;

Whereas there are numerous Federal programs that help prepare first responders from across the Nation, including the Domestic Preparedness Program and other training and exercise programs administered by the Department of Justice;

Whereas there are also domestic preparedness programs administered by the Federal Emergency Management Agency, which together with the programs of the Department of Justice support State and local first responders with funding, training, equipment acquisition, technical assistance, exercise planning, and execution;

Whereas many of the first responders who participate in such programs do so on their own time;

Whereas an effective response of local first responders to a terrorist attack saves lives; and

Whereas in response to a terrorist attack, first responders are exposed to a high risk of bodily harm and death as the first line of defense of the United States in managing the aftermath of the attack: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That Congress—

(1) expresses its profound sorrow for the deaths and injuries suffered by first responders as they endeavored to save innocent people in the aftermath of the terrorist attacks on the World Trade Center and the Pentagon on September 11, 2001;

(2) expresses its deepest sympathies to the families and loved ones of the fallen first responders;

(3) honors and commends the first responders who participated in evacuating and rescuing the innocent people in the World Trade Center and the Pentagon after the terrorist attacks;

(4) encourages the President to issue a proclamation calling upon the people of the United States to pay respect to the first responder community for their service in the aftermath of the terrorist attacks and their continuing efforts to save lives; and

(5) encourages all levels of government to continue to work together to effectively coordinate emergency preparedness by providing the infrastructure, funding, and interagency communication and cooperation necessary to ensure that if an attack occurs, first responders will be as prepared as possible to respond effectively.

Mr. NICKLES. Madam President, it is with great honor that I introduce this concurrent resolution on behalf of Senator INHOFE, Senator SCHUMER, Senator CLINTON, and myself, as well as many other original co-sponsors.

The resolution expresses Congress' profound sorrow for the loss of life and injuries suffered by ''first responders'' as a result of their efforts to save innocent Americans in the aftermath of the World Trade Center, Pentagon and Pennsylvania disasters on September 11, 2001. It also expresses our deepest condolences to the families and loved ones of the first responders who will never again return home.

Last Tuesday, in New York City and at the Pentagon, law enforcement, firefighters, and emergency medical personnel (first responders) were the first public-service personnel on the scene. If it were not for their heroic efforts immediately after these attacks, the death toll would be much higher.

We also believe that it is important for America to better understand the daily activities and responsibilities of first responders. Our everyday well-being, security and safety depend upon first responders' official duties. In preparation for these tragedies, first responders around the country plan, train and exercise for mass-casualty events. Our resolution recognizes the hard work and dedication of ''first responder'' personnel and thanks them for the long hours of training that many participate in on their own time.

In addition, this resolution recognizes the hard work and dedication of first responders after the 1993 World Trade Center and the 1995 Oklahoma City bombings.

First Responders exemplify great courage and patriotism in the darkest of hours and for this we are most grateful.

AMENDMENTS SUBMITTED AND PROPOSED

SA 1587. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table.

SA 1588. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1589. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1590. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1591. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1592. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1593. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1594. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1595. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1596. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1597. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1598. Mr. LEVIN (for himself and Mr. WARNER) proposed an amendment to the bill S. 1438, supra.

SA 1599. Mr. LOTT submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1600. Mr. LOTT (for himself, Mr. HUTCHINSON, Mr. COCHRAN, and Mr. STEVENS) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1601. Mr. LOTT (for himself, Mr. BUNNING, Mr. HUTCHINSON, Mr. COCHRAN, Mr. STEVENS, and Mrs. HUTCHISON) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1602. Mr. ALLARD submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1603. Mr. LOTT (for himself and Mr. COCHRAN) submitted an amendment intended to be proposed by him to the bill S. 1438, supra ; which was ordered to lie on the table.

SA 1604. Mr. LOTT (for himself and Mr. COCHRAN) submitted an amendment intended to be proposed by him to the bill S. 1438, supra ; which was ordered to lie on the table.

SA 1605. Mr. TORRICELLI (for himself, Mr. CARPER, and Mr. CORZINE) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1606. Mr. ALLARD (for himself and Mr. SMITH, of New Hampshire) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1607. Mr. BINGAMAN (for himself and Mr. DOMENICI) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1608. Mr. HUTCHINSON submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1609. Mr. HUTCHINSON submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1610. Mr. SANTORUM submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1611. Mr. SANTORUM submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1612. Mrs. HUTCHISON submitted an amendment intended to be proposed by her to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1613. Mr. SMITH, of New Hampshire submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1614. Mr. SMITH, of New Hampshire submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1615. Mr. REID (for Mr. SARBANES (for himself and Mr. GRAMM)) proposed an amendment to the bill H.R. 2510, to extend the expiration date of the Defense Production Act of 1950, and for other purposes.

SA 1616. Mr. REID (for Mr. HOLLINGS (for himself and Mr. GREGG)) proposed an amendment to the bill H.R. 2500, making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

TEXT OF AMENDMENTS

SA 1587. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe strengths for such fiscal year for the Armed Forces, and for other purpose; which was ordered to lie on the table; as follows:

At the end of title IX, add the following:

SEC. 908. POSITION OF DEPUTY UNDER SECRETARY OF DEFENSE (DEPUTY COMPTROLLER).

(e) ESTABLISHMENT OF POSITION.—Chapter 4 of title 10, United States Code, is amended by inserting after section 135 the following new section:

''§ 135a. Deputy Under Secretary of Defense (Deputy Comptroller)

''(a) There is a Deputy Under Secretary of Defense (Deputy Comptroller) appointed

from civilian life by the President, by and with the advice and consent of the Senate.

''(b) The Deputy Under Secretary of Defense (Deputy Comptroller) shall assist the Under Secretary of Defense (Comptroller) in the performance of his duties. The Deputy Under Secretary of Defense (Deputy Comptroller) shall act for, and exercise the powers of, the Under Secretary when the Under Secretary is absent or disabled.''.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of such chapter is amended by inserting after the item relating to section 135 following new item:

''135a. Deputy Under Secretary of Defense (Deputy Comptroller).''.

SA 1588. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe strengths for such fiscal year for the Armed Forces, and for other purpose; which was ordered to lie on the table; as follows:

At the end of subtitle D of title III, add the following:

SEC. 335. REAUTHORIZATION OF WARRANTY CLAIMS RECOVERY PILOT PROGRAM.

(a) EXTENSION OF AUTHORITY.—Subsection (f) of section 391 of the National Defense Authorization Act for Fiscal Year 1998 (Public Law 105–85; 111 Stat. 1716; 10 U.S.C. 2304 note) is amended by striking ''September 30, 1999'' and inserting ''September 30, 2003''.

(b) REPORTING REQUIREMENTS.—Subsection (g) of such section is amended—

(1) in paragraph (1), by striking ''January 1, 2000'' and inserting ''January 1, 2003''; and

(2) in paragraph (2), by striking ''March 1, 2000'' and inserting ''March 1, 2003''.

SA 1589. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle D of title III, add the following:

SEC. 335. COMPLIANCE OF THE DEFENSE AUTOMATED PRINTING SERVICE WITH FEDERAL PRINTING REQUIREMENTS.

(a) REPEAL OF REQUIREMENT.—Section 195 of title 10, United States Code, is repealed.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of subchapter I of chapter 8 of such title is amended by striking the item relating to section 195.

SA 1590. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle C of title X, add the following:

SEC. 1027. REPEAL OF REQUIREMENT FOR MONTHLY REPORTS ON ALLOCATION OF FUNDS WITHIN OPERATION AND MAINTENANCE BUDGET SUBACTIVITIES.

(a) REPEAL.—Section 228 of title 10, United States Code, is repealed.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of chapter 9 of such title is amended by striking the item relating to section 228.

SA 1591. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle C of title X, add the following:

SEC. 1027. CONTENT OF PERIODIC REPORT ON COMBAT SUPPORT AGENCIES.

Section 193(a)(1) of title 10, United States Code, is amended—

(1) by striking ''and'' at the end of subparagraph (A);

(2) by redesignating subparagraph (B) as subparagraph (C); and

(3) by inserting after subparagraph (A) the following new subparagraph (B):

''(B) a determination with respect to the effectiveness and efficiency of each such agency to support the armed forces; and''.

SA 1592. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title IX, add the following:

SEC. 908. REPEAL OF LIMITATION ON NUMBER OF PERSONNEL IN THE OFFICE OF THE SECRETARY OF DEFENSE.

(a) REPEAL.—Section 143 of title 10, United States Code, is repealed.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of chapter 4 of title 10, United States Code, is amended by striking the item relating to section 143.

SA 1593. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle B of title XII, add the following:

SEC. 1217. AUTHORITY TO WAIVE SANCTIONS.

(a) AUTHORITY.—Notwithstanding any other provision of law, the President is authorized to waive any sanction imposed against any foreign country or government (including any agency or instrumentality thereof) or any foreign entity if the President determines that to do so would assist in efforts to combat global terrorism or is otherwise in the national security interests of the United States.

(b) CONGRESSIONAL NOTIFICATION.—Not less than 30 days prior to the exercise of any waiver authorized by subsection (a), the President shall notify Congress of his intention to exercise the waiver, together with an explanation of his reasons for the waiver.

(c) SANCTION DEFINED.—In this section, the term ''sanction'' means any prohibition or restriction with respect to a foreign country or government or foreign entity that is imposed by the United States for reasons of foreign policy or national security, except in a case in which the United States imposes the measure pursuant to—

(1) a multilateral regime and the other member countries of that regime have agreed to impose substantially equivalent measures; or

(2) a mandatory decision of the United Nations Security Council.

SA 1594. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle D of title III, add the following:

SEC. 335. REVISION OF AUTHORITY TO WAIVE LIMITATION ON PERFORMANCE OF DEPOT-LEVEL MAINTENANCE.

Section 2466(c) of title 10, United States Code, is amended to read as follows:

''(c) WAIVER OF LIMITATION.—(1) The President may waive the limitation in subsection (a) for a fiscal year if—

''(A) the President determines that—

''(i) the waiver is necessary for reasons of national security; and

''(ii) compliance with the limitation cannot be achieved through effective management of depot operations consistent with those reasons; and

''(B) the President submits to Congress a notification of the waiver together with—

''(i) a discussion of the reasons for the waiver; and

''(ii) the plan for terminating the waiver and complying with the limitation within two years after the date of the first exercise of the waiver authority under this subsection.

''(2) The President may delegate only to the Secretary of Defense authority to exercise the waiver authority of the President under paragraph (1).''.

SA 1595. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

On page 380, after line 15, insert the following:

SEC. 1066. CLOSURE OF VIEQUES NAVAL TRAINING RANGE.

(a) CONDITIONAL AUTHORITY.—Title XV of the Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001 (as enacted by Public Law 106–398; 114 Stat. 1654A–348) is amended by striking sections 1503 and 1504 and inserting the following new section:

''SEC. 1503. CONDITIONS ON CLOSURE OF VIEQUES NAVAL TRAINING RANGE.

The Secretary of the Navy may close the Vieques Naval Training Range on the island of Vieques, Puerto Rico, and discontinue live-fire training at that range only if the Chief of Naval Operations and the Commandant of the Marine Corps jointly certify that the training range is no longer needed for the training of units of the Navy and the Marine Corps stationed or deployed in the eastern United States.''.

(b) ACTIONS RELATED TO CLOSURE.—(1) Section 1505 of such Act (114 Stat. 1654A–353) is amended—

(A) by striking subsection (a) and inserting the following:

''(a) TIME FOR TAKING ACTIONS.—The actions required or authorized under this section may only be taken upon the closure of the Vieques Naval Training Range by the Secretary of the Navy.'';

(B) in subsection (b)(1), by striking ''Not later than May 1, 2003, the'' and inserting ''The'';

(C) in subsection (d)(1), by striking ''pending the enactment of a law that addresses the disposition of such properties'';

(D) in subsection (e)(2), ''the referendum under section 1503'' and all that follows and inserting ''the Secretary of the Navy closes the Vieques Naval Training Range.''; and

(E) by adding at the end the following new subsection:

''(f) MILITARY USE OF TRANSFERRED PROPERTY DURING WAR OR NATIONAL EMERGENCY.—

''(1) TEMPORARY TRANSFER BY SECRETARY OF THE INTERIOR.—Upon a declaration of war by Congress or a declaration of a national emergency by the President or Congress, the Secretary of the Interior shall transfer the administrative jurisdiction of the Live Impact Area to the Secretary of the Navy notwithstanding the requirement to retain the property under subsection (d)(1).

''(2) TRAINING AUTHORIZED.—Training of the Armed Forces may be conducted in the Live Impact Area while the property is under the administrative jurisdiction of the Secretary of the Navy pursuant to a transfer made under that paragraph (1). The training may include live-fire training. Subsection (b) shall not apply to training authorized under this paragraph.

''(3) RETURN OF PROPERTY TO SECRETARY OF THE INTERIOR.—Upon the termination of the war or national emergency necessitating the transfer of administrative jurisdiction under paragraph (1), the Secretary of the Navy shall transfer the administrative jurisdiction of the Live Impact Area to the Secretary of the Interior, who shall assume responsibility for the property and administer the property in accordance with subsection (d).''.

(2) The heading of such section is amended to read as follows:

''SEC. 1505. ACTIONS UPON CLOSURE OF THE VIEQUES NAVAL TRAINING RANGE.''.

(c) CONFORMING AMENDMENT.—Section 1507(c) of such Act is amended by striking ''the issuance of a proclamation described in section 1504(a) or''.

SA 1596. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of the bill, add the following:

DIVISION D—NATIONAL ENERGY SECURITY

SEC. 4001. ENACTMENT OF ENERGY PROVISIONS.

The provisions of H.R. 4 of the 107th Congress, as passed by the House of Representatives on August 2, 2001, are enacted into law.

SA 1597. Mr. INHOFE submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of the bill, add the following:

DIVISION D—NATIONAL ENERGY SECURITY

SEC. 4001. SHORT TITLE.

This division may be cited as the ''National Energy Security Act of 2001''.

SEC. 4002. FINDINGS AND PURPOSES.

(a) FINDINGS.—Congress finds that—

(1) increasing dependence on foreign sources of oil causes systemic harm to all sectors of the United States economy, threatens national security, undermines the ability of Federal, State, and local units of government to provide essential services, and jeopardizes the peace, security, and welfare of the American people;

(2) dependence on imports of foreign oil was 46 percent in 1992, rose to more than 55 percent by the beginning of 2000, and is estimated by the Department of Energy to rise to 65 percent by 2020 unless current policies are altered;

(3) even with increased energy efficiency, energy use in the United States is expected to increase 27 percent by 2020;

(4) the United States lacks a comprehensive national energy policy and has taken actions that limit the availability and capability of the domestic energy sources of oil and gas, coal, nuclear and hydroelectric;

(5) a comprehensive energy strategy must be developed to combat this trend, decrease the United States dependence on imported oil supplies and strengthen our national energy security;

(6) this comprehensive strategy must decrease the United States dependence on foreign oil supplies to not more than 50 percent by the year 2011;

(7) this comprehensive energy strategy must be multi-faceted and enhance the use of renewable energy resources (including hydroelectric, solar, wind, geothermal and biomass), conserve energy resources (including improving energy efficiencies), and increase domestic supplies of conventional energy resources (including oil, natural gas, coal, and nuclear);

(8) conservation efforts and alternative fuels alone will not enable America to meet this goal as conventional energy sources supply 96 percent of America's power at this time; and

(9) immediate actions must also be taken to mitigate the economic effects of recent increases in the price of crude oil, natural gas, and electricity and the related impacts on American consumers, including the poor and the elderly.

(b) PURPOSES.—The purposes of this division are to protect the energy security of the United States by decreasing America's dependence on foreign oil sources to not more than 50 percent by 2010, by enhancing the use of renewable energy resources, conserving energy resources (including improving energy efficiencies), and increasing domestic energy supplies, improving environmental quality by reducing emissions of air pollutants and greenhouse gases, and mitigating the immediate effect of increases in energy prices on the American consumer, including the poor and the elderly.

TITLE I—GENERAL PROVISIONS TO PROTECT ENERGY SUPPLY AND SECURITY

SEC. 4101. CONSULTATION AND REPORT ON FEDERAL AGENCY ACTIONS AFFECTING DOMESTIC ENERGY SUPPLY.

Prior to taking or initiating any action that could have a significant adverse effect on the availability or supply of domestic energy resources or on the domestic capability to distribute or transport such resources, the head of a Federal agency proposing or participating in such action shall notify the Secretary of Energy in writing of the nature and scope of the action, the need for such action, the potential effect of such action on energy resource supplies, price, distribution, and transportation, and any alternatives to such action or options to mitigate the effects and shall provide the Secretary of Energy with adequate time to review the proposed action and make recommendations to avoid or minimize the adverse effect of the proposed action. The proposing agency shall consider any such recommendations made by the Secretary of Energy. The Secretary of Energy shall provide an annual report to the Committee on Energy and Natural Resources of the United States Senate and to the appropriate committees of the House of Representatives on all actions brought to his attention, what mitigation or alternatives, if any, were implemented, and what the short-term, mid-term, and long-term effect of the final action will likely be on domestic energy resource supplies and their development, distribution, or transmission.

SEC. 4102. ANNUAL REPORT ON UNITED STATES ENERGY INDEPENDENCE.

(a) REPORT.—Beginning on October 1, 2001, and annually thereafter, the Secretary of Energy, in consultation with the Secretary of Defense and the heads of other relevant Federal agencies, shall submit a report to the President and Congress which evaluates the progress the United States has made toward obtaining the goal of not more than 50 percent dependence on foreign oil sources by 2010.

(b) ALTERNATIVES.—The report shall specify legislative or administrative actions that must be implemented to meet this goal and set forth a range of options and alternatives with a benefit/cost analysis for each option or alternative together with an estimate of the contribution each option or alternative could make to reduce foreign oil imports. The Secretary shall solicit information from the public and request information from the Energy Information Agency and other agencies to develop the report. The report shall indicate, in detail, options and alternatives to (1) increase the use of renewable domestic energy sources, including conventional and non-conventional sources such as, but not limited to, increased hydroelectric generation at existing Federal facilities, (2) conserve energy resources, including improving efficiencies and decreasing consumption, and (3) increase domestic production and use of oil, natural gas, nuclear, and coal, including

any actions necessary to provide access to, and transportation of, these energy resources.

(c) REFINERY CAPACITY.—As part of the reports submitted in 2001, 2005, and 2008, the Secretary shall examine and report on the condition of the domestic refinery industry and the extent of domestic storage capacity for various categories of petroleum products and make such recommendations as he believes will enhance domestic capabilities to respond to short-term shortages of various fuels due to climate or supply interruptions and ensure long-term supplies on a reliable and affordable basis.

(d) NOTIFICATION TO CONGRESS.—Whenever the Secretary determines that stocks of petroleum products have declined or are anticipated to decline to levels that would jeopardize national security or threaten supply shortages or price increases on a national or regional basis, he shall immediately notify Congress of the situation and shall make such recommendations for administrative or legislative action as he believes are necessary to alleviate the situation.

SEC. 4103. STRATEGIC PETROLEUM RESERVE STUDY AND REPORT.

The President shall immediately establish an Interagency Panel on the Strategic Petroleum Study (referred to in this section as the ''Panel'') to study oil markets and estimate the extent and frequency of fluctuations in the supply and price of, and demand for crude oil in the future and determine appropriate capacity of and uses for the Strategic Petroleum Reserve. The Panel may recommend changes in existing authorities to strengthen the ability of the Strategic Petroleum Reserve to respond to energy requirements. The Panel shall complete its study and submit a report containing its findings and any recommendations to the President and Congress within 6 months from the date of enactment of this Act.

SEC. 4104. STUDY OF EXISTING RIGHTS-OF-WAY TO DETERMINE CAPABILITY TO SUPPORT NEW PIPELINES OR OTHER TRANSMISSION FACILITIES.

Not later than 1 year after the date of enactment of this Act, the head of each Federal agency that has authorized a right-of-way across Federal lands for transportation of energy supplies or transmission of electricity shall review each such right-of-way and submit a report to the Secretary of Energy and the Chairman of the Federal Energy Regulatory Commission whether the right-of-way can be used to support new or additional capacity and what modifications or other changes, if any, would be necessary to accommodate such additional capacity. In performing the review, the head of each agency shall consult with agencies of State or local units of government as appropriate and consider whether safety or other concerns related to current uses might preclude the availability of a right-of-way for additional or new transportation or transmission facilities and shall set forth those considerations in the report.

SEC. 4105. USE OF FEDERAL FACILITIES.

(a) The Secretary of the Interior and the Secretary of the Army shall each inventory all dams, impoundments, and other facilities under their jurisdiction.

(b) Based on this inventory and other information, the Secretary of the Interior and the Secretary of the Army shall each submit a report to Congress not later than 180 days after the date of enactment of this Act. Each report shall—

(1) describe, in detail, each facility that is capable, with or without modification, of producing additional hydroelectric power. For each such facility, the report shall state the full potential for the facility to generate hydroelectric power, whether the facility is currently generating hydroelectric power, and the costs to install, upgrade, modify, or take other actions to increase the hydroelectric generating capability of the facility. For each facility that currently has hydroelectric generating equipment, the report shall indicate the condition of such equipment, maintenance requirements, and schedule for any improvements as well as the purposes for which power is generated; and

(2) describe what actions are planned or underway to increase hydroelectric production from facilities under his jurisdiction and shall include any recommendations the Secretary deems advisable to increase such production, reduce costs, and improve efficiency at Federal facilities, including, but not limited to, use of lease of power privilege and contracting with non-Federal entities for operation and maintenance.

SEC. 4106. NUCLEAR GENERATION STUDY.

The Chairman of the Nuclear Regulatory Commission shall submit a report to Congress not later than 180 days after the date of enactment of this Act on the state of nuclear power generation and production in the United States and the potential for increasing nuclear generating capacity and production as part of this Nation's energy mix. The report shall include an assessment of agency readiness to license new advanced reactor designs and discuss the needed confirmatory and anticipatory research activities that would support such a state of readiness. The report shall also review the status of the relicensing process for civilian nuclear power plants, including current and anticipated applications, and recommendations for improvements in the process, including, but not limited to recommendations for expediting the process and ensuring that relicensing is accomplished in a timely manner.

SEC. 4107. DEVELOPMENT OF A NATIONAL SPENT NUCLEAR FUEL STRATEGY AND ESTABLISHMENT OF AN OFFICE OF SPENT NUCLEAR FUEL RESEARCH.

(a) DETERMINATION BY CONGRESS.—Prior to the Federal Government taking any irreversible action relating to the disposal of spent nuclear fuel, Congress must determine whether the spent fuel should be treated as waste subject to permanent burial or should be considered an energy resource that is needed to meet future energy requirements.

(b) OFFICE OF SPENT NUCLEAR FUEL RESEARCH.—There is hereby established an Office of Spent Nuclear Fuel Research (referred to in this section as the ''Office'') within the Office of Nuclear Energy Science and Technology of the Department of Energy. The Office shall be headed by the Associate Director, who shall be a member of the Senior Executive Service appointed by the Director of the Office of Nuclear Energy Science and Technology, and compensated at a rate determined by applicable law.

(c) ASSOCIATE DIRECTOR.—The Associate Director of the Office of Spent Nuclear Fuel Research shall be responsible for carrying out an integrated research, development, and demonstration program on technologies for treatment, recycling, and disposal of high-level nuclear radioactive waste and spent nuclear fuel, subject to the general supervision of the Secretary. The Associate Director of the Office shall report to the Director of the Office of Nuclear Energy Science and Technology. The first such Associate Director shall be appointed not later than 90 days after the date of enactment of this Act.

(d) GRANT AND CONTRACT AUTHORITY.—In carrying out his responsibilities under this section, the Secretary may make grants, or enter into contracts, for the purposes of the research projects and activities described in (e)(2).

(e) DUTIES.—The Associate Director of the Office shall—

(1) involve national laboratories, universities, the commercial nuclear industry, and other organizations to investigate technologies for the treatment, recycling, and disposal of spent nuclear fuel and high-level radioactive waste;

(2) develop a research plan to provide recommendations by 2015;

(3) identify technologies for the treatment, recycling, and disposal of spent nuclear fuel and high-level radioactive waste;

(4) conduct research and development activities on such technologies;

(5) ensure that all activities include as key objectives minimization of proliferation concerns and risk to health of the general public or site workers, as well as development of cost-effective technologies;

(6) require research on both reactor- and accelerator-based transmutation systems;

(7) require research on advanced processing and separations;

(8) encourage that research efforts include participation of international collaborators;

(9) be authorized to fund international collaborators when they bring unique capabilities not available in the United States and their host country is unable to provide for their support; and

(10) ensure that research efforts with the Office are coordinated with research on advanced fuel cycles and reactors conducted within the Office of Nuclear Energy Science and Technology.

(f) REPORT.—The Associate Director of the Office of Spent Nuclear Fuel Research shall annually prepare and submit a report to Congress on the activities and expenditures of the Office, including the progress that has been made to achieve the objectives of subsection (c).

SEC. 4108. STUDY AND REPORT ON STATUS OF DOMESTIC REFINING INDUSTRY AND PRODUCT DISTRIBUTION SYSTEM.

(a) ANNUAL REPORT.—The Secretary of Energy, in consultation with the Administrator of the Environmental Protection Agency, the States, the National Petroleum Council, and other representatives of the petroleum refining, distribution and retailing industries, shall submit a report to Congress on the condition of the domestic petroleum refining industry and the petroleum product distribution system. The first such report shall be submitted not later than January 1, 2002, and revised annually thereafter.

(b) RECOMMENDATIONS.—Each annual report shall include any recommendations that the Secretary believes should be implemented either through legislation or regulation to ensure that there is adequate domestic refining capacity and motor fuel supplies to meet the economic, social, and security requirements of the United States.

(c) PREPARATION.—In preparing each annual report, the Secretary shall—

(1) provide an assessment of the condition of the domestic petroleum refining industry and the Nation's motor fuel distribution system, including the ability to make future capital investments necessary to manufacture, transport, and store different petroleum products required by local, State, and Federal statute and regulations;

(2) examine the reliability and cost of feedstocks and energy supplied to the refining industry as well as the reliability and cost of products manufactured by such industry;

(3) provide an assessment of the collective effect of current and future motor fuel requirements on—

(A) the ability of the domestic motor fuels refining, distribution, and retailing industries to reliably and cost-effectively supply fuel to the Nation's consumers and businesses;

(B) gasoline (reformulated and conventional) and diesel fuel (on-highway and off-highway) supplies; and

(C) retail motor fuel price volatility;

(4) explore opportunities to streamline permitting and siting decisions and approvals for expanding existing and/or building new domestic refining capacity;

(5) recommend actions that can be taken to reduce future motor supply concerns; and

(6) provide an assessment of whether uniform, regional, or national performance-based fuel specifications would reduce supply disruptions and price spikes.

(d) CONFIDENTIALITY OF DATA.—Any information requested by the Secretary to be submitted by industry for purposes of this section shall be treated as confidential and shall be used only for the preparation of the annual report.

SEC. 4109. REVIEW OF FEDERAL ENERGY REGULATORY COMMISSION NATURAL GAS PIPELINE CERTIFICATION PROCEDURES.

The Federal Energy Regulatory Commission shall, in consultation with other appropriate Federal agencies, immediately undertake a comprehensive review of policies, procedures, and regulations for the certification of natural gas pipelines to determine how to reduce the cost and time of obtaining a certificate. The Commission shall report its findings not later than 180 days after the date of enactment of this Act to the Senate Committee on Energy and Natural Resources and the appropriate committees of the United States House of Representatives, including any recommendations for legislative changes.

SEC. 4110. ANNUAL REPORT ON AVAILABILITY OF DOMESTIC ENERGY RESOURCES TO MAINTAIN THE ELECTRICITY GRID OF THE UNITED STATES.

(a) Beginning on October 1, 2001, and annually thereafter, the Secretary of Energy, in consultation with the Federal Energy Regulatory Commission and the North American Electric Reliability Council, States, and appropriate regional organizations, shall submit a report to the President and Congress which evaluates the availability and capacity of domestic sources of energy generation to maintain the electricity grid in the United States. Specifically, the Secretary shall evaluate each region of the country with regard to grid stability during peak periods, such as summer, and options for improving grid stability.

(b) The report shall specify specific legislative or administrative actions that could be implemented to improve baseload generation and set forth a range of options and alternatives with a benefit/cost analysis for each option or alternative together with an estimate of the contribution each option or alternative could make to reduce foreign oil imports. The report shall indicate, in detail, options and alternatives to (1) increase the use of nonemitting domestic energy sources, including conventional and nonconventional sources such as, but not limited to, increased nuclear energy generation, and (2) conserve energy resources, including improving efficiencies and decreasing fuel consumption.

SEC. 4111. STUDY OF FINANCING FOR NEW TECHNOLOGIES.

(a) The Secretary of Energy shall undertake an independent assessment of innovative financing techniques to encourage and enable construction of new electricity supply technologies with high initial capital costs that might not otherwise be built in a deregulated market.

(b) The assessment shall be conducted by a firm with proven expertise in financing large capital projects or in financial services consulting, and is to be provided to Congress not later than 270 days after the date of enactment of this Act.

(c) The assessment shall include a comprehensive examination of all available techniques to safeguard private investors in high capital technologies—including advanced design power plants including, but not limited to, nuclear—against government-imposed risks that are beyond the investors' control. Such techniques may include (but not be limited to) Federal loan guarantees, Federal price guarantees, special tax considerations, and direct Federal Government investment.

SEC. 4112. REVIEW OF REGULATIONS TO ELIMINATE BARRIERS TO EMERGING ENERGY TECHNOLOGY.

(a) IN GENERAL.—Each Federal agency shall carry out a review of its regulations and standards to determine those that act as a barrier to market entry for emerging energy-efficient technologies, including, but not limited to, fuel cells, combined heat and power, and distributed generation (including small-scale renewable energy).

(b) REPORT TO CONGRESS.—Not later than eighteen months from date of enactment of this section, each agency shall provide a report to Congress and the President detailing all regulatory barriers to emerging energy-efficient technologies, along with actions the agency intends to take, or has taken, to remove such barriers.

(c) PERIODIC REVIEW.—Each agency shall subsequently review its regulations and standards in this manner no less frequently than every 5 years, and report their findings to Congress and the President. Such reviews shall include a detailed analysis of all agency actions taken to remove existing barriers to emerging energy technologies.

SEC. 4113. INTERAGENCY AGREEMENT ON ENVIRONMENTAL REVIEW OF INTERSTATE NATURAL GAS PIPELINE PROJECTS.

The Secretary of Energy, in coordination with the Federal Energy Regulatory Commission, shall establish an administrative interagency task force to develop an interagency agreement to expedite and facilitate the environmental review and permitting of interstate natural gas pipeline projects. The task force shall include the Bureau of Land Management and the Fish and Wildlife Service in the Department of the Interior, the United States Army Corps of Engineers, the United States Forest Service, the Environmental Protection Agency, the Advisory Council on Historic Preservation and such other agencies as the Office and the Federal Energy Regulatory Commission deem appropriate. The interagency agreement shall require that agencies complete their review of interstate pipeline projects within a specific period of time after referral of the matter by the Federal Energy Regulatory Commission. The agreement shall be completed within 6 months after the effective date of this section.

SEC. 4114. PIPELINE INTEGRITY, SAFETY, AND RELIABILITY RESEARCH AND DEVELOPMENT.

(a) IN GENERAL.—The Secretary of Transportation, in coordination with the Secretary of Energy, shall develop and implement an accelerated cooperative program of research and development to ensure the integrity of natural gas and hazardous liquid pipelines. This research and development program shall include materials inspection techniques, risk assessment methodology, and information systems surety.

(b) PURPOSE.—The purpose of the cooperative research program shall be to promote research and development to—

(1) ensure long-term safety, reliability and service life for existing pipelines;

(2) expand capabilities of internal inspection devices to identify and accurately measure defects and anomalies;

(3) develop inspection techniques for pipelines that cannot accommodate the internal inspection devices available on the date of enactment;

(4) develop innovative techniques to measure the structural integrity of pipelines to prevent pipeline failures;

(5) develop improved materials and coatings for use in pipelines;

(6) improve the capability, reliability, and practicality of external leak detection devices;

(7) identify underground environments that might lead to shortened service life;

(8) enhance safety in pipeline siting and land use;

(9) minimize the environmental impact of pipelines;

(10) demonstrate technologies that improve pipeline safety, reliability, and integrity;

(11) provide risk assessment tools for optimizing risk mitigation strategies; and

(12) provide highly secure information systems for controlling the operation of pipelines.

(c) AREAS.—In carrying out this section, the Secretary of Transportation, in coordination with the Secretary of Energy, shall consider research and development on natural gas, crude oil, and petroleum product pipelines for—

(1) early crack, defect, and damage detection, including real-time damage monitoring;

(2) automated internal pipeline inspection sensor systems;

(3) land use guidance and set back management along pipeline rights-of-way for communities;

(4) internal corrosion control;

(5) corrosion-resistant coatings;

(6) improved cathodic protection;

(7) inspection techniques where internal inspection is not feasible, including measurement of structural integrity;

(8) external leak detection, including portable real-time video imaging technology, and the advancement of computerized control center leak detection systems utilizing real-time remote field data input;

(9) longer life, high strength, non-corrosive pipeline materials;

(10) assessing the remaining strength of existing pipes;

(11) risk and reliability analysis models, to be used to identify safety improvements that could be realized in the near term resulting from analysis of data obtained from a pipeline performance tracking initiative;

(12) identification, monitoring, and prevention of outside force damage, including satellite surveillance; and

(13) any other areas necessary to ensuring the public safety and protecting the environment.

(d) RESEARCH AND DEVELOPMENT PROGRAM PLAN.—Within 240 days after the date of enactment of this section, the Secretary of Transportation, in coordination with the Secretary of Energy and the Pipeline Integrity Technical Advisory Committee, shall prepare and submit to Congress a 5-year program plan to guide activities under this section. In preparing the program plan, the Secretary shall consult with the appropriate representatives of the natural gas, crude oil, and petroleum product pipeline industries to select and prioritize appropriate project proposals. The Secretary may also seek the advice of utilities, manufacturers, institutions of higher learning, Federal agencies, the pipeline research institutions, national laboratories, State pipeline safety officials, environmental organizations, pipeline safety advocates, and professional and technical societies.

(e) IMPLEMENTATION.—The Secretary of Transportation shall have primary responsibility for ensuring the 5-year plan provided for in subsection (d) is implemented as intended by this section. In carrying out the

research, development, and demonstration activities under this section, the Secretary of Transportation and the Secretary of Energy may use, to the extent authorized under applicable provisions of law, contracts, cooperative agreements, cooperative research and development agreements under the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3701 et seq.), grants, joint ventures, other transactions, and any other form of agreement available to the Secretary consistent with the recommendations of the Advisory Committee.

(f) REPORTS TO CONGRESS.—The Secretary of Transportation shall report to Congress annually as to the status and results to date of the implementation of the research and development program plan. The report shall include the activities of the Departments of Transportation and Energy, the national laboratories, universities, and any other research organizations, including industry research organizations.

(g) PIPELINE INTEGRITY TECHNICAL ADVISORY COMMITTEE.—

(1) ESTABLISHMENT.—The Secretary of Transportation shall enter into appropriate arrangements with the National Academy of Sciences to establish and manage the Pipeline Integrity Technical Advisory Committee for the purpose of advising the Secretary of Transportation and the Secretary of Energy on the development and implementation of the 5-year research, development, and demonstration program plan as defined in subsection (d). The Advisory Committee shall have an ongoing role in evaluating the progress and results of the research, development, and demonstration carried out under this section.

(2) MEMBERSHIP.—The National Academy of Sciences shall appoint the members of the Pipeline Integrity Technical Advisory Committee after consultation with the Secretary of Transportation and the Secretary of Energy. Members appointed to the Advisory Committee should have the necessary qualifications to provide technical contributions to the purposes of the Advisory Committee.

(h) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary of Transportation and to the Secretary of Energy for carrying out this section such sums as may be necessary for each of the fiscal years 2002 through 2006.

SEC. 4115. RESEARCH AND DEVELOPMENT FOR NEW NATURAL GAS TECHNOLOGIES.

(a) The Secretary of Energy shall conduct a comprehensive 5-year program for research, development and demonstration to improve the reliability, efficiency, safety and integrity of the natural gas transportation and distribution infrastructure and for distributed energy resources (including microturbines, fuel cells, advanced engine-generators gas turbines reciprocating engines, hybrid power generation systems, and all ancillary equipment for dispatch, control and maintenance).

(b) There are authorized to be appropriated such sums as may be necessary for the purposes of this section.

TITLE II—TECHNOLOGY RESEARCH AND DEVELOPMENT PROGRAM FOR ADVANCED CLEAN COAL TECHNOLOGY FOR COAL-BASED ELECTRICITY GENERATING FACILITIES

SEC. 4201. PURPOSE.

The purpose of this title is to direct the Secretary of Energy (referred to in this title as the ''Secretary'') to—

(1) establish a coal-based technology development program designed to achieve cost and performance goals;

(2) carry out a study to identify technologies that may be capable of achieving, either individually or in combination, the cost and performance goals and for other purposes; and

(3) implement a research, development, and demonstration program to develop and demonstrate, in commercial-scale applications, advanced clean coal technologies for coal-fired generating units constructed before the date of enactment of this title.

SEC. 4202. COST AND PERFORMANCE GOALS.

(a) IN GENERAL.—The Secretary shall perform an assessment that identifies costs and associated performance of technologies that would permit the continued cost-competitive use of coal for electricity generation, as chemical feedstocks, and as transportation fuel in 2007, 2015, and the years after 2020.

(b) CONSULTATION.—In establishing cost and performance goals, the Secretary shall consult with representatives of—

(1) the United States coal industry;

(2) State coal development agencies;

(3) the electric utility industry;

(4) railroads and other transportation industries;

(5) manufacturers of equipment using advanced coal technologies;

(6) organizations representing workers; and

(7) organizations formed to—

(A) further the goals of environmental protection;

(B) promote the use of coal; or

(C) promote the development and use of advanced coal technologies.

(c) TIMING.—The Secretary shall—

(1) not later than 120 days after the date of enactment of this Act, issue a set of draft cost and performance goals for public comment; and

(2) not later than 180 days after the date of enactment of this Act, and after taking into consideration any public comments received, submit to Congress the final cost and performance goals.

SEC. 4203. STUDY.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary, in cooperation with the Secretary of the Interior and the Administrator of the Environmental Protection Agency, shall conduct a study to—

(1) identify technologies capable of achieving cost and performance goals, either individually or in various combinations;

(2) assess costs that would be incurred by, and the period of time that would be required for, the development and demonstration of technologies that contribute, either individually or in various combinations, to the achievement of cost and performance goals; and

(3) develop recommendations for technology development programs, which the Department of Energy could carry out in cooperation with industry, to develop and demonstrate such technologies.

(b) COOPERATION.—In carrying out this section, the Secretary shall give appropriate consideration to the expert advice of representatives from the entities described in section 4111(b).

SEC. 4204. TECHNOLOGY RESEARCH AND DEVELOPMENT PROGRAM.

(a) IN GENERAL.—The Secretary shall carry out a program of research on and development, demonstration, and commercial application of coal-based technologies under—

(1) this division;

(2) the Federal Nonnuclear Energy Research and Development Act of 1974 (42 U.S.C. 5901 et seq.);

(3) the Energy Reorganization Act of 1974 (42 U.S.C. 5801 et seq.); and

(4) title XVI of the Energy Policy Act of 1992 (42 U.S.C. 13381 et seq.).

(b) CONDITIONS.—The research, development, demonstration, and commercial application programs identified in section 4203(a) shall be designed to achieve the cost and performance goals, either individually or in various combinations.

(c) REPORT.—Not later than 18 months after the date of enactment of this Act, the Secretary shall submit to the President and Congress a report containing—

(1) a description of the programs that, as of the date of the report, are in effect or are to be carried out by the Department of Energy to support technologies that are designed to achieve the cost and performance goals; and

(2) recommendations for additional authorities required to achieve the cost and performance goals.

SEC. 4205. AUTHORIZATION OF APPROPRIATIONS.

(a) IN GENERAL.—There is authorized to be appropriated to carry out the provisions of sections 4202, 4203, and 4204, $100,000,000 for each of fiscal years 2002 through 2012, to remain available until expended.

(b) CONDITIONS OF AUTHORIZATION.—The authorization of appropriations under subsection (a)—

(1) shall be in addition to authorizations of appropriations in effect on the date of enactment of this Act; and

(2) shall not be a cap on Department of Energy fossil energy research and development and clean coal technology appropriations.

SEC. 4206. POWER PLANT IMPROVEMENT INITIATIVE.

(a) IN GENERAL.—The Secretary shall carry out a power plant improvement initiative program that will demonstrate commercial applications of advanced coal-based technologies applicable to new or existing power plants, including co-production plants, that, either individually or in combination, advance the efficiency, environmental performance and cost competitiveness well beyond that which is in operation or has been demonstrated to date.

(b) PLAN.—Not later than 120 days after the date of enactment of this title, the Secretary shall submit to Congress a plan to carry out subsection (a) that includes a description of—

(1) the program elements and management structure to be used;

(2) the technical milestones to be achieved with respect to each of the advanced coal-based technologies included in the plan; and

(3) the demonstration activities that will benefit new or existing coal-based electric generation units having at least a 50 megawatt nameplate rating including improvements to allow the units to achieve either—

(A) an overall design efficiency improvement of not less than 3 percentage points as compared with the efficiency of the unit as operated on the date of enactment of this title and before any retrofit, repowering, replacement or installation;

(B) a significant improvement in the environmental performance related to the control of sulfur dioxide, nitrogen oxide or mercury in a manner that is well below the cost of technologies that are in operation or have been demonstrated to date; or

(C) a means of recycling or reusing a significant proportion of coal combustion wastes produced by coal-based generating units excluding practices that are commercially available at the date of enactment.

SEC. 4207. FINANCIAL ASSISTANCE.

(a) IN GENERAL.—Not later than 180 days after the date on which the Secretary submits to Congress the plan under section 4206(b), the Secretary shall solicit proposals for projects which serve or benefit new or existing facilities and, either individually or in combination, are designed to achieve the levels of performance set forth in section 4206(b)(3).

(b) PROJECT CRITERIA.—A solicitation under subsection (a) may include solicitation of a proposal for a project to demonstrate—

(1) the reduction of emissions of 1 or more pollutants; or

(2) the production of coal combustion byproducts that are capable of obtaining economic values significantly greater than byproducts produced on the date of enactment of this title.

(c) FINANCIAL ASSISTANCE.—The Secretary shall provide financial assistance to projects that—

(1) demonstrate overall cost reductions in the utilization of coal to generate useful forms of energy;

(2) improve the competitiveness of coal among various forms of energy to maintain a diversity of fuel choices in the United States to meet electricity generation requirements;

(3) achieve in a cost-effective manner, 1 or more of the criteria set out in the solicitation; and

(4) demonstrate technologies that are applicable to 25 percent of the electricity generating facilities that use coal as the primary feedstock on the date of enactment of this title.

(d) FEDERAL SHARE.—The Federal share of the cost of any project funded under this section shall not exceed 50 percent.

(e) EXEMPTION FROM NEW SOURCE REVIEW PROVISIONS.—A project funded under this section shall be exempt from the new source review provisions of the Clean Air Act (42 U.S.C. 7401 et seq.).

SEC. 4208. FUNDING.

To carry out sections 4206 and 4207, there are authorized to be appropriated such sums as may be necessary.

SEC. 4209. RESEARCH AND DEVELOPMENT FOR ADVANCED SAFE AND EFFICIENT COAL MINING TECHNOLOGIES.

(a) The Secretary of Energy shall establish a cooperative research partnership involving appropriate Federal agencies, coal producers, including associations, equipment manufacturers, universities with mining engineering departments, and other relevant entities to develop mining research priorities identified by the Mining Industry of the Future Program and in the National Academy of Sciences report on Mining Technologies, establish a process for joint industry-government research; and expand mining research capabilities at universities.

(b) There are authorized to be appropriated to carry out the requirements of this section, $10,000,000 in fiscal year 2002, $12,000,000 in fiscal year 2003, and $15,000,000 in fiscal year 2004. At least 20 percent of any funds appropriated shall be dedicated to research carried out at universities.

SEC. 4210. RAILROAD EFFICIENCY.

(a) The Secretary shall, in conjunction with the Secretaries of Transportation and Defense, and the Administrator of the Environmental Protection Agency, establish a public-private research partnership involving the Federal Government, railroad carriers, locomotive manufacturers, and the Association of American Railroads. The goal of the initiative shall include developing and demonstrating locomotive technologies that increase fuel economy, reduce emissions, improve safety, and lower costs.

(b) There are authorized to be appropriated to carry out the requirements of this section $50,000,000 in fiscal year 2002, $60,000,000 in fiscal year 2003, and $70,000,000 in fiscal year 2004.

TITLE III—OIL AND GAS

Subtitle A—Deepwater and Frontier Royalty Relief

SEC. 4301. SHORT TITLE.

This subtitle may be cited as the ''Outer Continental Shelf Deep Water and Frontier Royalty Relief Act''.

SEC. 4302. AMENDMENTS TO THE OUTER CONTINENTAL SHELF LANDS ACT.

(a) Section 8(a)(1)(D) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(a)(1)(D)) is amended by striking the word ''area;'' and inserting in lieu thereof the word ''area,'' and the following new text: ''except in the Arctic areas of Alaska, where the Secretary is authorized to set the net profit share at 16⅔ percent. For purposes of this section, 'Arctic areas' means the Beaufort Sea and Chukchi Sea Planning Areas of Alaska;''.

(b) Section 8(a) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(a)) is amended by adding at the end the following:

''(9) After an oil and gas lease is granted pursuant to any of the bidding systems of paragraph (1) of this subsection, the Secretary shall reduce any future royalty or rental obligation of the lessee on any lease issued by the Secretary (and proposed by the lessee for such reduction) by an amount equal to—

''(A) 10 percent of the qualified costs of exploratory wells drilled or geophysical work performed on any lease issued by the Secretary, whichever is greater, pursuant to this Act in Arctic areas of Alaska; and

''(B) an additional 10 percent of the qualified costs of any such exploratory wells which are located ten or more miles from another well drilled for oil and gas.

For purposes of this Act, 'qualified costs' shall mean the costs allocated to the exploratory well or geophysical work in support of an exploration program pursuant to the Internal Revenue Code of 1986; 'exploratory well' shall mean either an exploratory well as defined by the United States Securities and Exchange Commission in sections 210.4 through 210.10(a)(10) of title 17, Code of Federal Regulations (or a successor regulation), or a well 3 or more miles from any oil or gas well or a pipeline which transports oil or gas to a market or terminal; 'geophysical work' shall mean all geophysical data gathering methods used in hydrocarbon exploration and includes seismic, gravity, magnetic, and electromagnetic measurements; and all distances shall be measured in horizontal distance. When a measurement beginning or ending point is a well, the measurement point shall be the bottom hole location of that well.''.

SEC. 4303. REGULATIONS.

The Secretary shall promulgate such rules and regulations as are necessary to implement the provisions of this subtitle not later than 180 days after the date of enactment of this Act.

SEC. 4304. SAVINGS CLAUSE.

Nothing in this subtitle shall be construed to affect any offshore pre-leasing, leasing, or development moratorium, including any moratorium applicable to the Eastern Planning Area of the Gulf of Mexico located off the Gulf Coast of Florida.

Subtitle B—Oil and Gas Royalties in Kind

SEC. 4310. PROGRAM ON OIL AND GAS ROYALTIES IN KIND.

(a) APPLICABILITY OF SECTION.—Notwithstanding any other provision of law, the provisions of this section shall apply to all royalty in kind accepted by the Secretary of the Interior under any Federal oil or gas lease or permit under section 36 of the Mineral Leasing Act (30 U.S.C. 192) or section 27 of the Outer Continental Shelf Lands Act (43 U.S.C. 1353) or any other mineral leasing law from the date of enactment of this Act through September 30, 2006.

(b) TERMS AND CONDITIONS.—All royalty accruing to the United States under any Federal oil or gas lease or permit under the Mineral Leasing Act (30 U.S.C. 181 et seq.) or the Outer Continental Shelf Lands Act (43 U.S.C. 1331 et seq.) or any other mineral leasing law on demand of the Secretary of the Interior shall be paid in oil or gas. If the Secretary of the Interior elects to accept the royalty in kind—

(1) delivery by, or on behalf of, the lessee of the royalty amount and quality due at the lease satisfies the lessee's royalty obligation for the amount delivered, except that transportation and processing reimbursements paid to, or deductions claimed by, the lessee shall be subject to review and audit;

(2) royalty production shall be placed in marketable condition at no cost to the United States;

(3) the Secretary of the Interior may—

(A) sell or otherwise dispose of any royalty oil or gas taken in kind for not less than fair market value; and

(B) transport or process any oil or gas royalty taken in kind;

(4) the Secretary of the Interior may, notwithstanding section 3302 of title 31, United States Code, retain and use a portion of the revenues from the sale of oil and gas royalties taken in kind that otherwise would be deposited to miscellaneous receipts, without regard to fiscal year limitation, or may use royalty production, to pay the cost of—

(A) transporting the oil or gas;

(B) processing the gas; or

(C) disposing of the oil or gas; and

(5) the Secretary may not use revenues from the sale of oil and gas royalties taken in kind to pay for personnel, travel or other administrative costs of the Federal Government.

(c) REIMBURSEMENT OF COST.—If the lessee, pursuant to an agreement with the United States or as provided in the lease, processes the gas or delivers the royalty oil or gas at a point not on or adjacent to the lease area, the Secretary of the Interior shall reimburse the lessee for the reasonable costs of transportation (not including gathering) from the lease to the point of delivery or for processing costs, or, at the discretion of the Secretary of the Interior, allow the lessee to deduct such transportation or processing costs in reporting and paying royalties in value for other Federal oil and gas leases.

(d) BENEFIT TO THE UNITED STATES.—The Secretary shall administer any program taking royalty oil or gas in kind only if the Secretary determines that the program is providing benefits to the United States greater than or equal to those which would be realized under a comparable royalty in value program.

(e) REPORT TO CONGRESS.—For every fiscal year, beginning in 2002 through 2006, in which the United States takes oil or gas royalties within any State or from the outer Continental Shelf in kind, excluding royalties taken in kind and sold to refineries under subsection (h) of this section, the Secretary of the Interior shall provide a report to Congress that describes—

(1) the methodology or methodologies used by the Secretary to determine compliance with subsection (d), including performance standards for comparing to amounts likely to have been received had royalties been taken in value;

(2) an explanation of the evaluation that led the Secretary to take royalties in kind from a lease or group of leases, including the expected revenue effect of taking royalties in kind;

(3) actual amounts realized from taking royalties in kind, and costs and savings associated with taking royalties in kind; and

(4) an evaluation of other relevant public benefits or detriments associated with taking royalties in kind.

(f) DEDUCTION OF EXPENSES.—

(1) Prior to making disbursements under section 35 of the Mineral Leasing Act (30

U.S.C. 191) or section 8(g) of the Outer Continental Shelf Lands Act (30 U.S.C. 1337(g)) or other applicable provision of law, of revenues derived from the sale of royalty production taken in kind from a lease, the Secretary of the Interior shall deduct amounts paid or deducted under paragraphs (b)(3) and (c), and shall deposit such amounts to miscellaneous receipts.

(2) If the Secretary of the Interior allows the lessee to deduct transportation or processing costs under paragraph (c), the Secretary of the Interior may not reduce any payments to recipients of revenues derived from any other Federal oil and gas lease as a consequence of that deduction.

(g) CONSULTATION WITH STATES.—The Secretary of the Interior will consult with a State prior to conducting a royalty in kind program within the State and may delegate management of any portion of the Federal royalty in kind program to such State except as otherwise prohibited by Federal law. The Secretary shall also consult annually with any State from which Federal royalty oil or gas is being taken in kind to ensure to the maximum extent practicable that the royalty in kind program provides revenues to the State greater than or equal to those which would be realized under a comparable royalty in value program.

(h) PROVISIONS FOR SMALL REFINERIES.—

(1) If the Secretary of the Interior determines that sufficient supplies of crude oil are not available in the open market to refineries not having their own source of supply for crude oil, the Secretary may grant preference to such refineries in the sale of any royalty oil accruing or reserved to the United States under Federal oil and gas leases issued under any mineral leasing law, for processing or use in such refineries at private sale at not less than fair market value.

(2) In selling oil under this subsection, the Secretary of the Interior may at his discretion prorate such oil among such refineries in the area in which the oil is produced.

(i) DISPOSITION TO FEDERAL AGENCIES.—

(1) Any royalty oil or gas taken in kind from onshore oil and gas leases may be sold at not less than the fair market value to any department or agency of the United States.

(2) Any royalty oil or gas taken in kind from Federal oil and gas leases on the outer Continental Shelf may be disposed of under section 27 of the Outer Continental Shelf Lands Act (43 U.S.C. 1353(a)(3)).

Subtitle C—Use of Royalty In Kind Oil To Fill the Strategic Petroleum Reserve

SEC. 4320. USE OF ROYALTY IN KIND OIL TO FILL THE STRATEGIC PETROLEUM RESERVE.

The Secretary of the Interior shall enter into an agreement with the Secretary of Energy to transfer title to the Federal share of crude oil production from Federal lands for use at the discretion of the Secretary of Energy in filling the Strategic Petroleum Reserve during periods of crude oil market stability. The Secretary of Energy may also use the Federal share of crude oil produced from Federal lands for other disposal within the Federal Government, as he may determine, to carry out the energy policy of the United States.

Subtitle D—Improvements to Federal Oil and Gas Lease Management

SEC. 4330. SHORT TITLE.

This subtitle may be cited as the ''Federal Oil and Gas Lease Management Improvement Act of 2000''.

SEC. 4331. DEFINITIONS.

In this subtitle:

(1) APPLICATION FOR A PERMIT TO DRILL.—The term ''application for a permit to drill'' means a drilling plan including design, mechanical, and engineering aspects for drilling a well.

(2) FEDERAL LAND.—

(A) IN GENERAL.—The term ''Federal land'' means all land and interests in land owned by the United States that are subject to the mineral leasing laws, including mineral resources or mineral estates reserved to the United States in the conveyance of a surface or non-mineral estate.

(B) EXCLUSION.—The term ''Federal land'' does not include—

(i) Indian land (as defined in section 3 of the Federal Oil and Gas Royalty Management Act of 1982 (30 U.S.C. 1702)); or

(ii) submerged land on the outer Continental Shelf (as defined in section 2 of the Outer Continental Shelf Lands Act (43 U.S.C. 1331)).

(3) OIL AND GAS CONSERVATION AUTHORITY.—The term ''oil and gas conservation authority'' means the agency or agencies in each State responsible for regulating for conservation purposes operations to explore for and produce oil and natural gas.

(4) PROJECT.—The term ''project'' means an activity by a lessee, an operator, or an operating rights owner to explore for, develop, produce, or transport oil or gas resources.

(5) SECRETARY.—The term ''Secretary'' means—

(A) the Secretary of the Interior, with respect to land under the administrative jurisdiction of the Department of the Interior; and

(B) the Secretary of Agriculture, with respect to land under the administrative jurisdiction of the Department of Agriculture.

(6) SURFACE USE PLAN OF OPERATIONS.—The term ''surface use plan of operations'' means a plan for surface use, disturbance, and reclamation.

SEC. 4332. NO PROPERTY RIGHT.

Nothing in this subtitle gives a State a property right or interest in any Federal lease or land.

SEC. 4333. TRANSFER OF AUTHORITY.

(a) NOTIFICATION.—Not before the date that is 180 days after the date of enactment of this Act, a State may notify the Secretary of its intent to accept authority for regulation of operations, as described in subparagraphs (A) through (K) of subsection (b)(2), under oil and gas leases on Federal land within the State.

(b) TRANSFER OF AUTHORITY.—

(1) IN GENERAL.—Effective 180 days after the Secretary receives the State's notice, authority for the regulation of oil and gas leasing operations is transferred from the Secretary to the State.

(2) AUTHORITY INCLUDED.—The authority transferred under paragraph (1) includes—

(A) processing and approving applications for permits to drill, subject to surface use agreements and other terms and conditions determined by the Secretary;

(B) production operations;

(C) well testing;

(D) well completion;

(E) well spacing;

(F) communication;

(G) conversion of a producing well to a water well;

(H) well abandonment procedures;

(I) inspections;

(J) enforcement activities; and

(K) site security.

(c) RETAINED AUTHORITY.—The Secretary shall—

(1) retain authority over the issuance of leases and the approval of surface use plans of operations and project-level environmental analyses; and

(2) spend appropriated funds to ensure that timely decisions are made respecting oil and gas leasing, taking into consideration multiple uses of Federal land, socioeconomic and environmental impacts, and the results of consultations with State and local government officials.

SEC. 4334. ACTIVITY FOLLOWING TRANSFER OF AUTHORITY.

(a) FEDERAL AGENCIES.—Following the transfer of authority, no Federal agency shall exercise the authority formerly held by the Secretary as to oil and gas lease operations and related operations on Federal land.

(b) STATE AUTHORITY.—

(1) IN GENERAL.—Following the transfer of authority, each State shall enforce its own oil and gas conservation laws and requirements pertaining to transferred oil and gas lease operations and related operations with due regard to the national interest in the expedited, environmentally sound development of oil and gas resources in a manner consistent with oil and gas conservation principles.

(2) APPEALS.—Following a transfer of authority under section 4333, an appeal of any decision made by a State oil and gas conservation authority shall be made in accordance with State administrative procedures.

(c) PENDING ENFORCEMENT ACTIONS.—The Secretary may continue to enforce any pending actions respecting acts committed before the date on which authority is transferred to a State under section 4333 until those proceedings are concluded.

(d) PENDING APPLICATIONS.—

(1) TRANSFER TO STATE.—All applications respecting oil and gas lease operations and related operations on Federal land pending before the Secretary on the date on which authority is transferred under section 4333 shall be immediately transferred to the oil and gas conservation authority of the State in which the lease is located.

(2) ACTION BY THE STATE.—The oil and gas conservation authority shall act on the application in accordance with State laws (including regulations) and requirements.

SEC. 4335. COMPENSATION FOR COSTS.

(a) IN GENERAL.—Subject to the availability of appropriations, the Secretary shall compensate any State for costs incurred to carry out the authorities transferred under section 4333.

(b) PAYMENT SCHEDULE.—Payments shall be made not less frequently than every quarter.

(c) COST BREAKDOWN REPORT.—Each State seeking compensation shall report to the Secretary a cost breakdown for the authorities transferred.

SEC. 4336. APPLICATIONS.

(a) LIMITATION ON COST RECOVERY.—Notwithstanding sections 304 and 504 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1734, 1764) and section 9701 of title 31, United States Code, the Secretary shall not recover the Secretary's costs with respect to applications and other documents relating to oil and gas leases.

(b) COMPLETION OF PLANNING DOCUMENTS AND ANALYSES.—

(1) IN GENERAL.—The Secretary shall complete any resource management planning documents and analyses not later than 90 days after receiving any offer, application, or request for which a planning document or analysis is required to be prepared.

(2) PREPARATION BY APPLICANT OR LESSEE.—If the Secretary is unable to complete the document or analysis within the time prescribed by paragraph (1), the Secretary shall notify the applicant or lessee of the opportunity to prepare the required document or analysis for the agency's review and use in decisionmaking.

(c) REIMBURSEMENT FOR COSTS OF NEPA ANALYSES, DOCUMENTATION, AND STUDIES.—If—

(1) adequate funding to enable the Secretary to timely prepare a project-level analysis required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) with respect to an oil or gas lease is not appropriated; and

(2) the lessee, operator, or operating rights owner voluntarily pays for the cost of the required analysis, documentation, or related study;

the Secretary shall reimburse the lessee, operator, or operating rights owner for its costs through royalty credits attributable to the lease, unit agreement, or project area.

SEC. 4337. TIMELY ISSUANCE OF DECISIONS.

(a) IN GENERAL.—The Secretary shall ensure the timely issuance of Federal agency decisions respecting oil and gas leasing and operations on Federal land.

(b) OFFER TO LEASE.—

(1) DEADLINE.—The Secretary shall accept or reject an offer to lease not later than 90 days after the filing of the offer.

(2) FAILURE TO MEET DEADLINE.—If an offer is not acted upon within that time, the offer shall be deemed to have been accepted.

(c) APPLICATION FOR PERMIT TO DRILL.—

(1) DEADLINE.—The Secretary and a State that has accepted a transfer of authority under section 4333 shall approve or disapprove an application for permit to drill not later than 30 days after receiving a complete application.

(2) FAILURE TO MEET DEADLINE.—If the application is not acted on within the time prescribed by paragraph (1), the application shall be deemed to have been approved.

(d) SURFACE USE PLAN OF OPERATIONS.—The Secretary shall approve or disapprove a surface use plan of operations not later than 30 days after receipt of a complete plan.

(e) ADMINISTRATIVE APPEALS.—

(1) DEADLINE.—From the time that a Federal oil and gas lessee or operator files a notice of administrative appeal of a decision or order of an officer or employee of the Department of the Interior or the Forest Service respecting a Federal oil and gas Federal lease, the Secretary shall have 2 years in which to issue a final decision in the appeal.

(2) FAILURE TO MEET DEADLINE.—If no final decision has been issued within the time prescribed by paragraph (1), the appeal shall be deemed to have been granted.

SEC. 4338. ELIMINATION OF UNWARRANTED DENIALS AND STAYS.

(a) IN GENERAL.—The Secretary shall ensure that unwarranted denials and stays of lease issuance and unwarranted restrictions on lease operations are eliminated from the administration of oil and gas leasing on Federal land.

(b) LAND DESIGNATED FOR MULTIPLE USE.—

(1) IN GENERAL.—Land designated as available for multiple use under Bureau of Land Management resource management plans and Forest Service leasing analyses shall be available for oil and gas leasing without lease stipulations more stringent than restrictions on surface use and operations imposed under the laws (including regulations) of the State oil and gas conservation authority unless the Secretary includes in the decision approving the management plan or leasing analysis a written explanation why more stringent stipulations are warranted.

(2) APPEAL.—Any decision to require a more stringent stipulation shall be administratively appealable and, following a final agency decision, shall be subject to judicial review.

(c) REJECTION OF OFFER TO LEASE.—

(1) IN GENERAL.—If the Secretary rejects an offer to lease on the ground that the land is unavailable for leasing, the Secretary shall provide a written, detailed explanation of the reasons the land is unavailable for leasing.

(2) PREVIOUS RESOURCE MANAGEMENT DECISION.—If the determination of unavailability is based on a previous resource management decision, the explanation shall include a careful assessment of whether the reasons underlying the previous decision are still persuasive.

(3) SEGREGATION OF AVAILABLE LAND FROM UNAVAILABLE LAND.—The Secretary may not reject an offer to lease land available for leasing on the ground that the offer includes land unavailable for leasing, and the Secretary shall segregate available land from unavailable land, on the offeror's request following notice by the Secretary, before acting on the offer to lease.

(d) DISAPPROVAL OR REQUIRED MODIFICATION OF SURFACE USE PLANS OF OPERATIONS AND APPLICATION FOR PERMIT TO DRILL.—The Secretary shall provide a written, detailed explanation of the reasons for disapproving or requiring modifications of any surface use plan of operations or application for permit to drill.

(e) EFFECTIVENESS OF DECISION.—A decision of the Secretary respecting an oil and gas lease shall be effective pending administrative appeal to the appropriate office within the Department of the Interior or the Department of Agriculture unless that office grants a stay in response to a petition satisfying the criteria for a stay established by section 4.21(b) of title 43, Code of Federal Regulations (or any successor regulation).

SEC. 4339. REPORTS.

(a) IN GENERAL.—Not later than March 31, 2002, the Secretaries shall jointly submit to Congress a report explaining the most efficient means of eliminating overlapping jurisdiction, duplication of effort, and inconsistent policymaking and policy implementation as between the Bureau of Land Management and the Forest Service.

(b) RECOMMENDATIONS.—The report shall include recommendations on statutory changes needed to implement the report's conclusions.

Subtitle E—Royalty Reinvestment in America

SEC. 4351. ROYALTY INCENTIVE PROGRAM.

(a) IN GENERAL.—To encourage exploration and development expenditures on Federal land and the outer Continental Shelf for the development of oil and gas resources when the cash price of West Texas Intermediate crude oil, as posted on the Dow Jones Commodities Index chart is less than $18 per barrel for 90 consecutive pricing days or when natural gas prices as delivered at Henry Hub, Louisiana, are less than $2.30 per million British thermal units for 90 consecutive days, the Secretary shall allow a credit against the payment of royalties on Federal oil production and gas production, respectively, in an amount equal to 20 percent of the capital expenditures made on exploration and development activities on Federal oil and gas leases.

(b) NO CREDITING AGAINST ONSHORE FEDERAL ROYALTY OBLIGATIONS.—In no case shall such capital expenditures made on outer Continental Shelf leases be credited against onshore Federal royalty obligations.

TITLE IV—NUCLEAR

Subtitle A—Price-Anderson Amendments

SEC. 4401. SHORT TITLE.

This subtitle may be cited as the ''Price-Anderson Amendments Act of 2001''.

SEC. 4402. INDEMNIFICATION AUTHORITY.

(a) INDEMNIFICATION OF NRC LICENSEES.—Section 170c. of the Atomic Energy Act of 1954 (42 U.S.C. 2210(c)) is amended by striking ''August 1, 2002'' each place it appears and inserting ''August 1, 2012''.

(b) INDEMNIFICATION OF DOE CONTRACTORS.—Section 170d.(1)(A) of the Atomic Energy Act of 1954 (42 U.S.C. 2210(d)(1)(A)) is amended by striking '', until August 1, 2002,''.

(c) INDEMNIFICATION OF NONPROFIT EDUCATIONAL INSTITUTIONS.—Section 170k. of the Atomic Energy Act of 1954 (42 U.S.C. 2210(k)) is amended by striking ''August 1, 2002'' each place it appears and inserting ''August 1, 2012''.

SEC. 4403. DOE LIABILITY LIMIT.

(a) AGGREGATE LIABILITY LIMIT.—Section 170d. of the Atomic Energy Act of 1954 (42 U.S.C. 2210(d)) is amended by striking paragraph (2) and inserting the following:

''(2) In agreements of indemnification entered into under paragraph (1), the Secretary—

''(A) may require the contractor to provide and maintain financial protection of such a type and in such amounts as the Secretary shall determine to be appropriate to cover public liability arising out of or in connection with the contractual activity; and

''(B) shall indemnify the persons indemnified against such claims above the amount of the financial protection required, in the amount of $10,000,000,000 (subject to adjustment for inflation under subsection t.), in the aggregate, for all persons indemnified in connection with such contract and for each nuclear incident, including such legal costs of the contractor as are approved by the Secretary.''.

(b) CONTRACT AMENDMENTS.—Section 170d. of the Atomic Energy Act of 1954 (42 U.S.C. 2210(d)) is further amended by striking paragraph (3) and inserting the following:

''(3) All agreements of indemnification under which the Department of Energy (or its predecessor agencies) may be required to indemnify any person, shall be deemed to be amended, on the date of enactment of the Price-Anderson Amendments Act of 2001, to reflect the amount of indemnity for public liability and any applicable financial protection required of the contractor under this subsection on such date.''.

SEC. 4404. INCIDENTS OUTSIDE THE UNITED STATES.

(a) AMOUNT OF INDEMNIFICATION.—Section 170d.(5) of the Atomic Energy Act of 1954 (42 U.S.C. 2210(d)(5)) is amended by striking ''$100,000,000'' and inserting ''$500,000,000''.

(b) LIABILITY LIMIT.—Section 170e.(4) of the Atomic Energy Act of 1954 (42 U.S.C. 2210(e)(4)) is amended by striking ''$100,000,000'' and inserting ''$500,000,000''.

SEC. 4405. REPORTS.

Section 170p. of the Atomic Energy Act of 1954 (42 U.S.C. 2210(p)) is amended by striking ''August 1, 1998'' and inserting ''August 1, 2008''.

SEC. 4406. INFLATION ADJUSTMENT.

Section 170t. of the Atomic Energy Act of 1954 (42 U.S.C. 2210(t)) is amended—

(1) by renumbering paragraph (2) as paragraph (3); and

(2) by adding after paragraph (1) the following:

''(2) The Secretary shall adjust the amount of indemnification provided under an agreement of indemnification under subsection d. not less than once during each 5-year period following the date of enactment of the Price-Anderson Amendments Act of 2001, in accordance with the aggregate percentage change in the Consumer Price Index since—

''(A) such date of enactment, in the case of the first adjustment under this subsection; or

''(B) the previous adjustment under this subsection.''.

SEC. 4407. CIVIL PENALTIES.

(a) REPEAL OF AUTOMATIC REMISSION.—Section 234Ab.(2) of the Atomic Energy Act of 1954 (42 U.S.C. 2282a(b)(2)) is amended by striking the last sentence.

(b) LIMITATION FOR NONPROFIT INSTITUTIONS.—Section 234A of the Atomic Energy

Act of 1954 (42 U.S.C. 2282a) is further amended by striking subsection d. and inserting the following:

''d. Notwithstanding subsection a., no contractor, subcontractor, or supplier considered to be nonprofit under the Internal Revenue Code of 1954 shall be subject to a civil penalty under this section in excess of the amount of any performance fee paid by the Secretary to such contractor, subcontractor, or supplier under the contract under which the violation or violations; occur.''.

SEC. 4408. EFFECTIVE DATE.

(a) IN GENERAL.—The amendments made by this subtitle shall become effective on the date of enactment of this Act.

(b) INDEMNIFICATION PROVISIONS.—The amendments made by sections 4403 and 4404 shall not apply to any nuclear incident occurring before the date of enactment of this Act.

(c) CIVIL PENALTY PROVISIONS.—The amendments made by section 4407 to section 234A of the Atomic Energy Act of 1954 (42 U.S.C. 2282a(b)(2)) shall not apply to any violation occurring under a contract entered into before the date of enactment of this Act.

Subtitle B—Funding From the Department of Energy

SEC. 4410. NUCLEAR ENERGY RESEARCH INITIATIVE.

There are authorized to be appropriated $60,000,000 for fiscal year 2002 and such sums as are necessary for each fiscal year thereafter for a Nuclear Energy Research Initiative to be managed by the Director of the Office of Nuclear Energy, for grants to be competitively awarded and subject to peer review for research relating to nuclear energy. The Secretary of Energy shall submit to the Committee on Science and the Committee on Appropriations in the House of Representatives, and to the Committee on Energy and Natural Resources and the Committee on Appropriations of the Senate, an annual report on the activities of the Nuclear Energy Research Initiative.

SEC. 4411. NUCLEAR ENERGY PLANT OPTIMIZATION PROGRAM.

There are authorized to be appropriated $10,000,000 for fiscal year 2002 and such sums as are necessary for each fiscal year thereafter for a Nuclear Energy Plant Optimization Program to be managed by the Director of the Office of Nuclear Energy, for a joint program with industry cost-shared by at least 50 percent and subject to annual review by the Secretary of Energy's Nuclear Energy Research Advisory Council. The Secretary of Energy shall submit to the Committee on Science and the Committee on Appropriations in the House of Representatives, and to the Committee on Energy and Natural Resources and the Committee on Appropriations of the Senate, an annual report on the activities of the Nuclear Energy Plant Optimization Program.

SEC. 4412. NUCLEAR ENERGY TECHNOLOGY DEVELOPMENT PROGRAM.

There are authorized to be appropriated $25,000,000 for fiscal year 2002 and such sums as are necessary for each fiscal year thereafter for a Nuclear Energy Technology Development Program to be managed by the Director of the Office of Nuclear Energy, for a roadmap to design and develop a new nuclear energy facility in the United States and subject to annual review by the Secretary of Energy's Nuclear Energy Research Advisory Council. The Secretary of Energy shall submit to the Committee on Science and the Committee on Appropriations in the House of Representatives, and to the Committee on Energy and Natural Resources and the Committee on Appropriations of the Senate, an annual report on the activities of the Nuclear Technology Development Program.

Subtitle C—Grants for Incentive Payments for Capital Improvements To Increase Efficiency

SEC. 4420. NUCLEAR ENERGY PRODUCTION INCENTIVES.

(a) INCENTIVE PAYMENTS.—For electric energy generated and sold by an existing nuclear energy facility during the incentive period, the Secretary of Energy shall make, subject to the availability of appropriations, incentive payments to the owner or operator of such facility. The amount of such payment made to any such owner or operator shall be as determined under subsection (e) of this section. Payments under this section may only be made upon receipt by the Secretary of an incentive payment application, which establishes that the applicant is eligible to receive such payment and which satisfies such other requirements as the Secretary deems necessary. Such application shall be in such form, and shall be submitted at such time, as the Secretary shall establish.

(b) DEFINITIONS.—For purposes of this section:

(1) QUALIFIED NUCLEAR ENERGY FACILITY.—The term ''qualified nuclear energy facility'' means an existing reactor used to generate electricity for sale.

(2) EXISTING REACTOR.—The term ''existing reactor'' means any nuclear reactor the construction of which was completed and licensed by the Nuclear Regulatory Commission before the date of enactment of this section.

(c) INCENTIVE PERIOD.—A qualified nuclear energy facility may receive payments under this section for a period of 15 years (referred to in this section as the ''incentive period'').

(d) AMOUNT OF PAYMENT.—

(1) Payments made by the Secretary under this section to the owner or operator of a nuclear energy facility shall be based on the increased volume of kilowatt hours of electricity generated by the qualified nuclear energy facility during the incentive period. The amount of such payment shall be 1 mill for each kilowatt-hour produced in excess of the total generation produced over the most recent calendar year prior to the first fiscal year in which payment is sought. Such payment is subject to the availability of appropriations under subsection (f), except that no facility may receive more than $2,000,000 in 1 calendar year.

(2) The amount of the payment made to any person under this section as provided in paragraph (1) shall be adjusted for inflation for each fiscal year beginning after calendar year 2001 in the same manner as provided in the provisions of section 29(d)(2)(B) of the Internal Revenue Code of 1986, except that in applying such provisions, the calendar year 2001 shall be substituted for the calendar year 1979.

(e) SUNSET.—No payment may be made under this section to any nuclear energy facility after the expiration of the period of 20 fiscal years beginning with fiscal year 2001, and no payment may be made under this section to any such facility after a payment has been made with respect to such facility for a period of 15 fiscal years.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary to carry out the purposes of this section $50,000,000 for each of the fiscal years 2001 through 2015.

SEC. 4421. NUCLEAR ENERGY EFFICIENCY IMPROVEMENT.

(a) INCENTIVE PAYMENTS.—The Secretary of Energy shall make incentive payments to the owners or operators of qualified nuclear energy facilities to be used to make capital improvements in the facilities that are directly related to improving the electrical output efficiency of such facilities by at least 1 percent.

(b) LIMITATIONS.—

(1) Incentive payments under this section shall not exceed 10 percent of the costs of the capital improvement concerned and not more than 1 payment may be made with respect to improvements at a single facility.

(2) No payments in excess of $1,000,000 in the aggregate may be made with respect to improvements at a single facility.

(3) Payments may be made by the Department or used by a facility to offset the costs of NRC permitting fees for a capital improvement.

(4) Payments made by the Department to the Nuclear Regulatory Commission for permitting an improvement that can impact multiple facilities are not subject to the limitation in (b)(2).

(c) AUTHORIZATION.—There is authorized to be appropriated to carry out this section not more than $20,000,000 in each fiscal year after fiscal year 2001.

TITLE V—ARCTIC COASTAL PLAIN DOMESTIC ENERGY SECURITY ACT OF 2001

SEC. 4501. SHORT TITLE.

This title may be cited as the ''Arctic Coastal Plain Domestic Energy Security Act of 2001''.

SEC. 4502. DEFINITIONS.

When used in this title the term—

(1) ''1002 Area'' means that area identified as ''Coastal Plain'' in the map entitled ''Arctic National Wildlife Refuge'', dated August 1980, as referenced in section 1002(b) of the Alaska National Interest Lands Conservation Act of 1980 (16 U.S.C. 3142(b)(1)) comprising approximately 1,549,000 acres; and

(2) ''Secretary'', except as otherwise provided, means the Secretary of the Interior or the Secretary's designee.

SEC. 4503. LEASING PROGRAM FOR LANDS WITHIN THE ANWR 1002 AREA.

(a) AUTHORIZATION.—Congress hereby authorizes and directs the Secretary, acting through the Bureau of Land Management in consultation with the Fish and Wildlife Service and other appropriate Federal offices and agencies, to take such actions as are necessary to establish and implement a competitive oil and gas leasing program that will result in an environmentally sound program for the exploration, development, and production of the oil and gas resources of the 1002 Area and to administer the provisions of this title through regulations, lease terms, conditions, restrictions, prohibitions, stipulations and other provisions that ensure the oil and gas exploration, development, and production activities on the 1002 Area will result in no significant adverse effect on fish and wildlife, their habitat, subsistence resources, and the environment, and shall require the application of the best commercially available technology for oil and gas exploration, development, and production, on all new exploration, development, and production operations, and whenever practicable, on existing operations, and in a manner to ensure the receipt of fair market value by the public for the mineral resources to be leased.

(b) REPEAL.—The prohibitions and limitations contained in section 1003 of the Alaska National Interest Lands Conservation Act of 1980 (16 U.S.C. 3143) are hereby repealed.

(c) COMPATIBILITY.—Congress hereby determines that the oil and gas leasing program and activities authorized by this section in the 1002 Area are compatible with the purposes for which the Arctic National Wildlife Refuge was established, and that no further findings or decisions are required to implement this determination.

(d) SOLE AUTHORITY.—This title shall be the sole authority for leasing on the 1002

Area: *Provided,* That nothing in this title shall be deemed to expand or limit State and local regulatory authority.

(e) FEDERAL LAND.—The 1002 Area shall be considered ''Federal land'' for the purposes of the Federal Oil and Gas Royalty Management Act of 1982.

(f) SPECIAL AREAS.—The Secretary, after consultation with the State of Alaska, City of Kaktovik, and the North Slope Borough, is authorized to designate up to a total of 45,000 acres of the 1002 Area as Special Areas and close such areas to leasing if the Secretary determines that these Special Areas are of such unique character and interest so as to require special management and regulatory protection. The Secretary may, however, permit leasing of all or portions of any Special Areas within the 1002 Area by setting lease terms that limit or condition surface use and occupancy by lessees of such lands but permit the use of horizontal drilling technology from sites on leases located outside the designated Special Areas.

(g) LIMITATION ON CLOSED AREAS.—The Secretary's sole authority to close lands within the 1002 Area to oil and gas leasing and to exploration, development, and production is that set forth in this title.

(h) CONVEYANCE.—In order to maximize Federal revenues by removing clouds on title of lands and clarifying land ownership patterns within the 1002 Area, the Secretary, notwithstanding the provisions of section 1302(h)(2) of the Alaska National Interest Lands Conservation Act (16 U.S.C. 3192(h)(2)), is authorized and directed to convey (1) to the Kaktovik Inupiat Corporation the surface estate of the lands described in paragraph 2 of Public Land Order 6959, to the extent necessary to fulfill the Corporation's entitlement under section 12 of the Alaska Native Claims Settlement Act (43 U.S.C. 1611), and (2) to the Arctic Slope Regional Corporation the subsurface estate beneath such surface estate pursuant to the August 9, 1983, agreement between the Arctic Slope Regional Corporation and the United States of America.

SEC. 4504. RULES AND REGULATIONS.

(a) PROMULGATION.—The Secretary shall prescribe such rules and regulations as may be necessary to carry out the purposes and provisions of this title, including rules and regulations relating to protection of the fish and wildlife, their habitat, subsistence resources, and the environment of the 1002 Area. Such rules and regulations shall be promulgated not later than fourteen months after the date of enactment of this title and shall, as of their effective date, apply to all operations conducted under a lease issued or maintained under the provisions of this title and all operations on the 1002 Area related to the leasing, exploration, development and production of oil and gas.

(b) REVISION OF REGULATIONS.—The Secretary shall periodically review and, if appropriate, revise the rules and regulations issued under subsection (a) of this section to reflect any significant biological, environmental, or engineering data which come to the Secretary's attention.

SEC. 4505. ADEQUACY OF THE DEPARTMENT OF THE INTERIOR'S LEGISLATIVE ENVIRONMENTAL IMPACT STATEMENT.

The ''Final Legislative Environmental Impact Statement'' (April 1987) prepared pursuant to section 1002 of the Alaska National Interest Lands Conservation Act of 1980 (16 U.S.C. 3142) and section 102(2)(C) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(C)) is hereby found by Congress to be adequate to satisfy the legal and procedural requirements of the National Environmental Policy Act of 1969 with respect to actions authorized to be taken by the Secretary to develop and promulgate the regulations for the establishment of the leasing program authorized by this title, to conduct the first lease sale and any subsequent lease sale authorized by this title, and to grant rights-of-way and easements to carry out the purposes of this title.

SEC. 4506. LEASE SALES.

(a) LEASE SALES.—Lands may be leased pursuant to the provisions of this title to any person qualified to obtain a lease for deposits of oil and gas under the Mineral Leasing Act (30 U.S.C. 181 et seq.).

(b) PROCEDURES.—The Secretary shall, by regulation, establish procedures for—

(1) receipt and consideration of sealed nominations for any area in the 1002 Area for inclusion in, or exclusion (as provided in subsection (c)) from, a lease sale; and

(2) public notice of and comment on designation of areas to be included in, or excluded from, a lease sale.

(c) LEASE SALES ON 1002 AREA.—The Secretary shall, by regulation, provide for lease sales of lands on the 1002 Area. When lease sales are to be held, they shall occur after the nomination process provided for in subsection (b) of this section. For the first lease sale, the Secretary shall offer for lease those acres receiving the greatest number of nominations, but no less than 200,000 acres and no more than 300,000 acres shall be offered. If the total acreage nominated is less than 200,000 acres, the Secretary shall include in such sales any other acreage which he believes has the highest resource potential, but in no event shall more than 300,000 acres be offered in such sale. With respect to subsequent lease sales, the Secretary shall offer for lease no less than 200,000 acres of the 1002 Area. The initial lease sale shall be held within 20 months of the date of enactment of this title. The second lease sale shall be held not later than 2 years after the initial sale, with additional sales conducted not later than 1 year thereafter so long as sufficient interest in development exists to warrant, in the Secretary's judgment, the conduct of such sales.

SEC. 4507. GRANT OF LEASES BY THE SECRETARY.

(a) IN GENERAL.—The Secretary is authorized to grant to the highest responsible qualified bidder by sealed competitive cash bonus bid any lands to be leased on the 1002 Area upon payment by the lessee of such bonus as may be accepted by the Secretary and of such royalty as may be fixed in the lease, which shall be not less than 12½ percent in amount or value of the production removed or sold from the lease.

(b) ANTITRUST REVIEW.—Following each notice of a proposed lease sale and before the acceptance of bids and the issuance of leases based on such bids, the Secretary shall allow the Attorney General, in consultation with the Federal Trade Commission, 30 days to perform an antitrust review of the results of such lease sale on the likely effects the issuance of such leases would have on competition and the Attorney General shall advise the Secretary with respect to such review, including any recommendation for the nonacceptance of any bid or the imposition of terms or conditions on any lease, as may be appropriate to prevent any situation inconsistent with the antitrust laws.

(c) SUBSEQUENT TRANSFERS.—No lease issued under this title may be sold, exchanged, assigned, sublet, or otherwise transferred except with the approval of the Secretary. Prior to any such approval the Secretary shall consult with, and give due consideration to the views of, the Attorney General.

(d) IMMUNITY.—Nothing in this title shall be deemed to convey to any person, association, corporation, or other business organization immunity from civil or criminal liability, or to create defenses to actions, under any antitrust law.

(e) DEFINITIONS.—As used in this section, the term—

(1) ''antitrust review'' shall be deemed an ''antitrust investigation'' for the purposes of the Antitrust Civil Process Act (15 U.S.C. 1311 et seq.); and

(2) ''antitrust laws'' means the Acts referred to in section 1 of the Clayton Act (15 U.S.C. 12).

SEC. 4508. LEASE TERMS AND CONDITIONS.

An oil or gas lease issued pursuant to this title shall—

(1) be for a tract consisting of a compact area not to exceed 5,760 acres, or 9 surveyed or protracted sections which shall be as compact in form as possible;

(2) be for an initial period of 10 years and shall be extended for so long thereafter as oil or gas is produced in paying quantities from the lease or unit area to which the lease is committed or for so long as drilling or reworking operations, as approved by the Secretary, are conducted on the lease or unit area;

(3) require the payment of royalty as provided for in section 4507 of this title;

(4) require that exploration activities pursuant to any lease issued or maintained under this title shall be conducted in accordance with an exploration plan or a revision of such plan approved by the Secretary;

(5) require that all development and production pursuant to a lease issued or maintained pursuant to this title shall be conducted in accordance with development and production plans approved by the Secretary;

(6) require posting of bond as required by section 4509 of this title;

(7) provide that the Secretary may close, on a seasonal basis, portions of the 1002 Area to exploratory drilling activities as necessary to protect caribou calving areas and other species of fish and wildlife;

(8) contain such provisions relating to rental and other fees as the Secretary may prescribe at the time of offering the area for lease;

(9) provide that the Secretary may direct or assent to the suspension of operations and production under any lease granted under the terms of this title in the interest of conservation of the resource or where there is no available system to transport the resource. If such a suspension is directed or assented to by the Secretary, any payment of rental prescribed by such lease shall be suspended during such period of suspension of operations and production, and the term of the lease shall be extended by adding any such suspension period thereto;

(10) provide that whenever the owner of a nonproducing lease fails to comply with any of the provisions of this title, or of any applicable provision of Federal or State environmental law, or of the lease, or of any regulation issued under this title, such lease may be canceled by the Secretary if such default continues for more than thirty days after mailing of notice by registered letter to the lease owner at the lease owner's post office address of record;

(11) provide that whenever the owner of any producing lease fails to comply with any of the provisions of this title, or of any applicable provision of Federal or State environmental law, or of the lease, or of any regulation issued under this title, such lease may be forfeited and canceled by any appropriate proceeding brought by the Secretary in any United States district court having jurisdiction under the provisions of this title;

(12) provide that cancellation of a lease under this title shall in no way release the

owner of the lease from the obligation to provide for reclamation of the lease site;

(13) allow the lessee, at the discretion of the Secretary, to make written relinquishment of all rights under any lease issued pursuant to this title. The Secretary shall accept such relinquishment by the lessee of any lease issued under this title where there has not been surface disturbance on the lands covered by the lease;

(14) provide that for the purpose of conserving the natural resources of any oil or gas pool, field, or like area, or any part thereof, and in order to avoid the unnecessary duplication of facilities, to protect the environment of the 1002 Area, and to protect correlative rights, the Secretary shall require that, to the greatest extent practicable, lessees unite with each other in collectively adopting and operating under a cooperative or unit plan of development for operation of such pool, field, or like area, or any part thereof, and the Secretary is also authorized and directed to enter into such agreements as are necessary or appropriate for the protection of the United States against drainage;

(15) require that the holder of a lease or leases on lands within the 1002 Area shall be fully responsible and liable for the reclamation of those lands within and any other Federal lands adversely affected in connection with exploration, development, production or transportation activities on a lease within the 1002 Area by the holder of a lease or as a result of activities conducted on the lease by any of the leaseholder's subcontractors or agents;

(16) provide that the holder of a lease may not delegate or convey, by contract or otherwise, the reclamation responsibility and liability to another party without the express written approval of the Secretary;

(17) provide that the standard of reclamation for lands required to be reclaimed under this title be, as nearly as practicable, a condition capable of supporting the uses which the lands were capable of supporting prior to any exploration, development, or production activities, or upon application by the lessee, to a higher or better use as approved by the Secretary;

(18) contain the terms and conditions relating to protection of fish and wildlife, their habitat, and the environment, as required by section 4503(a) of this title;

(19) provide that the holder of a lease, its agents, and contractors use best efforts to provide a fair share, as determined by the level of obligation previously agreed to in the 1974 agreement implementing section 29 of the Federal Agreement and Grant of Right of Way for the Operation of the Trans-Alaska Pipeline, of employment and contracting for Alaska Natives and Alaska Native Corporations from throughout the State;

(20) require project agreements to the extent feasible that will ensure productivity and consistency recognizing a national interest in both labor stability and the ability of construction labor and management to meet the particular needs and conditions of projects to be developed under leases issued pursuant to this title; and

(21) contain such other provisions as the Secretary determines necessary to ensure compliance with the provisions of this title and the regulations issued under this title.

SEC. 4509. BONDING REQUIREMENTS TO ENSURE FINANCIAL RESPONSIBILITY OF LESSEE AND AVOID FEDERAL LIABILITY.

(a) REQUIREMENT.—The Secretary shall, by rule or regulation, establish such standards as may be necessary to ensure that an adequate bond, surety, or other financial arrangement will be established prior to the commencement of surface disturbing activities on any lease, to ensure the complete and timely reclamation of the lease tract, and the restoration of any lands or surface waters adversely affected by lease operations after the abandonment or cessation of oil and gas operations on the lease. Such bond, surety, or financial arrangement is in addition to, and not in lieu of, any bond, surety, or financial arrangement required by any other regulatory authority or required by any other provision of law.

(b) AMOUNT.—The bond, surety, or financial arrangement shall be in an amount—

(1) to be determined by the Secretary to provide for reclamation of the lease site in accordance with an approved or revised exploration or development and production plan; plus

(2) set by the Secretary consistent with the type of operations proposed, to provide the means for rapid and effective cleanup, and to minimize damages resulting from an oil spill, the escape of gas, refuse, domestic wastewater, hazardous or toxic substances, or fire caused by oil and gas activities.

(c) ADJUSTMENT.—In the event that an approved exploration or development and production plan is revised, the Secretary may adjust the amount of the bond, surety, or other financial arrangement to conform to such modified plan.

(d) DURATION.—The responsibility and liability of the lessee and its surety under the bond, surety, or other financial arrangement shall continue until such time as the Secretary determines that there has been compliance with the terms and conditions of the lease and all applicable laws.

(e) TERMINATION.—Within 60 days after determining that there has been compliance with the terms and conditions of the lease and all applicable laws, the Secretary, after consultation with affected Federal and State agencies, shall notify the lessee that the period of liability under the bond, surety, or other financial arrangement has been terminated.

SEC. 4510. OIL AND GAS INFORMATION.

(a) IN GENERAL.—(1) Any lessee or permittee conducting any exploration for, or development or production of, oil or gas pursuant to this title shall provide the Secretary access to all data and information from any lease granted pursuant to this title (including processed and analyzed) obtained from such activity and shall provide copies of such data and information as the Secretary may request. Such data and information shall be provided in accordance with regulations which the Secretary shall prescribe.

(2) If processed and analyzed information provided pursuant to paragraph (1) is provided in good faith by the lessee or permittee, such lessee or permittee shall not be responsible for any consequence of the use or of reliance upon such processed and analyzed information.

(3) Whenever any data or information is provided to the Secretary, pursuant to paragraph (1)—

(A) by a lessee or permittee, in the form and manner of processing which is utilized by such lessee or permittee in the normal conduct of business, the Secretary shall pay the reasonable cost of reproducing such data and information; or

(B) by a lessee or permittee, in such other form and manner of processing as the Secretary may request, the Secretary shall pay the reasonable cost of processing and reproducing such data and information.

(b) REGULATIONS.—The Secretary shall prescribe regulations to:

(1) ensure that the confidentiality of privileged or proprietary information received by the Secretary under this section will be maintained; and

(2) set forth the time periods and conditions which shall be applicable to the release of such information.

SEC. 4511. EXPEDITED JUDICIAL REVIEW.

(a) Any complaint seeking judicial review of any provision in this title, or any other action of the Secretary under this title may be filed in any appropriate district court of the United States, and such complaint must be filed within ninety days from the date of the action being challenged, or after such date if such complaint is based solely on grounds arising after such ninetieth day, in which case the complaint must be filed within ninety days after the complainant knew or reasonably should have known of the grounds for the complaint: *Provided,* That any complaint seeking judicial review of an action of the Secretary in promulgating any regulation under this title may be filed only in the United States Court of Appeals for the District of Columbia.

(b) Actions of the Secretary with respect to which review could have been obtained under this section shall not be subject to judicial review in any civil or criminal proceeding for enforcement.

SEC. 4512. RIGHTS-OF-WAY ACROSS THE 1002 AREA.

Notwithstanding title XI of the Alaska National Interest Lands Conservation Act of 1980 (16 U.S.C. 3161 et seq.), the Secretary is authorized and directed to grant, in accordance with the provisions of subsections (c) through (t) and (v) through (y) of section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), rights-of-way and easements across the 1002 Area for the transportation of oil and gas under such terms and conditions as may be necessary so as not to result in a significant adverse effect on the fish and wildlife, subsistence resources, their habitat, and the environment of the 1002 Area. Such terms and conditions shall include requirements that facilities be sited or modified so as to avoid unnecessary duplication of roads and pipelines. The regulations issued as required by section 4504 of this title shall include provisions granting rights-of-way and easements across the 1002 Area.

SEC. 4513. ENFORCEMENT OF SAFETY AND ENVIRONMENTAL REGULATIONS TO ENSURE COMPLIANCE WITH TERMS AND CONDITIONS OF LEASE.

(a) RESPONSIBILITY OF THE SECRETARY.—The Secretary shall diligently enforce all regulations, lease terms, conditions, restrictions, prohibitions, and stipulations promulgated pursuant to this title.

(b) RESPONSIBILITY OF HOLDERS OF LEASE.—It shall be the responsibility of any holder of a lease under this title to—

(1) maintain all operations within such lease area in compliance with regulations intended to protect persons and property on, and fish and wildlife, their habitat, subsistence resources, and the environment of, the 1002 Area; and

(2) allow prompt access at the site of any operations subject to regulation under this title to any appropriate Federal or State inspector, and to provide such documents and records which are pertinent to occupational or public health, safety, or environmental protection, as may be requested.

(c) ON-SITE INSPECTION.—The Secretary shall promulgate regulations to provide for—

(1) scheduled onsite inspection by the Secretary, at least twice a year, of each facility on the 1002 Area which is subject to any environmental or safety regulation promulgated pursuant to this title or conditions contained in any lease issued pursuant to this title to ensure compliance with such environmental or safety regulations or conditions; and

(2) periodic onsite inspection by the Secretary at least once a year without advance notice to the operator of such facility to ensure compliance with all environmental or safety regulations.

SEC. 4514. NEW REVENUES.

(a) DEPOSIT INTO TREASURY.—Notwithstanding any other provision of law, all revenues received by the Federal Government from competitive bids, sales, bonuses, royalties, rents, fees, or interest derived from the leasing of oil and gas within the 1002 Area shall be deposited into the Treasury of the United States, solely as provided in this section. The Secretary of the Treasury shall pay to the State of Alaska the same percentage of such revenues as is set forth under the heading ''EXPLORATION OF NATIONAL PETROLEUM RESERVE IN ALASKA'' in Public Law 96–514 (94 Stat. 2957, 2964) semiannually to the State of Alaska, on March 30 and September 30 of each year and shall deposit the balance of all such revenues as miscellaneous receipts in the Treasury. Notwithstanding any other provision of law, the Secretary of the Treasury shall monitor the total revenue deposited into the Treasury as miscellaneous receipts from oil and gas leases issued under the authority of this subtitle and shall deposit amounts received as bonus bids into a special fund established in the Treasury of the United States known as the Renewable Energy Research and Development Fund (referred to in this section as the ''Renewable Energy Fund'').

(b) USE OF RENEWABLE ENERGY FUND.—Of the amounts in the Renewable Energy Fund, an amount equal to ten percent of the total deposits shall be made available to the Secretary of Energy, without further appropriation, at the beginning of each fiscal year in which amounts are available, and may be expended by the Secretary of Energy for research and development of renewable domestic energy resources of wind, solar, biomass, geothermal and hydroelectric. Such amounts shall remain available until expended and shall be in addition to funds appropriated in the preceding fiscal year to the Secretary of Energy for renewable energy research, development and demonstration programs authorized by section 103 of the Energy Reorganization Act of 1974 (42 U.S.C. 5813). The Secretary of Energy shall develop procedures for the use of the Renewable Energy Fund that ensure accountability and demonstrated results. Beginning the first full fiscal year after deposits are made into the Renewable Energy Fund, the Secretary of Energy shall submit an annual report to the Committee on Energy and Natural Resources of the United States Senate and the appropriate committees of the United States House of Representatives detailing the use of any expenditures.

TITLE VI—ENERGY EFFICIENCY, CONSERVATION, AND ASSISTANCE TO LOW-INCOME FAMILIES

SEC. 4601. EXTENSION OF LOW INCOME HOME ENERGY ASSISTANCE PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 2602(b) of the Omnibus Budget Reconciliation Act of 1981 (42 U.S.C. 8621), is amended by striking ''such sums as may be necessary for each of fiscal years 2000 and 2001, and $2,000,000,000 for each of fiscal years 2002 through 2004'' and inserting ''$3,000,000,000 for each of fiscal years 2000 through 2010''.

(b) PAYMENTS TO STATES.—Section 2602(d)(2) of the Omnibus Budget Reconciliation Act of 1981 (42 U.S.C. 8621) is amended by striking ''2004'' and inserting ''2010''.

(c) EMERGENCY FUNDS.—Section 2602(e) of the Omnibus Budget Reconciliation Act of 1981 (42 U.S.C. 8621), is amended by striking ''$600,000,000'' and inserting ''$1,000,000,000''.

SEC. 4602. ENERGY EFFICIENT SCHOOLS PROGRAM.

(a) ESTABLISHMENT.—There is established in the Department of Energy the Energy Efficient Schools Program (referred to in this section as the ''Program'').

(b) IN GENERAL.—The Secretary of Energy may, through the Program, make grants to—

(1) be provided to school districts to implement the purpose of this section;

(2) administer the program of assistance to school districts pursuant to this section; and

(3) promote participation by school districts in the program established by this section.

(c) GRANTS TO ASSIST SCHOOL DISTRICTS.—Grants under subsection (b)(1) shall be used to achieve energy efficiency performance not less than 30 percent beyond the levels prescribed in the 1998 International Energy Conservation Code as it is in effect for new construction and existing buildings. Grants under such subsection shall be made to school districts that have—

(1) demonstrated a need for such grants in order to respond appropriately to increasing elementary and secondary school enrollments or to make major investments in renovation of school facilities;

(2) demonstrated that the districts do not have adequate funds to respond appropriately to such enrollments or achieve such investments without assistance; and

(3) made a commitment to use the grant funds to develop energy efficient school buildings in accordance with the plan developed and approved pursuant to subsection (e)(1).

(d) OTHER GRANTS.—

(1) GRANTS FOR ADMINISTRATION.—Grants under subsection (b)(2) shall be used to evaluate compliance by school districts with the requirements of this section and in addition may be used for—

(A) distributing information and materials to clearly define and promote the development of energy efficient school buildings for both new and existing facilities;

(B) organizing and conducting programs for school board members, school district personnel, architects, engineers, and others to advance the concepts of energy efficient school buildings;

(C) obtaining technical services and assistance in planning and designing energy efficient school buildings; and

(D) collecting and monitoring data and information pertaining to the energy efficient school building projects.

(2) GRANTS TO PROMOTE PARTICIPATION.—Grants under subsection (b)(3) may be used for promotional and marketing activities, including facilitating private and public financing, promoting the use of energy service companies, working with school administrations, students, and communities, and coordinating public benefit programs.

(e) IMPLEMENTATION.—

(1) PLANS.—Grants under subsection (b) shall be provided only to school districts that, in consultation with State offices of energy and education, have developed plans that the State energy office determines to be feasible and appropriate in order to achieve the purposes for which such grants were made.

(2) SUPPLEMENTING GRANT FUNDS.—The State agency referred to in paragraph (1) shall encourage qualifying school districts to supplement their grant funds with funds from other sources in the implementation of their plans.

(f) ALLOCATION OF FUNDS.—Except as provided in subsection (c), funds appropriated for the implementation of this section shall be provided to State energy offices to administer the program of assistance to school districts under this section.

(g) PURPOSES.—Except as provided in subsection (c), funds appropriated under this section shall be allocated as follows:

(1) Seventy percent shall be used to make grants under subsection (b)(1).

(2) Fifteen percent shall be used to make grants under subsection (b)(2).

(3) Fifteen percent shall be used to make grants under subsection (b)(3).

(h) OTHER FUNDS.—The Secretary of Energy may, through the Program established under subsection (a), retain an amount, not exceed $300,000 per year, to assist State energy offices in coordinating and implementing such Program. Such funds may be used to develop reference materials to further define the principles and criteria to achieve energy efficient school buildings.

(i) AUTHORIZATION OF APPROPRIATIONS.—For this section, there are authorized to be appropriated $200,000,000 for each of fiscal years 2002 through 2005, and such sums as may be necessary for each of fiscal years 2006 through 2011.

(j) DEFINITIONS.—

(1) ELEMENTARY AND SECONDARY SCHOOL.—The terms ''elementary school'' and ''secondary school'' shall have the same meaning given such terms in paragraphs (14) and (25) of section 14101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 8801(14),(25)).

(2) ENERGY EFFICIENT SCHOOL BUILDING.—The term ''energy efficient school building'' refers to a school building which, in its design, construction, operation, and maintenance maximizes use of renewable energy and efficient energy practices, is cost-effective on a life-cycle basis, uses affordable, environmentally preferable, durable materials, enhances indoor environmental quality, protects and conserves water, and optimizes site potential.

(3) RENEWABLE ENERGY.—The term ''renewable energy'' means energy produced by solar, wind, geothermal, hydroelectric power, and biomass power.

SEC. 4603. AMENDMENTS TO WEATHERIZATION ASSISTANCE PROGRAM.

(a) ELIGIBILITY.—Section 412(7) of the Energy Conservation and Production Act (42 U.S.C. 6862(7)) is amended—

(1) in paragraph (7)(A), by striking ''125'' and inserting ''150''; and

(2) in paragraph (7)(C), by striking ''125'' and inserting ''150''.

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 422(a) of the Energy Conservation and Production Act (42 U.S.C. 6872(a)) is amended—

(1) by striking ''$200,000,000'' and inserting ''$250,000,000''; and

(2) by striking ''1991'' and all that follows through ''1994.'' and inserting ''2002, $325,000,000 for fiscal year 2003, $400,000,000 for fiscal year 2004, $500,000,000 for fiscal year 2005, and such sums as are necessary for each fiscal year thereafter.''.

SEC. 4604. AMENDMENTS TO STATE ENERGY PROGRAM.

(a) STATE ENERGY CONSERVATION PLANS.—Section 362 of the Energy Policy and Conservation Act (42 U.S.C. 6322) is amended by—

(1) redesignating subsection (f) as subsection (g); and

(2) inserting after subsection (e) the following:

''(f) The Secretary shall, at least once every 3 years, invite the Governor of each State to review and, if necessary, revise the energy conservation plan of such State submitted under subsection (b) or (e). Such reviews should consider the energy conservation plans of other States within the region, and identify opportunities and actions carried out in pursuit of common energy conservation goals.''.

(b) STATE ENERGY EFFICIENCY GOALS.—Section 364 of the Energy Policy and Conservation Act (42 U.S.C. 6324) is amended—

(1) by striking ''October 1, 1991'' and inserting ''January 1, 2001'';

(2) by striking ''10'' and inserting ''25''; and

(3) by striking ''2000'' and inserting ''2010''.

(c) AUTHORIZATION OF APPROPRIATIONS.—Section 365(f)(1) of the Energy Policy and Conservation Act (42 U.S.C. 6325(f)(1)) is amended by striking ''and'' and all that follows through ''1993.'' and inserting ''$45,000,000 for fiscal year 1993, $75,000,000 for fiscal year 2002, $100,000,000 for fiscal years 2003 and 2004, $125,000,000 for fiscal year 2005, and such sums as are necessary for each fiscal year thereafter.''.

SEC. 4605. ENHANCEMENT AND EXTENSION OF AUTHORITY RELATING TO FEDERAL ENERGY SAVINGS PERFORMANCE CONTRACTS.

(a) ENERGY SAVINGS THROUGH CONSTRUCTION OF REPLACEMENT FACILITIES.—Section 804 of the National Energy Conservation Policy Act (42 U.S.C. 8287c) is amended—

(1) in paragraph (2)—

(A) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively;

(B) by inserting ''(A)'' after ''(2)''; and

(C) by adding at the end the following:

''(B) The term 'energy savings' also means a reduction in the cost of energy, from such a base cost established through a methodology set forth in the contract, that would otherwise be utilized in 1 or more existing federally owned buildings or other federally owned facilities by reason of the construction and operation of 1 or more new buildings or facilities.''; and

(2) in paragraph (3), by inserting after the first sentence the following: ''The terms also mean a contract that provides for energy savings through the construction or operation of 1 or more new buildings or facilities.''.

(b) COST SAVINGS FROM OPERATION AND MAINTENANCE EFFICIENCIES IN REPLACEMENT FACILITIES.—Section 801(a) of the National Energy Conservation Policy Act (42 U.S.C. 8287(a)) is amended by adding at the end the following:

''(3)(A) In the case of an energy savings contract or energy savings performance contract providing for energy savings through the construction and operation of 1 or more buildings or facilities to replace 1 or more existing buildings or facilities, benefits ancillary to the purpose of such contract under paragraph (1) may include savings resulting from reduced costs of operation and maintenance at new and/or additional buildings or facilities, from a base cost of operation and maintenance established through a methodology set forth in the contract.

''(B) Notwithstanding paragraph (2)(B), aggregate annual payments by an agency under an energy savings contract or energy savings performance contract referred to in subparagraph (A) may take into account (through the procedures developed pursuant to this section) savings resulting from reduced costs of operation and maintenance as described in that subparagraph.''.

(c) 5-YEAR EXTENSION OF AUTHORITY.—Section 801(c) of the National Energy Conservation Policy Act (42 U.S.C. 8287(c)) is amended by striking ''October 1, 2003'' and inserting ''October 1, 2008''.

(d) UTILITY INCENTIVE PROGRAMS.—Section 546(e) of the National Energy Conservation Policy Act (42 U.S.C. 8256(c)) is amended—

(1) in paragraph (3), by adding at the end the following: ''Such a utility incentive program may include a contract or contract term designed to provide for cost-effective electricity demand management, energy efficiency, or water conservation. Notwithstanding section 201(a)(3) of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 481(a)(3)), such contracts or contract terms may be made for periods not exceeding 25 years.''; and

(2) by adding at the end the following:

''(6) A utility incentive program may include a contract or contract term for a reduction in the cost of energy, from a base cost established through a methodology set forth in such a contract, that would otherwise be utilized in 1 or more federally owned buildings or other federally owned facilities by reason of the construction or operation of 1 or more buildings or facilities, as well as benefits ancillary to the purpose of such contract or contract term, including savings resulting from reduced costs of operation and maintenance at new and/or additional buildings or facilities when compared with the costs of operation and maintenance at existing buildings or facilities.''.

SEC. 4606. FEDERAL ENERGY EFFICIENCY REQUIREMENT.

(a) IN GENERAL.—Through cost-effective measures, each agency shall reduce energy consumption per gross square foot of its facilities by 30 percent by 2010 and 50 percent by 2020 relative to 1990.

(b) IMPLEMENTATION PLAN.—Not later than 1 year after date of enactment of this section, each agency shall develop and submit to Congress and the President an implementation plan for fulfilling the requirements of this section.

(c) ANNUAL REPORT.—

(1) IN GENERAL.—Each agency shall measure and report annually to Congress and the President its progress in meeting the requirements of this section.

(2) GUIDELINES.—The Secretary of Energy, in consultation with the Administrator of the Energy Information Administration, shall develop and issue guidelines for agencies' preparation of their annual report, including guidance on how to measure energy consumption in Federal facilities.

(d) EXEMPTION OF CERTAIN FACILITIES.—A facility may be deemed exempt when the Secretary determines that compliance with the Energy Policy Act of 1992 is not practical for that particular facility. Not later than 1 year from date of enactment, the Secretary shall, in consultation with the Administrator of the Energy Information Administration, set guidelines for agencies to use in excluding certain kinds of facilities to meet the requirements of this section.

(e) APPLICABILITY.—The Department of Defense is subject to this order only to the extent that it does not impair or adversely affect military operations and training (including tactical aircraft, ships, weapons systems, combat training, and border security).

(f) DEFINITIONS.—For the purposes of this section—

(1) ''agency'' means an executive agency as defined in 5 U.S.C. 105. Military departments, as defined in 5 U.S.C. 102, are covered under the auspices of the Department of Defense.

(2) ''facility'' means any individual building or collection of buildings, grounds, or structure, as well as any fixture or part thereof, including the associated energy or water-consuming support systems, which is constructed, renovated, or purchased in whole or in part for use by the Federal Government. It includes leased facilities where the Federal Government has a purchase option or facilities planned for purchase. In any provision of this order, the term ''facility'' also includes any building 100 percent leased for use by the Federal Government where the Federal Government pays directly or indirectly for the utility costs associated with its leased space, and Government-owned contractor-operated facilities.

SEC. 4607. ENERGY EFFICIENCY SCIENCE INITIATIVE.

There are authorized to be appropriated $25,000,000 for fiscal year 2001 and such sums as are necessary for each fiscal year thereafter, but not to exceed $50,000,000 in any fiscal year, for an Energy Efficiency Science Initiative to be managed by the Assistant Secretary for Energy Efficiency and Renewable Energy in consultation with the Director of the Office of Science, for grants to be competitively awarded and subject to peer review for research relating to energy efficiency. The Secretary of Energy shall submit to the Committee on Science and the Committee on Appropriations of the United States House of Representatives, and to the Committee on Energy and Natural Resources and the Committee on Appropriations of the United States Senate, an annual report on the activities of the Energy Efficiency Science Initiative, including a description of the process used to award the funds and an explanation of how the research relates to energy efficiency.

TITLE VII—ALTERNATIVE FUELS AND RENEWABLE ENERGY

Subtitle A—Alternative Fuels

SEC. 4701. EXCEPTION TO HOV PASSENGER REQUIREMENTS FOR ALTERNATIVE FUEL VEHICLES.

Section 102(a)(1) of title 23, United States Code, is amended by inserting ''(unless, at the discretion of the State transportation department, the vehicle operates on, or is fueled by, an alternative fuel (as defined in section 301 of the Energy Policy Act of 1992 (42 U.S.C. 13211)))'' after ''required''.

SEC. 4702. ALTERNATIVE FUEL VEHICLE CREDITS FOR INSTALLATION OF QUALIFYING INFRASTRUCTURE.

Section 508 of the Energy Policy Act of 1992 (42 U.S.C. 13258) is amended by adding at the end the following:

''(e) CREDIT FOR ACQUISITION OR INSTALLATION OF QUALIFYING INFRASTRUCTURE.—The Secretary shall allocate an infrastructure credit to a fleet or covered person that is required to acquire an alternative fueled vehicle under this title, or to a Federal fleet as defined by section 303(b)(3) of title III of this Act, for the acquisition or installation of the fuel or the needed infrastructure, including the supply and delivery systems, necessary to operate or maintain the alternative fueled vehicle. Such necessary infrastructure shall include—

''(1) equipment required to refuel or recharge the alternative fueled vehicle;

''(2) facilities or equipment required to maintain, repair or operate the alternative fueled vehicle;

''(3) training programs, educational materials or other activities necessary to provide information regarding the operation, maintenance or benefits associated with the alternative fueled vehicle; and

''(4) such other activity as the Secretary deems an appropriate expenditure in support of the operation, maintenance or further wide spread adoption or utilization of the alternative fueled vehicle.

''(f) QUALIFYING INFRASTRUCTURE CREDIT.—The term 'infrastructure credit' shall mean—

''(1) that equipment or activity defined in subsection (e) above; and

''(2) be equivalent in cost to the acquisition of an alternative fueled vehicle for which the expenditure on the infrastructure is made.

''(g) LIMITATION ON NUMBER OF INFRASTRUCTURE CREDITS ISSUED.—Each fleet or covered person that is required to acquire an alternative fueled vehicle under this title, or each Federal fleet as defined by section 303(b)(3) of title III of this Act, shall be limited in the number of infrastructure credits that may be acquired and used to meet the alternative fueled vehicle requirements of this Act to no more than the equivalent of ½ of the alternative fueled vehicles required per annum.''.

SEC. 4703. STATE AND LOCAL GOVERNMENT USE OF FEDERAL ALTERNATIVE FUEL REFUELING FACILITIES.

Section 304 of the Energy Policy Act of 1992 (42 U.S.C. 13213) is amended by adding at the end the following:

''(c) STATE AND LOCAL GOVERNMENT OWNED VEHICLES.—Federal agencies may include any alternative fuel vehicles owned by States or local governments in any commercial arrangements for the purpose of fueling Federal alternative fueled vehicles as authorized under subsection (a) of this section. The Secretary may allocate equivalent infrastructure credits to a Federal fleet as defined by section 303(b)(3) of title III of this Act, for the inclusion of such vehicles in any such commercial fueling arrangements.''.

SEC. 4704. FEDERAL FLEET FUEL ECONOMY AND USE OF ALTERNATIVE FUELS.

(a) FUEL ECONOMY.—Through cost-effective measures, each agency shall increase the average EPA fuel economy rating of passenger cars and light trucks acquired by at least 3 miles per gallon by the end of fiscal year 2005 compared to acquisitions in fiscal year 2000.

(b) USE OF ALTERNATIVE FUELS.—Through cost-effective measures, each agency shall, by the end of fiscal year 2005, use alternative fuels for at least 50 percent of the total annual volume of fuel used by the agency. No more than 25 percent of fuel purchased by State and local governments at federally-owned refueling facilities may be included by an agency in meeting the requirement of this section.

(c) IMPLEMENTATION PLAN.—Not later than 1 year after date of enactment of this section, each agency shall develop and submit to Congress and the President an implementation plan for fulfilling the requirements of this section. Each agency should develop an implementation plan that meets its unique fleet configuration and fleet requirements.

(d) ANNUAL REPORT.—

(1) IN GENERAL.—Each agency shall measure and report annually to Congress and the President its progress in meeting the requirements of this section.

(2) GUIDELINES.—The Secretary of Energy, through the Federal Energy Management Program and in consultation with the Administrator of the Energy Information Administration, shall develop and issue guidelines for agencies' preparation of their annual report, including guidance on how to measure fuel economy for the collection and annual reporting of data to demonstrate compliance with the requirements of this section.

(e) APPLICABILITY.—This order applies to each Federal agency operating 20 or more motor vehicles within the United States.

(f) EXEMPTION OF CERTAIN VEHICLES.—Department of Defense military tactical vehicles are exempt from this order. Law enforcement, emergency, and any other vehicle class or type determined by the Secretary, in consultation with the Federal Energy Management Program, are exempted from the requirements of this section. Not later than 1 year from date of enactment, the Secretary shall, in consultation with the Federal Energy Management Program, set guidelines for agencies to use in the determination of exemptions.

(g) DEFINITIONS.—In this section:

(1) AGENCY.—The term ''agency'' means an executive agency as defined in 5 U.S.C. 105. (Military departments, as defined in 5 U.S.C. 102, are covered under the auspices of the Department of Defense.)

(2) ALTERNATIVE FUEL.—The term ''alternative fuel'' means any fuel defined as an alternative fuel pursuant to section 301 of the Energy Policy Act of 1992 (42 U.S.C. 13211).

(h) CONFORMING AMENDMENTS.—Section 400AA of the Energy Policy and Conservation Act (42 U.S.C. 6374) is amended as follows:

(1) in subsection (a)(3)(E), by striking the period at the end and inserting the following: '', except that, not later than fiscal year 2005 at least 50 percent of the total annual volume of fuel used must be from alternative fuels.''; and

(2) in subsection (g)(4)(B), after the words, ''solely on alternative fuel'', insert the words '', including a 3-wheeled enclosed electric vehicle having a VIN number''.

SEC. 4705. LOCAL GOVERNMENT GRANT PROGRAM.

(a) ESTABLISHMENT.—Within 1 year of date of enactment of this section, the Secretary of Energy shall establish a program for making grants to local governments for covering the incremental cost of qualified alternative fuel motor vehicles.

(b) CRITERIA.—In deciding to whom grants shall be made under this subsection, the Secretary of Energy shall consider the goal of assisting the greatest number of applicants, provided that no grant award shall exceed $1,000,000.

(c) PRIORITIES.—Priority shall be given under this section to those local government fleets where the use of alternative fuels would have a significant beneficial effect on energy security and the environment.

(d) QUALIFIED ALTERNATIVE FUEL MOTOR VEHICLE DEFINED.—For purposes of this section, the term ''qualified motor vehicle'' means any motor vehicle which is capable of operating only on an alternative fuel.

(e) INCREMENTAL COST.—For purposes of this section, the incremental cost of any qualified alternative fuel motor vehicle is equal to the amount of the excess of the manufacturer's suggested retail price for such vehicle over such price for a gasoline or diesel motor vehicle of the same model.

(f) AUTHORIZATION OF APPROPRIATIONS.—For the purposes of this section, there are authorized to be appropriated $100,000,000 annually for each of the fiscal years 2002 through 2006.

Subtitle B—Renewable Energy

SEC. 4710. RESIDENTIAL RENEWABLE ENERGY GRANT PROGRAM.

(a) IN GENERAL.—The Secretary of Energy shall develop and implement a grant program to offset a portion of the total cost of certain eligible residential renewable energy systems.

(b) ELIGIBILITY.—Grants may be awarded for—

(1) the new installation of an eligible residential renewable energy system for an existing dwelling unit;

(2) the purchase of an existing dwelling unit with an eligible residential renewable energy system that was installed prior to the date of enactment of this section;

(3) the addition to or augmentation of an existing eligible residential renewable energy system installed on a dwelling unit prior to the date of enactment of this section, provided that any such addition or augmentation results in additional electricity, heat, or other useful energy; or

(4) the construction of a new home or rental property which includes an eligible residential renewable energy system.

(c) TOTAL COST.—

(1) IN GENERAL.—For purposes of this section, ''total cost'' means expenditure of funds for—

(A) any equipment whose primary purpose is to provide for the collection, conversion, transfer, distribution, storage or control of electricity or heat generated from renewable energy;

(B) installation charges;

(C) labor costs properly allocable to the on-site preparation, assembly, or original installation of the system; and

(D) piping or wiring to interconnect such system to the dwelling unit.

(2) LEASED SYSTEMS.—In the case of a system that is leased, ''total cost'' means the principal recovery portion of all lease payments scheduled to be made during the full term of the lease, excluding interest charges and maintenance expenses.

(3) EXISTING SYSTEMS.—In the case of addition to or augmentation of an existing system, ''total cost'' shall include only those expenditures related to the incremental cost of the addition or augmentation, and not the full cost of the system.

(d) COST BUY-DOWN.—Grants provided under this section shall not exceed $3,000 per eligible residential renewable energy system, and shall be limited further as follows:

(1) For fiscal years 2002 and 2003, grants provided under this section shall be limited to the smaller of—

(A) 50 percent of the total cost of the energy system; or

(B) $3.00 per watt of system electricity output or equivalent.

(2) For fiscal years 2004 and 2005, grants provided under this section shall be limited to the smaller of—

(A) 40 percent of the total cost of the energy system; or

(B) $2.50 per watt of system electricity output.

(3) For fiscal years 2006 and 2007, grants provided under this section shall be limited to the smaller of—

(A) 30 percent of the total cost of the energy system; or

(B) $2.00 per watt of system electricity output.

(4) For fiscal years 2008 and 2009, grants provided under this section shall be limited to the smaller of—

(A) 20 percent of the total cost of the energy system; or

(B) $1.50 per watt of system electricity output.

(5) For fiscal years 2010 and 2011, grants provided under this section shall be limited to the smaller of—

(A) 10 percent of the total cost of the energy system; or

(B) $1.00 per watt of system electricity output.

(e) LIMITATIONS.—No grant shall be allowed under this section for an eligible residential renewable energy system unless—

(1) such expenditure is made for property installed on or in connection with a dwelling unit which is located in the United States and which is used as a residence;

(2) in the case of solar water heating equipment, such equipment is certified for performance and safety by the nonprofit Solar Rating Certification Corporation or a comparable entity endorsed by the government of the State in which such property is installed; and

(3) such system meets appropriate fire and electric code requirements.

(f) RENEWABLE ENERGY.—

(1) DEFINITIONS.—In this subsection:

(A) FORM OF RENEWABLE ENERGY.—The term ''form of renewable energy'' means energy produced through the use of—

(i) a solar thermal system;

(ii) a solar photovoltaic system;

(iii) wind;

(iv) biomass;

(v) a hydroelectric system; or

(vi) a source of geothermal energy.

(B) RENEWABLE ENERGY SYSTEM.—The term ''renewable energy system'' means property that uses a form of renewable energy to create electricity, heat, or any other form of useful energy.

(2) SOLAR PANELS.—No expenditure relating to a solar panel or other property installed as a roof (or portion thereof) shall fail to be treated as property described in paragraph (1) solely because it constitutes a structural

component of the structure on which it is installed.

(3) ENERGY STORAGE MEDIUM.—Expenditures which are properly allocable to a swimming pool, hot tub, or any other energy storage medium which has a function other than the function of such storage shall not be taken into account for purposes of this section.

(g) SPECIAL RULES.—For purposes of this section:

(1) TENANT-STOCKHOLDER IN COOPERATIVE HOUSING CORPORATION.—In the case of an individual who is a tenant-stockholder (as defined in 26 U.S.C. 216) in a cooperative housing corporation (as defined in such section), such individual shall be treated as having made his tenant-stockholder's proportionate share (as defined in 26 U.S.C. 216(b)(3)) of any expenditures of such corporation.

(2) CONDOMINIUMS.—

(A) IN GENERAL.—In the case of an individual who is a member of a condominium management association with respect to a condominium which he owns, such individual shall be treated as having made his proportionate share of any expenditures of such association.

(B) CONDOMINIUM MANAGEMENT ASSOCIATION.—For purposes of this paragraph, the term ''condominium management association'' means an organization which meets the requirements of paragraph (1) of 26 U.S.C. 528(c) (other than subparagraph (E) thereof) with respect to a condominium project substantially all of the units of which are used as residences.

(3) RENEWABLE ENERGY SYSTEMS FOR MULTIPLE DWELLINGS.—

(A) IN GENERAL.—Any expenditure otherwise qualifying as an expenditure described in paragraph (1) of subsection (c) shall not be treated as failing to so qualify merely because such expenditure was made with respect to 2 or more dwelling units.

(B) LIMITS APPLIED SEPARATELY.—In the case of any expenditure described in subparagraph (A), the amount of the grant available under subsection (d) shall be computed separately with respect to the amount of the expenditure made for each dwelling unit.

(h) ANNUAL REPORT.—The Secretary shall submit to Congress and the President an annual report on grants distributed pursuant to this section. The report shall include, at minimum—

(1) a summary of the eligible residential renewable energy systems receiving grants in the year just concluded;

(2) an estimate of new renewable energy generation installed as a result of grants awarded, and its distribution by renewable energy source and geographic location;

(3) evidence that the program is contributing to declining costs for renewable energy technologies; and

(4) description of the methods used to award such grants.

(i) AUTHORIZATION OF APPROPRIATIONS.—For the purposes of this section, there are authorized to be appropriated $30,000,000 for fiscal year 2002 and such sums as are necessary for each fiscal year thereafter, but not to exceed $150,000,000 in any fiscal year.

SEC. 4711. ASSESSMENT OF RENEWABLE ENERGY RESOURCES.

(a) IN GENERAL.—Not later than twelve months after the date of enactment of this section, the Secretary of Energy shall submit to Congress an assessment of all renewable energy resources available within the United States.

(b) RESOURCE ASSESSMENT.—Such report shall include a detailed inventory describing the available amount and characteristics of solar, wind, biomass, geothermal, hydroelectric and other renewable energy sources, and an estimate of the costs needed to develop each resource. The report shall also include such other information as the Secretary of Energy believes would be useful in siting renewable energy generation, such as appropriate terrain, population and load centers, nearby energy infrastructure, and location of energy and water resources.

(c) AVAILABILITY.—The information and cost estimates in this report shall be updated annually and made available to the public, along with the data used to create the report.

(d) AUTHORIZATION OF APPROPRIATIONS.—For the purposes of carrying out this section, there are authorized to be appropriated $10,000,000 for fiscal years 2002 through 2006.

Subtitle C—Hydroelectric Licensing Reform

SEC. 4721. SHORT TITLE.

This subtitle may be cited as the ''Hydroelectric Licensing Process Improvement Act of 2001''.

SEC. 4722. FINDINGS.

Congress finds that—

(1) hydroelectric power is an irreplaceable source of clean, economic, renewable energy with the unique capability of supporting reliable electric service while maintaining environmental quality;

(2) hydroelectric power is the leading renewable energy resource of the United States;

(3) hydroelectric power projects provide multiple benefits to the United States, including recreation, irrigation, flood control, water supply, and fish and wildlife benefits;

(4) in the next 15 years, the bulk of all non-Federal hydroelectric power capacity in the United States is due to be relicensed by the Federal Energy Regulatory Commission;

(5) the process of licensing hydroelectric projects by the Commission—

(A) does not produce optimal decisions, because the agencies that participate in the process are not required to consider the full effects of their mandatory and recommended conditions on a license;

(B) is inefficient, in part because agencies do not always submit their mandatory and recommended conditions by a time certain;

(C) is burdened by uncoordinated environmental reviews and duplicative permitting authority; and

(D) is burdensome for all participants and too often results in litigation; and

(6) while the alternative licensing procedures available to applicants for hydroelectric project licenses provide important opportunities for the collaborative resolution of many of the issues in hydroelectric project licensing, those procedures are not appropriate in every case and cannot substitute for statutory reforms of the hydroelectric licensing process.

SEC. 4723. PURPOSE.

The purpose of this subtitle is to achieve the objective of relicensing hydroelectric power projects to maintain high environmental standards while preserving low cost power by—

(1) requiring agencies to consider the full effects of their mandatory and recommended conditions on a hydroelectric power license and to document the consideration of a broad range of factors;

(2) requiring the Federal Energy Regulatory Commission to impose deadlines by which Federal agencies must submit proposed mandatory and recommended conditions to a license; and

(3) making other improvements in the licensing process.

SEC. 4724. PROCESS FOR CONSIDERATION BY FEDERAL AGENCIES OF CONDITIONS TO LICENSES.

(a) IN GENERAL.—Part I of the Federal Power Act (16 U.S.C. 791a et seq.) is amended by adding at the end the following:

''SEC. 33. PROCESS FOR CONSIDERATION BY FEDERAL AGENCIES OF CONDITIONS TO LICENSES.

''(a) DEFINITIONS.—In this section:

''(1) CONDITION.—The term 'condition' means—

''(A) a condition to a license for a project on a Federal reservation determined by a consulting agency for the purpose of the first proviso of section 4(e); and

''(B) a prescription relating to the construction, maintenance, or operation of a fishway determined by a consulting agency for the purpose of the first sentence of section 18.

''(2) CONSULTING AGENCY.—The term 'consulting agency' means—

''(A) in relation to a condition described in paragraph (1)(A), the Federal agency with responsibility for supervising the reservation; and

''(B) in relation to a condition described in paragraph (1)(B), the Secretary of the Interior or the Secretary of Commerce, as appropriate.

''(b) FACTORS TO BE CONSIDERED.—

''(1) IN GENERAL.—In determining a condition, a consulting agency shall take into consideration—

''(A) the impacts of the condition on—

''(i) economic and power values;

''(ii) electric generation capacity and system reliability;

''(iii) air quality (including consideration of the impacts on greenhouse gas emissions); and

''(iv) drinking, flood control, irrigation, navigation, or recreation water supply;

''(B) compatibility with other conditions to be included in the license, including mandatory conditions of other agencies, when available; and

''(C) means to ensure that the condition addresses only direct project environmental impacts, and does so at the lowest project cost.

''(2) DOCUMENTATION.—

''(A) IN GENERAL.—In the course of the consideration of factors under paragraph (1) and before any review under subsection (e), a consulting agency shall create written documentation detailing, among other pertinent matters, all proposals made, comments received, facts considered, and analyses made regarding each of those factors sufficient to demonstrate that each of the factors was given full consideration in determining the condition to be submitted to the Commission.

''(B) SUBMISSION TO THE COMMISSION.—A consulting agency shall include the documentation under subparagraph (A) in its submission of a condition to the Commission.

''(c) SCIENTIFIC REVIEW.—

''(1) IN GENERAL.—Each condition determined by a consulting agency shall be subjected to appropriately substantiated scientific review.

''(2) DATA.—For the purpose of paragraph (1), a condition shall be considered to have been subjected to appropriately substantiated scientific review if the review—

''(A) was based on current empirical data or field-tested data; and

''(B) was subjected to peer review.

''(d) RELATIONSHIP TO IMPACTS ON FEDERAL RESERVATION.—In the case of a condition for the purpose of the first proviso of section 4(e), each condition determined by a consulting agency shall be directly and reasonably related to the impacts of the project within the Federal reservation.

''(e) ADMINISTRATIVE REVIEW.—

''(1) OPPORTUNITY FOR REVIEW.—Before submitting to the Commission a proposed condition, and at least 90 days before a license applicant is required to file a license application with the Commission, a consulting

agency shall provide the proposed condition to the license applicant and offer the license applicant an opportunity to obtain expedited review before an administrative law judge or other independent reviewing body of—

''(A) the reasonableness of the proposed condition in light of the effect that implementation of the condition will have on the energy and economic values of a project; and

''(B) compliance by the consulting agency with the requirements of this section, including the requirement to consider the factors described in subsection (b)(1).

''(2) COMPLETION OF REVIEW.—

''(A) IN GENERAL.—A review under paragraph (1) shall be completed not more than 180 days after the license applicant notifies the consulting agency of the request for review.

''(B) FAILURE TO MAKE TIMELY COMPLETION OF REVIEW.—If review of a proposed condition is not completed within the time specified by subparagraph (A), the Commission may treat a condition submitted by the consulting agency as a recommendation is treated under section 10(j).

''(3) REMAND.—If the administrative law judge or reviewing body finds that a proposed condition is unreasonable or that the consulting agency failed to comply with any of the requirements of this section, the administrative law judge or reviewing body shall—

''(A) render a decision that—

''(i) explains the reasons for a finding that the condition is unreasonable and may make recommendations that the administrative law judge or reviewing body may have for the formulation of a condition that would not be found unreasonable; or

''(ii) explains the reasons for a finding that a requirement was not met and may describe any action that the consulting agency should take to meet the requirement; and

''(B) remand the matter to the consulting agency for further action.

''(4) SUBMISSION TO THE COMMISSION.—Following administrative review under this subsection, a consulting agency shall—

''(A) take such action as is necessary to—

''(i) withdraw the condition;

''(ii) formulate a condition that follows the recommendation of the administrative law judge or reviewing body; or

''(iii) otherwise comply with this section; and

''(B) include with its submission to the Commission of a proposed condition—

''(i) the record on administrative review; and

''(ii) documentation of any action taken following administrative review.

''(f) SUBMISSION OF FINAL CONDITION.—

''(1) IN GENERAL.—After an applicant files with the Commission an application for a license, the Commission shall set a date by which a consulting agency shall submit to the Commission a final condition.

''(2) LIMITATION.—Except as provided in paragraph (3), the date for submission of a final condition shall be not later than 1 year after the date on which the Commission gives the consulting agency notice that a license application is ready for environmental review.

''(3) DEFAULT.—If a consulting agency does not submit a final condition to a license by the date set under paragraph (1)—

''(A) the consulting agency shall not thereafter have authority to recommend or establish a condition to the license; and

''(B) the Commission may, but shall not be required to, recommend or establish an appropriate condition to the license that—

''(i) furthers the interest sought to be protected by the provision of law that authorizes the consulting agency to propose or establish a condition to the license; and

''(ii) conforms to the requirements of this Act.

''(4) EXTENSION.—The Commission may make 1 extension, of not more than 30 days, of a deadline set under paragraph (1).

''(g) ANALYSIS BY THE COMMISSION.—

''(1) ECONOMIC ANALYSIS.—The Commission shall conduct an economic analysis of each condition submitted by a consulting agency to determine whether the condition would render the project uneconomic.

''(2) CONSISTENCY WITH THIS SECTION.—In exercising authority under section 10(j)(2), the Commission shall consider whether any recommendation submitted under section 10(j)(1) is consistent with the purposes and requirements of subsections (b) and (c) of this section.

''(h) COMMISSION DETERMINATION ON EFFECT OF CONDITIONS.—When requested by a license applicant in a request for rehearing, the Commission shall make a written determination on whether a condition submitted by a consulting agency—

''(1) is in the public interest, as measured by the impact of the condition on the factors described in subsection (b)(1);

''(2) was subjected to scientific review in accordance with subsection (c);

''(3) relates to direct project impacts within the reservation, in the case of a condition for the first proviso of section 4(e);

''(4) is reasonable;

''(5) is supported by substantial evidence; and

''(6) is consistent with this Act and other terms and conditions to be included in the license.''.

(b) CONFORMING AND TECHNICAL AMENDMENTS.—

(1) SECTION 4.—Section 4(e) of the Federal Power Act (16 U.S.C. 797(e)) is amended—

(A) in the first proviso of the first sentence, by inserting after ''conditions'' the following: '', determined in accordance with section 33,''; and

(B) in the last sentence, by striking the period and inserting ''(including consideration of the impacts on greenhouse gas emissions)''.

(2) SECTION 18.—Section 18 of the Federal Power Act (16 U.S.C. 811) is amended in the first sentence by striking ''prescribed by the Secretary of Commerce'' and inserting ''prescribed, in accordance with section 33, by the Secretary of the Interior or the Secretary of Commerce, as appropriate.''

SEC. 4725. COORDINATED ENVIRONMENTAL REVIEW PROCESS.

Part I of the Federal Power Act (16 U.S.C. 791a et seq.) (as amended by section 4724) is amended by adding at the end the following:

''SEC. 34. COORDINATED ENVIRONMENTAL REVIEW PROCESS.

''(a) LEAD AGENCY RESPONSIBILITY.—The Commission, as the lead agency for environmental reviews under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) for projects licensed under this part, shall conduct a single consolidated environmental review—

''(1) for each such project; or

''(2) if appropriate, for multiple projects located in the same area.

''(b) CONSULTING AGENCIES.—In connection with the formulation of a condition in accordance with section 33, a consulting agency shall not perform any environmental review in addition to any environmental review performed by the Commission in connection with the action to which the condition relates.

''(c) DEADLINES.—

''(1) IN GENERAL.—The Commission shall set a deadline for the submission of comments by Federal, State, and local government agencies in connection with the preparation of any environmental impact statement or environmental assessment required for a project.

''(2) CONSIDERATIONS.—In setting a deadline under paragraph (1), the Commission shall take into consideration—

''(A) the need of the license applicant for a prompt and reasonable decision;

''(B) the resources of interested Federal, State, and local government agencies; and

''(C) applicable statutory requirements.''.

SEC. 4726. STUDY OF SMALL HYDROELECTRIC PROJECTS.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Federal Energy Regulatory Commission shall submit to the Committee on Energy and Natural Resources of the Senate and the Committee on Commerce of the House of Representatives a study of the feasibility of establishing a separate licensing procedure for small hydroelectric projects.

(b) DEFINITION OF SMALL HYDROELECTRIC PROJECT.—The Commission may by regulation define the term ''small hydroelectric project'' for the purpose of subsection (a), except that the term shall include at a minimum a hydroelectric project that has a generating capacity of 5 megawatts or less.

TITLE VIII—ELECTRIC SUPPLY RELIABILITY; PURPA REPEAL; PUHCA REPEAL

Subtitle A—Electric Energy Transmission Reliability

SEC. 4801. SHORT TITLE.

This subtitle may be cited as the ''National Electric Reliability Act''.

SEC. 4802. ELECTRIC ENERGY TRANSMISSION RELIABILITY.

(a) ELECTRIC RELIABILITY ORGANIZATION AND OVERSIGHT.—

(1) IN GENERAL.—Part II of the Federal Power Act (16 U.S.C. 824 et seq.) is amended by adding at the end the following:

''SEC. 215. ELECTRIC RELIABILITY ORGANIZATION AND OVERSIGHT.

''(a) DEFINITIONS.—In this section:

''(1) AFFILIATED REGIONAL RELIABILITY ENTITY.—The term 'affiliated regional reliability entity' means an entity delegated authority under the provisions of subsection (h).

''(2) BULK POWER SYSTEM.—The term 'bulk power system' means all facilities and control systems necessary for operating an interconnected transmission grid (or any portion thereof), including high-voltage transmission lines; substations; control centers; communications; data, and operations planning facilities; and the output of generating units necessary to maintain transmission system reliability.

''(3) ELECTRIC RELIABILITY ORGANIZATION, OR ORGANIZATION.—The term 'Electric Reliability Organization' or 'Organization' means the organization approved by the Commission under subsection (d)(4).

''(4) ENTITY RULE.—The term 'entity rule' means a rule adopted by an affiliated regional reliability entity for a specific region and designed to implement or enforce 1 or more Organization Standards. An entity rule shall be approved by the organization and once approved, shall be treated as an Organization Standard.

''(5) INDUSTRY SECTOR.—The term 'industry sector' means a group of users of the bulk power system with substantially similar commercial interests, as determined by the Board of the Electric Reliability Organization.

''(6) INTERCONNECTION.—The term 'interconnection' means a geographic area in which the operation of bulk power system components is synchronized such that the failure of 1 or more such components may

adversely affect the ability of the operators of other components within the interconnection to maintain safe and reliable operation of the facilities within their control.

''(7) ORGANIZATION STANDARD.—The term 'Organization Standard' means a policy or standard duly adopted by the Electric Reliability Organization to provide for the reliable operation of a bulk power system.

''(8) PUBLIC INTEREST GROUP.—The term 'public interest group' means any nonprofit private or public organization that has an interest in the activities of the Electric Reliability Organization, including, but not limited to, ratepayer advocates, environmental groups, and State and local government organizations that regulate market participants and promulgate government policy.

''(9) VARIANCE.—The term 'variance' means an exception or variance from the requirements of an Organization Standard (including a proposal for an Organization Standard where there is no Organization Standard) that is adopted by an affiliated regional reliability entity and applicable to all or a part of the region for which the affiliated regional reliability entity is responsible. A variance shall be approved by the organization and once approved, shall be treated as an Organization Standard.

''(10) SYSTEM OPERATOR.—The term 'system operator' means any entity that operates or is responsible for the operation of a bulk power system, including but not limited to a control area operator, an independent system operator, a regional transmission organization, a transmission company, a transmission system operator, or a regional security coordinator.

''(11) USER OF THE BULK POWER SYSTEM.—The term 'user of the bulk power system' means any entity that sells, purchases, or transmits electric power over a bulk power system, or that owns, operates, or maintains facilities or control systems that are part of a bulk power system, or that is a system operator.

''(b) COMMISSION AUTHORITY.—

''(1) Within the United States, the Commission shall have jurisdiction over the Electric Reliability Organization, all affiliated regional reliability entities, all system operators, and all users of the bulk-power system, for purposes of approving and enforcing compliance with the requirements of this section.

''(2) The Commission may, by rule, define any other term used in this section, provided such definition is consistent with the definitions in, and the purpose and intent of, this Act.

''(3) Not later than 90 days after the date of enactment of this section, the Commission shall issue a proposed rule for implementing the requirements of this section. The Commission shall provide notice and opportunity for comment on the proposed rule. The Commission shall issue a final rule under this subsection within 180 days after the date of enactment of this section.

''(4) Nothing in this section shall be construed as limiting or impairing any authority of the Commission under any other provision of this Act, including its exclusive authority to determine rates, terms, and conditions of transmission services subject to its jurisdiction.

''(c) EXISTING RELIABILITY STANDARDS.—After the date of enactment of this section, and prior to the approval of an organization under subsection (d), any entity, including the North American Electric Reliability Council and its member regional reliability councils, may file any reliability standard, guidance, or practice that such entity would propose to be made mandatory and enforceable. The Commission, after allowing an opportunity to submit comments, may approve any such proposed mandatory standard, guidance, or practice, or any amendment thereto, if it finds that the standard, guidance, or practice, or amendment is just, reasonable, not unduly discriminatory or preferential, and in the public interest. The Commission may, without further proceeding or finding, grant its approval to any standard, guidance, or practice for which no substantive objections are filed in the comment period. Filed standards, guidances, or practices, including any amendments thereto, shall be mandatory and applicable according to their terms following approval by the Commission and shall remain in effect until—

''(1) withdrawn, disapproved, or superseded by an Organization Standard, issued or approved by the Electric Reliability Organization and made effective by the Commission under subsection (e); or

''(2) disapproved by the Commission if, upon complaint or upon its own motion and after notice and an opportunity for comment, the Commission finds the standard, guidance, or practice unjust, unreasonable, unduly discriminatory, or preferential or not in the public interest.

Standards, guidances, or practices in effect pursuant to the provisions of this subsection shall be enforceable by the Commission.

''(d) ORGANIZATION APPROVAL.—

''(1) Following the issuance of a final Commission rule under subsection (b)(3), an entity may submit an application to the Commission for approval as the Electric Reliability Organization. The applicant shall specify in its application its governance and procedures, as well as its funding mechanism and initial funding requirements.

''(2) The Commission shall provide public notice of the application and afford interested parties an opportunity to comment.

''(3) The Commission shall approve the application if the Commission determines that the applicant—

''(A) has the ability to develop, implement, and enforce standards that provide for an adequate level of reliability of the bulk power system;

''(B) permits voluntary membership to any user of the bulk power system or public interest group;

''(C) ensures fair representation of its members in the selection of its directors and fair management of its affairs, taking into account the need for efficiency and effectiveness in decisionmaking and operations and the requirements for technical competency in the development of Organization Standards and the exercise of oversight of bulk power system reliability;

''(D) ensures that no 2 industry sectors have the ability to control, and no 1 industry sector has the ability to veto, the Electric Reliability Organization's discharge of its responsibilities (including actions by committees recommending standards to the board or other board actions to implement and enforce standards);

''(E) provides for governance by a board wholly comprised of independent directors;

''(F) provides a funding mechanism and requirements that are just, reasonable, and not unduly discriminatory or preferential and are in the public interest, and which satisfy the requirements of subsection (l);

''(G) establishes procedures for development of Organization Standards that provide reasonable notice and opportunity for public comment, taking into account the need for efficiency and effectiveness in decisionmaking and operations and the requirements for technical competency in the development of Organization Standards, and which standards development process has—

''(i) openness;

''(ii) balance of interests; and

''(iii) due process, except that the procedures may include alternative procedures for emergencies;

''(H) establishes fair and impartial procedures for implementation and enforcement of Organization Standards, either directly or through delegation to an affiliated regional reliability entity, including the imposition of penalties, limitations on activities, functions, or operations, or other appropriate sanctions;

''(I) establishes procedures for notice and opportunity for public observation of all meetings, except that the procedures for public observation may include alternative procedures for emergencies or for the discussion of information the directors determine should take place in closed session, such as litigation, personnel actions, or commercially sensitive information;

''(J) provides for the consideration of recommendations of States and State commissions; and

''(K) addresses other matters that the Commission may deem necessary or appropriate to ensure that the procedures, governance, and funding of the Electric Reliability Organization are just, reasonable, not unduly discriminatory or preferential, and are in the public interest.

''(4) The Commission shall approve only 1 Electric Reliability Organization. If the Commission receives 2 or more timely applications that satisfy the requirements of this subsection, the Commission shall approve only the application it concludes will best implement the provisions of this section.

''(e) ESTABLISHMENT OF AND MODIFICATIONS TO ORGANIZATION STANDARDS.—

''(1) The Electric Reliability Organization shall file with the Commission any new or modified organization standards, including any variances or entity rules, and the Commission shall follow the procedures under paragraph (2) for review of that filing.

''(2) Submissions under paragraph (1) shall include—

''(A) a concise statement of the purpose of the proposal; and

''(B) a record of any proceedings conducted with respect to such proposal.

The Commission shall provide notice of the filing of such proposal and afford interested entities 30 days to submit comments. The Commission, after taking into consideration any submitted comments, shall approve or disapprove such proposal not later than 60 days after the deadline for the submission of comments, except that the Commission may extend the 60 day period for an additional 90 days for good cause, and except further that if the Commission does not act to approve or disapprove a proposal within the foregoing periods, the proposal shall go into effect subject to its terms, without prejudice to the authority of the Commission thereafter to modify the proposal in accordance with the standards and requirements of this section. Proposals approved by the Commission shall take effect according to their terms but not earlier than 30 days after the effective date of the Commission's order, except as provided in paragraph (3) of this subsection.

''(3)(A) In the exercise of its review responsibilities under this subsection, the Commission shall give due weight to the technical expertise of the Electric Reliability Organization with respect to the content of a new or modified organization standard, but shall not defer to the organization with respect to the effect of the standard on competition. The Commission shall approve a proposed new or modified organization standard if it determines the proposal to be just, reasonable, not unduly discriminatory or preferential, and in the public interest.

''(B) An existing or proposed organization standard which is disapproved in whole or in part by the Commission shall be remanded to the Electric Reliability Organization for further consideration.

''(C) The Commission, on its own motion or upon complaint, may direct the Electric Reliability Organization to develop an organization standard, including modification to an existing organization standard, addressing a specific matter by a date certain if the Commission considers such new or modified organization standard necessary or appropriate to further the purposes of this section. The Electric Reliability Organization shall file any such new or modified organization standard in accordance with this subsection.

''(D) An affiliated regional reliability entity may propose a variance or entity rule to the Electric Reliability Organization. The affiliated regional reliability entity may request that the Electric Reliability Organization expedite consideration of the proposal, and may file a notice of such request with the Commission, if expedited consideration is necessary to provide for bulk-power system reliability. If the Electric Reliability Organization fails to adopt the variance or entity rule, either in whole or in part, the affiliated regional reliability entity may request that the Commission review such action. If the Commission determines, after its review of such a request, that the action of the Electric Reliability Organization did not conform to the applicable standards and procedures approved by the Commission, or if the Commission determines that the variance or entity rule is just, reasonable, not unduly discriminatory or preferential, and in the public interest, and that the Electric Reliability Organization has unreasonably rejected the proposed variance or entity rule, then the Commission may remand the proposed variance or entity rule for further consideration by the Electric Reliability Organization or may direct the Electric Reliability Organization or the affiliated regional reliability entity to develop a variance or entity rule consistent with that requested by the affiliated regional reliability entity. Any such variance or entity rule proposed by an affiliated regional reliability entity shall be submitted to the Electric Reliability Organization for review and filing with the Commission in accordance with the procedures specified in this subsection.

''(E) Notwithstanding any other provision of this subsection, a proposed organization standard or amendment shall take effect according to its terms if the Electric Reliability Organization determines that an emergency exists requiring that such proposed organization standard or amendment take effect without notice or comment. The Electric Reliability Organization shall notify the Commission immediately following such determination and shall file such emergency organization standard or amendment with the Commission not later than 5 days following such determination and shall include in such filing an explanation of the need for such emergency standard. Subsequently, the Commission shall provide notice of the organization standard or amendment for comment, and shall follow the procedures set out in paragraphs (2) and (3) for review of the new or modified organization standard. Any such organization standard that has gone into effect shall remain in effect unless and until suspended or disapproved by the Commission. If the Commission determines at any time that the emergency organization standard or amendment is not necessary, the Commission may suspend such emergency organization standard or amendment.

''(4) All users of the bulk power system shall comply with any organization standard that takes effect under this section.

''(f) COORDINATION WITH CANADA AND MEXICO.—The Electric Reliability Organization shall take all appropriate steps to gain recognition in Canada and Mexico. The United States shall use its best efforts to enter into international agreements with the appropriate governments of Canada and Mexico to provide for effective compliance with organization standards and to provide for the effectiveness of the Electric Reliability Organization in carrying out its mission and responsibilities. All actions taken by the Electric Reliability Organization, any affiliated regional reliability entity, and the Commission shall be consistent with the provisions of such international agreements.

''(g) CHANGES IN PROCEDURES, GOVERNANCE, OR FUNDING.—

''(1) The Electric Reliability Organization shall file with the Commission any proposed change in its procedures, governance, or funding, or any changes in the affiliated regional reliability entity's procedures, governance, or funding relating to delegated functions, and shall include with the filing an explanation of the basis and purpose for the change.

''(2) A proposed procedural change may take effect 90 days after filing with the Commission if the change constitutes a statement of policy, practice, or interpretation with respect to the meaning or enforcement of an existing procedure. Otherwise, a proposed procedural change shall take effect only upon a finding by the Commission, after notice and opportunity for comments, that the change is just, reasonable, not unduly discriminatory or preferential, is in the public interest, and satisfies the requirements of subsection (d)(4).

''(3) A change in governance or funding shall not take effect unless the Commission finds that the change is just, reasonable, not unduly discriminatory or preferential, in the public interest, and satisfies the requirements of subsection (d)(4).

''(4) The Commission, upon complaint or upon its own motion, may require the Electric Reliability Organization to amend the procedures, governance, or funding if the Commission determines that the amendment is necessary to meet the requirements of this section. The Electric Reliability Organization shall file the amendment in accordance with paragraph (1) of this subsection.

''(h) DELEGATIONS OF AUTHORITY.—

''(1) The Electric Reliability Organization shall, upon request by an entity, enter into an agreement with such entity for the delegation of authority to implement and enforce compliance with organization standards in a specified geographic area if the organization finds that the entity requesting the delegation satisfies the requirements of subparagraphs (A), (B), (C), (D), (F), (J), and (K) of subsection (d)(4), and if the delegation promotes the effective and efficient implementation and administration of bulk power system reliability. The Electric Reliability Organization may enter into an agreement to delegate to the entity any other authority, except that the Electric Reliability Organization shall reserve the right to set and approve standards for bulk power system reliability.

''(2) The Electric Reliability Organization shall file with the Commission any agreement entered into under this subsection and any information the Commission requires with respect to the affiliated regional reliability entity to which authority is to be delegated. The Commission shall approve the agreement, following public notice and an opportunity for comment, if it finds that the agreement meets the requirements of paragraph (1), and is just, reasonable, not unduly discriminatory or preferential, and is in the public interest. A proposed delegation agreement with an affiliated regional reliability entity organized on an interconnection-wide basis shall be rebuttably presumed by the Commission to promote the effective and efficient implementation and administration of bulk power system reliability. No delegation by the Electric Reliability Organization shall be valid unless approved by the Commission.

''(3)(A) A delegation agreement entered into under this subsection shall specify the procedures for an affiliated regional reliability entity to propose entity rules or variances for review by the Electric Reliability Organization. With respect to any such proposal that would apply on an interconnection-wide basis, the Electric Reliability Organization shall presume such proposal valid if made by an interconnection-wide affiliated regional reliability entity unless the Electric Reliability Organization makes a written finding that the proposal—

''(i) was not developed in a fair and open process that provided an opportunity for all interested parties to participate;

''(ii) has a significant adverse impact on reliability or commerce in other interconnections;

''(iii) fails to provide a level of reliability of the bulk-power system within the interconnection such that it would constitute a serious and substantial threat to public health, safety, welfare, or national security; or

''(iv) creates a serious and substantial burden on competitive markets within the interconnection that is not necessary for reliability.

''(B) With respect to any such proposal that would apply only to part of an interconnection, the Electric Reliability Organization shall find such proposal valid if the affiliated regional reliability entity or entities making the proposal demonstrate that it—

''(i) was developed in a fair and open process that provided an opportunity for all interested parties to participate;

''(ii) would not have an adverse impact on commerce that is not necessary for reliability;

''(iii) provides a level of bulk power system reliability adequate to protect public health, safety, welfare, and national security, and would not have a significant adverse impact on reliability; and

''(iv) in the case of a variance, is based on legitimate differences between regions or between subregions within the affiliated regional reliability entity's geographic area.

The Electric Reliability Organization shall approve or disapprove such proposal within 120 days, or the proposal shall be deemed approved. Following approval of any such proposal under this paragraph, the Electric Reliability Organization shall seek Commission approval pursuant to the procedures prescribed under subsection (e)(3). Affiliated regional reliability entities may not make requests for approval directly to the Commission except pursuant to subsection (e)(3)(D).

''(4) If an affiliated regional reliability entity requests, consistent with paragraph (1) of this subsection, that the Electric Reliability Organization delegate authority to it, but is unable within 180 days to reach agreement with the Electric Reliability Organization with respect to such requested delegation, such entity may seek relief from the Commission. If, following notice and opportunity for comment, the Commission determines that a delegation to the entity would meet the requirements of paragraph (1) above, and that the delegation would be just, reasonable, not unduly discriminatory or

preferential, and in the public interest, and that the Electric Reliability Organization has unreasonably withheld such delegation, the Commission may, by order, direct the Electric Reliability Organization to make such delegation.

''(5)(A) The Commission may, upon its own motion or upon complaint, and with notice to the appropriate affiliated regional reliability entity or entities, direct the Electric Reliability Organization to propose a modification to an agreement entered into under this subsection if the Commission determines that—

''(i) the affiliated regional reliability entity no longer has the capacity to carry out effectively or efficiently its implementation or enforcement responsibilities under that agreement, has failed to meet its obligations under that agreement, or has violated any provision of this section;

''(ii) the rules, practices, or procedures of the affiliated regional reliability entity no longer provide for fair and impartial discharge of its implementation or enforcement responsibilities under the agreement;

''(iii) the geographic boundary of a transmission entity approved by the Commission is not wholly within the boundary of an affiliated regional reliability entity and such difference is inconsistent with the effective and efficient implementation and administration of bulk power system reliability; or

''(iv) the agreement is inconsistent with another delegation agreement as a result of actions taken under paragraph (4) of this subsection.

''(B) Following an order of the Commission issued under subparagraph (A), the Commission may suspend the affected agreement if the Electric Reliability Organization or the affiliated regional reliability entity does not propose an appropriate and timely modification. If the agreement is suspended, the Electric Reliability Organization shall assume the previously delegated responsibilities. The Commission shall allow the Electric Reliability Organization and the affiliated regional reliability entity an opportunity to appeal the suspension.

''(i) ORGANIZATION MEMBERSHIP.—Every system operator shall be required to be a member of the electric Reliability Organization and shall be required also to be a member of any affiliated regional reliability entity operating under an agreement effective pursuant to subsection (h) applicable to the region in which the system operator operates or is responsible for the operation of bulkpower system facilities.

''(j) INJUNCTIONS AND DISCIPLINARY ACTION.—

''(1) Consistent with the range of actions approved by the Commission under subsection (d)(4)(H), the Electric Reliability Organization may impose a penalty, limitation of activities, functions, operations, or other disciplinary action the Electric Reliability Organization finds appropriate against a user of the bulk power system if the Electric Reliability Organization, after notice and an opportunity for interested parties to be heard, issues a finding in writing that the user of the bulk-power system has violated an organization standard. The Electric Reliability Organization shall immediately notify the Commission of any disciplinary action imposed with respect to an act or failure to act of a user of the bulk-power system that affected or threatened to affect bulk power system facilities located in the United States, and the sanctioned party shall have the right to seek modification or rescission of such disciplinary action by the Commission. If the organization finds it necessary to prevent a serious threat to reliability, the organization may seek injunctive relief in a Federal court in the district in which the affected facilities are located.

''(2) A disciplinary action taken under paragraph (1) may take effect not earlier than the 30th day after the Electric Reliability Organization files with the Commission its written finding and record of proceedings before the Electric Reliability Organization and the Commission posts its written finding, unless the Commission, on its own motion or upon application by the user of the bulk power system which is the subject of the action, suspends the action. The action shall remain in effect or remain suspended unless and until the Commission, after notice and opportunity for hearing, affirms, sets aside, modifies, or reinstates the action, but the Commission shall conduct such hearing under procedures established to ensure expedited consideration of the action taken.

''(3) The Commission, on its own motion or on complaint, may order compliance with an organization standard and may impose a penalty, limitation of activities, functions, or operations, or take such other disciplinary action as the Commission finds appropriate, against a user of the bulk power system with respect to actions affecting or threatening to affect bulk power system facilities located in the United States if the Commission finds, after notice and opportunity for a hearing, that the user of the bulk power system has violated or threatens to violate an organization standard.

''(4) The Commission may take such action as is necessary against the Electric Reliability Organization or an affiliated regional reliability entity to ensure compliance with an organization standard, or any Commission order affecting the Electric Reliability Organization or an affiliated regional reliability entity.

''(k) RELIABILITY REPORTS.—The Electric Reliability Organization shall conduct periodic assessments of the reliability and adequacy of the interconnected bulk power system in North America and shall report annually to the Secretary of Energy and the Commission its findings and recommendations for monitoring or improving system reliability and adequacy.

''(l) ASSESSMENT AND RECOVERY OF CERTAIN COSTS.—The reasonable costs of the Electric Reliability Organization, and the reasonable costs of each affiliated regional reliability entity that are related to implementation and enforcement of organization standards or other requirements contained in a delegation agreement approved under subsection (h), shall be assessed by the Electric Reliability Organization and each affiliated regional reliability entity, respectively, taking into account the relationship of costs to each region and based on an allocation that reflects an equitable sharing of the costs among all end users. The Commission shall provide by rule for the review of such costs and allocations, pursuant to the standards in this subsection and subsection (d)(4)(F).

''(m) SAVINGS PROVISIONS.—

''(1) The Electric Reliability Organization shall have authority to develop, implement and enforce compliance with standards for the reliable operation of only the bulk power system.

''(2) This section does not provide the Electric Reliability Organization or the Commission with the authority to set and enforce compliance with standards for adequacy or safety of electric facilities or services.

''(3) Nothing in this section shall be construed to preempt any authority of any State to take action to ensure the safety, adequacy, and reliability of electric service within that State, as long as such action is not inconsistent with any Organization Standard.

''(4) Within 90 days of the application of the Electric Reliability Organization or other affected party, the Commission shall issue a final order determining whether a State action is inconsistent with an Organization Standard, after notice and opportunity for comment, taking into consideration any recommendations of the Electric Reliability Organization.

''(5) The Commission, after consultation with the Electric Reliability Organization, may stay the effectiveness of any state action, pending the Commission's issuance of a final order.

''(n) REGIONAL ADVISORY BODIES.—The Commission shall establish a regional advisory body on the petition of at least ⅔ of the States within a region that have more than one-half of their electric loan served within the region. A regional advisory body shall be composed of 1 member from each participating State in the region, appointed by the Governor of each State, and may include representatives of agencies, States, and provinces outside the United States, upon execution of an international agreement or agreements described in subsection (f). A regional advisory body may provide advice to the electric reliability organization, an affiliated regional reliability entity, or the Commission regarding the governance of an existing or proposed affiliated regional reliability entity within the same region, whether an organization standard, entity rule, or variance proposed to apply within the region is just, reasonable, not unduly discriminatory or preferential, and in the public interest, and whether fees proposed to be assessed within the region are just, reasonable, not unduly discriminatory or preferential, in the public interest, and consistent with the requirements of subsection (l). The Commission may give deference to the advice of any such regional advisory body if that body is organized on an interconnection-wide basis.

''(o) COORDINATION WITH REGIONAL TRANSMISSION ORGANIZATIONS.—

''(1) Each regional transmission organization authorized by the Commission shall be responsible for maintaining the short-term reliability of the bulk power system that it operates, consistent with organization standards.

''(2) Except as provided in paragraph (5), in connection with a proceeding under subsection (e) to consider a proposed organization standard, each regional transmission organization authorized by the Commission shall report to the Commission, and notify the electric reliability organization and any applicable affiliated regional reliability entity, regarding whether the proposed organization standard hinders or conflicts with that regional transmission organization's ability to fulfill the requirements of any rule, regulation, order, tariff, rate schedule, or agreement accepted, approved or ordered by the Commission. Where such hindrance or conflict is identified, the Commission shall address such hindrance or conflict, and the need for any changes to such rule, order, tariff, rate schedule, or agreement accepted, approved or ordered by the Commission in its order under subsection (e) regarding the proposed standard. Where such hindrance or conflict is identified between a proposed organization standard and a provision of any rule, order, tariff, rate schedule or agreement accepted, approved or ordered by the Commission applicable to a regional transmission organization, nothing in this section shall require a change in the regional transmission organization's obligation to comply with such provision unless the Commission orders such a change and the change becomes effective. If the Commission finds that the tariff, rate schedule, or agreement needs

to be changed, the regional transmission organization must expeditiously make a section 205 filing to reflect the change. If the Commission finds that the proposed organization standard needs to be changed, it shall remand the proposed organization standard to the electric reliability organization under subsection (e)(3)(B).

''(3) Except as provided in paragraph (5), to the extent hindrances and conflicts arise after approval of a reliability standard under subsection (c) or organization standard under subsection (e), each regional transmission organization authorized by the Commission shall report to the Commission, and notify the electric reliability organization and any applicable affiliated regional reliability entity, regarding any reliability standard approved under subsection (c) or organization standard that hinders or conflicts with that regional transmission organization's ability to fulfill the requirements of any rule, regulation, order tariff, rate schedule, or agreement accepted, approved or ordered by the Commission. The Commission shall seek to ensure that such hindrances or conflicts are resolved promptly. Where a hindrance or conflict is identified between a reliability standard or an organization standard and a provision of any rule, order, tariff, rate schedule or agreement accepted, approved or ordered by the Commission applicable to a regional reliability organization, nothing in this section shall require a change in the regional transmission organization's obligation to comply with such provision unless the Commission orders such a change and the change becomes effective. If the Commission finds that the tariff, rate schedule or agreement needs to be changed, the regional transmission organization must expeditiously make a section 205 filing to reflect the change. If the Commission finds that an organization standard needs to be changed, it shall order the electric reliability organization to develop and submit a modified organization standard under subsection (e)(3)(C).

''(4) An affiliated regional reliability entity and a regional transmission organization operating in the same geographic area shall cooperate to avoid conflicts between implementation and enforcement of organization standards by the affiliated regional reliability entity and implementation and enforcement by the regional transmission organization of tariffs, rate schedules, and agreements accepted, approved or ordered by the Commission. In areas without an affiliated regional reliability entity, the electric reliability organization shall act as the affiliated regional reliability entity for purposes of this paragraph.

''(5) Until 180 days after approval of applicable subsection (h)(3) procedures, any reliability standard, guidance, or practice contained in Commission-accepted tariffs, rate schedules, or agreements in effect of any Commission-authorized independent system operator or regional transmission organization shall continue to apply unless the Commission accepts an amendment thereto by the applicable operator or organization, or upon complaint finds them to be unjust, unreasonable, unduly discriminatory or preferential, or not in the public interest. At the conclusion of such transition period, any such reliability standard, guidance, practice, or amendment thereto that the Commission determines is inconsistent with organization standards shall no longer apply.''.

(2) ENFORCEMENT.—Sections 316 and 316A of the Federal Power Act (16 U.S.C. 825o, 825o–1) are amended by striking ''or 214'' each place it appears and inserting ''214, or 215''.

(b) APPLICATION OF ANTITRUST LAWS.—Notwithstanding any other provision of law, each of the following activities are rebuttably presumed to be in compliance with the antitrust laws of the United States:

(1) Activities undertaken by the Electric Reliability Organization under section 215 of the Federal Power Act or affiliated regional reliability entity operating under an agreement in effect under section 215(h) of such Act.

(2) Activities of a member of the Electric Reliability Organization or affiliated regional reliability entity in pursuit of organization objectives under section 215 of the Federal Power Act undertaken in good faith under the rules of the organization.

Primary jurisdiction, and immunities and other affirmative defenses, shall be available to the extent otherwise applicable.

Subtitle B—PURPA Mandatory Purchase and Sale Requirements

SEC. 4803. PURPA MANDATORY PURCHASE AND SALE REQUIREMENTS.

Section 210 of the Public Utility Regulatory Policies Act of 1978 (16 U.S.C. 824a–3) is amended by adding at the end the following:

''(m) TERMINATION OF MANDATORY PURCHASE AND SALE REQUIREMENTS.—

''(1) IN GENERAL.—After the date of enactment of this subsection, no electric utility shall be required to enter into a new contract or obligation to purchase electric energy from, or sell electric energy under this section.

''(2) NO EFFECT ON EXISTING RIGHTS AND REMEDIES.—Nothing in this subsection affects the rights or remedies of any party with respect to the purchase or sale of electric energy or capacity from or to a facility under this section under any contract or obligation to purchase or to sell electric energy or capacity on the date of enactment of this subsection, including—

''(A) the right to recover costs of purchasing such electric energy or capacity; and

''(B) in States without competition for retail electric supply, the obligation of a utility to provide, at just and reasonable rates for consumption by a qualifying small power production facility or a qualifying cogeneration facility, backup, standby, and maintenance power.

''(3) RECOVERY OF COSTS.—

''(A) REGULATION.—To ensure recovery, by an electric utility that purchases electricity or capacity from a qualifying facility pursuant to any legally enforceable obligation entered into or imposed under this section before the date of enactment of this subsection, of all costs associated with the purchases, the Commission shall issue and enforce such regulations as are required to ensure that no electric utility shall be required directly or indirectly to absorb the costs associated with such purchases.

''(B) ENFORCEMENT.—A regulation under subparagraph (A) shall be enforceable in accordance with the provisions of law applicable to enforcement of regulations under the Federal Power Act.''.

Subtitle C—Repeal of the Public Utility Holding Company Act of 1935 and Enactment of the Public Utility Holding Company Act of 2001

SEC. 4810. SHORT TITLE.

This subtitle may be cited as the ''Public Utility Holding Company Act of 2001''.

SEC. 4811. FINDINGS AND PURPOSES.

(a) FINDINGS.—Congress finds that—

(1) the Public Utility Holding Company Act of 1935 was intended to facilitate the work of Federal and State regulators by placing certain constraints on the activities of holding company systems;

(2) developments since 1935, including changes in other regulation and in the electric and gas industries, have called into question the continued relevance of the model of regulation established by that Act;

(3) there is a continuing need for State regulation in order to ensure the rate protection of utility customers; and

(4) limited Federal regulation is necessary to supplement the work of State commissions for the continued rate protection of electric and gas utility customers.

(b) PURPOSES.—The purposes of this title are—

(1) to eliminate unnecessary regulation, yet continue to provide for consumer protection by facilitating existing rate regulatory authority through improved Federal and State commission access to books and records of all companies in a holding company system, to the extent that such information is relevant to rates paid by utility customers, while affording companies the flexibility required to compete in the energy markets; and

(2) to address protection of electric and gas utility customers by providing for Federal and State access to books and records of all companies in a holding company system that are relevant to utility rates.

SEC. 4812. DEFINITIONS.

For the purposes of this subtitle—

(1) the term ''affiliate'' of a company means any company 5 percent or more of the outstanding voting securities of which are owned, controlled, or held with power to vote, directly or indirectly, by such company;

(2) the term ''associate company'' of a company means any company in the same holding company system with such company;

(3) the term ''Commission'' means the Federal Energy Regulatory Commission;

(4) the term ''company'' means a corporation, partnership, association, joint stock company, business trust, or any organized group of persons, whether incorporated or not, or a receiver, trustee, or other liquidating agent of any of the foregoing;

(5) the term ''electric utility company'' means any company that owns or operates facilities used for the generation, transmission, or distribution of electric energy for sale;

(6) the terms ''exempt wholesale generator'' and ''foreign utility company'' have the same meanings as in sections 32 and 33, respectively, of the Public Utility Holding Company Act of 1935, as those sections existed on the day before the effective date of this Act;

(7) the term ''gas utility company'' means any company that owns or operates facilities used for distribution at retail (other than the distribution only in enclosed portable containers or distribution to tenants or employees of the company operating such facilities for their own use and not for resale) of natural or manufactured gas for heat, light, or power;

(8) the term ''holding company'' means—

(A) any company that directly or indirectly owns, controls, or holds with power to vote, 10 percent or more of the outstanding voting securities of a public utility company or of a holding company of any public utility company; and

(B) any person, determined by the Commission, after notice and opportunity for hearing, to exercise directly or indirectly (either alone or pursuant to an arrangement or understanding with 1 or more persons) such a controlling influence over the management or policies of any public utility company or holding company as to make it necessary or appropriate for the rate protection of utility customers with respect to rates that such person be subject to the obligations, duties, and liabilities imposed by this title upon holding companies;

(9) the term ''holding company system'' means a holding company, together with its subsidiary companies;

(10) the term ''jurisdictional rates'' means rates established by the Commission for the transmission of electric energy in interstate commerce, the sale of electric energy at wholesale in interstate commerce, the transportation of natural gas in interstate commerce, and the sale in interstate commerce of natural gas for resale for ultimate public consumption for domestic, commercial, industrial, or any other use;

(11) the term ''natural gas company'' means a person engaged in the transportation of natural gas in interstate commerce or the sale of such gas in interstate commerce for resale;

(12) the term ''person'' means an individual or company;

(13) the term ''public utility'' means any person who owns or operates facilities used for transmission of electric energy in interstate commerce or sales of electric energy at wholesale in interstate commerce;

(14) the term ''public utility company'' means an electric utility company or a gas utility company;

(15) the term ''State commission'' means any commission, board, agency, or officer, by whatever name designated, of a State, municipality, or other political subdivision of a State that, under the laws of such State, has jurisdiction to regulate public utility companies;

(16) the term ''subsidiary company'' of a holding company means—

(A) any company, 10 percent or more of the outstanding voting securities of which are directly or indirectly owned, controlled, or held with power to vote, by such holding company; and

(B) any person, the management or policies of which the Commission, after notice and opportunity for hearing, determines to be subject to a controlling influence, directly or indirectly, by such holding company (either alone or pursuant to an arrangement or understanding with 1 or more other persons) so as to make it necessary for the rate protection of utility customers with respect to rates that such person be subject to the obligations, duties, and liabilities imposed by this title upon subsidiary companies of holding companies; and

(17) the term ''voting security'' means any security presently entitling the owner or holder thereof to vote in the direction or management of the affairs of a company.

SEC. 4813. REPEAL OF THE PUBLIC UTILITY HOLDING COMPANY ACT OF 1935.

The Public Utility Holding Company Act of 1935 (15 U.S.C. 79a et seq.) is repealed, effective 1 year after the date of enactment of this Act.

SEC. 4814. FEDERAL ACCESS TO BOOKS AND RECORDS.

(a) IN GENERAL.—Each holding company and each associate company thereof shall maintain, and shall make available to the Commission, such books, accounts, memoranda, and other records as the Commission deems to be relevant to costs incurred by a public utility or natural gas company that is an associate company of such holding company and necessary or appropriate for the protection of utility customers with respect to jurisdictional rates for the transmission of electric energy in interstate commerce, the sale of electric energy at wholesale in interstate commerce, the transportation of natural gas in interstate commerce, and the sale in interstate commerce of natural gas for resale for ultimate public consumption for domestic, commercial, industrial, or any other use.

(b) AFFILIATE COMPANIES.—Each affiliate of a holding company or of any subsidiary company of a holding company shall maintain, and make available to the Commission, such books, accounts, memoranda, and other records with respect to any transaction with another affiliate, as the Commission deems to be relevant to costs incurred by a public utility or natural gas company that is an associate company of such holding company and necessary or appropriate for the protection of utility customers with respect to jurisdictional rates.

(c) HOLDING COMPANY SYSTEMS.—The Commission may examine the books, accounts, memoranda, and other records of any company in a holding company system, or any affiliate thereof, as the Commission deems to be relevant to costs incurred by a public utility or natural gas company within such holding company system and necessary or appropriate for the protection of utility customers with respect to jurisdictional rates.

(d) CONFIDENTIALITY.—No member, officer, or employee of the Commission shall divulge any fact or information that may come to his or her knowledge during the course of examination of books, accounts, memoranda, or other records as provided in this section, except as may be directed by the Commission or by a court of competent jurisdiction.

SEC. 4815. STATE ACCESS TO BOOKS AND RECORDS.

(a) IN GENERAL.—Upon the written request of a State commission having jurisdiction to regulate a public utility company in a holding company system, the holding company or any associate company or affiliate thereof, other than such public utility company, wherever located, shall produce for inspection books, accounts, memoranda, and other records that—

(1) have been identified in reasonable detail in a proceeding before the State commission;

(2) the State commission deems are relevant to costs incurred by such public utility company; and

(3) are necessary for the effective discharge of the responsibilities of the State commission with respect to such proceeding.

(b) LIMITATION.—Subsection (a) does not apply to any person that is a holding company solely by reason of ownership of 1 or more qualifying facilities under the Public Utility Regulatory Policies Act.

(c) CONFIDENTIALITY OF INFORMATION.—The production of books, accounts, memoranda, and other records under subsection (a) shall be subject to such terms and conditions as may be necessary and appropriate to safeguard against unwarranted disclosure to the public of any trade secrets or sensitive commercial information.

(d) EFFECT ON STATE LAW.—Nothing in this section shall preempt applicable State law concerning the provision of books, records, or any other information, or in any way limit the rights of any State to obtain books, records, or any other information under any other Federal law, contract, or otherwise.

(e) COURT JURISDICTION.—Any United States district court located in the State in which the State commission referred to in subsection (a) is located shall have jurisdiction to enforce compliance with this section.

SEC. 4816. EXEMPTION AUTHORITY.

(a) RULEMAKING.—Not later than 90 days after the effective date of this subtitle, the Commission shall promulgate a final rule to exempt from the requirements of section 4815 any person that is a holding company, solely with respect to 1 or more—

(1) qualifying facilities under the Public Utility Regulatory Policies Act of 1978;

(2) exempt wholesale generators; or

(3) foreign utility companies.

(b) OTHER AUTHORITY.—If, upon application or upon its own motion, the Commission finds that the books, records, accounts, memoranda, and other records of any person are not relevant to the jurisdictional rates of a public utility or natural gas company, or if the Commission finds that any class of transactions is not relevant to the jurisdictional rates of a public utility or natural gas company, the Commission shall exempt such person or transaction from the requirements of section 4815.

SEC. 4817. AFFILIATE TRANSACTION.

Nothing in this subtitle shall preclude the Commission or a State commission from exercising its jurisdiction under otherwise applicable law to determine whether a public utility company, public utility, or natural gas company may recover in rates any costs of an activity performed by an associate company, or any costs of goods or services acquired by such public utility company from an associate company.

SEC. 4818. APPLICABILITY.

No provision of this subtitle shall apply to, or be deemed to include—

(1) the United States;

(2) a State or any political subdivision of a State;

(3) any foreign governmental authority not operating in the United States;

(4) any agency, authority, or instrumentality of any entity referred to in paragraph (1), (2), or (3); or

(5) any officer, agent, or employee of any entity referred to in paragraph (1), (2), or (3) acting as such in the course of his or her official duty.

SEC. 4819. EFFECT ON OTHER REGULATIONS.

Nothing in this subtitle precludes the Commission or a State commission from exercising its jurisdiction under otherwise applicable law to protect utility customers.

SEC. 4820. ENFORCEMENT.

The Commission shall have the same powers as set forth in sections 306 through 317 of the Federal Power Act (16 U.S.C. 825d–825p) to enforce the provisions of this subtitle.

SEC. 4821. SAVINGS PROVISIONS.

(a) IN GENERAL.—Nothing in this subtitle prohibits a person from engaging in or continuing to engage in activities or transactions in which it is legally engaged or authorized to engage on the effective date of this subtitle.

(b) EFFECT ON OTHER COMMISSION AUTHORITY.—Nothing in this subtitle limits the authority of the Commission under the Federal Power Act (16 U.S.C. 791a et seq.) (including section 301 of that Act) or the Natural Gas Act (15 U.S.C. 717 et seq.) (including section 8 of that Act).

SEC. 4822. IMPLEMENTATION.

Not later than 180 days after the date of enactment of this subtitle, the Commission shall—

(1) promulgate such regulations as may be necessary or appropriate to implement this title (other than section 4815); and

(2) submit to Congress detailed recommendations on technical and conforming amendments to Federal law necessary to carry out this subtitle and the amendments made by this subtitle.

SEC. 4823. TRANSFER OF RESOURCES.

All books and records that relate primarily to the functions transferred to the Commission under this subtitle shall be transferred from the Securities and Exchange Commission to the Commission.

SEC. 4824. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated such sums as are necessary to carry out this subtitle.

SEC. 4825. CONFORMING AMENDMENT TO THE FEDERAL POWER ACT.

Section 318 of the Federal Power Act (16 U.S.C. 825q) is repealed.

Subtitle D—Emission-Free Control Measures Under State Implementation Plans

SEC. 4830. EMISSION-FREE CONTROL MEASURES UNDER A STATE IMPLEMENTATION PLAN.

Actions taken by a State to support the continued operation of existing emission-free electricity sources, or the construction or operation of new emission-free electricity sources, shall be considered control measures necessary or appropriate to meet applicable requirements under section 110(a) of the Clean Air Act (42 U.S.C. 7410(a)) and shall be included in a State Implementation Plan.

TITLE IX—TAX INCENTIVES FOR ENERGY PRODUCTION AND CONSERVATION

SEC. 4901. SENSE OF CONGRESS REGARDING TAX INCENTIVES FOR ENERGY PRODUCTION AND CONSERVATION.

It is the sense of Congress that certain Federal tax incentives including those contained in title IX of S. 389 as introduced in the First Session of the 107th Congress should be enacted into law to encourage energy production and conservation in the United States.

SA 1598. Mr. LEVIN (for himself and Mr. WARNER) proposes an amendment to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; as follows:

At the appropriate place in the bill, add the following:

SEC. . AUTHORIZATION OF ADDITIONAL FUNDS.

(a) AUTHORIZATION.—$1,300,000,000 is hereby authorized, in addition to the funds authorized elsewhere in Division A of this Act, for whichever of the following purposes the President determines to be in the national security interests of the United States—

(1) research, development, test and evaluation for ballistic missile defense; and

(2) activities for combating terrorism.

SA 1599. Mr. LOTT submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. . FISCAL YEAR 2003 BUDGET REQUEST FOR THE NAVY FOR SHIPBUILDING AND CONVERSION.

Notwithstanding any other provision of law, the budget for fiscal year 2003 that is submitted to Congress by the President under section 1105(a) of title 31, United States Code, may set forth the amounts for the Navy for fiscal year 2003 for shipbuilding and conversion on an advance appropriations basis for all naval vessels.

SA 1600. Mr. LOTT (for himself, Mr. HUTCHINSON, Mr. COCHRAN, and Mr. STEVENS) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title XXIX, add the following:

SEC. ___. MODIFICATION OF INSTALLATIONS SUBJECT TO CLOSURE OR REALIGNMENT IN 2003 BASE CLOSURE ROUND.

The Defense Base Closure and Realignment Act of 1990 (part A of title XXIX of Public Law 101–510; 10 U.S.C. 2687 note) is amended by inserting after section 2902 the following new section:

"SEC. 2902A. INSTALLATIONS SUBJECT TO CLOSURE OR REALIGNMENT IN 2003 BASE CLOSURE ROUND.

"(a) IN GENERAL.—Notwithstanding any other provision of this part, the only installations subject to closure or realignment under this part as a result of activities under this part in 2003 are the following:

"(1) Military installations located outside the United States (as that term is defined in section 2910(7)).

"(2) Notwithstanding section 2910(7), military installations located in the Commonwealth of Puerto Rico, Guam, the Virgin Islands, American Samoa, and any other possession or territory of the United States.

"(3) Research, development, test, and evaluation facilities, whether located in the United States or outside the United States.

"(b) REFERENCE.—For purposes of any activities under this part in 2003, and activities under this part thereafter as a result of the approval of the closure or realignment of military installations under this part in 2003, any reference to military installations in the United States shall be deemed to be a reference to military installations referred to in subsection (a).".

SA 1601. Mr. LOTT (for himself. Mr. BUNNING, Mr. HUTCHINSON, Mr. COCHRAN, Mr. STEVENS, and Mrs. HUTCHISON) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

Strike title XXIX, relating to defense base closure and realignment.

SA 1602. Mr. ALLARD submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 572 and insert the following:

SEC. 572. STANDARD FOR INVALIDATION OF BALLOTS CAST BY ABSENT UNIFORMED SERVICES VOTERS IN FEDERAL ELECTIONS.

(a) IN GENERAL.—Section 102 of the Uniformed and Overseas Citizens Absentee Voting Act (42 U.S.C. 1973ff–1) is amended—

(1) by striking "Each State" and inserting "(a) IN GENERAL.—Each State"; and

(2) by adding at the end the following:

"(c) STANDARDS FOR INVALIDATION OF CERTAIN BALLOTS.—

"(1) IN GENERAL.—A State may not refuse to count a ballot submitted in an election for Federal office by an absent uniformed services voter on the grounds that the ballot was improperly or fraudulently cast unless the State finds clear and convincing evidence of fraud in the preparation or casting of the ballot by the voter.

"(2) CLEAR AND CONVINCING EVIDENCE.—For purposes of this subsection, the lack of a witness signature, address, postmark, or other identifying information may not be considered clear and convincing evidence of fraud (absent any other information or evidence).

"(3) NO EFFECT ON FILING DEADLINES UNDER STATE LAW.—Nothing in this subsection may be construed to affect the application to ballots submitted by absent uniformed services voters of any ballot submission deadline applicable under State law.".

(b) EFFECTIVE DATE.—The amendments made by subsection (a) shall apply with respect to ballots described in section 102(c) of the Uniformed and Overseas Citizens Absentee Voting Act (as added by such subsection) that are submitted with respect to elections that occur after the date of enactment of this Act.

In section 577(a), strike "shall carry out" and insert "may carry out".

In section 577(b), strike "the demonstration project" and insert "any demonstration project".

In section 577(c), strike "the demonstration project" and insert "any demonstration project".

At the end of subtitle F of title V, add the following:

SEC. 578. USE OF BUILDINGS ON MILITARY INSTALLATIONS AND RESERVE COMPONENT FACILITIES AS POLLING PLACES.

(a) USE OF MILITARY INSTALLATIONS AUTHORIZED.—Section 2670 of title 10, United States Code, is amended—

(1) by striking "Under" and inserting "(a) USE BY RED CROSS.—Under";

(2) by striking "this section" and inserting "this subsection"; and

(3) by adding at the end the following:

"(b) USE AS POLLING PLACES.—(1) Notwithstanding chapter 29 of title 18 (including sections 592 and 593 of such title), the Secretary of a military department may make a building located on a military installation under the jurisdiction of the Secretary available for use as a polling place in any Federal, State, or local election for public office.

"(2) Once a military installation is made available as the site of a polling place with respect to a Federal, State, or local election for public office, the Secretary shall continue to make the site available for subsequent elections for public office unless the Secretary provides to Congress advance notice in a reasonable and timely manner of the reasons why the site will no longer be made available as a polling place.

"(3) In this section, the term 'military installation' has the meaning given the term in section 2687(e) of this title.".

(b) USE OF RESERVE COMPONENT FACILITIES.—(1) Section 18235 of title 10, United States Code, is amended by adding at the end the following new subsection:

"(c) Pursuant to a lease or other agreement under subsection (a)(2), the Secretary may make a facility covered by subsection (a) available for use as a polling place in any Federal, State, or local election for public office notwithstanding chapter 29 of title 18 (including sections 592 and 593 of such title). Once a facility is made available as the site

of a polling place with respect to an election for public office, the Secretary shall continue to make the facility available for subsequent elections for public office unless the Secretary provides to Congress advance notice in a reasonable and timely manner of the reasons why the facility will no longer be made available as a polling place.''.

(2) Section 18236 of such title is amended by adding at the end the following:

''(e) Pursuant to a lease or other agreement under subsection (c)(1), a State may make a facility covered by subsection (c) available for use as a polling place in any Federal, State, or local election for public office notwithstanding chapter 29 of title 18 (including sections 592 and 593 of such title).''.

(c) CONFORMING AMENDMENTS TO TITLE 18.—(1) Section 592 of title 18, United States Code, is amended by adding at the end the following:

''This section shall not prohibit the use of buildings located on military installations, or the use of reserve component facilities, as polling places in Federal, State, and local elections for public office in accordance with section 2670(b), 18235, or 18236 of title 10.''.

(2) Section 593 of such title is amended by adding at the end the following:

''This section shall not prohibit the use of buildings located on military installations, or the use of reserve component facilities, as polling places in Federal, State, and local elections for public office in accordance with section 2670(b), 18235, or 18236 of title 10.''.

(d) CONFORMING AMENDMENT TO VOTING RIGHTS LAW.—Section 2003 of the Revised Statutes (42 U.S.C. 1972) is amended by adding at the end the following: ''Making a military installation or reserve component facility available as a polling place in a Federal, State, or local election for public office in accordance with section 2670(b), 18235, or 18236 of title 10, United States Code, shall be deemed to be consistent with this section.''.

(e) CLERICAL AMENDMENTS.—(1) The heading of section 2670 of title 10, United States Code, is amended to read as follows:

''§ 2670. Buildings on military installations: use by American National Red Cross and as polling places in Federal, State, and local elections''.

(2) The item relating to such section in the table of sections at the beginning of chapter 159 of such title is amended to read as follows:

''2670. Buildings on military installations: use by American National Red Cross and as polling places in Federal, State, and local elections.''.

SEC. 579. MAXIMIZATION OF ACCESS OF RECENTLY SEPARATED UNIFORMED SERVICES VOTERS TO THE POLLS.

(a) IN GENERAL.—For purposes of voting in any primary, special, general, or runoff election for Federal office (as defined in section 301 of the Federal Election Campaign Act of 1971 (2 U.S.C. 431)), each State shall, with respect to any recently separated uniformed services voter requesting to vote in the State—

(1) deem the voter to be a resident of the State;

(2) waive any requirement relating to any period of residence or domicile in the State for purposes of registering to vote or voting in that State;

(3) accept and process, with respect to any primary, special, general, or runoff election, any otherwise valid voter registration application from the voter on the day of the election; and

(4) permit the voter to vote in that election.

(b) DEFINITIONS.—In this section:

(1) The term ''State'' means a State of the United States, the District of Columbia, the Commonwealth of Puerto Rico, or a territory or possession of the United States.

(2) The term ''recently separated uniformed services voter'' means any individual that was a uniformed services voter (as defined in subsection (f)(1)(D)) on the date that is 60 days before the date on which the individual seeks to vote and who—

(A) presents to the election official Department of Defense form 214 evidencing their former status as such a voter, or any other official proof of such status;

(B) is no longer such a voter; and

(C) is otherwise qualified to vote.

SEC. 580. GOVERNORS' REPORTS ON IMPLEMENTATION OF FEDERAL VOTING ASSISTANCE PROGRAM RECOMMENDATIONS.

(a) REPORTS.—Not later than 90 days after the date on which a State receives a legislative recommendation, the State shall submit a report on the status of the implementation of that recommendation to the Presidential designee and to each Member of Congress that represents that State.

(b) PERIOD OF APPLICABILITY.—This section applies with respect to legislative recommendations received by States during the period beginning on the date of enactment of this Act and ending three years after such date.

(c) DEFINITIONS.—In this section:

(1) The term ''legislative recommendation'' means a recommendation of the Presidential designee suggesting a modification in the laws of a State for the purpose of maximizing the access to the polls of absent uniformed services voters and overseas voters, including each recommendation made under section 104 of the Uniformed and Overseas Citizens Absentee Voting Act (42 U.S.C. 1973ff–3).

(2) The term ''Presidential designee'' means the head of the executive department designated under section 101 of the Uniformed and Overseas Citizens Absentee Voting Act (42 U.S.C. 1973ff).

SA 1603. Mr. LOTT (for himself and Mr. COCHRAN) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

Strike section 303 and insert the following:

SEC. 303. ARMED FORCES RETIREMENT HOME.

(a) AMOUNT FOR FISCAL YEAR 2002.—There is hereby authorized to be appropriated for fiscal year 2002 from the Armed Forces Retirement Home Trust Fund the sum of $71,440,000 for the operation of the Armed Forces Retirement Home, including the United States Soldiers' and Airmen's Home and the Naval Home.

(b) AMOUNTS PREVIOUSLY AUTHORIZED.—Of amounts authorized to be appropriated from the Armed Forces Retirement Home Trust Fund for fiscal years before fiscal year 2002 by Acts enacted before the date of the enactment of this Act, amounts shall be available for those fiscal years, to the same extent as is provided in appropriation Acts, for the development and construction of a blended use, multicare facility at the Naval Home and for the acquisition of a parcel of real property adjacent to the Naval Home, consisting of approximately 15 acres, more or less.

SA 1604. Mr. LOTT (for himself and Mr. COCHRAN) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

On page 346, line 20, insert after ''professional'' the following: ''or a member of the Armed Forces serving on active duty in a grade above major or lieutenant commander''.

SA 1605. Mr. TORRICELLI (for himself, Mr. CARPER, and Mr. CORZINE) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

On page 49, between lines 2 and 3, insert the following:

SEC. 233. LIMITATIONS ON PROCUREMENT OF AMMUNITION AND AMMUNITION PROPELLANT

(a) PROCUREMENT THROUGH MANUFACTURERS IN NATIONAL TECHNOLOGY AND INDUSTRIAL BASE.—Subsection (a) of section 2534 of title 10, United States Code, is amended by adding at the end of the following new paragraph:

''(6) AMMUNITION AND AMMUNITION PROPELLANT.—Conventional ammunition and ammunition propellant used therein.''.

(b) ADDITIONAL REQUIREMENTS FOR PROCUREMENT.—Such section is further amended by adding at the end the following new subsection:

''(j) ADDITIONAL REQUIREMENTS FOR PROCUREMENT OF AMMUNITION AND AMMUNITION PROPELLANT.—(1) In addition to the requirement under subsection (a)(6), the Secretary of Defense shall procure ammunition or ammunition propellant only from manufacturers, whether privately owned or governmentally-owned, meeting the requirements of paragraph (2).

''(2) A manufacturer of ammunition or ammunition propellant meets the requirements of this paragraph if the manufacturer warrants that any subcontractor which furnishes smokeless nitrocellulose to the manufacturer—

''(A) is a part of the national technology and industrial base; and

''(B) was selected to furnish smokeless nitrocellulose through a competition meeting the requirements of paragraph (3).

''(3) The competition of a manufacturer for the furnishing of smokeless nitrocellulose under paragraph (2)(B) shall—

''(A) be open to all other manufacturers of smokeless nitrocellulose in the national technology and industrial base that manufacture the type of smokeless nitrocellulose that is technically appropriate for use in the product to be made by the manufacturer; and

''(B) provide that the winner of the competition may not furnish to the manufacturer an amount of smokeless nitrocellulose in excess of 1.5 times the aggregate amount of smokeless nitrocellulose to be furnished

to the manufacturer by all other participants in the competition.

''(4) This subsection sets forth procurement procedures expressly authorized by statute within the meaning of section 2304(a)(1) of this title.''.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2001, and shall apply with respect to the procurement of ammunition and ammunition propellant by the Secretary of Defense on or after that date.

SA 1606. Mr. ALLARD (for himself, and Mr. SMITH of New Hamphsire) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title IX, add the following:

Subtitle B—Organization and Management of Space Activities

SEC 911. ESTABLISHMENT OF POSITION OF UNDER SECRETARY OF DEFENSE FOR SPACE, INTELLIGENCE, AND INFORMATION.

(a) AUTHORITY OF SECRETARY OF DEFENSE TO ESTABLISH POSITION.—Upon the direction of the President, the Secretary of Defense may, subject to subsection (b), establish in the Office of the Secretary of Defense the position of Under Secretary of Defense for Space, Intelligence, and Information. If the position is so established, the Under Secretary of Defense for Space, Intelligence, and Information shall perform duties and exercise powers as set forth under section 137 of title 10, United States Code, as amended by subsection (d).

(b) DEADLINE FOR EXERCISE OF AUTHORITY.—The Secretary may not exercise the authority in subsection (a) after December 31, 2003.

(c) NOTICE OF EXERCISE OF AUTHORITY.—If the authority in subsection (a) is exercised, the Secretary shall immediately notify Congress of the establishment of the position of Under Secretary of Defense for Space, Intelligence, and Information, together with the date on which the position is established.

(d) NATURE OF POSITION.—

(1) IN GENERAL.—Effective as of the date provided for in paragraph (7), chapter 4 of title 10, United States Code, is amended—

(A) by redesignating section 137 as section 139a and by transferring such section (as so redesignated) within such chapter so as to appear after section 139; and

(B) by inserting after section 136 the following new section 137:

''§ 137. Under Secretary of Defense for Space, Intelligence, and Information

''(a) There is an Under Secretary of Defense for Space, Intelligence, and Information, appointed from civilian life by the President, by and with the advice and consent of the Senate.

''(b) Subject to the authority, direction, and control of the Secretary of Defense, the Under Secretary of Defense for Space, Intelligence, and Information shall perform such duties and exercise such powers relating to the space, intelligence, and information programs and activities of the Department of Defense as the Secretary of Defense may prescribe. The duties and powers prescribed for the Under Secretary shall include the following:

''(1) In coordination with the Under Secretary of Defense for Policy, the establishment of policy on space.

''(2) In coordination with the Under Secretary of Defense for Acquisition, Technology, and Logistics, the acquisition of space systems.

''(3) The deployment and use of space assets.

''(4) The oversight of research, development, acquisition, launch, and operation of space, intelligence, and information assets.

''(5) The coordination of military intelligence activities within the Department.

''(6) The coordination of intelligence activities of the Department and the intelligence community in order to meet the long-term intelligence requirements of the United States.

''(7) The coordination of space activities of the Department with commercial and civilian space activities.

''(c) The Secretary of Defense shall designate the Under Secretary of Defense for Space, Intelligence, and Information as the Chief Information Officer of the Department of Defense under section 3506(a)(2)(B) of title 44.

''(d) The Under Secretary of Defense for Space, Intelligence, and Information takes precedence in the Department of Defense after the Under Secretary of Defense for Personnel and Readiness.''.

(2) ADDITIONAL ASSISTANT SECRETARY OF DEFENSE.—Section 138(a) of that title is amended by striking ''nine Assistant Secretaries of Defense'' and inserting ''ten Assistant Secretaries of Defense''.

(3) DUTIES OF ASSISTANT SECRETARIES OF DEFENSE FOR SPACE, INTELLIGENCE, AND INFORMATION.—Section 138(b) of that title is amended by adding at the end the following new paragraph:

''(7) Two of the Assistant Secretaries shall have as their principal duties supervision of activities relating to space, intelligence, and information. The Assistant Secretaries shall each report to the Under Secretary of Defense for Space, Intelligence, and Information in the performance of such duties.''.

(4) CONFORMING AMENDMENTS.—Section 131(b) of that title is amended—

(A) by redesignating paragraphs (6) through (11) as paragraphs (7) through (12), respectively; and

(B) by inserting after paragraph (5) the following new paragraph (6):

''(6) The Under Secretary of Defense for Space, Intelligence, and Information.''.

(5) PAY LEVELS.—(A) Section 5314 of title 5, United States Code, is amended by inserting after ''Under Secretary of Defense for Personnel and Readiness'' the following:

''Under Secretary of Defense for Space, Intelligence, and Information.''.

(B) Section 5315 of title 5, United States Code, is amended in the item relating to Assistant Secretaries of Defense by striking ''(9)'' and inserting ''(10)''.

(6) CLERICAL AMENDMENTS.—The table of sections at the beginning of chapter 4 of title 10, United States Code, is amended—

(A) by striking the item relating to section 137 and inserting the following new item:

''137. Under Secretary of Defense for Space, Intelligence, and Information.''; and

(B) by inserting after the item relating to section 139 the following new item:

''139a. Director of Defense Research and Engineering.''.

(7) EFFECTIVE DATE.—The amendments made by this subsection shall take effect as of the date specified in the notification provided by the Secretary of Defense to Congress under subsection (c) of the exercise of the authority in subsection (a).

(e) REPORT.—(1) Not later than 30 days before an exercise of the authority provided in subsection (a), the President shall submit to Congress a report on the proposed organization of the office of the Under Secretary of Defense for Space, Intelligence, and Information.

(2) If the Secretary of Defense has not exercised the authority granted in subsection (a) on the date that is one year after the date of the enactment of this Act, the Secretary shall submit to the Committees on Armed Services of the Senate and the House of Representatives on that date a report describing the actions taken by the Secretary to address the problems in the management and organization of the Department of Defense for space activities that are identified by the Commission To Assess United States National Security Space Management and Organization in the report of the Commission submitted under section 1623 of the National Defense Authorization Act for Fiscal Year 2000 (Public Law 106–65; 113 Stat. 815).

SEC. 912. RESPONSIBILITY FOR SPACE PROGRAMS.

(a) IN GENERAL.—Part IV of subtitle A of title 10, United States Code, is amended by inserting after chapter 134 the following new chapter:

''CHAPTER 135—SPACE PROGRAMS

''Sec.

''2271. Responsibility for space programs.

''§ 2271. Responsibility for space programs

''(a) RESPONSIBILITY OF SECRETARY OF AIR FORCE AS EXECUTIVE AGENT.—The Secretary of the Air Force shall be the executive agent of the Department of Defense for functions of the Department designated by the Secretary of Defense with respect to the following:

''(1) Planning for the acquisition programs, projects, and activities of the Department that relate to space.

''(2) Efficient execution of the programs, projects, and activities.

''(b) RESPONSIBILITY OF UNDER SECRETARY OF AIR FORCE AS ACQUISITION EXECUTIVE.—The Under Secretary of the Air Force shall be the acquisition executive of the Department of the Air Force for the programs, projects, and activities referred to in subsection (a).

''(c) RESPONSIBILITY OF UNDER SECRETARY OF AIR FORCE AS DIRECTOR OF NRO.—The Under Secretary of the Air Force shall act as the Director of the National Reconnaissance Office.

''(d) COORDINATION OF DUTIES OF UNDER SECRETARY OF AIR FORCE.—In carrying out duties under subsections (b) and (c), the Under Secretary of the Air Force shall coordinate the space programs, projects, and activities of the Department of Defense and the programs, projects, and activities of the National Reconnaissance Office.

''(e) SPACE CAREER FIELD.—(1) The Under Secretary of the Air Force shall establish and implement policies and procedures to develop a cadre of technically competent officers with the capability to develop space doctrine, concepts of space operations, and space systems for the Department of the Air Force.

''(2) The Secretary of the Air Force shall assign to the commander of Air Force Space Command primary responsibility for—

''(A) establishing and implementing education and training programs for space programs, projects, and activities of the Department of the Air Force; and

''(B) management of the space career field under paragraph (1).

''(f) JOINT PROGRAM MANAGEMENT.—The Under Secretary of the Air Force shall take appropriate actions to ensure that, to maximum extent practicable, Army, Navy, Marine Corps, and Air Force personnel are assigned, on a joint duty assignment basis, as follows:

''(1) To carry out the space development and acquisition programs of the Department of Defense; and

''(2) To the Office of the National Security Space Architect.''.

(b) CLERICAL AMENDMENT.—The tables of chapters at the beginning of such subtitle and at the beginning of part IV of such subtitle are amended by inserting after the item relating to chapter 134 the following new item:

''135. Space Programs ..... 2271''.

SEC. 913. MAJOR FORCE PROGRAM CATEGORY FOR SPACE PROGRAMS.

(a) REQUIREMENT.—The Secretary of Defense shall create a major force program category for space programs for purposes of the future-years defense program under section 221 of title 10, United States Code.

(b) COMMENCEMENT.—The category created under subsection (a) shall be included in each future-years defense program submitted to Congress under section 221 of title 10, United States Code, in fiscal years after fiscal year 2002.

SEC. 914. ASSESSMENT OF IMPLEMENTATION OF RECOMMENDATIONS OF COMMISSION TO ASSESS UNITED STATES NATIONAL SECURITY SPACE MANAGEMENT AND ORGANIZATION.

(a) COMPTROLLER GENERAL ASSESSMENT.—The Comptroller General shall carry out an assessment of the progress made by the Department of Defense in implementing the recommendations of the Commission To Assess United States National Security Space Management and Organization as contained in the report of the Commission submitted under section 1623 of the National Defense Authorization Act for Fiscal Year 2000 (Public Law 106–65; 113 Stat. 815).

(b) REPORTS.—Not later than February 15 of each of 2002 and 2003, the Comptroller General shall submit to the Committees on Armed Services of the Senate and House of Representatives a report on the assessment carried out under subsection (a). Each report shall set forth the results of the assessment as of the date of such report.

SEC. 915. GRADE OF COMMANDER OF AIR FORCE SPACE COMMAND.

(a) IN GENERAL.—Chapter 845 of title 10, United States Code, is amended by adding at the end the following new section:

''§ 8584. Commander of Air Force Space Command

''(a) GRADE.—The officer serving as commander of the Air Force Space Command shall, while so serving, have the grade of general.

''(b) LIMITATION ON CONCURRENT COMMAND ASSIGNMENTS.—The officer serving as commander of the Air Force Space Command may not, while so serving, serve as commander-in-chief of the United States Space Command (or any successor combatant command with responsibility for space) or as commander of the United States element of the North American Air Defense Command.''.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of such chapter is amended by adding at the end the following new item:

''8584. Commander of Air Force Space Command.''.

SEC. 916. SENSE OF CONGRESS REGARDING GRADE OF OFFICER ASSIGNED AS COMMANDER OF UNITED STATES SPACE COMMAND.

It is the sense of Congress that the Secretary of Defense should assign the best qualified officer of the Army, Marine Corps, or Air Force with the grade of general, or of the Navy with the grade of admiral, to the position of Commander of the United States Space Command.

SA 1607. Mr. BINGAMAN (for himself and Mr. DOMENICI) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle B of title II, add the following:

SEC. . BIG CROW PROGRAM AND DEFENSE SYSTEMS EVALUATION PROGRAM.

(a) INCREASE IN AUTHORIZATION OF APPROPRIATIONS FOR RESEARCH, DEVELOPMENT, TEST, AND EVALUATION, DEFENSE-WIDE.—The amount authorized to be appropriated by section 201(4) for research, development, test, and evaluation, Defense-wide, is hereby increased by $15,100,000, with the amount of the increase to be available for operational test and evaluation (PE605118D).

(b) AVAILABILITY OF FUNDS.—Of the amount authorized to be appropriated by section 201(4), as increased by subsection (a)—

(1) $12,000,000 shall be available for the Big Crow program; and

(2) $3,100,000 shall be available for the Defense Systems Evaluation (DSE) program.

(c) OFFSET.—The amount authorized to be appropriated by this division, other than the amount authorized to be appropriated by subsection (a), is hereby reduced by $15,100,000, which represents savings resulting from adjustments to foreign currency exchange rates.

SA 1608. Mr. HUTCHINSON submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title III, add the following:

SEC. 306. CLARA BARTON CENTER FOR DOMESTIC PREPAREDNESS, ARKANSAS.

(a) INCREASE IN AUTHORIZATION OF APPROPRIATIONS FOR OPERATION AND MAINTENANCE, DEFENSE-WIDE.—The amount authorized to be appropriated by section 301(5) for operation and maintenance for Defense-wide activities is hereby increased by $1,800,000.

(b) AVAILABILITY OF FUNDS.—(1) Of the amount authorized to be appropriated by section 301(5) for operation and maintenance for Defense-wide activities, as increased by subsection (a), $1,800,000 shall be available for the Clara Barton Center for Domestic Preparedness, Arkansas.

(2) The amount made available by paragraph (1) for the Clara Barton Center for Domestic Preparedness is in addition to any other amounts made available by this Act for the Clara Barton Center for Domestic Preparedness.

SA 1609. Mr. HUTCHINSON submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle D of title III, add the following:

SEC. 335. PILOT PROGRAM FOR EFFICIENT INVENTORY MANAGEMENT SYSTEM FOR THE DEPARTMENT OF DEFENSE.

(a) PILOT PROGRAM.—(1) The Secretary of Defense shall, using amounts available under subsection (c), carry out a pilot program for the development and operation of an efficient inventory management system for the Department of Defense. The pilot program shall be designed to address the problems in the inventory management system of the Department that were identified by the Comptroller General of the United States as a result of the General Accounting Office audit of the inventory management system of the Department in 1997.

(2) In entering into any contract for purposes of the pilot program, the Secretary shall take into appropriate account current Department contract goals for small business concerns owned and controlled by socially and economically disadvantaged individuals.

(b) REPORT.—Not later than one year after the date of the enactment of this Act, the Secretary shall submit to Congress a report on the pilot program under subsection (a). The report shall describe the pilot program, assess the progress of the pilot program, and contain such recommendations at the Secretary considers appropriate regarding expansion or extension of the pilot program.

(c) FUNDING.—(1) The amount authorized to be appropriated by section 301(5) for operation and maintenance for Defense-wide activities is hereby increased by $1,000,000.

(2) Of the amount authorized to be appropriated by section 301(5) for operation and maintenance for Defense-wide activities, as increased by paragraph (1), $1,000,000 shall be available for the pilot program under subsection (a).

SA 1610. Mr. SANTORUM submitted an amendment intented to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle D of title III, add the following:

SEC. 335. FUNDING FOR LAND FORCES READINESS-INFORMATION OPERATIONS SUSTAINMENT.

Of the amount authorized to be appropriated by section 301(6), $5,000,000 shall be available for land forces readiness-information operations sustainment.

SA 1611. Mr. SANTORUM submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year

for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

On page 22, line 22, increase the amount by $1,000,000.

On page 22, line 21, reduce the amount by $1,000,000.

SA 1612. Mrs. HUTCHISON submitted an amendment intended to be proposed by her to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

Strike title XXIX and insert the following:

TITLE XXIX—COMMISSION ON DEPARTMENT OF DEFENSE INFRASTRUCTURE

SEC. 2901. COMMISSION ON THE DEPARTMENT OF DEFENSE INFRASTRUCTURE.

(a) ESTABLISHMENT.—There is established a commission to be known as the ''Commission on the Department of Defense Infrastructure'' (in this section referred to as the ''Commission'').

(b) MEMBERSHIP.—(1) The Commission shall be composed of 13 members who shall be appointed, not later than 90 days after the date of the enactment of this Act, as follows:

(A) Seven members appointed by the President in consultation with the Secretary of Defense, including at least one member appointed from each of the Army, Navy, Air Force, and Marine Corps.

(B) Two members appointed by the Speaker of the House of Representatives.

(C) Two members appointed by the Majority Leader of the Senate.

(D) One member appointed by the Minority Leader of the House of Representatives.

(E) One member appointed by the Minority Leader of the Senate.

(2) Members shall be appointed for the life of the Commission. Any vacancy in the Commission shall not affect its powers, but shall be filled in the same manner as the original appointment.

(3) The President shall designate one member of the Commission to serve as the Chairman.

(4) The Commission shall meet at the call of the Chairman. A majority of the members shall constitute a quorum, but a lesser number may hold hearings for the Commission.

(c) DUTIES.—The Commission—

(1) shall evaluate the infrastructure of the Department of Defense inside and outside the United States, including the use of the infrastructure, in relationship to the requirements of the Department of Defense;

(2) shall develop a plan of actions that the Commission recommends for rationalizing and maximizing the use of the facilities of the Department of Defense and other elements of the infrastructure;

(3) if the Commission finds that the infrastructure is excess to the requirements of the Department of Defense, shall develop a recommended plan of actions for reducing the excess, which may include closure or realignment of installations and other facilities, basing of forces or workforces in urban areas, privatization of the operation of facilities, increasing the use of leasing, and any other actions determined appropriate by the Commission; and

(4) shall develop a recommended analytical process for evaluating the infrastructure of the Department of Defense on the basis of the factors described in subsection (d).

(d) CONSIDERATIONS.—In evaluating infrastructure and developing a plan or plans under subsection (c), the Commission shall take into consideration the following factors:

(1) Present and future force structure and mission requirements through 2020, consistent with the Joint Vision 2020 issued by the Joint Chiefs of Staff, including—

(A) mobilization requirements; and

(B) requirements for utilization of facilities by the Department of Defense and other departments and agencies of the United States, including—

(i) joint use by two or more of the Armed Forces; and

(ii) use by reserve components.

(2) The availability and condition of facilities, land, and associated airspace, including—

(A) proximity to mobilization points, including points of embarkation for air or rail transportation and ports;

(B) current, planned, and programmed military construction.

(3) Ranges and airspace factors, including—

(A) uniqueness; and

(B) existing or potential electromagnetic or other encroachment.

(4) Force protection.

(5) Anticipated costs and effects of relocating critical infrastructure in the case of a base closure or realignment, including—

(A) associated military construction costs at receiving installations and facilities;

(B) associated environmental costs, including costs of compliance with Federal and State environmental laws;

(C) termination costs and other liabilities relating to existing contracts and transactions that involve outsourcing or privatization of services, housing, or utilities used by the Department of Defense;

(D) impact on co-located organizations of the Department of Defense;

(E) impact on co-located Federal agencies; and

(F) costs of civilian personnel transfers and relocations and other workforce implications.

(6) Community support of military presence, including—

(A) opportunities for public and private partnerships in support of Department of Defense activities; and

(B) economic effects and other effects of base closures and realignments on local communities.

(7) Lessons learned from previous base closures and realignments, including those regarding disparities between anticipated savings and actual savings.

(8) Anticipated savings and other benefits of realigning or closing a base or facility, including—

(A) any enhancement of capabilities to make better use of remaining infrastructure; and

(B) ability to relocate units and other assets.

(9) Any other factors that the Commission considers significant.

(e) REPORT.—(1) Not later than 270 days after the date of the enactment of this Act, the Commission shall submit a report on its activities to the President and Congress.

(2) The report shall include the following:

(A) The Commission's findings and conclusions.

(B) The plan or plans of recommended actions developed under subsection (c).

(C) The recommended analytical process developed under subsection (c)(4).

(f) ADMINISTRATIVE REQUIREMENTS AND AUTHORITIES.—(1) The Secretary of Defense shall ensure that the Commission is provided such administrative services, facilities, staff, and other support services as may be necessary to carry out its duties.

(2) The Commission may hold hearings, sit and act at times and places, take testimony, and receive evidence that the Commission considers necessary to carry out the purposes of this Act.

(3) The Commission may request directly from any department or agency of the Federal Government any information that the Commission considers necessary to carry out the provisions of this section. To the extent consistent with applicable requirements of law and regulation, the head of such department or agency shall furnish such information to the Commission.

(4) The Commission may use the United States mails in the same manner and under the same conditions as other departments and agencies of the Federal Government.

(g) COMMISSION PERSONNEL MATTERS.—(1) Members of the Commission shall serve without additional compensation for their service on the Commission, except that members appointed from among private citizens may be allowed travel expenses, including per diem in lieu of subsistence, as authorized by law for persons serving intermittently in government service under subchapter I of chapter 57 of title 5, United States Code, while away from their homes and places of business in the performance of services for the Commission.

(2) The Chairman of the Commission may appoint staff, request the detail of Federal employees, and accept temporary or intermittent services in accordance with subchapter IV of chapter 31 of title 5, United States Code.

(h) TERMINATION.—The Commission shall terminate 30 days after the submission of the report under subsection (e).

(i) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated for the Commission, $5,000,000, to remain available until expended.

SA 1613. Mr. SMITH of New Hampshire submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle A of title X, add the following:

SEC. 1009. ADDITIONAL FUNDS FOR UNFUNDED PRIORITIES OF THE ARMED FORCES.

(a) INCREASE IN AMOUNT AUTHORIZED FOR ARMED FORCES.—The aggregate amount authorized to be appropriated by this division is hereby increased by $1,778,000,000, with the amount of such increase to be allocated in equal portions among the Army, Navy, Marine Corps, and Air Force, and available to meet the unfunded requirements of each Armed Force in accordance with the priority list of such Armed Force.

(b) DECREASE IN AMOUNT AUTHORIZED FOR DEPARTMENT OF ENERGY.—The aggregate amount authorized to be appropriated by title XXXI is hereby reduced by $1,778,000,000.

SA 1614. Mr. SMITH of New Hampshire submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense

activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. UNITED STATES-CHINA MILITARY-TO-MILITARY EXCHANGES.

(a) INSTRUCTION IN THE LAW OF WAR AND THE HAGUE AND GENEVA CONVENTIONS.—United States-China military-to-military exchanges shall include instruction in the following for PLA officers participating in the exchanges:

(1) The principles, spirit, and intent of the 1907 Hague and 1949 Geneva Conventions.

(2) The law of war prohibiting unnecessary destruction.

(3) The law of war requiring humane treatment of prisoners of war (POWs), other captured and detained personnel, and civilians.

(4) The obligation not to commit war crimes.

(5) The obligation to report all violators of the law of war.

(6) The significant provisions of the Geneva Convention Relative to the Treatment of Prisoners of War, done on August 12, 1949.

(7) Full exposure to the Uniform Code of Military Justice (UCMJ) and the Soldier's Handbook.

(b) HUMAN RIGHTS VIOLATIONS BY CHINA.—None of the funds made available by this Act for military-to-military exchanges may be provided to any officers of the security forces of the People's Republic of China if the Secretary of State has credible evidence that such officers have committed gross violations of human rights, unless the Secretary determines and reports to the Committees on Armed Services and Appropriations of the Senate and the House of Representatives that the Government of the People's Republic of China is taking effective measures to bring the responsible members of the security forces to justice.

(c) HUMAN RIGHTS VIOLATIONS BY OTHER FOREIGN COUNTRIES.—None of the funds made available by this Act may be used to support any exchange program involving a unit of the security forces of a foreign country if the Secretary of Defense has received credible information from the Department of State that a member of such unit has committed a gross violation of human rights, unless all necessary corrective steps have been taken.

(d) WAIVER.—The Secretary of Defense may waive the provisions of this section if he determines that extraordinary circumstances require it. Within 15 days of issuing such a waiver, the Secretary shall submit a report to the congressional defense committees describing the extraordinary circumstances, the purpose and duration of the exchange program, the United States forces involved in the training program, and the information relating to human rights violations that necessitates the waiver.

SA 1615. Mr. REID (for Mr. SARBANES (for himself and Mr. GRAMM)) proposed an amendment to the bill H.R. 2510, to extend the expiration date of the Defense Production Act of 1950, and for other purposes; as follows:

On page 2, strike lines 9 through 14 and insert the following: ''2002''.

''SEC. 3. AUTHORIZATION OF APPROPRIATIONS.

''Section 711(b) of the Defense Production Act of 1950 (50 U.S.C. App. 2161(b)) is amended by striking '2001' and inserting '2002'.''

SA 1616. Mr. REID (for Mr. HOLLINGS (for himself and Mr. GREGG)) proposed an amendment to the bill H.R. 2500, making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes; as follows:

Strike section 404 of the Senate amendment.

NOTICE OF HEARINGS/MEETINGS

COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. BINGAMAN. Mr. President, I would like to announce for the information of the Senate and the public that a closed hearing has been scheduled before the Committee on Energy and Natural Resources.

The hearing will take place on Wednesday, September 26, at 9:30 a.m., in location to be announced.

The purpose of the hearing is to receive testimony on critical energy infrastructure security and the energy industry's response to the events of September 11, 2001.

Those wishing to submit written statements on this subject should address them to the Committee on Energy and Natural Resources, Attn: Deborah Estes, U.S. Senate, Washington, DC 20510.

For further information, please call Deborah Estes at 202/224–5360.

AUTHORITY FOR COMMITTEES TO MEET

COMMITTEE ON ARMED SERVICES

Mr. LEVIN Mr. President, I ask unanimous consent that the Committee on Armed Services be Authorized to meet during the session of the Senate on Friday, September 21, 2001, at 8:30 a.m., in closed session to receive a briefing on current Department of Defense activities.

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

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

Mr. LEVIN. Mr. President, I ask unanimous consent that the full Committee on Environment and Public Works be authorized to meet on Friday, September 21, 2001, at 9 a.m., to conduct a hearing on following pending nominations: Brigadier General Edwin J. Arnold, Jr. to be a Member and President of the Mississippi River Commission; Nils J. Diaz to be a Member of the Nuclear Regulatory Commission; Marianne Lamont Horinko to be Assistant Administrator, Office of Solid Waste, Environmental Protection Agency; Patrick Hayes Johnson to be Federal Cochairperson, Delta Regional Authority; Paul Michael Parker to be Assistant Secretary of the Army for Civil Works, Department of Defense; Mary E. Peters to be Administrator of the Federal Highway Administration, Department of Transportation; Harold Craig Manson to be Assistant Secretary for Fish and Wildlife, Department of the Interior; and Brigadier General Carl A. Strock to be a Member of the Mississippi River Commission.

The hearing will be held in the Rm. SD–406.

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

COMMITTEE ON FOREIGN RELATIONS

Mr. LEVIN. Mr. President, I ask unanimous consent that the Committee on Foreign Relations be authorized to meet during the session of the Senate on Friday, September 21, 2001, at 12 p.m., to hold a nomination hearing.

Nominees: The Honorable Arlene Render, of Virginia, to be Ambassador to the Republic of Cote d'Ivoire; Ms. Mattie Sharpless, of North Carolina, to be Ambassador to the Central African Republic; Mr. R. Barrie Walkley, of California, to be Ambassador to the Republic of Guinea; Mr. Jackson McDonald, of Florida, to be Ambassador to the Republic of The Gambia; Mr. Kevin McGuire, of Maryland, to be Ambassador to the Republic of Namibia; Mr. Ralph Boyce, Jr., of Virginia, to be Ambassador to the Republic of Indonesia; and Mr. Robert Jordan, of Texas, to be Ambassador to the Kingdom of Saudi Arabia.

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

COMMITTEE ON GOVERNMENTAL AFFAIRS

Mr. LEVIN. Mr. President, I ask unanimous consent that the Committee on Governmental Affairs be authorized to meet on Friday, September 21, 2001, at 9:30 a.m., for a hearing entitled ''Responding to Homeland Threats: Is Our Government Organized for the Challenge?''

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

PRIVILEGES OF THE FLOOR

Mr. WARNER. Mr. President, I ask unanimous consent that Jimmie Keenan and Ray Ivie, fellows on the staff of Senator Hutchison, be granted the privilege of the floor for the duration of today's debate.

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

Mr. CLELAND. Mr. President, I ask unanimous consent that privileges of the floor be granted to my staff, Steve Tryon, during the discussion of this Defense authorization bill.

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

TREASURY, POSTAL SERVICE, AND GENERAL GOVERNMENT APPROPRIATIONS ACT, 2002

On September 19, 2001, the Senate amended and passed H.R. 2590, as follows:

Resolved, That the bill from the House of Representatives (H.R. 2590) entitled ''An Act making appropriations for the Treasury Department, the United States Postal Service, the Executive Office of the President, and certain Independent Agencies, for the fiscal year ending September 30, 2002, and for other

purposes.'', do pass with the following amendment:

Strike out all after the enacting clause and insert:

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Treasury Department, the United States Postal Service, the Executive Office of the President, and certain Independent Agencies, for the fiscal year ending September 30, 2002, and for other purposes, namely:

TITLE I—DEPARTMENT OF THE TREASURY

DEPARTMENTAL OFFICES

SALARIES AND EXPENSES

For necessary expenses of the Departmental Offices including operation and maintenance of the Treasury Building and Annex; hire of passenger motor vehicles; maintenance, repairs, and improvements of, and purchase of commercial insurance policies for, real properties leased or owned overseas, when necessary for the performance of official business; not to exceed $3,500,000 for official travel expenses; not to exceed $3,813,000, to remain available until expended for information technology modernization requirements; not to exceed $150,000 for official reception and representation expenses; not to exceed $258,000 for unforeseen emergencies of a confidential nature, to be allocated and expended under the direction of the Secretary of the Treasury and to be accounted for solely on his certificate, $187,322,000: Provided, That the Office of Foreign Assets Control shall be funded at no less than $19,732,000: Provided further, That of these amounts $2,900,000 is available for grants to State and local law enforcement groups to help fight money laundering.

DEPARTMENT-WIDE SYSTEMS AND CAPITAL INVESTMENTS PROGRAMS

(INCLUDING TRANSFER OF FUNDS)

For development and acquisition of automatic data processing equipment, software, and services for the Department of the Treasury, $69,028,000, to remain available until expended: Provided, That these funds shall be transferred to accounts and in amounts as necessary to satisfy the requirements of the Department's offices, bureaus, and other organizations: Provided further, That this transfer authority shall be in addition to any other transfer authority provided in this Act: Provided further, That none of the funds appropriated shall be used to support or supplement the Internal Revenue Service appropriations for Information Systems.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General in carrying out the provisions of the Inspector General Act of 1978, as amended, not to exceed $2,000,000 for official travel expenses, including hire of passenger motor vehicles; and not to exceed $100,000 for unforeseen emergencies of a confidential nature, to be allocated and expended under the direction of the Inspector General of the Treasury, $35,150,000.

TREASURY INSPECTOR GENERAL FOR TAX ADMINISTRATION

SALARIES AND EXPENSES

For necessary expenses of the Treasury Inspector General for Tax Administration in carrying out the Inspector General Act of 1978, as amended, including purchase (not to exceed 150 for replacement only for police-type use) and hire of passenger motor vehicles (31 U.S.C. 1343(b)); services authorized by 5 U.S.C. 3109, at such rates as may be determined by the Inspector General for Tax Administration; not to exceed $6,000,000 for official travel expenses; and not to exceed $500,000 for unforeseen emergencies of a confidential nature, to be allocated and expended under the direction of the Inspector General for Tax Administration, $123,799,000.

TREASURY BUILDING AND ANNEX REPAIR AND RESTORATION

For the repair, alteration, and improvement of the Treasury Building and Annex, $32,932,000, to remain available until expended.

EXPANDED ACCESS TO FINANCIAL SERVICES

(RESCISSION)

Of the funds appropriated under this heading in the Department of Transportation and Related Agencies Appropriations Act, 2001 (as enacted into law by Public Law 106–346), $8,000,000 are rescinded effective September 30, 2001.

FINANCIAL CRIMES ENFORCEMENT NETWORK

SALARIES AND EXPENSES

For necessary expenses of the Financial Crimes Enforcement Network, including hire of passenger motor vehicles; travel expenses of non-Federal law enforcement personnel to attend meetings concerned with financial intelligence activities, law enforcement, and financial regulation; not to exceed $14,000 for official reception and representation expenses; and for assistance to Federal law enforcement agencies, with or without reimbursement, $45,702,000, of which not to exceed $3,400,000 shall remain available until September 30, 2004; and of which $7,790,000 shall remain available until September 30, 2003: Provided, That funds appropriated in this account may be used to procure personal services contracts.

COUNTERTERRORISM FUND

For necessary expenses, as determined by the Secretary, $44,879,000, to remain available until expended, to reimburse any Department of the Treasury organization for the costs of providing support to counter, investigate, or prosecute terrorism, including payment of rewards in connection with these activities: Provided, That any amount provided under this heading shall be available only after the advance approval of the Committees on Appropriations.

FEDERAL LAW ENFORCEMENT TRAINING CENTER

SALARIES AND EXPENSES

For necessary expenses of the Federal Law Enforcement Training Center, as a bureau of the Department of the Treasury, including materials and support costs of Federal law enforcement basic training; purchase (not to exceed 52 for police-type use, without regard to the general purchase price limitation) and hire of passenger motor vehicles; for expenses for student athletic and related activities; uniforms without regard to the general purchase price limitation for the current fiscal year; the conducting of and participating in firearms matches and presentation of awards; for public awareness and enhancing community support of law enforcement training; not to exceed $11,500 for official reception and representation expenses; room and board for student interns; and services as authorized by 5 U.S.C. 3109, $106,317,000, of which $650,000 shall be available for an interagency effort to establish written standards on accreditation of Federal law enforcement training; and of which up to $17,166,000 for materials and support costs of Federal law enforcement basic training shall remain available until September 30, 2004, and of which up to 20 percent of the $17,166,000 also shall be available for travel, room and board costs for participating agency basic training during the first quarter of a fiscal year, subject to full reimbursement by the benefitting agency: Provided, That the Center is authorized to accept and use gifts of property, both real and personal, and to accept services, for authorized purposes, including funding of a gift of intrinsic value which shall be awarded annually by the Director of the Center to the outstanding student who graduated from a basic training program at the Center during the previous fiscal year, which shall be funded only by gifts received through the Center's gift authority: Provided further, That notwithstanding any other provision of law, students attending training at any Federal Law Enforcement Training Center site shall reside in on-Center or Center-provided housing, insofar as available and in accordance with Center policy: Provided further, That funds appropriated in this account shall be available, at the discretion of the Director, for the following: training United States Postal Service law enforcement personnel and Postal police officers; State and local government law enforcement training on a space-available basis; training of foreign law enforcement officials on a space-available basis with reimbursement of actual costs to this appropriation, except that reimbursement may be waived by the Secretary for law enforcement training activities in foreign countries undertaken pursuant to section 801 of the Antiterrorism and Effective Death Penalty Act of 1996, Public Law 104–32; training of private sector security officials on a space-available basis with reimbursement of actual costs to this appropriation; and travel expenses of non-Federal personnel to attend course development meetings and training sponsored by the Center: Provided further, That the Center is authorized to obligate funds in anticipation of reimbursements from agencies receiving training sponsored by the Federal Law Enforcement Training Center, except that total obligations at the end of the fiscal year shall not exceed total budgetary resources available at the end of the fiscal year: Provided further, That the Federal Law Enforcement Training Center is authorized to provide training for the Gang Resistance Education and Training program to Federal and non-Federal personnel at any facility in partnership with the Bureau of Alcohol, Tobacco and Firearms: Provided further, That the Federal Law Enforcement Training Center is authorized to provide short-term medical services for students undergoing training at the Center.

ACQUISITION, CONSTRUCTION, IMPROVEMENTS, AND RELATED EXPENSES

For expansion of the Federal Law Enforcement Training Center, for acquisition of necessary additional real property and facilities, and for ongoing maintenance, facility improvements, and related expenses, $33,434,000, to remain available until expended.

INTERAGENCY LAW ENFORCEMENT

INTERAGENCY CRIME AND DRUG ENFORCEMENT

For expenses necessary to conduct investigations and convict offenders involved in organized crime drug trafficking, including cooperative efforts with State and local law enforcement, as it relates to the Treasury Department law enforcement violations such as money laundering, violent crime, and smuggling, $106,965,000, of which $7,827,000 shall remain available until expended.

FINANCIAL MANAGEMENT SERVICE

SALARIES AND EXPENSES

For necessary expenses of the Financial Management Service, $212,316,000, of which not to exceed $9,220,000 shall remain available until September 30, 2004, for information systems modernization initiatives; and of which not to exceed $2,500 shall be available for official reception and representation expenses.

BUREAU OF ALCOHOL, TOBACCO AND FIREARMS

SALARIES AND EXPENSES

For necessary expenses of the Bureau of Alcohol, Tobacco and Firearms, including purchase of not to exceed 812 vehicles for police-type use, of which 650 shall be for replacement only, and hire of passenger motor vehicles; hire of aircraft; services of expert witnesses at such rates as may be determined by the Director; for payment of per diem and/or subsistence allowances to employees where a major investigative assignment requires an employee to work 16 hours or more per day or to remain overnight at his or her post of duty; not to exceed $20,000 for official reception and representation expenses; for training of State and local law enforcement agencies with or without reimbursement, including training in

connection with the training and acquisition of canines for explosives and fire accelerants detection; not to exceed $50,000 for cooperative research and development programs for Laboratory Services and Fire Research Center activities; and provision of laboratory assistance to State and local agencies, with or without reimbursement, $821,421,000, of which $3,500,000 shall be available for retrofitting and upgrades of the National Tracing Center Facility in Martinsburg, West Virginia; of which not to exceed $1,000,000 shall be available for the payment of attorneys' fees as provided by 18 U.S.C. 924(d)(2); of which up to $2,000,000 shall be available for the equipping of any vessel, vehicle, equipment, or aircraft available for official use by a State or local law enforcement agency if the conveyance will be used in joint law enforcement operations with the Bureau of Alcohol, Tobacco and Firearms and for the payment of overtime salaries including Social Security and Medicare, travel, fuel, training, equipment, supplies, and other similar costs of State and local law enforcement personnel, including sworn officers and support personnel, that are incurred in joint operations with the Bureau of Alcohol, Tobacco and Firearms, and of which $16,000,000, to remain available until expended, shall be available for disbursements through grants, cooperative agreements or contracts to local governments for Gang Resistance Education and Training: Provided, That no funds made available by this or any other Act may be used to transfer the functions, missions, or activities of the Bureau of Alcohol, Tobacco and Firearms to other agencies or Departments in fiscal year 2002: Provided further, That no funds appropriated herein shall be available for salaries or administrative expenses in connection with consolidating or centralizing, within the Department of the Treasury, the records, or any portion thereof, of acquisition and disposition of firearms maintained by Federal firearms licensees: Provided further, That no funds appropriated herein shall be used to pay administrative expenses or the compensation of any officer or employee of the United States to implement an amendment or amendments to 27 CFR 178.118 or to change the definition of ''Curios or relics'' in 27 CFR 178.11 or remove any item from ATF Publication 5300.11 as it existed on January 1, 1994: Provided further, That none of the funds appropriated herein shall be available to investigate or act upon applications for relief from Federal firearms disabilities under 18 U.S.C. 925(c): Provided further, That such funds shall be available to investigate and act upon applications filed by corporations for relief from Federal firearms disabilities under 18 U.S.C. 925(c): Provided further, That no funds under this Act may be used to electronically retrieve information gathered pursuant to 18 U.S.C. 923(g)(4) by name or any personal identification code.

UNITED STATES CUSTOMS SERVICE

SALARIES AND EXPENSES

For necessary expenses of the United States Customs Service, including purchase and lease of up to 1,050 motor vehicles of which 550 are for replacement only and of which 1,030 are for police-type use and commercial operations; hire of motor vehicles; contracting with individuals for personal services abroad; not to exceed $40,000 for official reception and representation expenses; and awards of compensation to informers, as authorized by any Act enforced by the United States Customs Service, $2,022,453,000, of which such sums as become available in the Customs User Fee Account, except sums subject to section 13031(f)(3) of the Consolidated Omnibus Budget Reconciliation Act of 1985, as amended (19 U.S.C. 58c(f)(3)), shall be derived from that Account; of the total, not to exceed $150,000 shall be available for payment for rental space in connection with preclearance operations; not to exceed $4,000,000 shall be available until expended for research; of which not less than $100,000 shall be available to promote public awareness of the child pornography tipline; of which not less than $200,000 shall be available for Project Alert; of which not less than $1,000,000 shall be provided to develop a curriculum for the training of law enforcement dogs to combat and respond to terrorist activities specifically related to chemical and biological threats; not to exceed $5,000,000 shall be available until expended for conducting special operations pursuant to 19 U.S.C. 2081; not to exceed $8,000,000 shall be available until expended for the procurement of automation infrastructure items, including hardware, software, and installation; and not to exceed $5,000,000 shall be available until expended for repairs to Customs facilities: Provided, That uniforms may be purchased without regard to the general purchase price limitation for the current fiscal year: Provided further, That notwithstanding any other provision of law, the fiscal year aggregate overtime limitation prescribed in subsection 5(c)(1) of the Act of February 13, 1911 (19 U.S.C. 261 and 267) shall be $30,000.

HARBOR MAINTENANCE FEE COLLECTION

(INCLUDING TRANSFER OF FUNDS)

For administrative expenses related to the collection of the Harbor Maintenance Fee, pursuant to Public Law 103–182, $3,000,000, to be derived from the Harbor Maintenance Trust Fund and to be transferred to and merged with the Customs ''Salaries and Expenses'' account for such purposes.

OPERATION, MAINTENANCE AND PROCUREMENT, AIR AND MARINE INTERDICTION PROGRAMS

For expenses, not otherwise provided for, necessary for the operation and maintenance of marine vessels, aircraft, and other related equipment of the Air and Marine Programs, including operational training and mission-related travel, and rental payments for facilities occupied by the air or marine interdiction and demand reduction programs, the operations of which include the following: the interdiction of narcotics and other goods; the provision of support to Customs and other Federal, State, and local agencies in the enforcement or administration of laws enforced by the Customs Service; and, at the discretion of the Commissioner of Customs, the provision of assistance to Federal, State, and local agencies in other law enforcement and emergency humanitarian efforts, $172,637,000, which shall remain available until expended: Provided, That no aircraft or other related equipment, with the exception of aircraft which is one of a kind and has been identified as excess to Customs requirements and aircraft which has been damaged beyond repair, shall be transferred to any other Federal agency, department, or office outside of the Department of the Treasury, during fiscal year 2002 without the prior approval of the Committee on Appropriations.

AUTOMATION MODERNIZATION

For expenses not otherwise provided for Customs automated systems, $357,832,000, to remain available until expended, of which $5,400,000 shall be for the International Trade Data System, and not less than $230,000,000 shall be for the development of the Automated Commercial Environment: Provided, That none of the funds appropriated under this heading may be obligated for the Automated Commercial Environment until the United States Customs Service prepares and submits to the Committee on Appropriations a plan for expenditure that: (1) meets the capital planning and investment control review requirements established by the Office of Management and Budget, including OMB Circular A–11, part 3; (2) complies with the United States Customs Service's Enterprise Information Systems Architecture; (3) complies with the acquisition rules, requirements, guidelines, and systems acquisition management practices of the Federal Government; (4) is reviewed and approved by the Customs Investment Review Board, the Department of the Treasury, and the Office of Management and Budget; and (5) is reviewed by the General Accounting Office: Provided further, That none of the funds appropriated under this heading may be obligated for the Automated Commercial Environment until that expenditure plan has been approved by the Committee on Appropriations.

BUREAU OF THE PUBLIC DEBT

ADMINISTERING THE PUBLIC DEBT

For necessary expenses connected with any public-debt issues of the United States, $191,718,000, of which not to exceed $15,000 shall be available for official reception and representation expenses, and of which not to exceed $2,000,000 shall remain available until expended for systems modernization: Provided, That the sum appropriated herein from the General Fund for fiscal year 2002 shall be reduced by not more than $4,400,000 as definitive security issue fees and Treasury Direct Investor Account Maintenance fees are collected, so as to result in a final fiscal year 2002 appropriation from the General Fund estimated at $187,318,000. In addition, $40,000, to be derived from the Oil Spill Liability Trust Fund to reimburse the Bureau for administrative and personnel expenses for financial management of the Fund, as authorized by section 1012 of Public Law 101–380; and in addition, to be appropriated from the General Fund, such sums as may be necessary for administrative expenses in association with the South Dakota Trust Fund and the Cheyenne River Sioux Tribe Terrestrial Wildlife Restoration and Lower Brule Sioux Tribe Terrestrial Restoration Trust Fund, as authorized by sections 603(f) and 604(f) of Public Law 106–53.

INTERNAL REVENUE SERVICE

PROCESSING, ASSISTANCE, AND MANAGEMENT

For necessary expenses of the Internal Revenue Service for pre-filing taxpayer assistance and education, filing and account services, shared services support, general management and administration; and services as authorized by 5 U.S.C. 3109, at such rates as may be determined by the Commissioner, $3,786,347,000, of which up to $3,950,000 shall be for the Tax Counseling for the Elderly Program, of which $8,000,000 shall be available for low-income taxpayer clinic grants, and of which not to exceed $25,000 shall be for official reception and representation expenses.

TAX LAW ENFORCEMENT

For necessary expenses of the Internal Revenue Service for determining and establishing tax liabilities; providing litigation support; conducting criminal investigation and enforcement activities; securing unfiled tax returns; collecting unpaid accounts; conducting a document matching program; resolving taxpayer problems through prompt identification, referral and settlement; compiling statistics of income and conducting compliance research; purchase (for police-type use, not to exceed 850) and hire of passenger motor vehicles (31 U.S.C. 1343(b)); and services as authorized by 5 U.S.C. 3109, at such rates as may be determined by the Commissioner, $3,535,198,000, of which not to exceed $1,000,000 shall remain available until September 30, 2004, for research.

EARNED INCOME TAX CREDIT COMPLIANCE INITIATIVE

For funding essential earned income tax credit compliance and error reduction initiatives pursuant to section 5702 of the Balanced Budget Act of 1997 (Public Law 105–33), $146,000,000, of which not to exceed $10,000,000 may be used to reimburse the Social Security Administration for the costs of implementing section 1090 of the Taxpayer Relief Act of 1997.

INFORMATION SYSTEMS

For necessary expenses of the Internal Revenue Service for information systems and telecommunications support, including developmental information systems and operational information systems; the hire of passenger motor vehicles (31 U.S.C. 1343(b)); and services as authorized by 5 U.S.C. 3109, at such rates as may

be determined by the Commissioner, $1,563,249,000 which shall remain available until September 30, 2003.

BUSINESS SYSTEMS MODERNIZATION

For necessary expenses of the Internal Revenue Service, $419,593,000, to remain available until September 30, 2004, for the capital asset acquisition of information technology systems, including management and related contractual costs of said acquisitions, including contractual costs associated with operations authorized by 5 U.S.C. 3109: Provided, That none of these funds may be obligated until the Internal Revenue Service submits to the Committees on Appropriations, and such Committees approve, a plan for expenditure that (1) meets the capital planning and investment control review requirements established by the Office of Management and Budget, including Circular A–11, part 34; (2) complies with the Internal Revenue Service's enterprise architecture, including the modernization blueprint; (3) conforms with the Internal Revenue Service's enterprise life cycle methodology; (4) is approved by the Internal Revenue Service, the Department of the Treasury, and the Office of Management and Budget; (5) has been reviewed by the General Accounting Office; and (6) complies with the acquisition rules, requirements, guidelines, and systems acquisition management practices of the Federal Government.

ADMINISTRATIVE PROVISIONS—INTERNAL REVENUE SERVICE

SEC. 101. Not to exceed 5 percent of any appropriation made available in this Act to the Internal Revenue Service may be transferred to any other Internal Revenue Service appropriation upon the advance approval of the Committees on Appropriations.

SEC. 102. The Internal Revenue Service shall maintain a training program to ensure that Internal Revenue Service employees are trained in taxpayers' rights, in dealing courteously with the taxpayers, and in cross-cultural relations.

SEC. 103. The Internal Revenue Service shall institute and enforce policies and procedures that will safeguard the confidentiality of taxpayer information.

SEC. 104. Funds made available by this or any other Act to the Internal Revenue Service shall be available for improved facilities and increased manpower to provide sufficient and effective 1–800 help line service for taxpayers. The Commissioner shall continue to make the improvement of the Internal Revenue Service 1–800 help line service a priority and allocate resources necessary to increase phone lines and staff to improve the Internal Revenue Service 1–800 help line service.

UNITED STATES SECRET SERVICE

SALARIES AND EXPENSES

For necessary expenses of the United States Secret Service, including purchase of not to exceed 745 vehicles for police-type use, of which 541 shall be for replacement only, and hire of passenger motor vehicles; purchase of American-made side-car compatible motorcycles; hire of aircraft; training and assistance requested by State and local governments, which may be provided without reimbursement; services of expert witnesses at such rates as may be determined by the Director; rental of buildings in the District of Columbia, and fencing, lighting, guard booths, and other facilities on private or other property not in Government ownership or control, as may be necessary to perform protective functions; for payment of per diem and/or subsistence allowances to employees where a protective assignment during the actual day or days of the visit of a protectee require an employee to work 16 hours per day or to remain overnight at his or her post of duty; the conducting of and participating in firearms matches; presentation of awards; for travel of Secret Service employees on protective missions without regard to the limitations on such expenditures in this or any other Act if approval is obtained in advance from the Committees on Appropriations; for research and development; for making grants to conduct behavioral research in support of protective research and operations; not to exceed $25,000 for official reception and representation expenses; not to exceed $100,000 to provide technical assistance and equipment to foreign law enforcement organizations in counterfeit investigations; for payment in advance for commercial accommodations as may be necessary to perform protective functions; and for uniforms without regard to the general purchase price limitation for the current fiscal year, $899,615,000, of which $1,633,000 shall be available for forensic and related support of investigations of missing and exploited children, and of which $2,554,000 shall be available as a grant for activities related to the investigations of exploited children and shall remain available until expended: Provided, That up to $18,000,000 provided for protective travel shall remain available until September 30, 2003.

ACQUISITION, CONSTRUCTION, IMPROVEMENTS, AND RELATED EXPENSES

For necessary expenses of construction, repair, alteration, and improvement of facilities, $3,352,000, to remain available until expended.

GENERAL PROVISIONS—DEPARTMENT OF THE TREASURY

SEC. 110. Any obligation or expenditure by the Secretary of the Treasury in connection with law enforcement activities of a Federal agency or a Department of the Treasury law enforcement organization in accordance with 31 U.S.C. 9703(g)(4)(B) from unobligated balances remaining in the Fund on September 30, 2002, shall be made in compliance with reprogramming guidelines.

SEC. 111. Appropriations to the Department of the Treasury in this Act shall be available for uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901), including maintenance, repairs, and cleaning; purchase of insurance for official motor vehicles operated in foreign countries; purchase of motor vehicles without regard to the general purchase price limitations for vehicles purchased and used overseas for the current fiscal year; entering into contracts with the Department of State for the furnishing of health and medical services to employees and their dependents serving in foreign countries; and services authorized by 5 U.S.C. 3109.

SEC. 112. The funds provided to the Bureau of Alcohol, Tobacco and Firearms for fiscal year 2002 in this Act for the enforcement of the Federal Alcohol Administration Act shall be expended in a manner so as not to diminish enforcement efforts with respect to section 105 of the Federal Alcohol Administration Act.

SEC. 113. Not to exceed 2 percent of any appropriations in this Act made available to the Federal Law Enforcement Training Center, Financial Crimes Enforcement Network, Bureau of Alcohol, Tobacco and Firearms, United States Customs Service, Interagency Crime and Drug Enforcement, and United States Secret Service may be transferred between such appropriations upon the advance approval of the Committees on Appropriations. No transfer may increase or decrease any such appropriation by more than 2 percent.

SEC. 114. Not to exceed 2 percent of any appropriations in this Act made available to the Departmental Offices, Office of Inspector General, Treasury Inspector General for Tax Administration, Financial Management Service, and Bureau of the Public Debt, may be transferred between such appropriations upon the advance approval of the Committees on Appropriations. No transfer may increase or decrease any such appropriation by more than 2 percent.

SEC. 115. Not to exceed 2 percent of any appropriation made available in this Act to the Internal Revenue Service may be transferred to the Treasury Inspector General for Tax Administration's appropriation upon the advance approval of the Committees on Appropriations. No transfer may increase or decrease any such appropriation by more than 2 percent.

SEC. 116. Of the funds available for the purchase of law enforcement vehicles, no funds may be obligated until the Secretary of the Treasury certifies that the purchase by the respective Treasury bureau is consistent with Departmental vehicle management principles: Provided, That the Secretary may delegate this authority to the Assistant Secretary for Management.

SEC. 117. The Secretary of the Treasury may transfer funds from ''Salaries and Expenses'', Financial Management Service, to the Debt Services Account as necessary to cover the costs of debt collection: Provided, That such amounts shall be reimbursed to such Salaries and Expenses account from debt collections received in the Debt Services Account.

SEC. 118. Funds appropriated by this Act, or made available by the transfer of funds in this Act, for intelligence and intelligence-related activities of the Department of the Treasury are deemed to be specifically authorized by the Congress for purposes of section 504 of the National Security Act of 1947 (50 U.S.C. 414) during fiscal year 2002 until enactment of the Intelligence Authorization Act for fiscal year 2002.

SEC. 119. Section 122 of Public Law 105–119, as amended by Public Law 105–277, is further amended in paragraph (g)(1), by striking ''three years'' and inserting ''four years''; and by striking '', the United States Customs Service, and the United States Secret Service''.

SEC. 120. None of the funds appropriated or otherwise made available by this or any other Act may be used by the United States Mint to construct or operate any museum without the explicit approval of the House Committee on Financial Services and the Senate Committee on Banking, Housing, and Urban Affairs.

SEC. 121. None of the funds appropriated or made available by this Act may be used for the production of Customs Declarations that do not inquire whether the passenger had been in the proximity of livestock.

This title may be cited as the ''Treasury Department Appropriations Act, 2002''.

TITLE II—POSTAL SERVICE

PAYMENT TO THE POSTAL SERVICE FUND

For payment to the Postal Service Fund for revenue forgone on free and reduced rate mail, pursuant to subsections (c) and (d) of section 2401 of title 39, United States Code, $76,619,000: Provided, That mail for overseas voting and mail for the blind shall continue to be free: Provided further, That 6-day delivery and rural delivery of mail shall continue at not less than the 1983 level: Provided further, That none of the funds made available to the Postal Service by this Act shall be used to implement any rule, regulation, or policy of charging any officer or employee of any State or local child support enforcement agency, or any individual participating in a State or local program of child support enforcement, a fee for information requested or provided concerning an address of a postal customer: Provided further, That none of the funds provided in this Act shall be used to consolidate or close small rural and other small post offices in fiscal year 2002.

This title may be cited as the ''Postal Service Appropriations Act, 2002''.

TITLE III—EXECUTIVE OFFICE OF THE PRESIDENT AND FUNDS APPROPRIATED TO THE PRESIDENT

COMPENSATION OF THE PRESIDENT AND THE WHITE HOUSE OFFICE

COMPENSATION OF THE PRESIDENT

For compensation of the President, including an expense allowance at the rate of $50,000 per annum as authorized by 3 U.S.C. 102, $450,000: Provided, That none of the funds made available for official expenses shall be expended for any other purpose and any unused amount shall revert to the Treasury pursuant to section

1552 of title 31, United States Code: Provided further, That none of the funds made available for official expenses shall be considered as taxable to the President.

SALARIES AND EXPENSES

For necessary expenses for the White House as authorized by law, including not to exceed $3,850,000 for services as authorized by 5 U.S.C. 3109 and 3 U.S.C. 105; subsistence expenses as authorized by 3 U.S.C. 105, which shall be expended and accounted for as provided in that section; hire of passenger motor vehicles, newspapers, periodicals, teletype news service, and travel (not to exceed $100,000 to be expended and accounted for as provided by 3 U.S.C. 103); and not to exceed $19,000 for official entertainment expenses, to be available for allocation within the Executive Office of the President, $54,165,000: Provided, That $10,740,000 of the funds appropriated shall be available for reimbursements to the White House Communications Agency.

EXECUTIVE RESIDENCE AT THE WHITE HOUSE

OPERATING EXPENSES

For the care, maintenance, repair and alteration, refurnishing, improvement, heating, and lighting, including electric power and fixtures, of the Executive Residence at the White House and official entertainment expenses of the President, $11,914,000, to be expended and accounted for as provided by 3 U.S.C. 105, 109, 110, and 112–114.

REIMBURSABLE EXPENSES

For the reimbursable expenses of the Executive Residence at the White House, such sums as may be necessary: Provided, That all reimbursable operating expenses of the Executive Residence shall be made in accordance with the provisions of this paragraph: Provided further, That, notwithstanding any other provision of law, such amount for reimbursable operating expenses shall be the exclusive authority of the Executive Residence to incur obligations and to receive offsetting collections, for such expenses: Provided further, That the Executive Residence shall require each person sponsoring a reimbursable political event to pay in advance an amount equal to the estimated cost of the event, and all such advance payments shall be credited to this account and remain available until expended: Provided further, That the Executive Residence shall require the national committee of the political party of the President to maintain on deposit $25,000, to be separately accounted for and available for expenses relating to reimbursable political events sponsored by such committee during such fiscal year: Provided further, That the Executive Residence shall ensure that a written notice of any amount owed for a reimbursable operating expense under this paragraph is submitted to the person owing such amount within 60 days after such expense is incurred, and that such amount is collected within 30 days after the submission of such notice: Provided further, That the Executive Residence shall charge interest and assess penalties and other charges on any such amount that is not reimbursed within such 30 days, in accordance with the interest and penalty provisions applicable to an outstanding debt on a United States Government claim under section 3717 of title 31, United States Code: Provided further, That each such amount that is reimbursed, and any accompanying interest and charges, shall be deposited in the Treasury as miscellaneous receipts: Provided further, That the Executive Residence shall prepare and submit to the Committees on Appropriations, by not later than 90 days after the end of the fiscal year covered by this Act, a report setting forth the reimbursable operating expenses of the Executive Residence during the preceding fiscal year, including the total amount of such expenses, the amount of such total that consists of reimbursable official and ceremonial events, the amount of such total that consists of reimbursable political events, and the portion of each such amount that has been reimbursed as of the date of the report: Provided further, That the Executive Residence shall maintain a system for the tracking of expenses related to reimbursable events within the Executive Residence that includes a standard for the classification of any such expense as political or nonpolitical: Provided further, That no provision of this paragraph may be construed to exempt the Executive Residence from any other applicable requirement of subchapter I or II of chapter 37 of title 31, United States Code.

WHITE HOUSE REPAIR AND RESTORATION

For the repair, alteration, and improvement of the Executive Residence at the White House, $8,625,000, to remain available until expended, of which $1,306,000 is for six projects for required maintenance, safety and health issues, and continued preventative maintenance; and of which $7,319,000 is for 3 projects for required maintenance and continued preventative maintenance in conjunction with the General Services Administration, the United States Secret Service, the Office of the President, and other agencies charged with the administration and care of the White House.

SPECIAL ASSISTANCE TO THE PRESIDENT AND THE OFFICIAL RESIDENCE OF THE VICE PRESIDENT

SALARIES AND EXPENSES

For necessary expenses to enable the Vice President to provide assistance to the President in connection with specially assigned functions; services as authorized by 5 U.S.C. 3109 and 3 U.S.C. 106, including subsistence expenses as authorized by 3 U.S.C. 106, which shall be expended and accounted for as provided in that section; and hire of passenger motor vehicles, $3,896,000.

OPERATING EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For the care, operation, refurnishing, improvement, heating and lighting, including electric power and fixtures, of the official residence of the Vice President; the hire of passenger motor vehicles; and not to exceed $90,000 for official entertainment expenses of the Vice President, to be accounted for solely on his certificate, $314,000: Provided, That advances or repayments or transfers from this appropriation may be made to any department or agency for expenses of carrying out such activities.

COUNCIL OF ECONOMIC ADVISERS

SALARIES AND EXPENSES

For necessary expenses of the Council of Economic Advisers in carrying out its functions under the Employment Act of 1946 (15 U.S.C. 1021), $4,192,000.

OFFICE OF POLICY DEVELOPMENT

SALARIES AND EXPENSES

For necessary expenses of the Office of Policy Development, including services as authorized by 5 U.S.C. 3109 and 3 U.S.C. 107, $4,119,000.

NATIONAL SECURITY COUNCIL

SALARIES AND EXPENSES

For necessary expenses of the National Security Council, including services as authorized by 5 U.S.C. 3109, $7,447,000.

OFFICE OF ADMINISTRATION

SALARIES AND EXPENSES

For necessary expenses of the Office of Administration, including services as authorized by 5 U.S.C. 3109 and 3 U.S.C. 107, and hire of passenger motor vehicles, $46,032,000, of which $11,775,000 shall be available until September 30, 2003 for a capital investment plan which provides for the continued modernization of the information technology infrastructure.

OFFICE OF MANAGEMENT AND BUDGET

SALARIES AND EXPENSES

For necessary expenses of the Office of Management and Budget, including hire of passenger motor vehicles and services as authorized by 5 U.S.C. 3109, $70,519,000, of which not to exceed $5,000,000 shall be available to carry out the provisions of chapter 35 of title 44, United States Code, and of which not to exceed $3,000 shall be available for official representation expenses: Provided, That, as provided in 31 U.S.C. 1301(a), appropriations shall be applied only to the objects for which appropriations were made except as otherwise provided by law: Provided further, That none of the funds appropriated in this Act for the Office of Management and Budget may be used for the purpose of reviewing any agricultural marketing orders or any activities or regulations under the provisions of the Agricultural Marketing Agreement Act of 1937 (7 U.S.C. 601 et seq.): Provided further, That none of the funds made available for the Office of Management and Budget by this Act may be expended for the altering of the transcript of actual testimony of witnesses, except for testimony of officials of the Office of Management and Budget, before the Committees on Appropriations or the Committees on Veterans' Affairs or their subcommittees: Provided further, That the preceding shall not apply to printed hearings released by the Committees on Appropriations or the Committees on Veterans' Affairs.

OFFICE OF NATIONAL DRUG CONTROL POLICY

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of the Office of National Drug Control Policy; for research activities pursuant to the Office of National Drug Control Policy Reauthorization Act of 1998 (title VII of division C of Public Law 105–277); not to exceed $8,000 for official reception and representation expenses; and for participation in joint projects or in the provision of services on matters of mutual interest with nonprofit, research, or public organizations or agencies, with or without reimbursement, $25,096,000, of which $2,350,000 shall remain available until expended, consisting of $1,350,000 for policy research and evaluation, and $1,000,000 for the National Alliance for Model State Drug Laws: Provided, That the Office is authorized to accept, hold, administer, and utilize gifts, both real and personal, public and private, without fiscal year limitation, for the purpose of aiding or facilitating the work of the Office.

COUNTERDRUG TECHNOLOGY ASSESSMENT CENTER

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for the Counterdrug Technology Assessment Center for research activities pursuant to the Office of National Drug Control Policy Reauthorization Act of 1998 (title VII of division C of Public Law 105–277), $42,000,000, which shall remain available until expended, consisting of $20,000,000 for counternarcotics research and development projects, and $22,000,000 for the continued operation of the technology transfer program: Provided, That the $20,000,000 for counter-narcotics research and development projects shall be available for transfer to other Federal departments or agencies.

FEDERAL DRUG CONTROL PROGRAMS

HIGH INTENSITY DRUG TRAFFICKING AREAS PROGRAM

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of the Office of National Drug Control Policy's High Intensity Drug Trafficking Areas Program, $226,350,000 for drug control activities consistent with the approved strategy for each of the designated High Intensity Drug Trafficking Areas (HIDTA), of which $1,000,000 shall be for an additional amount for the Rocky Mountain HIDTA; of which $1,750,000 shall be used for an additional amount for the Midwest HIDTA; of which $1,000,000 shall be for an additional amount for the Gulf Coast HIDTA; of which $1,000,000 shall be for an additional amount for the Hawaii HIDTA; of which $500,000 shall be for an additional amount for the Milwaukee

HIDTA; of which $500,000 shall be for an additional amount for the Philadelphia/Camden HIDTA; of which $1,000,000 shall be for an additional amount for the Northwest HIDTA; of which $1,500,000 shall be for an additional amount for the Southwest Border HIDTA; of which $2,500,000 shall be used for a newly designated HIDTA in the State of Utah, of which not less than 51 percent shall be transferred to State and local entities for drug control activities, which shall be obligated within 120 days of the date of the enactment of this Act: Provided, That up to 49 percent, to remain available until September 30, 2003, may be transferred to Federal agencies and departments at a rate to be determined by the Director: Provided further, That, of this latter amount, not less than $2,100,000 shall be used for auditing services and activities: Provided further, That HIDTAs designated as of September 30, 2001, shall be funded at no less than fiscal year 2001 levels unless the Director submits to the Committees, and the Committees approve, justification for changes in those levels based on clearly articulated priorities for the HIDTA program, as well as published ONDCP performance measures of effectiveness.

SPECIAL FORFEITURE FUND

(INCLUDING TRANSFER OF FUNDS)

For activities to support a national anti-drug campaign for youth, and for other purposes, authorized by Public Law 105–277, $249,400,000, to remain available until expended, of which $185,000,000 shall be to support a national media campaign, as authorized in the Drug-Free Media Campaign Act of 1998; of which $4,800,000 shall be made available no later than 30 days after the enactment of this Act to the United States Anti-Doping Agency for their anti-doping efforts; of which $50,600,000 shall be to continue a program of matching grants to drug-free communities, as authorized in chapter 2 of the National Narcotics Leadership Act of 1988, as amended; of which $1,000,000 shall be available to the National Drug Court Institute; and of which $3,000,000 shall be for the Counterdrug Intelligence Executive Secretariat: Provided, That such funds may be transferred to other Federal departments and agencies to carry out such activities.

UNANTICIPATED NEEDS

For expenses necessary to enable the President to meet unanticipated needs, in furtherance of the national interest, security, or defense which may arise at home or abroad during the current fiscal year, as authorized by 3 U.S.C. 108, $1,000,000.

This title may be cited as the ''Executive Office Appropriations Act, 2002''.

TITLE IV—INDEPENDENT AGENCIES

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED

SALARIES AND EXPENSES

For necessary expenses of the Committee for Purchase From People Who Are Blind or Severely Disabled established by Public Law 92–28, $4,498,000.

FEDERAL ELECTION COMMISSION

SALARIES AND EXPENSES

For necessary expenses to carry out the provisions of the Federal Election Campaign Act of 1971, as amended, $43,993,000, of which no less than $4,453,000 shall be available for internal automated data processing systems, and of which not to exceed $5,000 shall be available for reception and representation expenses of which $2,000,000 shall be available for administering a program to award Federal matching grants to States and localities to improve election systems and election administration and for making such grants: Provided, That no funds for the purpose of administering such program or for making such grants shall be made available until the date of enactment of a statute authorizing the expenditure of funds for such a purpose.

FEDERAL LABOR RELATIONS AUTHORITY

SALARIES AND EXPENSES

For necessary expenses to carry out functions of the Federal Labor Relations Authority, pursuant to Reorganization Plan Numbered 2 of 1978, and the Civil Service Reform Act of 1978, including services authorized by 5 U.S.C. 3109, including hire of experts and consultants, hire of passenger motor vehicles, and rental of conference rooms in the District of Columbia and elsewhere, $26,378,000: Provided, That public members of the Federal Service Impasses Panel may be paid travel expenses and per diem in lieu of subsistence as authorized by law (5 U.S.C. 5703) for persons employed intermittently in the Government service, and compensation as authorized by 5 U.S.C. 3109: Provided further, That notwithstanding 31 U.S.C. 3302, funds received from fees charged to non-Federal participants at labor-management relations conferences shall be credited to and merged with this account, to be available without further appropriation for the costs of carrying out these conferences.

GENERAL SERVICES ADMINISTRATION

REAL PROPERTY ACTIVITIES

FEDERAL BUILDINGS FUND

LIMITATIONS ON AVAILABILITY OF REVENUE

(INCLUDING TRANSFER OF FUNDS)

To carry out the purpose of the Fund established pursuant to section 210(f) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 490(f)), the revenues and collections deposited into the Fund shall be available for necessary expenses of real property management and related activities not otherwise provided for, including operation, maintenance, and protection of federally owned and leased buildings; rental of buildings in the District of Columbia; restoration of leased premises; moving governmental agencies (including space adjustments and telecommunications relocation expenses) in connection with the assignment, allocation and transfer of space; contractual services incident to cleaning or servicing buildings, and moving; repair and alteration of federally owned buildings including grounds, approaches and appurtenances; care and safeguarding of sites; maintenance, preservation, demolition, and equipment; acquisition of buildings and sites by purchase, condemnation, or as otherwise authorized by law; acquisition of options to purchase buildings and sites; conversion and extension of federally owned buildings; preliminary planning and design of projects by contract or otherwise; construction of new buildings (including equipment for such buildings); and payment of principal, interest, and any other obligations for public buildings acquired by installment purchase and purchase contract; in the aggregate amount of $6,217,350,000, of which (1) $477,544,000 shall remain available until expended for construction (including funds for sites and expenses and associated design and construction services) of additional projects at the following locations:

New Construction:

Alabama:

Mobile, U.S. Courthouse, $11,290,000

Arkansas:

Little Rock, U.S. Courthouse Annex, $5,022,000

California:

Fresno, U.S. Courthouse, $121,225,000

District of Columbia:

Washington, U.S. Courthouse Annex, $6,595,000

Washington, Southeast Federal Center Site Remediation, $5,000,000

Florida:

Ft. Pierce, Courthouse, $4,314,000

Miami, Courthouse, $15,282,000

Illinois:

Rockford, Courthouse, $4,933,000

Iowa:

Cedar Rapids, Courthouse, $14,795,000

Maine:

Jackman, Border Station, $868,000

Maryland:

Montgomery County, FDA Consolidation, $19,060,000

Suitland, U.S. Census Bureau, $2,813,000

Suitland, National Oceanic and Atmospheric Administration II, $34,083,000

Massachusetts:

Springfield, U.S. Courthouse, $6,473,000

Mississippi:

Gulfport, U.S. Courthouse, $3,000,000

Jackson, Mississippi, $13,231,000

Michigan:

Detroit, Ambassador Bridge Border Station, $9,470,000

Montana:

Raymond, Border Station, $693,000

New Mexico:

Las Cruces, U.S. Courthouse, $4,110,000

New York:

Brooklyn, U.S. Courthouse Annex—GPO, $3,361,000

Buffalo, U.S. Courthouse Annex, $716,000

New York, U.S. Mission to the United Nations, $4,617,000

Oregon:

Eugene, U.S. Courthouse, $4,470,000

Pennsylvania:

Erie, U.S. Courthouse Annex, $30,739,000

Tennessee:

Nashville, Courthouse, $20,700,000

Texas:

Del Rio III, Border Station, $1,869,000

Eagle Pass, Border Station, $2,256,000

El Paso, U.S. Courthouse, $11,193,000

Fort Hancock, Border Station, $2,183,000

Houston, Federal Bureau of Investigation, $6,268,000

Utah:

Salt Lake City, Courthouse, $5,000,000

Virginia:

Norfolk, U.S. Courthouse Annex, $11,609,000

Nationwide:

Judgment Fund Repayment, $84,406,000

Non-prospectus construction, $5,900,000:

Provided, That funding for any project identified above may be exceeded to the extent that savings are effected in other such projects, but not to exceed 10 percent of the amounts included in an approved prospectus, if required, unless advance notice is transmitted to the Committees on Appropriations of a greater amount: Provided further, That all funds for direct construction projects shall expire on September 30, 2003, and remain in the Federal Buildings Fund except for funds for projects as to which funds for design or other funds have been obligated in whole or in part prior to such date; (2) $844,880,000 shall remain available until expended for repairs and alterations which includes associated design and construction services: Provided further, That funds in the Federal Buildings Fund for Repairs and Alterations shall, for prospectus projects, be limited to the amount by project, as follows, except each project may be increased by an amount not to exceed 10 percent unless advance notice is transmitted to the Committees on Appropriations of a greater amount:

Repairs and Alterations:

Alabama:

Montgomery, Frank M. Johnson, Jr. Federal Building-Courthouse, $4,000,000

California:

Laguna Niguel, Chet Holifield Federal Building, $11,711,000

San Diego, Edward J. Schwartz Federal Building-U.S. Courthouse, $13,070,000

Colorado:

Lakewood, Denver Federal Center, Building 67, $8,484,000

District of Columbia:

Washington, 320 First Street, Federal Building, $8,260,000

Washington, Internal Revenue Service Main Building, Phase 2, $20,391,000

Washington, Main Interior Building, $22,739,000

Washington, Main Justice Building, Phase 3, $45,974,000
Florida:
Jacksonville, Charles E. Bennett Federal Building, $23,552,000
Tallahassee, U.S. Courthouse, $4,894,000
Illinois:
Chicago, Federal Building, 536 South Clark Street, $60,073,000
Chicago, Harold Washington Social Security Center, $13,692,000
Chicago, John C. Kluczynski Federal Building, $12,725,000
Iowa:
Des Moines, 210 Walnut Street, Federal Building, $11,992,000
Missouri:
Kansas City, Federal Building, 811 Grand Boulevard, $1,604,000
St. Louis, Federal Building, 104/105 Goodfellow, $20,212,000
New Jersey:
Newark, Peter W. Rodino Federal Building, $5,295,000
Nevada:
Las Vegas, Foley Federal Building-U.S. Courthouse, $26,978,000
Ohio:
Cleveland, Anthony J. Celebrezze Federal Building, $22,986,000
Cleveland, Howard M. Metzenbaum Courthouse, $27,856,000
Oklahoma:
Muskogee, Federal Building-U.S. Courthouse, $8,214,000
Oregon:
Portland, Pioneer Courthouse, $16,629,000
Pennsylvania:
Pittsburgh, Post Office-Courthouse, $12,600,000
Rhode Island:
Providence, Federal Building and Courthouse, $5,039,000
Wisconsin:
Milwaukee, Federal Building-U.S. Courthouse, $10,015,000
Nationwide:
Design Program, $33,657,000
Heating, Ventilation and Air Conditioning Modernization—Various Buildings, $6,650,000
Transformers—Various Buildings, $15,588,000
Basic Repairs and Alterations, $370,000,000:

Provided further, That additional projects for which prospectuses have been fully approved may be funded under this category only if advance notice is transmitted to the Committees on Appropriations: Provided further, That the amounts provided in this or any prior Act for ''Repairs and Alterations'' may be used to fund costs associated with implementing security improvements to buildings necessary to meet the minimum standards for security in accordance with current law and in compliance with the reprogramming guidelines of the appropriate Committees of the House and Senate: Provided further, That the difference between the funds appropriated and expended on any projects in this or any prior Act, under the heading ''Repairs and Alterations'', may be transferred to Basic Repairs and Alterations or used to fund authorized increases in prospectus projects: Provided further, That all funds for repairs and alterations prospectus projects shall expire on September 30, 2003, and remain in the Federal Buildings Fund except funds for projects as to which funds for design or other funds have been obligated in whole or in part prior to such date: Provided further, That the amount provided in this or any prior Act for Basic Repairs and Alterations may be used to pay claims against the Government arising from any projects under the heading ''Repairs and Alterations'' or used to fund authorized increases in prospectus projects; (3) $186,427,000 for installment acquisition payments including payments on purchase contracts which shall remain available until expended; (4) $2,959,550,000 for rental of space which shall remain available until expended; and (5) $1,748,949,000 for building operations which shall remain available until expended: Provided further, That funds available to the General Services Administration shall not be available for expenses of any construction, repair, alteration and acquisition project for which a prospectus, if required by the Public Buildings Act of 1959, as amended, has not been approved, except that necessary funds may be expended for each project for required expenses for the development of a proposed prospectus: Provided further, That funds available in the Federal Buildings Fund may be expended for emergency repairs when advance notice is transmitted to the Committees on Appropriations: Provided further, That amounts necessary to provide reimbursable special services to other agencies under section 210(f)(6) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 490(f)(6)) and amounts to provide such reimbursable fencing, lighting, guard booths, and other facilities on private or other property not in Government ownership or control as may be appropriate to enable the United States Secret Service to perform its protective functions pursuant to 18 U.S.C. 3056, shall be available from such revenues and collections: Provided further, That revenues and collections and any other sums accruing to this Fund during fiscal year 2002, excluding reimbursements under section 210(f)(6) of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 490(f)(6)) in excess of $6,217,350,000 shall remain in the Fund and shall not be available for expenditure except as authorized in appropriations Acts.

POLICY AND OPERATIONS

For expenses authorized by law, not otherwise provided for, for Government-wide policy and oversight activities associated with asset management activities; utilization and donation of surplus personal property; transportation; procurement and supply; Government-wide responsibilities relating to automated data management, telecommunications, information resources management, and related technology activities; utilization survey, deed compliance inspection, appraisal, environmental and cultural analysis, and land use planning functions pertaining to excess and surplus real property; agency-wide policy direction; Board of Contract Appeals; accounting, records management, and other support services incident to adjudication of Indian Tribal Claims by the United States Court of Federal Claims; services as authorized by 5 U.S.C. 3109; and not to exceed $7,500 for official reception and representation expenses, $145,749,000, of which $27,887,000 shall remain available until expended.

OFFICE OF INSPECTOR GENERAL

For necessary expenses of the Office of Inspector General and services authorized by 5 U.S.C. 3109, $36,025,000: Provided, That not to exceed $15,000 shall be available for payment for information and detection of fraud against the Government, including payment for recovery of stolen Government property: Provided further, That not to exceed $2,500 shall be available for awards to employees of other Federal agencies and private citizens in recognition of efforts and initiatives resulting in enhanced Office of Inspector General effectiveness.

ELECTRONIC GOVERNMENT (E-GOV) FUND
(INCLUDING TRANSFER OF FUNDS)

For necessary expenses in support of interagency projects that enable the Federal Government to expand its ability to conduct activities electronically, through the development and implementation of innovative uses of the Internet and other electronic methods, $5,000,000 to remain available until expended: Provided, That these funds may be transferred to Federal agencies to carry out the purposes of the Fund: Provided further, That this transfer authority shall be in addition to any other transfer authority provided in this Act: Provided further, That such transfers may not be made until 10 days after a proposed spending plan and justification for each project to be undertaken has been submitted to the Senate Committee on Appropriations.

ALLOWANCES AND OFFICE STAFF FOR FORMER PRESIDENTS
(INCLUDING TRANSFER OF FUNDS)

For carrying out the provisions of the Act of August 25, 1958, as amended (3 U.S.C. 102 note), and Public Law 95–138, $3,376,000: Provided, That the Administrator of General Services shall transfer to the Secretary of the Treasury such sums as may be necessary to carry out the provisions of such Acts.

GENERAL SERVICES ADMINISTRATION—GENERAL PROVISIONS

SEC. 401. The appropriate appropriation or fund available to the General Services Administration shall be credited with the cost of operation, protection, maintenance, upkeep, repair, and improvement, included as part of rentals received from Government corporations pursuant to law (40 U.S.C. 129).

SEC. 402. Funds available to the General Services Administration shall be available for the hire of passenger motor vehicles.

SEC. 403. Funds in the Federal Buildings Fund made available for fiscal year 2002 for Federal Buildings Fund activities may be transferred between such activities only to the extent necessary to meet program requirements: Provided, That any proposed transfers shall be approved in advance by the Committees on Appropriations.

SEC. 404. No funds made available by this Act shall be used to transmit a fiscal year 2003 request for United States Courthouse construction that: (1) does not meet the design guide standards for construction as established and approved by the General Services Administration, the Judicial Conference of the United States, and the Office of Management and Budget; and (2) does not reflect the priorities of the Judicial Conference of the United States as set out in its approved 5-year construction plan: Provided, That the fiscal year 2003 request must be accompanied by a standardized courtroom utilization study of each facility to be constructed, replaced, or expanded.

SEC. 405. None of the funds provided in this Act may be used to increase the amount of occupiable square feet, provide cleaning services, security enhancements, or any other service usually provided through the Federal Buildings Fund, to any agency that does not pay the rate per square foot assessment for space and services as determined by the General Services Administration in compliance with the Public Buildings Amendments Act of 1972 (Public Law 92–313).

SEC. 406. Funds provided to other Government agencies by the Information Technology Fund, General Services Administration, under 40 U.S.C. 757 and sections 5124(b) and 5128 of Public Law 104–106, Information Technology Management Reform Act of 1996, for performance of pilot information technology projects which have potential for Governmentwide benefits and savings, may be repaid to this Fund from any savings actually incurred by these projects or other funding, to the extent feasible.

SEC. 407. From funds made available under the heading ''Federal Buildings Fund, Limitations on Availability of Revenue'', claims against the Government of less than $250,000 arising from direct construction projects and acquisition of buildings may be liquidated from savings effected in other construction projects with prior notification to the Committees on Appropriations.

SEC. 408. Section 408 of Public Law 106–554 is amended by striking ''April 30, 2002'' and inserting ''September 30, 2002''.

SEC. 409. Notwithstanding any other provision of law, the General Services Administration is directed to maintain the vehicle rental rates and per mile rates charged for buses used by schools

and dormitories funded by the Bureau of Indian Affairs that were in effect on April 30, 2001 until such time as appropriations to the Bureau of Indian Affairs funding for the Student Transportation Program for schools and dormitories funded by the Bureau of Indian Affairs equals or exceeds $3 per mile.

SEC. 410. DESIGNATION OF JUDGE BRUCE M. VAN SICKLE FEDERAL BUILDING AND UNITED STATES COURTHOUSE. (a) The Federal building and courthouse located at 100 1st Street, SW, Minot, North Dakota, shall be known and designated as the ''Judge Bruce M. Van Sickle Federal Building and United States Courthouse''.

(b) Any reference in law, map, regulation, document, paper, or other record of the United States to the Federal building and courthouse referred to in section (a) shall be deemed to be a reference to the Judge Bruce M. Van Sickle Federal Building and United States Courthouse.

SEC. 411. Section 410 of Appendix C of Public Law 106–554 (114 Stat. 2763A–146) is amended—

(1) by striking ''a 125 foot wide right-of-way'' and inserting ''up to a 125 foot wide right-of-way'';

(2) by striking ''northeast corner of the existing port'' and inserting ''southeast corner of the existing port'';

(3) striking ''approximately 4,750 feet'' and inserting ''and then west to a connection with State Highway 11 between approximately 5,000 and 7,000 feet'';

(4) by striking ''a road to be built by the County of Luna, New Mexico to connect to'';

(5) by striking ''Provided further, That notwithstanding any other provision of law, Luna County shall construct the roadway from State Highway 11 to the terminus of the northbound road to be constructed by the General Services Administration in time for completion of the road to be constructed by the General Services Administration in time for completion of the road to be constructed by the General Services Administration:''; and

(6) by striking ''consisting of approximately 12 acres'' and inserting ''consisting of approximately 10.22 acres''.

SEC. 412. Notwithstanding any other provision of law, the United States Government is directed to deed block four (4) of the LOCH HAVEN REPLAT, as recorded in Plat Book ''Q'', Page 9, Public Records of Orange County, Florida, back to the City of Orlando, Florida, under the same terms that the land was deeded to the United States Government by the City of Orlando in the recorded deed from the City dated September 20, 1951.

SEC. 413. DESIGNATION OF G. ROSS ANDERSON, JR. FEDERAL BUILDING AND UNITED STATES COURTHOUSE. (a) The Federal building and courthouse located at 315 S. McDuffie Street, Anderson, South Carolina, shall be known and designated as the ''G. Ross Anderson, Jr. Federal Building and United States Courthouse''.

(b) Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building and courthouse referred to in subsection (a) shall be deemed to be a reference to the G. Ross Anderson, Jr. Federal Building and United States Courthouse.

MERIT SYSTEMS PROTECTION BOARD

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out functions of the Merit Systems Protection Board pursuant to Reorganization Plan Numbered 2 of 1978 and the Civil Service Reform Act of 1978, including services as authorized by 5 U.S.C. 3109, rental of conference rooms in the District of Columbia and elsewhere, hire of passenger motor vehicles, and direct procurement of survey printing, $30,375,000 together with not to exceed $2,520,000 for administrative expenses to adjudicate retirement appeals to be transferred from the Civil Service Retirement and Disability Fund in amounts determined by the Merit Systems Protection Board.

MORRIS K. UDALL SCHOLARSHIP AND EXCELLENCE IN NATIONAL ENVIRONMENTAL POLICY FOUNDATION

MORRIS K. UDALL SCHOLARSHIP AND EXCELLENCE IN NATIONAL ENVIRONMENTAL POLICY TRUST FUND

For payment to the Morris K. Udall Scholarship and Excellence in National Environmental Policy Trust Fund, pursuant to the Morris K. Udall Scholarship and Excellence in National Environmental and Native American Public Policy Act of 1992 (20 U.S.C. 5601 et seq.), $1,996,000, to remain available until expended: Provided, That up to 60 percent of such funds may be transferred by the Morris K. Udall Scholarship and Excellence in National Environmental Policy Foundation for the necessary expenses of the Native Nations Institute: Provided further, That not later than 90 days after the date of the enactment of this Act, the Morris K. Udall Scholarship and Excellence in National Environmental Policy Foundation shall submit to the Committee on Appropriations a report describing the distribution of such funds.

ENVIRONMENTAL DISPUTE RESOLUTION FUND

For payment to the Environmental Dispute Resolution Fund to carry out activities authorized in the Environmental Policy and Conflict Resolution Act of 1998, $1,309,000, to remain available until expended.

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

OPERATING EXPENSES

For necessary expenses in connection with the administration of the National Archives (including the Information Security Oversight Office) and archived Federal records and related activities, as provided by law, and for expenses necessary for the review and declassification of documents, and for the hire of passenger motor vehicles, $244,247,000: Provided, That the Archivist of the United States is authorized to use any excess funds available from the amount borrowed for construction of the National Archives facility, for expenses necessary to provide adequate storage for holdings: Provided further, That of the funds made available, $23,302,000 is for the electronic records archive, $16,337,000 of which shall be available until September 30, 2004.

REPAIRS AND RESTORATION

For the repair, alteration, and improvement of archives facilities, and to provide adequate storage for holdings, $41,143,000, to remain available until expended: Provided, That the Archivist of the United States is authorized, pursuant to 44 U.S.C. 2903, to construct a new Southeast Regional Archives on land to be acquired (Federal site), by direct payment or the provision of site improvements, from the State of Georgia or Clayton County or some other governmental authority thereof; such Federal site to be located near the campus of Clayton College and State University in Clayton County, Georgia, and abut land designated for construction of the Georgia State Archives facility, with both archival facilities co-located on a combined site. There is hereby appropriated $30,500,000 which shall be available until expended to be used for acquiring the Federal site, construction, and related services for building the new Federal archival facility, other related costs for improvement of the combined site which may also indirectly benefit the Georgia State Archives facility, and other necessary expenses.

NATIONAL HISTORICAL PUBLICATIONS AND RECORDS COMMISSION

GRANTS PROGRAM

For necessary expenses for allocations and grants for historical publications and records as authorized by 44 U.S.C. 2504, as amended, $6,436,000, to remain available until expended.

OFFICE OF GOVERNMENT ETHICS

SALARIES AND EXPENSES

For necessary expenses to carry out functions of the Office of Government Ethics pursuant to the Ethics in Government Act of 1978, as amended and the Ethics Reform Act of 1989, including services as authorized by 5 U.S.C. 3109, rental of conference rooms in the District of Columbia and elsewhere, hire of passenger motor vehicles, and not to exceed $1,500 for official reception and representation expenses, $10,060,000.

OFFICE OF PERSONNEL MANAGEMENT

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF TRUST FUNDS)

For necessary expenses to carry out functions of the Office of Personnel Management pursuant to Reorganization Plan Numbered 2 of 1978 and the Civil Service Reform Act of 1978, including services as authorized by 5 U.S.C. 3109; medical examinations performed for veterans by private physicians on a fee basis; rental of conference rooms in the District of Columbia and elsewhere; hire of passenger motor vehicles; not to exceed $2,500 for official reception and representation expenses; advances for reimbursements to applicable funds of the Office of Personnel Management and the Federal Bureau of Investigation for expenses incurred under Executive Order No. 10422 of January 9, 1953, as amended; and payment of per diem and/or subsistence allowances to employees where Voting Rights Act activities require an employee to remain overnight at his or her post of duty, $99,036,000, of which $3,200,000 shall remain available until expended for the cost of the governmentwide human resources data network project; and in addition $115,928,000 for administrative expenses, to be transferred from the appropriate trust funds of the Office of Personnel Management without regard to other statutes, including direct procurement of printed materials, for the retirement and insurance programs, of which $21,777,000 shall remain available until expended for the cost of automating the retirement recordkeeping systems: Provided, That the provisions of this appropriation shall not affect the authority to use applicable trust funds as provided by sections 8348(a)(1)(B), 8909(g), and 9004(f)(1)(A) and (2)(A) of title 5, United States Code: Provided further, That no part of this appropriation shall be available for salaries and expenses of the Legal Examining Unit of the Office of Personnel Management established pursuant to Executive Order No. 9358 of July 1, 1943, or any successor unit of like purpose: Provided further, That the President's Commission on White House Fellows, established by Executive Order No. 11183 of October 3, 1964, may, during fiscal year 2002, accept donations of money, property, and personal services in connection with the development of a publicity brochure to provide information about the White House Fellows, except that no such donations shall be accepted for travel or reimbursement of travel expenses, or for the salaries of employees of such Commission.

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

(INCLUDING TRANSFER OF TRUST FUNDS)

For necessary expenses of the Office of Inspector General in carrying out the provisions of the Inspector General Act, as amended, including services as authorized by 5 U.S.C. 3109, hire of passenger motor vehicles, $1,398,000; and in addition, not to exceed $10,016,000 for administrative expenses to audit, investigate, and provide other oversight of the Office of Personnel Management's retirement and insurance programs, to be transferred from the appropriate trust funds of the Office of Personnel Management, as determined by the Inspector General: Provided, That the Inspector General is authorized to rent conference rooms in the District of Columbia and elsewhere.

GOVERNMENT PAYMENT FOR ANNUITANTS, EMPLOYEES HEALTH BENEFITS

For payment of Government contributions with respect to retired employees, as authorized by chapter 89 of title 5, United States Code, and the Retired Federal Employees Health Benefits

Act (74 Stat. 849), as amended, such sums as may be necessary.

GOVERNMENT PAYMENT FOR ANNUITANTS, EMPLOYEE LIFE INSURANCE

For payment of Government contributions with respect to employees retiring after December 31, 1989, as required by chapter 87 of title 5, United States Code, such sums as may be necessary.

PAYMENT TO CIVIL SERVICE RETIREMENT AND DISABILITY FUND

For financing the unfunded liability of new and increased annuity benefits becoming effective on or after October 20, 1969, as authorized by 5 U.S.C. 8348, and annuities under special Acts to be credited to the Civil Service Retirement and Disability Fund, such sums as may be necessary: Provided, That annuities authorized by the Act of May 29, 1944, as amended, and the Act of August 19, 1950, as amended (33 U.S.C. 771–775), may hereafter be paid out of the Civil Service Retirement and Disability Fund.

OFFICE OF SPECIAL COUNSEL

SALARIES AND EXPENSES

For necessary expenses to carry out functions of the Office of Special Counsel pursuant to Reorganization Plan Numbered 2 of 1978, the Civil Service Reform Act of 1978 (Public Law 95–454), the Whistleblower Protection Act of 1989 (Public Law 101–12), Public Law 103–424, and the Uniformed Services Employment and Reemployment Act of 1994 (Public Law 103–353), including services as authorized by 5 U.S.C. 3109, payment of fees and expenses for witnesses, rental of conference rooms in the District of Columbia and elsewhere, and hire of passenger motor vehicles, $11,784,000.

UNITED STATES TAX COURT

SALARIES AND EXPENSES

For necessary expenses, including contract reporting and other services as authorized by 5 U.S.C. 3109, $37,305,000: Provided, That travel expenses of the judges shall be paid upon the written certificate of the judge.

This title may be cited as the ''Independent Agencies Appropriations Act, 2002''.

TITLE V—GENERAL PROVISIONS

THIS ACT

SEC. 501. No part of any appropriation contained in this Act shall remain available for obligation beyond the current fiscal year unless expressly so provided herein.

SEC. 502. The expenditure of any appropriation under this Act for any consulting service through procurement contract, pursuant to 5 U.S.C. 3109, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 503. None of the funds made available by this Act shall be available for any activity or for paying the salary of any Government employee where funding an activity or paying a salary to a Government employee would result in a decision, determination, rule, regulation, or policy that would prohibit the enforcement of section 307 of the Tariff Act of 1930.

SEC. 504. None of the funds made available by this Act shall be available in fiscal year 2002 for the purpose of transferring control over the Federal Law Enforcement Training Center located at Glynco, Georgia, and Artesia, New Mexico, out of the Department of the Treasury.

SEC. 505. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his period of active military or naval service, and has within 90 days after his release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his former position and has not been restored thereto.

SEC. 506. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the ''Buy American Act'').

SEC. 507. (a) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or products that may be authorized to be purchased with financial assistance provided under this Act, it is the sense of the Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(b) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance under this Act, the Secretary of the Treasury shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

SEC. 508. If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a ''Made in America'' inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, such person shall be ineligible to receive any contract or subcontract made with funds provided pursuant to this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.

SEC. 509. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year 2002 from appropriations made available for salaries and expenses for fiscal year 2002 in this Act, shall remain available through September 30, 2003, for each such account for the purposes authorized: Provided, That a request shall be submitted to the Committees on Appropriations for approval prior to the expenditure of such funds: Provided further, That these requests shall be made in compliance with reprogramming guidelines.

SEC. 510. None of the funds made available in this Act may be used by the Executive Office of the President to request from the Federal Bureau of Investigation any official background investigation report on any individual, except when—

(1) such individual has given his or her express written consent for such request not more than 6 months prior to the date of such request and during the same presidential administration; or

(2) such request is required due to extraordinary circumstances involving national security.

SEC. 511. The cost accounting standards promulgated under section 26 of the Office of Federal Procurement Policy Act (Public Law 93–400; 41 U.S.C. 422) shall not apply with respect to a contract under the Federal Employees Health Benefits Program established under chapter 89 of title 5, United States Code.

SEC. 512. For the purpose of resolving litigation and implementing any settlement agreements regarding the nonforeign area cost-of-living allowance program, the Office of Personnel Management may accept and utilize (without regard to any restriction on unanticipated travel expenses imposed in an Appropriations Act) funds made available to the Office pursuant to court approval.

SEC. 513. Not later than July 1, 2001, the Director of the Office of Management and Budget shall submit a report to the Committee on Appropriations and the Committee on Governmental Affairs of the Senate and the Committee on Appropriations and the Committee on Government Reform of the House of Representatives that: (1) evaluates, for each agency, the extent to which implementation of chapter 35 of title 31, United States Code, as amended by the Paperwork Reduction Act of 1995 (Public Law 104–13), has reduced burden imposed by rules issued by the agency, including the burden imposed by each major rule issued by the agency; (2) includes a determination, based on such evaluation, of the need for additional procedures to ensure achievement of the purposes of that chapter, as set forth in section 3501 of title 31, United States Code, and evaluates the burden imposed by each major rule that imposes more than 10,000,000 hours of burden, and identifies specific reductions expected to be achieved in each of fiscal years 2002 and 2003 in the burden imposed by all rules issued by each agency that issued such a major rule.

SEC. 514. (a) PROHIBITION OF FEDERAL AGENCY MONITORING OF PERSONAL INFORMATION ON USE OF INTERNET.—None of the funds made available in the Treasury and General Government Appropriations Act, 2002 may be used by any Federal agency—

(1) to collect, review, or create any aggregate list, derived from any means, that includes the collection of any personally identifiable information relating to an individual's access to or use of any Federal government Internet site of the agency; or

(2) to enter into any agreement with a third party (including another government agency) to collect, review, or obtain any aggregate list, derived from any means, that includes the collection of any personally identifiable information relating to an individual's access to or use of any nongovernmental Internet site.

(b) EXCEPTIONS.—The limitations established in subsection (a) shall not apply to—

(1) any record of aggregate data that does not identify particular persons;

(2) any voluntary submission of personally identifiable information;

(3) any action taken for law enforcement, regulatory, or supervisory purposes, in accordance with applicable law; or

(4) any action described in subsection (a)(1) that is a system security action taken by the operator of an Internet site and is necessarily incident to the rendition of the Internet site services or to the protection of the rights or property of the provider of the Internet site.

(c) DEFINITIONS.—For the purposes of this section:

(1) The term ''regulatory'' means agency actions to implement, interpret or enforce authorities provided in law.

(2) The term ''supervisory'' means examinations of the agency's supervised institutions, including assessing safety and soundness, overall financial condition, management practices and policies and compliance with applicable standards as provided in law.

TITLE VI—GENERAL PROVISIONS

DEPARTMENTS, AGENCIES, AND CORPORATIONS

SEC. 601. Funds appropriated in this or any other Act may be used to pay travel to the United States for the immediate family of employees serving abroad in cases of death or life threatening illness of said employee.

SEC. 602. No department, agency, or instrumentality of the United States receiving appropriated funds under this or any other Act for fiscal year 2002 shall obligate or expend any such funds, unless such department, agency, or instrumentality has in place, and will continue to administer in good faith, a written policy designed to ensure that all of its workplaces are free from the illegal use, possession, or distribution of controlled substances (as defined in the Controlled Substances Act) by the officers and employees of such department, agency, or instrumentality.

SEC. 603. Unless otherwise specifically provided, the maximum amount allowable during the current fiscal year in accordance with section 16 of the Act of August 2, 1946 (60 Stat.

810), for the purchase of any passenger motor vehicle (exclusive of buses, ambulances, law enforcement, and undercover surveillance vehicles), is hereby fixed at $8,100 except station wagons for which the maximum shall be $9,100: Provided, That these limits may be exceeded by not to exceed $3,700 for police-type vehicles, and by not to exceed $4,000 for special heavy-duty vehicles: Provided further, That the limits set forth in this section may not be exceeded by more than 5 percent for electric or hybrid vehicles purchased for demonstration under the provisions of the Electric and Hybrid Vehicle Research, Development, and Demonstration Act of 1976: Provided further, That the limits set forth in this section may be exceeded by the incremental cost of clean alternative fuels vehicles acquired pursuant to Public Law 101–549 over the cost of comparable conventionally fueled vehicles.

SEC. 604. Appropriations of the executive departments and independent establishments for the current fiscal year available for expenses of travel, or for the expenses of the activity concerned, are hereby made available for quarters allowances and cost-of-living allowances, in accordance with 5 U.S.C. 5922–5924.

SEC. 605. Unless otherwise specified during the current fiscal year, no part of any appropriation contained in this or any other Act shall be used to pay the compensation of any officer or employee of the Government of the United States (including any agency the majority of the stock of which is owned by the Government of the United States) whose post of duty is in the continental United States unless such person: (1) is a citizen of the United States; (2) is a person in the service of the United States on the date of the enactment of this Act who, being eligible for citizenship, has filed a declaration of intention to become a citizen of the United States prior to such date and is actually residing in the United States; (3) is a person who owes allegiance to the United States; (4) is an alien from Cuba, Poland, South Vietnam, the countries of the former Soviet Union, or the Baltic countries lawfully admitted to the United States for permanent residence; (5) is a South Vietnamese, Cambodian, or Laotian refugee paroled in the United States after January 1, 1975; or (6) is a national of the People's Republic of China who qualifies for adjustment of status pursuant to the Chinese Student Protection Act of 1992: Provided, That for the purpose of this section, an affidavit signed by any such person shall be considered prima facie evidence that the requirements of this section with respect to his or her status have been complied with: Provided further, That any person making a false affidavit shall be guilty of a felony, and, upon conviction, shall be fined no more than $4,000 or imprisoned for not more than 1 year, or both: Provided further, That the above penal clause shall be in addition to, and not in substitution for, any other provisions of existing law: Provided further, That any payment made to any officer or employee contrary to the provisions of this section shall be recoverable in action by the Federal Government. This section shall not apply to citizens of Ireland, Israel, or the Republic of the Philippines, or to nationals of those countries allied with the United States in a current defense effort, or to international broadcasters employed by the United States Information Agency, or to temporary employment of translators, or to temporary employment in the field service (not to exceed 60 days) as a result of emergencies.

SEC. 606. Appropriations available to any department or agency during the current fiscal year for necessary expenses, including maintenance or operating expenses, shall also be available for payment to the General Services Administration for charges for space and services and those expenses of renovation and alteration of buildings and facilities which constitute public improvements performed in accordance with the Public Buildings Act of 1959 (73 Stat. 749), the Public Buildings Amendments of 1972 (87 Stat. 216), or other applicable law.

SEC. 607. In addition to funds provided in this or any other Act, all Federal agencies are authorized to receive and use funds resulting from the sale of materials, including Federal records disposed of pursuant to a records schedule recovered through recycling or waste prevention programs. Such funds shall be available until expended for the following purposes:

(1) Acquisition, waste reduction and prevention, and recycling programs as described in Executive Order No. 13101 (September 14, 1998), including any such programs adopted prior to the effective date of the Executive order.

(2) Other Federal agency environmental management programs, including, but not limited to, the development and implementation of hazardous waste management and pollution prevention programs.

(3) Other employee programs as authorized by law or as deemed appropriate by the head of the Federal agency.

SEC. 608. Funds made available by this or any other Act for administrative expenses in the current fiscal year of the corporations and agencies subject to chapter 91 of title 31, United States Code, shall be available, in addition to objects for which such funds are otherwise available, for rent in the District of Columbia; services in accordance with 5 U.S.C. 3109; and the objects specified under this head, all the provisions of which shall be applicable to the expenditure of such funds unless otherwise specified in the Act by which they are made available: Provided, That in the event any functions budgeted as administrative expenses are subsequently transferred to or paid from other funds, the limitations on administrative expenses shall be correspondingly reduced.

SEC. 609. No part of any appropriation for the current fiscal year contained in this or any other Act shall be paid to any person for the filling of any position for which he or she has been nominated after the Senate has voted not to approve the nomination of said person.

SEC. 610. No part of any appropriation contained in this or any other Act shall be available for interagency financing of boards (except Federal Executive Boards), commissions, councils, committees, or similar groups (whether or not they are interagency entities) which do not have a prior and specific statutory approval to receive financial support from more than one agency or instrumentality.

SEC. 611. Funds made available by this or any other Act to the Postal Service Fund (39 U.S.C. 2003) shall be available for employment of guards for all buildings and areas owned or occupied by the Postal Service and under the charge and control of the Postal Service, and such guards shall have, with respect to such property, the powers of special policemen provided by the first section of the Act of June 1, 1948, as amended (62 Stat. 281; 40 U.S.C. 318), and, as to property owned or occupied by the Postal Service, the Postmaster General may take the same actions as the Administrator of General Services may take under the provisions of sections 2 and 3 of the Act of June 1, 1948, as amended (62 Stat. 281; 40 U.S.C. 318a and 318b), attaching thereto penal consequences under the authority and within the limits provided in section 4 of the Act of June 1, 1948, as amended (62 Stat. 281; 40 U.S.C. 318c).

SEC. 612. None of the funds made available pursuant to the provisions of this Act shall be used to implement, administer, or enforce any regulation which has been disapproved pursuant to a resolution of disapproval duly adopted in accordance with the applicable law of the United States.

SEC. 613. (a) Notwithstanding any other provision of law, and except as otherwise provided in this section, no part of any of the funds appropriated for fiscal year 2002, by this or any other Act, may be used to pay any prevailing rate employee described in section 5342(a)(2)(A) of title 5, United States Code—

(1) during the period from the date of expiration of the limitation imposed by section 613 of the Treasury and General Government Appropriations Act, 2001, until the normal effective date of the applicable wage survey adjustment that is to take effect in fiscal year 2002, in an amount that exceeds the rate payable for the applicable grade and step of the applicable wage schedule in accordance with such section 613; and

(2) during the period consisting of the remainder of fiscal year 2002, in an amount that exceeds, as a result of a wage survey adjustment, the rate payable under paragraph (1) by more than the sum of—

(A) the percentage adjustment taking effect in fiscal year 2002 under section 5303 of title 5, United States Code, in the rates of pay under the General Schedule; and

(B) the difference between the overall average percentage of the locality-based comparability payments taking effect in fiscal year 2002 under section 5304 of such title (whether by adjustment or otherwise), and the overall average percentage of such payments which was effective in fiscal year 2001 under such section.

(b) Notwithstanding any other provision of law, no prevailing rate employee described in subparagraph (B) or (C) of section 5342(a)(2) of title 5, United States Code, and no employee covered by section 5348 of such title, may be paid during the periods for which subsection (a) is in effect at a rate that exceeds the rates that would be payable under subsection (a) were subsection (a) applicable to such employee.

(c) For the purposes of this section, the rates payable to an employee who is covered by this section and who is paid from a schedule not in existence on September 30, 2001, shall be determined under regulations prescribed by the Office of Personnel Management.

(d) Notwithstanding any other provision of law, rates of premium pay for employees subject to this section may not be changed from the rates in effect on September 30, 2001, except to the extent determined by the Office of Personnel Management to be consistent with the purpose of this section.

(e) This section shall apply with respect to pay for service performed after September 30, 2001.

(f) For the purpose of administering any provision of law (including any rule or regulation that provides premium pay, retirement, life insurance, or any other employee benefit) that requires any deduction or contribution, or that imposes any requirement or limitation on the basis of a rate of salary or basic pay, the rate of salary or basic pay payable after the application of this section shall be treated as the rate of salary or basic pay.

(g) Nothing in this section shall be considered to permit or require the payment to any employee covered by this section at a rate in excess of the rate that would be payable were this section not in effect.

(h) The Office of Personnel Management may provide for exceptions to the limitations imposed by this section if the Office determines that such exceptions are necessary to ensure the recruitment or retention of qualified employees.

SEC. 614. During the period in which the head of any department or agency, or any other officer or civilian employee of the Government appointed by the President of the United States, holds office, no funds may be obligated or expended in excess of $5,000 to furnish or redecorate the office of such department head, agency head, officer, or employee, or to purchase furniture or make improvements for any such office, unless advance notice of such furnishing or redecoration is expressly approved by the Committees on Appropriations. For the purposes of this section, the word ''office'' shall include the entire suite of offices assigned to the individual, as well as any other space used primarily by the individual or the use of which is directly controlled by the individual.

SEC. 615. Notwithstanding any other provision of law, no executive branch agency shall purchase, construct, and/or lease any additional facilities, except within or contiguous to existing locations, to be used for the purpose of conducting Federal law enforcement training without the advance approval of the Committees on Appropriations, except that the Federal Law Enforcement Training Center is authorized to obtain the temporary use of additional facilities by lease, contract, or other agreement for training which cannot be accommodated in existing Center facilities.

SEC. 616. Notwithstanding section 1346 of title 31, United States Code, or section 610 of this Act, funds made available for fiscal year 2002 by this or any other Act shall be available for the interagency funding of national security and emergency preparedness telecommunications initiatives which benefit multiple Federal departments, agencies, or entities, as provided by Executive Order No. 12472 (April 3, 1984).

SEC. 617. (a) None of the funds appropriated by this or any other Act may be obligated or expended by any Federal department, agency, or other instrumentality for the salaries or expenses of any employee appointed to a position of a confidential or policy-determining character excepted from the competitive service pursuant to section 3302 of title 5, United States Code, without a certification to the Office of Personnel Management from the head of the Federal department, agency, or other instrumentality employing the Schedule C appointee that the Schedule C position was not created solely or primarily in order to detail the employee to the White House.

(b) The provisions of this section shall not apply to Federal employees or members of the armed services detailed to or from—

(1) the Central Intelligence Agency;

(2) the National Security Agency;

(3) the Defense Intelligence Agency;

(4) the offices within the Department of Defense for the collection of specialized national foreign intelligence through reconnaissance programs;

(5) the Bureau of Intelligence and Research of the Department of State;

(6) any agency, office, or unit of the Army, Navy, Air Force, and Marine Corps, the Federal Bureau of Investigation and the Drug Enforcement Administration of the Department of Justice, the Department of Transportation, the Department of the Treasury, and the Department of Energy performing intelligence functions; and

(7) the Director of Central Intelligence.

SEC. 618. No department, agency, or instrumentality of the United States receiving appropriated funds under this or any other Act for fiscal year 2002 shall obligate or expend any such funds, unless such department, agency, or instrumentality has in place, and will continue to administer in good faith, a written policy designed to ensure that all of its workplaces are free from discrimination and sexual harassment and that all of its workplaces are not in violation of title VII of the Civil Rights Act of 1964, as amended, the Age Discrimination in Employment Act of 1967, and the Rehabilitation Act of 1973.

SEC. 619. None of the funds made available in this Act for the United States Customs Service may be used to allow the importation into the United States of any good, ware, article, or merchandise mined, produced, or manufactured by forced or indentured child labor, as determined pursuant to section 307 of the Tariff Act of 1930 (19 U.S.C. 1307).

SEC. 620. No part of any appropriation contained in this or any other Act shall be available for the payment of the salary of any officer or employee of the Federal Government, who—

(1) prohibits or prevents, or attempts or threatens to prohibit or prevent, any other officer or employee of the Federal Government from having any direct oral or written communication or contact with any Member, committee, or subcommittee of the Congress in connection with any matter pertaining to the employment of such other officer or employee or pertaining to the department or agency of such other officer or employee in any way, irrespective of whether such communication or contact is at the initiative of such other officer or employee or in response to the request or inquiry of such Member, committee, or subcommittee; or

(2) removes, suspends from duty without pay, demotes, reduces in rank, seniority, status, pay, or performance of efficiency rating, denies promotion to, relocates, reassigns, transfers, disciplines, or discriminates in regard to any employment right, entitlement, or benefit, or any term or condition of employment of, any other officer or employee of the Federal Government, or attempts or threatens to commit any of the foregoing actions with respect to such other officer or employee, by reason of any communication or contact of such other officer or employee with any Member, committee, or subcommittee of the Congress as described in paragraph (1).

SEC. 621. (a) None of the funds made available in this or any other Act may be obligated or expended for any employee training that—

(1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;

(2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;

(3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;

(4) contains any methods or content associated with religious or quasi-religious belief systems or ''new age'' belief systems as defined in Equal Employment Opportunity Commission Notice N–915.022, dated September 2, 1988; or

(5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.

SEC. 622. No funds appropriated in this or any other Act may be used to implement or enforce the agreements in Standard Forms 312 and 4414 of the Government or any other nondisclosure policy, form, or agreement if such policy, form, or agreement does not contain the following provisions: ''These restrictions are consistent with and do not supersede, conflict with, or otherwise alter the employee obligations, rights, or liabilities created by Executive Order No. 12958; section 7211 of title 5, U.S.C. (governing disclosures to Congress); section 1034 of title 10, United States Code, as amended by the Military Whistleblower Protection Act (governing disclosure to Congress by members of the military); section 2302(b)(8) of title 5, United States Code, as amended by the Whistleblower Protection Act (governing disclosures of illegality, waste, fraud, abuse or public health or safety threats); the Intelligence Identities Protection Act of 1982 (50 U.S.C. 421 et seq.) (governing disclosures that could expose confidential Government agents); and the statutes which protect against disclosure that may compromise the national security, including sections 641, 793, 794, 798, and 952 of title 18, United States Code, and section 4(b) of the Subversive Activities Act of 1950 (50 U.S.C. 783(b)). The definitions, requirements, obligations, rights, sanctions, and liabilities created by said Executive order and listed statutes are incorporated into this agreement and are controlling.'': Provided, That notwithstanding the preceding paragraph, a nondisclosure policy form or agreement that is to be executed by a person connected with the conduct of an intelligence or intelligence-related activity, other than an employee or officer of the United States Government, may contain provisions appropriate to the particular activity for which such document is to be used. Such form or agreement shall, at a minimum, require that the person will not disclose any classified information received in the course of such activity unless specifically authorized to do so by the United States Government. Such nondisclosure forms shall also make it clear that they do not bar disclosures to Congress or to an authorized official of an executive agency or the Department of Justice that are essential to reporting a substantial violation of law.

SEC. 623. No part of any funds appropriated in this or any other Act shall be used by an agency of the executive branch, other than for normal and recognized executive-legislative relationships, for publicity or propaganda purposes, and for the preparation, distribution or use of any kit, pamphlet, booklet, publication, radio, television or film presentation designed to support or defeat legislation pending before the Congress, except in presentation to the Congress itself.

SEC. 624. None of the funds appropriated by this or any other Act may be used by an agency to provide a Federal employee's home address to any labor organization except when the employee has authorized such disclosure or when such disclosure has been ordered by a court of competent jurisdiction.

SEC. 625. None of the funds made available in this Act or any other Act may be used to provide any non-public information such as mailing or telephone lists to any person or any organization outside of the Federal Government without the approval of the Committees on Appropriations.

SEC. 626. No part of any appropriation contained in this or any other Act shall be used for publicity or propaganda purposes within the United States not heretofore authorized by the Congress.

SEC. 627. (a) In this section the term ''agency''—

(1) means an Executive agency as defined under section 105 of title 5, United States Code;

(2) includes a military department as defined under section 102 of such title, the Postal Service, and the Postal Rate Commission; and

(3) shall not include the General Accounting Office.

(b) Unless authorized in accordance with law or regulations to use such time for other purposes, an employee of an agency shall use official time in an honest effort to perform official duties. An employee not under a leave system, including a Presidential appointee exempted under section 6301(2) of title 5, United States Code, has an obligation to expend an honest effort and a reasonable proportion of such employee's time in the performance of official duties.

SEC. 628. (a) None of the funds appropriated by this Act may be used to enter into or renew a contract which includes a provision providing prescription drug coverage, except where the contract also includes a provision for contraceptive coverage.

(b) Nothing in this section shall apply to a contract with—

(1) any of the following religious plans:

(A) Personal Care's HMO;

(B) OSF Health Plans, Inc.; and

(2) any existing or future plan, if the carrier for the plan objects to such coverage on the basis of religious beliefs.

(c) In implementing this section, any plan that enters into or renews a contract under this section may not subject any individual to discrimination on the basis that the individual refuses to prescribe or otherwise provide for contraceptives because such activities would be contrary to the individual's religious beliefs or moral convictions.

(d) Nothing in this section shall be construed to require coverage of abortion or abortion-related services.

SEC. 629. Notwithstanding 31 U.S.C. 1346 and section 610 of this Act, funds made available for fiscal year 2002 by this or any other Act to any

department or agency, which is a member of the Joint Financial Management Improvement Program (JFMIP), shall be available to finance an appropriate share of JFMIP administrative costs, as determined by the JFMIP, but not to exceed a total of $800,000 including the salary of the Executive Director and staff support.

SEC. 630. Notwithstanding 31 U.S.C. 1346 and section 610 of this Act, the head of each Executive department and agency is hereby authorized to transfer to the ''Policy and Operations'' account, General Services Administration, with the approval of the Director of the Office of Management and Budget, funds made available for fiscal year 2002 by this or any other Act, including rebates from charge card and other contracts. These funds shall be administered by the Administrator of General Services to support Government-wide financial, information technology, procurement, and other management innovations, initiatives, and activities, as approved by the Director of the Office of Management and Budget, in consultation with the appropriate interagency groups designated by the Director (including the Chief Financial Officers Council and the Joint Financial Management Improvement Program for financial management initiatives, the Chief Information Officers Council for information technology initiatives, and the Procurement Executives Council for procurement initiatives). The total funds transferred shall not exceed $17,000,000. Such transfers may only be made 15 days following notification of the Committees on Appropriations by the Director of the Office of Management and Budget.

SEC. 631. (a) IN GENERAL.—Hereafter, in accordance with regulations promulgated by the Office of Personnel Management, an Executive agency which provides or proposes to provide child care services for Federal employees may use appropriated funds (otherwise available to such agency for salaries and expenses) to provide child care, in a Federal or leased facility, or through contract, for civilian employees of such agency.

(b) AFFORDABILITY.—Amounts so provided with respect to any such facility or contractor shall be applied to improve the affordability of child care for lower income Federal employees using or seeking to use the child care services offered by such facility or contractor.

(c) ADVANCES.—Notwithstanding 31 U.S.C. 3324, amounts paid to licensed or regulated child care providers may be in advance of services rendered, covering agreed upon periods, as appropriate.

(d) DEFINITION.—For purposes of this section, the term ''Executive agency'' has the meaning given such term by section 105 of title 5, United States Code, but does not include the General Accounting Office.

(e) NOTIFICATION.—None of the funds made available in this or any other Act may be used to implement the provisions of this section absent advance notification to the Committees on Appropriations.

SEC. 632. Notwithstanding any other provision of law, a woman may breastfeed her child at any location in a Federal building or on Federal property, if the woman and her child are otherwise authorized to be present at the location.

SEC. 633. Nothwithstanding section 1346 of title 31, United States Code, or section 610 of this Act, funds made available for fiscal year 2002 by this or any other Act shall be available for the interagency funding of specific projects, workshops, studies, and similar efforts to carry out the purposes of the National Science and Technology Council (authorized by Executive Order No. 12881), which benefit multiple Federal departments, agencies, or entities: Provided, That the Office of Management and Budget shall provide a report describing the budget of and resources connected with the National Science and Technology Council to the Committees on Appropriations, the House Committee on Science; and the Senate Committee on Commerce, Science, and Transportation 90 days after enactment of this Act.

SEC. 634. FEDERAL FUNDS IDENTIFIED. Any request for proposals, solicitation, grant application, form, notification, press release, or other publications involving the distribution of Federal funds shall indicate the agency providing the funds and the amount provided. This provision shall apply to direct payments, formula funds, and grants received by a State receiving Federal funds.

SEC. 635. Subsection (f) of section 403 of Public Law 103–356 is amended by deleting ''October 1, 2001'' and inserting ''October 1, 2002''.

SEC. 636. Section 6 of Public Law 93–346 as amended (3 U.S.C. 111 note) is amended by inserting '', or for use at official functions in or about,'' after ''about''.

SEC. 637. During fiscal year 2002 and thereafter, the head of an entity named in 3 U.S.C. 112 may, with respect to civilian personnel of any branch of the Federal government performing duties in such entity, exercise authority comparable to the authority that may by law (including chapter 57 and sections 8344 and 8468 of title 5, United States Code) be exercised with respect to the employees of an Executive agency (as defined in 5 U.S.C. 105) by the head of such Executive agency, and the authority granted by this section shall be in addition to any other authority available in law.

SEC. 638. Section 3 of Public Law 93–346 as amended (3 U.S.C. 111 note) is amended by inserting '', utilities (including electrical) for,'' after ''military staffing''.

SEC. 639. The Congress of the United States recognizes the United States Anti-Doping Agency (USADA) as the official anti-doping agency for Olympic, Pan American, and Paralympic sport in the United States.

SEC. 640. (a) Section 1238(e)(3) of the Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001 (as enacted by Public Law 106–398) is amended by adding at the end the following: ''The executive director and any personnel who are employees of the United States-China Security Review Commission shall be employees under section 2105 of title 5, United States Code, for purposes of chapters 63, 81, 83, 84, 85, 87, 89, and 90 of that title.''.

(b) The amendment made by this section shall take effect on January 3, 2001.

SEC. 641. (a) The adjustment in rates of basic pay for the statutory pay systems that takes effect in fiscal year 2002 under sections 5303 and 5304 of title 5, United States Code, shall be an increase of 4.6 percent.

(b) Funds used to carry out this section shall be paid from appropriations which are made to each applicable department or agency for salaries and expenses for fiscal year 2002.

SEC. 642. Not later than six months after the date of enactment of this Act, the Inspector General of each applicable department or agency shall submit to the Committee on Appropriations a report detailing what policies and procedures are in place for each department or agency to give first priority to the location of new offices and other facilities in rural areas, as directed by the Rural Development Act of 1972.

SEC. 643. DEADLINE FOR SUBMISSION OF ANNUAL REPORTS BY UNITED STATES-CHINA SECURITY REVIEW COMMISSION. Section 1238(c)(1) of the Floyd D. Spence National Defense Authorization Act for Fiscal Year 2001 (as enacted into law by section 1 of Public Law 106–398) is amended by striking ''March'' and inserting ''May''.

SEC. 644. Subsection (a) of section 2105 of title 44, United States Code, is amended to read as follows:

''(a)(1) The Archivist is authorized to select, appoint, employ, and fix the compensation of such officers and employees, pursuant to part III of title 5, as are necessary to perform the functions of the Archivist and the Administration.

''(2) Notwithstanding paragraph (1), the Archivist is authorized to appoint, subject to the consultation requirements set forth in paragraph (f)(2) of section 2203 of this title, a director at each Presidential archival depository established under section 2112 of this title. The Archivist may appoint a director without regard to subchapter I and subchapter VIII of chapter 33 of title 5, United States Code, governing appointments in the competitive service and the Senior Executive Service. A director so appointed shall be responsible for the care and preservation of the Presidential records and historical materials deposited in a Presidential archival depository, shall serve at the pleasure of the Archivist and shall perform such other functions as the Archivist may specify.''.

SEC. 645. REAUTHORIZATION OF BREAST CANCER RESEARCH SPECIAL POSTAGE STAMP. (a) SHORT TITLE.—This section may be cited as the ''Breast Cancer Research Stamp Act of 2001''.

(b) REAUTHORIZATION AND INAPPLICABILITY OF LIMITATION.—

(1) IN GENERAL.—Section 414 of title 39, United States Code, is amended by striking subsection (g) and inserting the following:

''(g) For purposes of section 416 (including any regulation prescribed under subsection (e)(1)(C) of that section), the special postage stamp issued under this section shall not apply to any limitation relating to whether more than 1 semipostal may be offered for sale at the same time.

''(h) This section shall cease to be effective after July 29, 2008.''.

(2) EFFECTIVE DATE.—The amendment made by this subsection shall take effect on the earlier of—

(A) the date of enactment of this Act; or

(B) July 29, 2002.

(c) RATE OF POSTAGE.—Section 414(b) of title 39, United States Code, is amended—

(1) in paragraph (1), by striking ''of not to exceed 25 percent'' and inserting ''of not less than 15 percent''; and

(2) by adding after the sentence following paragraph (3) the following: ''The special rate of postage of an individual stamp under this section shall be an amount that is evenly divisible by 5.''.

SEC. 646. AMENDMENT TO TITLE 39. Section 5402(d) of title 39, United States Code, is amended by—

(1) inserting ''(1)'' after ''(d)''; and

(2) inserting at the end the following:

''(2)(A) In the exercise of its authority under paragraph (1), the Postal Service may require any air carrier to accept as mail shipments of day-old poultry and such other live animals as postal regulations allow to be transmitted as mail matter. The authority of the Postal Service under this subparagraph shall not apply in the case of any air carrier who commonly and regularly refuses to accept any live animals as cargo.

''(B) Notwithstanding any other provision of law, the Postal Service is authorized to assess, as postage to be paid by the mailers of any shipments covered by subparagraph (A), a reasonable surcharge that the Postal Service determines in its discretion to be adequate to compensate air carriers for any necessary additional expense incurred in handling such shipments.

''(C) The authority of the Postal Service under subparagraph (B) shall apply during the period beginning on the date of enactment of this paragraph, and ending September 30, 2005.''.

SEC. 647. (a) From funds made available by this or any other Act, the Secretary of the Treasury may provide for the administrative costs for the issuance of bonds, to be known as ''War Bonds'', under section 3102 of title 31, United States Code, in response to the acts of terrorism perpetrated against the United States on September 11, 2001.

(b) If bonds described in subsection (a) are issued, such bonds shall be in such form and denominations, and shall be subject to such terms and conditions of issue, conversion, redemption, maturation, payment, and rate of interest as the Secretary of the Treasury may prescribe.

SEC. 648. (a) From funds made available by this or any other Act, the Secretary of the Treasury may provide for the administrative costs for the issuance of bonds, to be known as ''Unity Bonds'', under section 3102 of title 31, United States Code, in response to the acts of terrorism perpetrated against the United States on September 11, 2001.

(b) If bonds described in subsection (a) are issued, such bonds shall be in such form and denominations, and shall be subject to such terms and conditions of issue, conversion, redemption, maturation, payment, and rate of interest as the Secretary of the Treasury may prescribe.

SEC. 649. (a) State, regional, or local transportation authorities that are recipients of Federal Transit Administration assistance or grants may purchase heavy-duty transit buses through the General Service Administration.

(b) The Administrator of General Services shall notify the appropriate congressional committees if the administrative costs incurred by the General Service Administration in implementing this section are in excess of fees provided to the General Service Administration under provisions of existing contracts for the purchase of heavy-duty transit buses.

TITLE VII—THE 9/11 HEROES STAMP ACT OF 2001

SEC. 701. SHORT TITLE.

This title may be cited as the ''9/11 Heroes Stamp Act of 2001''.

SEC. 702. REQUIREMENT THAT A SPECIAL COMMEMORATIVE POSTAGE STAMP BE DESIGNED AND ISSUED.

(a) IN GENERAL.—In order to afford the public a direct and tangible way to provide assistance to the families of emergency relief personnel killed or permanently disabled in the line of duty in connection with the terrorist attacks against the United States on September 11, 2001, the United States Postal Service shall issue a semipostal in accordance with subsection (b).

(b) REQUIREMENTS.—The provisions of section 416 of title 39, United States Code, shall apply as practicable with respect to the semipostal described in subsection (a), subject to the following:

(1) RATE OF POSTAGE.—Section 414(b) of title 39, United States Code, is amended—

(A) in paragraph (1), by striking ''of not to exceed 25 percent'' and inserting ''of not less than 15 percent''; and

(B) by adding after the sentence following paragraph (3) the following: ''The special rate of postage of an individual stamp under this section shall be an amount that is evenly divisible by 5.''.

(2) DISPOSITION OF AMOUNTS BECOMING AVAILABLE.—All amounts becoming available from the sale of the semipostal (as determined under such section) shall be transferred to the Federal Emergency Management Agency under such arrangements as the Postal Service shall by mutual agreement with such agency establish in order to carry out the purposes of this Act.

(3) COMMENCEMENT AND TERMINATION DATES.—Stamps under this section shall be issued—

(A) beginning on the earliest date practicable; and

(B) for such period of time as the Postal Service considers necessary and appropriate, but in no event less than 2 years.

(c) LIMITATION.—For purposes of section 416 of title 39, United States Code (including any regulation prescribed under subsection (e)(1)(C) of that section), the special postage stamp issued under this section shall not apply to any limitation relating to whether more than one semipostal may be offered for sale at the same time.

(d) DESIGN.—It is the sense of the Congress that the semipostal issued under this section should depict, by such design as the Postal Service considers to be most appropriate, the efforts of emergency relief personnel at the site of the World Trade Center in New York City and the Pentagon in Arlington, Virginia.

SEC. 703. DEFINITIONS.

For purposes of this Act—

(1) the term ''emergency relief personnel'' means firefighters, law enforcement officers, paramedics, emergency medical technicians, members of the clergy, and other individuals (including employees of legally organized and recognized volunteer organizations, whether compensated or not) who, in the course of professional duties, respond to fire, medical, hazardous material, or other similar emergencies; and

(2) the term ''semipostal'' has the meaning given such term by section 416 of title 39, United States Code.

This Act may be cited as the ''Treasury and General Government Appropriations Act, 2002''.

ORDER FOR SENATE TO RECEIVE HOUSE COMPANION BILL TO S. 1450

Mr. REID. Madam President, I ask unanimous consent that it be in order for the Senate to receive the House companion to S. 1450, the airlines stabilization bill, notwithstanding the adjournment of the Senate.

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

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Mr. REID. Madam President, I ask unanimous consent that the Senate proceed to executive session to consider Calendar Nos. 362, 384, 387, 388, and 389; that the nominations be confirmed; that the motions to reconsider be laid upon the table; that any statements thereon be printed in the RECORD; that the President be immediately notified of the Senate's action; and that the Senate return to legislative session.

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

The nominations considered and confirmed are as follows:

DEPARTMENT OF JUSTICE

Deborah J. Daniels, of Indiana, to be an Assistant Attorney General.

DEPARTMENT OF TRANSPORTATION

Ellen G. Engleman, of Indiana, to be Administrator of the Research and Special Programs Administration, Department of Transportation.

NATIONAL TRANSPORTATION SAFETY BOARD

Marion Blakey, of Mississippi, to be Chairman of the National Transportation Safety Board for a term of two years.

Marion Blakey, of Mississippi, to be a Member of the National Transportation Safety Board for a term expiring December 31, 2005.

DEPARTMENT OF TRANSPORTATION

Read Van de Water, of North Carolina, to be an Assistant Secretary of Transportation.

LEGISLATIVE SESSION

The PRESIDING OFFICER. Under the previous order, the Senate will now return to legislative session.

DEFENSE PRODUCTION ACT AMENDMENTS OF 2001

Mr. REID. Mr. President, I ask unanimous consent that the Banking Committee be discharged from further consideration of H.R. 2510 and the Senate proceed to its consideration.

The PRESIDENT pro tempore. Without objection, it is so ordered. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (H.R. 2510) to extend the expiration date of the Defense Production Act of 1950, and for other purposes.

There being no objection, the Senate proceeded to consider the bill.

AMENDMENT NO. 1615

Mr. REID. Mr. President, I understand that Senator SARBANES and Senator GRAMM have an amendment at the desk, and I ask unanimous consent that the amendment be considered; that the amendment be agreed to; and that the motion to reconsider be laid upon the table.

The PRESIDENT pro tempore. Without objection, it is so ordered.

The amendment (No. 1615) was agreed to, as follows:

(Purpose: To provide for a one-year extension)

On page 2, strike lines 9 through 14 and insert the following: ''2002'.

''SEC. 3. AUTHORIZATION OF APPROPRIATIONS.

''Section 711(b) of the Defense Production Act of 1950 (50 U.S.C. App. 2161(b)) is amended by striking '2001' and inserting '2002'.''

Mr. REID. Mr. President, I ask unanimous consent that the bill, as amended, be read the third time, passed, the motion to reconsider be laid upon the table, and any statements relating to the bill be printed in the RECORD, with no intervening action.

The PRESIDENT pro tempore. Without objection, the several requests will be agreed to.

The bill (H.R. 2510), as amended, was read the third time and passed.

DEPARTMENTS OF COMMERCE, JUSTICE, AND STATE, THE JUDICIARY, AND RELATED AGENCIES APPROPRIATIONS ACT, 2002

Mr. REID. Mr. President, I ask that the Chair lay before the Senate a message from the House with respect to H.R. 2500, the Departments of Commerce, Justice, and State, the Judiciary, and related agencies appropriations bill.

The PRESIDENT pro tempore laid before the Senate the message from the House of Representatives, as follows:

Resolved, That the amendment of the Senate to the bill (H.R. 2500) entitled ''An Act making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes'', in the opinion of this House, contravenes the first clause of the seventh section of the first article of the Constitution of the United States and is an infringement of the privileges of this House and that such bill be respectfully returned to the Senate with a message communicating this resolution.

Mr. REID. Mr. President, I ask unanimous consent that the Senate amendment be amended with the language at the desk, and that the amendment be agreed to, and the motion to reconsider be laid upon the table; further, that the Senate insist on its amendment, request a conference with the House, and that the Chair be authorized to appoint conferees on the part of the Senate.

The PRESIDENT pro tempore. Without objection, it is so ordered.

The amendment (No. 1616) was agreed to, as follows:

Strike section 404 of the Senate amendment.

The PRESIDENT pro tempore appointed Mr. HOLLINGS, Mr. INOUYE, Ms. MIKULSKI, Mr. LEAHY, Mr. KOHL, Mrs. MURRAY, Mr. REED, Mr. BYRD, Mr. GREGG, Mr. STEVENS, Mr. DOMENICI, Mr. MCCONNELL, Mrs. HUTCHISON, Mr. CAMPBELL, and Mr. COCHRAN conferees on the part of the Senate.

PROVIDING FOR MEMBERS ON THE PART OF THE SENATE OF THE JOINT COMMITTEE ON PRINTING AND THE JOINT COMMITTEE OF CONGRESS ON THE LIBRARY

Mr. REID. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of S. Res. 162, submitted earlier today by Senators DODD and MCCONNELL.

The PRESIDENT pro tempore. The clerk will state the title of the resolution.

The assistant legislative clerk read as follows:

A resolution (S. Res. 162) providing for Members on the part of the Senate of the Joint Committee on Printing and the Joint Committee of Congress on the Library.

There being no objection, the Senate proceeded to consider the resolution.

Mr. REID. Mr. President, I ask unanimous consent that the resolution be agreed to, the motion to reconsider be laid upon the table, any statements and supporting documents relating to the resolution be printed in the RECORD.

The PRESIDENT pro tempore. Without objection, it is so ordered.

The resolution (S. Res. 162) was agreed to.

(The text of the resolution is printed in today's RECORD under ''Statements on Submitted Resolutions.'')

ORDERS FOR MONDAY, SEPTEMBER 24, 2001

Mr. REID. Mr. President, I ask unanimous consent that when the Senate completes its business today, it adjourn until the hour of 12 noon, Monday, September 24. I further ask unanimous consent that on Monday, immediately following the prayer and the pledge, the Journal of proceedings be approved to date, the morning hour be deemed expired, and the time for the two leaders be reserved for their use later in the day.

The PRESIDENT pro tempore. Without objection, it is so ordered.

PROGRAM

Mr. REID. Mr. President, on Monday, September 24, 2001, the Senate will convene at 12 noon and consider H.R. 2603, the Jordan Free-Trade Act, under a 2-hour time agreement, followed by a voice vote on the act.

At 2 p.m., the Senate will vote on the nomination of Kirk Van Tine to be general counsel to the Department of Transportation.

Following this vote, the Senate will resume consideration of the Department of Defense authorization bill under the direction of Senators LEVIN and WARNER.

Rollcall votes are expected on the amendments to the DOD bill all afternoon Monday.

ORDER FOR ADJOURNMENT

Mr. REID. Mr. President, if there is no further business to come before the Senate, I ask unanimous consent that the Senate stand in adjournment following the statement during morning business by the Senator from Alabama, Mr. SESSIONS.

The PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. REID. I suggest the absence of a quorum.

The PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

The PRESIDENT pro tempore. Without objection, it is so ordered.

The Senator from Alabama.

Mr. SESSIONS. I ask unanimous consent that I be allowed to speak as in morning business.

The PRESIDENT pro tempore. Without objection, it is so ordered. The Senator is recognized.

DEFENSE BUDGETS

Mr. SESSIONS. Mr. President, we have for the most part today been dealing with the Defense authorization bill. As a member of the Armed Services Committee, it is something we wrestled with for some time. We realize how tight our budget is, and I thought it would be important for those Americans who care about those things, that remnant out there, that we give them some perspective as to where we are, what this authorization bill would mean, and how it would affect our Armed Forces.

In the early 1990s, our defense budget was as high as $326 billion, as I recall, well over $300 billion. After the collapse of the Soviet Union, President Bush commenced a decline in that budget. He had projected it out over a certain number of years and then it began to flatten out at a fairly substantial rate over $300 billion.

What happened was, in our glee over the collapse of the Soviet Union, we allowed that budget to continue downward. We reached as low as $286 billion, I believe, in the mid-1990s, $20 billion more or less than former President Bush had proposed, and as a result we reduced our personnel very rapidly.

We had problems in a number of areas funding our budget, and as a result, the military began to suffer. In particular, what suffered was our plans to recapitalize defense in America. I am talking about ships and planes and equipment that is pretty expensive. We paid the electric bills. We trained our men and women in uniform. We paid their salaries. We did the things we needed to do, but as one naval officer said, we created a bow wave out in front of the ship of increased capitalization needs. So we have been doing that for some years.

Gradually, we made a few increases since I have been in the Senate in the last 3 years, an increase in our defense budget, but it has not been much.

President Bush ran on the promise that he would do more for defense. He said, ''Help is on the way.'' We remember that phrase.

We do indeed, this year, have a Defense appropriations bill that shows the largest increase in probably well over a decade. I know the President pro tempore is so familiar with these numbers, there is no need for me to recall them for him. We made some progress, and as I read this budget, this authorization bill, we will take defense spending from $296 billion last year to $328. If you count the supplemental of $6 billion, we have a $35 billion increase in defense, which amounts to a little over around 10 percent of the budget.

I thought we would have more impact, but I have not seen it. It strikes me that presumably the money has gone to do the things we need to do. We promised and committed to higher pay and better medical care, as we promised our men and women in uniform. They received that, and they are pleased with it. Retention and recruitment and morale is up, for which we can certainly celebrate, but it has left us not nearly as much as we had hoped we would have to begin to do better about capitalization.

For example, it was not too many years ago we were looking for a 600-ship Navy. We are now down to around 315 ships. We have ships going out of service every year because of age and lack of serviceability, and the number of ships coming on are less. So at the present rate, we can expect our fleet to fall well below 300. Maybe that is wise. I doubt it. I think we are getting a bit thin. I say that simply to say the money is not there in this budget to build ships at the rate it needs to.

I served as the ranking member on the Sea Power Subcommittee and dealt with those numbers, along with Senator KENNEDY, and we did the best we

could with the moneys we had to allocate, but we are not where we need to be in shipbuilding.

So now we find ourselves in a war against terrorism. I think it is causing us to reevaluate what we have done with defense. As a percentage of our total gross domestic product, our spending on defense is at a low level, certainly since the midpart of the last century. We are at a low level in spending as a percentage of the gross domestic product.

I think we can do better. Right now, in short order, we will receive the QDR, the Quadrennial Defense Review, report. That should help us plan for the future. I hope it will be a bold and aggressive call for reform and change and innovation. I think it will have some of that in it, but I am not sure it will go as far as we would like it to go. We will be looking at that.

Then the Secretary of Defense is also completing his review, and he will analyze the situation and will make a recommendation to us for a reformation of our military, a transformation of our military, so it is more capable of dealing with conflicts of the kind we are discussing this very night, the television commentators are discussing: Are we ready to fight that kind of war?

I believe we need to be sure we are. I do not think it will cost us an amount of money that we cannot afford. I am not sure we are where we need to be with regard to transformation to go from a military that was capable and required to defend on the plains of Europe against massive attacks by tanks and infantry and troops from the Soviet Union to a world that is much more complex, much more diverse, requiring more speed, more maneuver, more mobility to transport troops around the country.

I salute Senator LEVIN and Senator JOHN WARNER, the ranking Republican on the committee, for working together to reach an accord at this critical time in our country that I can support at this time, and that was not easy. We had some differences of opinion, and when the bill came out of committee on a partisan vote, 13–12, we were distressed about that. In the days that have gone by since and after this terrorist attack, I think we all realized it was necessary we should reach an agreement on how to proceed.

I believe that was done. I can support this bill as I understand it today, and we will probably vote next Tuesday. We will have made a step in the right direction. Our challenge, of course, with $20 billion more in defense, is to confront terrorism around the world.

Our distinguished President pro tempore is a student of Roman history, the best in this Senate, probably one of the best in the United States. I thought I would share tonight a little bit of Roman history, Appian's Roman history; as someone referred to me, what the Romans did about terrorists.

This is the situation they faced: Pirates were developing throughout the Mediterranean. It became unsafe for Roman ships to sail. According to Appian, in a very short time these pirates increased in number to tens of thousands. They dominated now not only the eastern waters but the whole Mediterranean to the Pillars of Hercules. They now even vanquished some of the Roman generals in naval engagements, and among others the praetor of Sicily on the Sicilian coast itself.

No sea could be navigated in safety, and land remained untilled for want of commercial intercourse. The city of Rome felt this evil most keenly, her subjects being distressed and herself suffering grievously from hunger by reason of her own populousness. But it appeared to her to be a great and difficult task to destroy so large a force of seafaring men scattered everywhither on land and sea, with no fixed possession to encumber their flight, sallying out from no particular country or any known places, having no property or anything to call their own, but only what they might chance to light upon. Thus, the unexampled nature of this war, which was subject to no laws and had nothing tangible or visible about it, caused perplexity and fear.

When the Romans could no longer endure the damage or the disgrace they made Gnaeus Pompey, who was then their man of greatest reputation, commander by law for 3 years, with absolute power over the whole sea within the Pillars of Hercules, and of the land of a distance of 400 stades from the coast to coast. They sent letters to all kings, rulers, peoples and cities, they should aid Pompey in all ways. They gave him the power to raise troops and to collect money from the provinces, and they furnished a large Army from their own muster-roll, and all the ships they had, and money to the amount of 6,000 Attic talents—

Perhaps the President would know how much that was; apparently it was a lot—

So great and difficult did they consider the task of overcoming such great forces, dispersed over so wide a sea, hiding easily in so many nooks, retreating quickly and darting out again unexpectedly. Never did any man before Pompey set forth with so great authority conferred upon him by the Romans. He had an Army of 120,000 foot and 4,000 horse, and 270 ships.

Pompey, like a king of kings, should move to and fro and stationed his people where he thought best.

He developed a brilliant scheme to deploy his forces. And he astonished all by the rapidity of his movement, the magnitude of his preparations, and his formidable reputation, so that the pirates, who had expected to attack him first, or at least to show that the task he had undertaken against him was no easy one, became straightway alarmed, abandoned their assaults upon the towns they were besieging, and fled to their accustomed peaks and inlets. Thus the sea was cleared by Pompey forthwith without a fight, and the pirates were everywhere subdued at their several locations.

According to Appian's history, whereas it was expected to take 3 years to win this war because they were so united, so determined, and so committed, within a matter of days the war was won, 10,000 of the pirates were killed and the rest surrendered.

I don't know and don't expect we can accomplish this much in dealing with our modern-day terrorist pirates, but I like the way they set about to do it. They recognized their nation was threatened and jeopardized, and when the disgrace could be stood no more, they took action to defend their just interest, and did so with a commitment that was total and complete, and they set about it and were successful far more quickly than people thought possible.

I don't know if this will occur more quickly than we think possible, but I know one thing: If we commit ourselves to it, just as the Romans, we can succeed. And even though these people move about and seem to have no place they call their own, and are difficult to locate, they can be located, they can be pressured, they can be attacked, and can be defeated. I hope and pray we will succeed in that.

I am honored to be a Member of this Senate—not the Roman Senate but this Senate. It is a great Senate, as the Presiding Officer is wont to remind us—the greatest since the Roman Senate. I believe, united as we are today, we can succeed in eliminating these modern-day terrorists who threaten our world, our prosperity, and our liberty.

I am honored to have the opportunity to speak tonight, and I yield the floor.

ADJOURNMENT UNTIL MONDAY, SEPTEMBER 24, 2001

The PRESIDENT pro tempore. Under the previous order, the Senate stands in adjournment until 12 noon, Monday, September 24, 2001.

Thereupon, the Senate, at 7:43 p.m., adjourned until Monday, September 24, 2001, at 12 noon.

NOMINATIONS

Executive nominations received by the Senate September 21, 2001:

DEPARTMENT OF DEFENSE

MICHELLE VAN CLEAVE, OF CALIFORNIA, TO BE AN ASSISTANT SECRETARY OF DEFENSE, VICE BRIAN E. SHERIDAN.

WILLIAM WINKENWERDER, JR., OF MASSACHUSETTS, TO BE AN ASSISTANT SECRETARY OF DEFENSE, VICE SUE BAILEY.

EXECUTIVE OFFICE OF THE PRESIDENT

JOHN H. MARBURGER, III, OF NEW YORK, TO BE DIRECTOR OF THE OFFICE OF SCIENCE AND TECHNOLOGY POLICY, VICE NEAL F. LANE.

DEPARTMENT OF STATE

WILLIAM R. BROWNFIELD, OF TEXAS, A CAREER MEMBER OF THE SENIOR FOREIGN SERVICE, CLASS OF MINISTER-COUNSELOR, TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE REPUBLIC OF CHILE.

LARRY MILES DINGER, OF IOWA, A CAREER MEMBER OF THE FOREIGN SERVICE, TO BE AMBASSADOR TO THE FEDERATED STATES OF MICRONESIA.

ENVIRONMENTAL PROTECTION AGENCY

KIMBERLY TERESE NELSON, OF PENNSYLVANIA, TO BE AN ASSISTANT ADMINISTRATOR OF THE ENVIRONMENTAL PROTECTION AGENCY, VICE EDWIN A. LEVINE, RESIGNED.

THE JUDICIARY

CLAY D. LAND, OF GEORGIA, TO BE UNITED STATES DISTRICT JUDGE FOR THE MIDDLE DISTRICT OF GEORGIA, VICE J. ROBERT ELLIOTT, RETIRED.

RANDY CRANE, OF TEXAS, TO BE UNITED STATES DISTRICT JUDGE FOR THE SOUTHERN DISTRICT OF TEXAS, VICE A NEW POSITION CREATED BY PUBLIC LAW 106–553, APPROVED DECEMBER 21, 2000.

EXECUTIVE OFFICE OF THE PRESIDENT

MARY ANN SOLBERG, OF MICHIGAN, TO BE DEPUTY DIRECTOR OF NATIONAL DRUG CONTROL POLICY. (NEW POSITION)

SMALL BUSINESS ADMINISTRATION

THOMAS M. SULLIVAN, OF MASSACHUSETTS, TO BE CHIEF COUNSEL FOR ADVOCACY, SMALL BUSINESS ADMINISTRATION, VICE JERE WALTON GLOVER, RESIGNED.

PUBLIC HEALTH SERVICE

THE FOLLOWING CANDIDATES FOR PERSONNEL ACTION IN THE REGULAR COMPONENT OF THE PUBLIC HEALTH SERVICE SUBJECT TO QUALIFICATIONS THEREFOR AS PROVIDED BY LAW AND REGULATIONS:

To be medical director

KETTY M. GONZALEZ
GUNTA I. OBRAMS

To be senior surgeon

VITO M. CASERTA
OLGA GRAJALES
MARY L. KAMB
DAWN L. WYLLIE

To be surgeon

ANDREW BLAUVELT
MICHAEL J. BOQUARD
J RUSSELL BOWMAN
MONICA E. PARISE
LISA G. RIDER
ABIGAIL M. SHEFER
DARRELL P. STONE

To be senior assistant surgeon

DAHNA L. BATTS-OSBORNE
STEPHEN M. HEWITT
JAMES F. LANDO
JOHN T. NING
ALEXANDER K. ROWE
STEPHEN M. RUDD
SEYMOUR G. WILLIAMS

To be senior dental surgeon

MICHAEL L. CAMPSMITH
A. ISABEL GARCIA

To be dental surgeon

RONALD E. BAJUSCAK
TANIA M. MACIAS
WILNETTA A. SWEETING
MICHAEL P. WINKLER

To be senior assistant dental surgeon

DAWN A. BREEDEN
KATHERINE T. COTTON
BRYAN S. DAWSON
STANLEY K. GORDON
MARIA-PAZ U. SMITH
VALARIE D. WILSON

To be senior nurse officer

ROBERT E. EATON
MARY I. LAMBERT
SUSANNE R. ROHRER
MARJORIE LYNN WITMAN

To be nurse officer

EILEEN D. BONNEAU
RUTH M. COLEMAN
TERRI L. DODDS
SUSAN D. HILLIS
BARBARA W. KILBOURNE
GWETHLYN J. SABATINOS
AMANDA S. WAUGAMAN

To be senior assistant nurse officer

THOMAS C. ARMINIO
DEBORAH M. CARTER
CHARLES D. DUKE JR.
KEYLA E. GAMMARANO
MARY C. KARLSON
JULIE D. KING
KIMBERLY M. MOCK
LISA S. PENIX
LAVERNE PUCKETT
KEYSHA L. ROSS
MICHAEL R. SANCHEZ
JEANNE D. SHAFFER
STEVEN M. WACHA

To be assistant nurse officer

BENJAMIN F. BROWN JR.
SERINA A. HUNTER
PATRICIA K. MITCHELL
TODD A. RIDGE
WILLIAM RUIZ-COLON
TONIA L. SAWYER
THOMAS R. STANLEY
ROBBIE K. TAYLOR

To be engineer officer

KEVIN B. MILNE

To be senior assistant engineer officer

DONALD C. ANTROBUS
MARK A. CALKINS
EDWARD A. CAYOUS
TRACY D. GILCHRIST
STEVEN M. MCGOVERN
DALE M. MOSSEFIN
JEFFREY S. REYNOLDS
HILDA F. SCHAREN-GUIVEL
JERRY A. SMITH
MICHAEL A. STOVER
DARRALL F. TILLOCK
MARY M. WEBER

To be scientist director

VICTOR KRAUTHAMER

To be senior scientist

YOUNG H. LEE
H. EDWARD MURRAY

To be scientist

KATE M. BRETT
ANGELA M. GONZALEZ
O'NEAL A. WALKER

To be senior assistant scientist

NELSON ADEKOYA
MEHRAN S. MASSOUDI
DARIN J. WEBER

To be sanitarian

JARET T. AMES
DAVID P. BLEICHER

To be senior assistant sanitarian

STEPHEN P. BERARDINELLI JR.
CALVIN K. COOK
CALVIN W. EDWARDS
WILLIAM T. GOING III
ROBERT W. GRUHOT
SUSAN D. MCCRACKEN
JOSEPH A. TERRA JR.
DAVID B. TIBBS
LINDA K. WEST

To be senior veterinary officer

MARK A. BRYANT
SHELLEY HOOGSTRATEN-MILLER
BARTON G. WEICK

To be veterinary officer

JUDITH A. DAVIS
MARISSA A. MILLER
ALFRED W. MONTGOMERY

To be senior pharmacist

JOHNNY W. BENSON
JAMES S. WILLIAMS III
STANLEY K. WORK

To be pharmacist

LAURIE B. BURKE
FLOYD J. KRIEGHOFF
JOSEPH F. MCGINNIS
RAELENE W. SKERDA
MATTHEW A. SPATARO
KIMBERLY A. ZIETLOW

To be senior assistant pharmacist

KARL D. AAGENES
CLINTON D. BULLOCK
RICHARD O. DECEDERFELT
DENISE M. DIGIULIO
SCOTT F. GIBERSON
MICHAEL J. GOODIN
JANE M. KREIS
JOHN R. MARTIN
TERRI J. MARTIN
SHEILA K. NORRIS
LISA M. ROSE
VANESSA G. THOMAS-WILSON
JEFFREY W. WALLING
TERESA A. WATKINS
TRAVIS E. WATTS

To be assistant pharmacist

TINA M. SPENCE

To be dietitian

SUSAN T. DETHMAN

To be senior assistant dietitian

CHARLENE G. SANDERS

To be therapist

REBECCA A. PARKS

To be senior assistant therapist

LAURA M. GROGAN
MICHAEL D. LAPLANTE
ERIC D. PAYNE
MATTHEW E. TAYLOR
DANIEL C. WEAVER

To be assistant therapist

COREY S. DAHL

To be senior health services officer

ILZE L. RUDITIS

To be health services officer

STEVEN M. GLOVER
DARLENE A. HARRIS
CARMENCITA T. PALMA
JULIA A. STOKES

To be senior assistant health services officer

SHERLENE BAILEY
KATHY L. BALASKO
MARINNA A. BANKS
JOSE H. BELARDO
JULIE WOFFORD BLACK
DAWN M. CLARY
SANDRA L. FERGUSON
KATHLEEN D. HEIDEN
MARY C. HOLLISTER
DAVID W. KEENE
SCOTT A. MIDDLEKAUFF
GODWIN O. ODIA
ELIZABETH A. PIERCE
BRIAN E. RICHMOND
RENEE S. ROBERSON
LISA D. STARNES
SCOTT W. TOBIAS
GILBERT E. VARNEY JR.
KIMBERLY A. WALKER

To be assistant health services officer

PARMJEET S. SAINI
AMANDA D. STODDARD

IN THE COAST GUARD

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT IN THE UNITED STATES COAST GUARD TO THE GRADE INDICATED UNDER TITLE 14, U.S.C., SECTION 271:

To be rear admiral

REAR ADM. (LH) JAMES C. OLSON, 0000
REAR ADM. (LH) JAMES W. UNDERWOOD, 0000
REAR ADM. (LH) RALPH D. UTLEY, 0000
REAR ADM. (LH) KENNETH T. VENUTO, 0000

IN THE AIR FORCE

THE FOLLOWING AIR NATIONAL GUARD OF THE UNITED STATES OFFICERS FOR APPOINTMENT IN THE RESERVE OF THE AIR FORCE, TO THE GRADE INDICATED UNDER TITLE 10, U.S.C., SECTION 12203:

To be brigadier general

COL. DAVID F. BRUBAKER, 0000
COL. MICHAEL W. CORBETT, 0000

IN THE ARMY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

LT. GEN. LARRY R. JORDAN, 0000

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

LT. GEN. KEVIN P. BYRNES, 0000

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be general

LT. GEN. PAUL J. KERN, 0000

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

MAJ. GEN. JOSEPH R. INGE, 0000

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED UNDER TITLE 10, U.S.C., SECTION 624:

To be major general

BRIGADIER GENERAL KEITH B. ALEXANDER, 0000
BRIGADIER GENERAL ELDON A. BARGEWELL, 0000
BRIGADIER GENERAL DAVID W. BARNO, 0000
BRIGADIER GENERAL JOHN R. BATISTE, 0000
BRIGADIER GENERAL PETER W. CHIARELLI, 0000
BRIGADIER GENERAL CLAUDE V. CHRISTIANSON, 0000
BRIGADIER GENERAL ROBERT T. DAIL, 0000
BRIGADIER GENERAL PAUL D. EATON, 0000
BRIGADIER GENERAL KARL W. EIKENBERRY, 0000
BRIGADIER GENERAL ROBERT H. GRIFFIN, 0000
BRIGADIER GENERAL JOHN W. HOLLY, 0000
BRIGADIER GENERAL DAVID H. HUNTOON JR., 0000
BRIGADIER GENERAL JAMES C. HYLTON, 0000
BRIGADIER GENERAL GENE M. LACOSTE, 0000
BRIGADIER GENERAL DEE A. MC WILLIAMS, 0000
BRIGADIER GENERAL RAYMOND T. ODIERNO, 0000
BRIGADIER GENERAL VIRGIL L. PACKETT II, 0000
BRIGADIER GENERAL JOSEPH F. PETERSON, 0000
BRIGADIER GENERAL DAVID H. PETRAEUS, 0000
BRIGADIER GENERAL MARILYN A. QUAGLIOTTI, 0000
BRIGADIER GENERAL MICHAEL D. ROCHELLE, 0000
BRIGADIER GENERAL DONALD J. RYDER, 0000
BRIGADIER GENERAL HENRY W. STRATMAN, 0000
BRIGADIER GENERAL JOE G. TAYLOR JR., 0000
BRIGADIER GENERAL N. ROSS THOMPSON III, 0000
BRIGADIER GENERAL JAMES D. THURMAN, 0000

BRIGADIER GENERAL THOMAS R. TURNER II, 0000
BRIGADIER GENERAL MICHAEL A. VANE, 0000
BRIGADIER GENERAL WILLIAM G. WEBSTER JR., 0000

THE FOLLOWING NAMED ARMY NATIONAL GUARD OF THE UNITED STATES OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE RESERVE OF THE ARMY UNDER TITLE 10, U.S.C., SECTIONS 12203 AND 12211:

To be colonel

GEORGE M. GOUZY III, 0000
CARROL H. KINSEY JR., 0000

THE FOLLOWING NAMED ARMY NATIONAL GUARD OF THE UNITED STATES OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE RESERVE OF THE ARMY UNDER TITLE 10, U.S.C., SECTIONS 12203 AND 12211:

To be colonel

JEFFREY E. ARNOLD, 0000
BENJAMIN GUZMANTORRES, 0000
TIMOTHY L. SHEPPARD, 0000

IN THE MARINE CORPS

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES MARINE CORPS UNDER TITLE 10, U.S.C., SECTION 624:

To be lieutenant colonel

HENRY J. GOODRUM, 0000

IN THE NAVY

THE FOLLOWING NAMED OFFICERS FOR REGULAR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY UNDER TITLE 10, U.S.C., SECTION 531:

To be lieutenant

RICHARD D. ANDERSON III, 0000
JAMES P. INGRAM, 0000

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY UNDER TITLE 10, U.S.C., SECTION 624:

To be lieutenant commander

BRADLEY J. SMITH, 0000

CONFIRMATIONS

Executive nominations confirmed by the Senate September 21, 2001:

DEPARTMENT OF TRANSPORTATION

ELLEN G. ENGLEMAN, OF INDIANA, TO BE ADMINISTRATOR OF THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION, DEPARTMENT OF TRANSPORTATION.

NATIONAL TRANSPORTATION SAFETY BOARD

MARION BLAKEY, OF MISSISSIPPI, TO BE CHAIRMAN OF THE NATIONAL TRANSPORTATION SAFETY BOARD FOR A TERM OF TWO YEARS.

MARION BLAKEY, OF MISSISSIPPI, TO BE A MEMBER OF THE NATIONAL TRANSPORTATION SAFETY BOARD FOR A TERM EXPIRING DECEMBER 31, 2005.

DEPARTMENT OF TRANSPORTATION

READ VAN DE WATER, OF NORTH CAROLINA, TO BE AN ASSISTANT SECRETARY OF TRANSPORTATION.

THE ABOVE NOMINATIONS WERE APPROVED SUBJECT TO THE NOMINEES' COMMITMENT TO RESPOND TO REQUESTS TO APPEAR AND TESTIFY BEFORE ANY DULY CONSTITUTED COMMITTEE OF THE SENATE.

THE JUDICIARY

SHARON PROST, OF THE DISTRICT OF COLUMBIA, TO BE UNITED STATES CIRCUIT JUDGE FOR THE FEDERAL CIRCUIT.

REGGIE B. WALTON, OF THE DISTRICT OF COLUMBIA, TO BE UNITED STATES DISTRICT JUDGE FOR THE DISTRICT OF COLUMBIA.

DEPARTMENT OF JUSTICE

DEBORAH J. DANIELS, OF INDIANA, TO BE AN ASSISTANT ATTORNEY GENERAL.

EXTENSIONS OF REMARKS

PAYING TRIBUTE TO MICHAEL REYELTS

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. MCINNIS. Mr. Speaker, I would like to take this opportunity and pay tribute to Michael Reyelts for his significant contributions to our educational system. Mr. Reyelts teaches English as a second language to students at the Colorado Mountain College in Rifle, Colorado. Through his lessons, he not only teaches English, but he also educates students on how to adapt to American society. He has been a positive influence on many members of our community.

Mr. Reyelts studied Spanish while attending high school and mastered the language while on a two-year church mission to Argentina, where he worked both in cities and in remote areas. Upon returning from Argentina, he attended Brigham Young University where he studied secondary education and English as a second language. In 1999, Michael received his masters in education with an emphasis in English as a second language.

Dozens of students attend his classes three nights a week. Michael has adopted a style of teaching that has proven to be very successful. He creates a comfortable atmosphere within the classroom by joking around with his students and making them feel at ease in what can be a stressful situation. His instruction certainly contains grammar lessons but Michael also tries to stress a practical understanding of the English language that his students will hear in every day life. Michael Reyelts does not stop simply at teaching the English language. He also relates current events to his students as a means of providing examples for understanding the English language.

Mr. Speaker, Michael Reyelts truly cares about his students and provides them with the valuable skills that increase their confidence and provide them more opportunities to reach their goals. I would like to thank him for his commitment to such an important cause and congratulate him on his achievements.

TO HONOR MS. LINDA MAZÓN-GUTIÉRREZ AS A RECIPIENT OF THE 12TH ANNUAL PROFILES OF SUCCESS HISPANIC LEADERSHIP AWARD

HON. ED PASTOR

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. PASTOR. Mr. Speaker, I rise before you today to recognize a special individual who was honored for her leadership qualities and service to her community. On September 5th, Ms. Linda Mazón-Gutiérrez was honored by her peers at the Annual Profiles of Success Hispanic Leadership Awards presentation in Phoenix, Arizona. This event, coordinated by Valle del Sol, a local non-profit community based organization, kicks off National Hispanic Heritage Month in Arizona and is now in its twelfth year of honoring worthy individuals.

Honored in the category of Exemplary Leadership, Ms. Mazón-Gutiérrez, of Tucson, Arizona, was recognized for her dedication to advancing the growth and development of the Hispanic community through her work in various national and community organizations. She is a long time health care official currently serving as the Intergovernmental Administrator for the Arizona Health Care Cost Containment System (AHCCCS). In addition, she chairs the Board of Directors for the National Hispana Leadership Institute (NHLI) and is president of the Arizona Hispanic Women's Corporation. She is also a member of the Arizona Mexico Commission, the Arizona Children's Action Alliance Advisory Board, and the Tucson Chicanos Por La Causa Advisory Board.

Through her dedicated work in these organizations she improves the lives of her fellow Arizonans and Latinos. Mr. Speaker, please join me in recognizing Ms. Linda Mazón-Gutiérrez, who truly serves as a role model and inspiration to those dedicated to serving their community.

TRIBUTE TO MARVIN WESTMORE AND THE WESTMORE ACADEMY OF COSMETIC ARTS

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GARY G. MILLER of California. Mr. Speaker, I rise to pay tribute and honor the accomplishments of Marvin Westmore and the Westmore Academy of Cosmetic Arts.

Marvin Westmore, founder of the Westmore Academy of Cosmetic Arts, is a long-time supporter of numerous community programs such as the Boy Scouts of America, Avon breast cancer research, Starlight Children's Foundation, Golden Acres Adult Day Health Center, Beautiful People Awards for the Boys and Girls Clubs of America, local community high school fund raising programs, Grossman Burn Center and many other worthy endeavors.

Mr. Westmore, a pioneer in the field of medical cosmetics, has used his expertise to develop special make-up products and application techniques. He has trained thousands of students to help disfigured patients normalize their appearance and regain their self-confidence. Students in need of financial assistance are awarded full scholarships and given supplies at the finest make-up artists schools in the world, enabling them to realize their lifelong dream of becoming professional make-up artists.

I salute the outstanding efforts of Mr. Westmore and sincerely thank him for the vital and compassionate service which he has provided for those less fortunate in his community.

IN HONOR OF CAROL MAHLER, RECIPIENT OF UNITED WAY'S CONGRESSWOMAN MARY T. NORTON MEMORIAL AWARD

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. MENENDEZ. Mr. Speaker, I rise today to congratulate Carol Mahler, a recipient of United Way's Congresswoman Mary T. Norton Memorial Award. The award, which was created by the United Way of Hudson County in 1990, pays tribute to women who demonstrate an unwavering commitment to community service as exemplified by Congresswoman Norton during her 13 terms in the U.S. House of Representatives (1925–1950). Ms. Mahler will receive this award of Tuesday, September 25, 2001, at the Meadownlands Crowne Plaza Hotel in Secaucus, New Jersey.

Carol Mahler currently serves as Executive Director of the Visiting Homemaker Service of Hudson County (VHS). As Executive Director of this organization, she manages three facilities in Hudson County that provide nursing supervision and social services to individuals in need of short- or long-term health care assistance. In supervising the operations and activities of VHS of Hudson County, she is dedicated to ensuring that the elderly and those in need of nursing supervision are provided with quality health care services.

Ms. Mahler has an extensive and comprehensive background in providing nursing services. A 24-year veteran of the VHS staff, she holds nursing degrees from the Orange Memorial Hospital School of Nursing and Jersey City State College. Furthermore, she has a Masters Degree in Public Administration from New York University, where she received the Dean's Award for Leadership.

Outside of her commitments to VHS, Carol Mahler is an active participant in numerous health associations. She serves as Vice President of the Board of Directors for the Home Heath Assembly of New Jersey and is a Member of the Commission on Accreditation for Home Care University, a subsidiary of the National Association for Home Care in Washington, D.C. In addition, she is a Member of the Board for the Hudson Prenatal Consortium.

Mr. Speaker, I ask my colleagues to join me in honoring Carol Mahler for the outstanding health care services that she has provided to the people of Hudson County. Through her efforts, the quality of life for many New Jersey residents has vastly improved.

● This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

RECOGNITION OF DORA MENCHACA-DORSEY'S DEATH

HON. HILDA L. SOLIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Ms. SOLIS. Mr. Speaker, I join Congressman HENRY WAXMAN to acknowledge the death of Dora Menchaca-Dorsey. Her death has brought great sorrow to family members in both of our districts.

Dora Menchaca-Dorsey, was an unfortunate victim of American Airlines Flight 77 which crashed into the Pentagon on September 11, 2001. Had Ms. Menchaca-Dorsey taken the later flight on which she was scheduled, she would have returned safely home to her husband, Earle Dorsey and 5-year-old son. Her daughter, Imani, was away at college in Oregon. Due to the airport shutdowns at the time, Imani Dorsey, drove from Portland to Los Angeles to be with her family. Ms. Menchaca-Dorsey also leaves behind a brother in San Gabriel.

Sadly, Dora Menchaca-Dorsey's life was cut short while she was working to save the lives of others. Ms. Menchaca-Dorsey was in Washington, DC attending a briefing with the Food and Drug Administration on medical developments for patients with prostate cancer. She was a dedicated scientist who worked tirelessly to find a cure for some of today's deadliest diseases. Ironically, amidst such death, her co-workers remember her laughter and energy. She could also be maternal towards others, urging them to get regular health-care check-ups. Her husband, Earle Dorsey says he owns his life to his wife. Because of her insistence, his prostate cancer was diagnosed at an early stage.

She also gave back to the community. Proud of her Mexican-American heritage, Dora Menchaca-Dorsey often visited schools to encourage students, especially minorities and girls, to pursue careers in the sciences. That is how we should all remember her.

Menchaca-Dorsey was an energetic and dedicated individual who believed in and lived to find a cure for the diseases plaguing society. She was also a giving and loving wife and mother to her two children. Let us celebrate her memory by remembering what was contributed, not what was lost. Her contribution to the scientific world, to society, and to her family will not be soon forgotten.

REGARDING THE DEATH OF JULIAN HESTER

HON. BOB BARR

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BARR of Georgia. Mr. Speaker, I rise today to recognize and pay tribute to Julian Hester, CEO, Community Bankers Association of Georgia, who passed away on September 4, 2001 after a long battle with cancer.

Julian was a native of Washington, Georgia. Upon graduation from Washington High School, he received a scholarship and attended the University of Georgia where he earned a bachelor's degree in business administration. Following graduation in 1955, he began his long and illustrious banking career with Farmers and Merchants Bank in his hometown of Washington. While at the bank, Julian graduated from the University of Georgia School of Banking. Later, in 1979, he served a term as president of the Community Bankers Association of Georgia. After serving more than 15 years with Farmers and Merchants Bank, he became president of Habersham Bank in Clarksville, Georgia, where he served for nearly 12 years.

During the early 1980's Julian worked for a large Southeastern correspondent bank, and recognized the need for a correspondent bank in Georgia. In 1984, he organized the Georgia Bankers Bank, which currently serves more than 800 community financial institutions across the Southeast. The following year, he began lobbying for the Community Bankers Association of Georgia, and in 1986 joined the staff as Executive Director/CEO.

As a well-respected lobbyist for more than two decades, Julian expanded the Association to include important services for its member banks, such as educational programs, group services and a strong system of inter-bank networking. Currently, the Association has more than 200 associate members and 330 community bank members statewide.

In addition to his incredible dedication and commitment to community banking, Julian was also very active in several business and civic organizations, and served in many leadership positions. He was a past president of the Independent Bankers Association of America's National Association of State Independent Banking Association Executives, and the Northeast Georgia Chapter of the Bankers Administration Institute. He also served as vice president, treasurer and president of his local Georgia Jaycees chapter, and president of the Rotary Club of Habersham County. he was an active member and a deacon of Bethlehem Baptist Church in Clarksville.

HONORING DEANNA STRAND

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. MCINNIS. Mr. Speaker, I would like to take this opportunity to recognize Deanna Strand for her success and accomplishments in the field of aviation. Deanna owns the Strand Flying School in Grand Junction, Colorado. She started the school in 1983 and over the course of eighteen dedicated years, has produced a business with a great national reputation.

Flying has played a large role in her family. Deanna's parents owned an aviation business in Montana and she had received her private pilot's license before she graduated from high school. Several years later she received her flight instructor rating and opened the Strand Flying School with one leased airplane and no employees. Over the years, she has been developing her credentials, expanding the capabilities of her school and, in turn, her reputation. In addition to being a flight instructor and business owner, she is also a Federal Aviation Administration Flight Examiner and a Flight Instructor Examiner. Deanna is one of only two people in Western Colorado who determines whether an applicant can receive their next license or rating, including an instructor's license. This year she was named FAA Flight Instructor of the Year in the Northwest Mountain Region as well as the Salt Lake City District. Her list of accomplishments also includes over 8,000 logged hours in the air. Deanna has recently taken on a new challenge. In cooperation with Colorado Northwestern Community College and Mesa State College, she will be providing a program that will award students an aviation degree.

Deanna Strand and the Strand Flying School have come a long way in the last eighteen years. She now owns seven planes and employs a fully staffed office and nine instructors. Deanna Strand has turned her favorite pastime into a successful business and an accomplished career. I would like to recognize her accomplishments in the field of aviation and thank her for the wonderful service that she is providing her community.

TO HONOR ELÍAS AND CECILIA ESQUER, RECIPIENTS OF THE 12TH ANNUAL PROFILES OF SUCCESS HISPANIC LEADERSHIP AWARD

HON. ED PASTOR

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Friday, september 21, 2001

Mr. PASTOR. Mr. Speaker, I rise before you today to recognize two outstanding citizens who have been honored for their leadership qualities and service to their community. On September 5th, Elías and Cecilia Esquer were honored by their peers at the Annual Profiles of Success Hispanic Leadership Awards presentation in Phoenix, Arizona. This event, coordinated by Valle del Sol, a local non-profit community based organization, kicks off National Hispanic Heritage Month in Arizona and is now in its twelfth year of honoring worthy individuals.

Honored in the Hall of Fame category, Mr. and Mrs. Esquer were recognized for their extensive civic involvement and service to their community. Together, they have served on various federal, state and local boards and commissions supporting educational, legal, and artistic advancement. They have been instrumental in creating the Arizona Association of Chicanos in Higher Education and the Hispanic Convocation at Arizona State University. Their work has been instrumental in creating various educational programs and they have dedicated countless hours towards mentoring students, staff and faculty members at colleges and universities throughout Arizona.

Mr. Speaker, please join me in recognizing these outstanding citizens for their fine work and dedication. Through their work they have earned the respect and admiration of their community and peers.

POEM BY BRITTNI BATES

HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. DUNCAN. Mr. Speaker, I am amazed at the many heroic and kind deeds that we have

seen since the horrible terrorist attacks of September 11.

The Nation has developed a unity of spirit and patriotism such as I have never seen in my lifetime.

This spirit has been captured in a beautiful way in a poem written by one of my constituents, Brittni Bates.

This poem, entitled ''United We Stand,'' is even more impressive, considering it was written by a 13-year-old middle school student.

This Nation would be a much better place if we had more young people like Brittni Bates, and I would like to call her poem to the attention of my colleagues and other readers of the CONGRESSIONAL RECORD.

UNITED WE STAND

Blood was shed for this land, many men took a stand.
Now, again we unite. Now . . . again we must fight
We will protect our nation,
and protect our civilization.
Freedom was won with a heavy price.
Now again we must roll the dice.
United we stand for our land.
So now we come to pray,
to our Lord and nation, we will obey.
The deaths of those were pointless and cruel.
United we stand to protect our land.
To banish hate and not discriminate.
And reclaim the declaration to our nation.
Terrorists beware!
You have gone too far!
For United We Stand To Protect Our Land.
God Bless America, Home of the Brave.

—by Brittni N. Bates, age 13, Holston Middle School

JUVENILE JUSTICE AND DELINQUENCY PREVENTION ACT OF 2001

SPEECH OF

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 20, 2001

Mr. GILMAN. Mr. Speaker, I rise in strong support of H.R. 1900, the Juvenile Crime Control and Delinquency Prevention Act of 2001 which amends current juvenile crime policy and provides quality prevention and accountability programs relating to juvenile delinquency.

Regrettably, juvenile crime is a growing problem in our country. Today's teenagers account for the largest portion of all violent crimes; offenders under the age of 18 commit more than one-fifth of all violent crime. Furthermore, the Federal Bureau of Investigations (FBI) estimates that murders committed by juveniles will increase by 145%, forcible rapes by 66%, and aggravated assaults by 129% by the year 2010 as the number of juveniles increases dramatically.

In the wake of the rash of school shootings which our nation has endured over the past few years, I believe it is more important than ever to protect our children and communities from violence. Accordingly, H.R. 1900 will expand existing after-school programs for at-risk youngsters as well as providing innovative treatment for juvenile offenders.

H.R. 1900 will also fund programs related to the organization and maintenance of school violence hotlines and programs designed to reduce the unlawful acquisition and illegal use of guns by juveniles. This program directs much-needed resources to a social issue in which all Americans have a stake. Our children are the future of this country. Let us give them the tools and guidance to resist criminal activity and to improve their lives. Accordingly, I urge my colleagues to support H.R. 1900.

TRIBUTE TO JOHN N. HARDEE

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. CLYBURN. Mr. Speaker, I rise today to pay tribute to John N. Hardee of South Carolina, who is a respected member of the South Carolina Transportation Commission for the 2nd Congressional District. He has been a member of the Transportation Commission since 1997. Mr. Hardee's career achievements and accomplishments exemplify his extraordinary contributions to the state of South Carolina.

Currently, Mr. Hardee is the Director of Governmental Affairs at Lamar Advertising. He has served as the President of the Outdoor Advertising Association of South Carolina since 1989.

In 1995, Mr. Hardee was appointed to represent South Carolina on the Scenic Highways Committee. As a member of the committee, he assisted in the drafting of regulations that established the necessary criteria for Scenic Highways. Mr. Hardee has served as the Chairman of this valuable committee since its inception. Mr. Hardee was awarded the Order of the Palmetto, the State's highest honor, in 1998, in recognition of his dedication to the field of transportation through his service to the Transportation Commission and Scenic Highways Committee.

At the request of the Central Midlands Council of Governments, the South Carolina Transportation Commission voted to name the proposed seven-mile airport connector road between I–20 and I–26 in Lexington County as the John N. Hardee Airport Expressway, in recognition of his efforts to obtain funds to support the project.

Along with Mr. Hardee's service to the field of transportation, comes his service to the community.

As a member of the First Baptist Church in Florence, South Carolina, he served on the Board of Deacons from 1985–1988 and 1990–1992, and was chairman of the Board in 1988. He organized the first prayer breakfast in Florence, as well. As a member of the First Baptist Church in Columbia, South Carolina since 1993, he has served on the Board of Deacons and Stewardship Planning in 1994.

He has served as a member of the Florence Chamber of Commerce from 1973–1992 and served as president in 1985. He was a member of the Florence County Economic Development Commission from 1988 to 1992, and was the chairman from 1990 to 1991. He was also a member of the Florence Planning Commission from 1981 to 1992, and chairman for almost five years.

Mr. Hardee has also served as a member of the Florence Lion's Club, and as its president in 1984. From 1980 to 1992 he served as a member of the Salvation Army Advisory Board, and as chairman from 1983 to 1986. He is currently a member of the Five Points Rotary Club and is a Paul Harris Fellow.

Mr. Speaker, I ask you to join me today in honoring Mr. John N. Hardee for the incredible service he has provided for the residents of South Carolina. I sincerely thank Mr. John Hardee for the outstanding contributions he has given to the state of South Carolina through his distinguished service to the field of transportation. I congratulate him on his recent accomplishment of having the airport expressway named on his behalf and wish him the best in all of his future endeavors.

HONORING JANICE LEE ROHLF

HON. FELIX J. GRUCCI, JR.

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GRUCCI. Mr. Speaker, I rise today in honor of the 60th birthday of Janice Lee Rohlf.

On September 18, 1941, Janice Lee Rohlf (nee Janice Smith) was born and raised in a remote, rural area in Northeast Pennsylvania. A high school teacher/guidance counselor encouraged Janice to attend college; he even gave her the $15.00 to apply to what was then the East Stroudsberg State Teachers College. Janice was the first in her family to attend college, majoring in mathematics, with a minor in social studies.

Upon graduation, Janice came to LI to teach in the Islip school district. After one year, she married and began raising a family. Janice has three wonderful children, Justin, Jason and Janine. Janice divorced and returned to work, starting in Suffolk County Government. During this time, Janice also earned a Master's Degree in Public Administration at Stony Brook University, and moved through four positions in three years in Suffolk County: Investigator in the Child Support Enforcement Bureau, Labor Technician in the Department of Labor, Administrative Assistant in Medicaid, Legislative Aide in the County Legislature and, finally, an Administrative Assistant in the County Executive's Office. While in her last position in the Suffolk County Government Janice began work on a Master's Degree in Social Work at Stony Brook University, which she completed in December of 1989. Janice currently has a small, part-time psychiatric social work practice.

Following a change in leadership in Suffolk County, Janice then worked for the Long Island Chapter of the New York State Head Injury Association. Then, in September of 1987, an opportunity arose at Stony Brook University, albeit temporary and part-time, in the University Affairs office as the Director of Public Affairs, which Janice accepted. Needless to say, Janice never left and since 1988 has been the Director of Governmental Relations at Stony Brook University.

In November of 1998 Janice married F. James Rohlf, a Professor in the Department of Ecology and Evolution at Stony Brook. They travel extensively, most recently to South Africa, Chile and Australia. Janice and Jim reside in Port Jefferson, with their cat, Tigger.

TRIBUTE TO GEORGE BLOCH

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GARY G. MILLER of California. Mr. Speaker, it is with great pleasure that I rise to honor George Bloch, Ed.D., who has been named California Administrator of the Year in the Superintendent Category by the Association of California Administrators.

Dr. Block began his educational career in 1964. Over the years, he has achieved an impressive record of academic and civic accomplishments, and, in doing so, has earned the admiration and respect of those who have had the privilege of working with him.

I would like to congratulate him and sincerely thank him for his outstanding and dedicated service to the Chino Valley Unified School District.

IN HONOR OF PATRICIA DONNELLY, RECIPIENT OF UNITED WAY'S CONGRESSWOMAN MARY T. NORTON MEMORIAL AWARD

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. MENENDEZ. Mr. Speaker, I rise today to honor Patricia Donnelly for winning United Way's Congresswoman Mary T. Norton Memorial Award. This prestigious award is bestowed annually to women who have made exceptional contributions to the success of communities throughout the nation. Ms. Donnelly will be presented with the award on Tuesday, September 25, 2001, at the Meadowlands Crowne Plaza Hotel in Secaucus, New Jersey.

Patricia Donnelly has enjoyed an extensive and impressive career in journalism that has spanned over three decades. During her career, she has initiated and overseen the operation of several print journalism projects, including the Gold Coast magazine and the Jersey Journal's Spanish-language weekly, El Nuevo Hudson. In addition, she has served as editor for the Jersey Journal's Hudson Dispatch and the Hoboken Reporter.

Throughout her career, Ms. Donnelly has impressively balanced her demanding professional commitments with her desire to help promote community service initiatives that improve the quality of life for families living in New Jersey. She has consistently assisted the United Way and other non-profit organizations, by helping them advance and broadcast their message to thousands of New Jersey residents.

Ms. Donnelly is a native of Jersey City, New Jersey, and an alumnus of Marywood College in Scranton, Pennsylvania. Currently, she resides in Hoboken, New Jersey, and serves on the Board of Directors for the Hoboken-North Hudson YMCA. Furthermore, she is an active member of the Parish Council at St. Francis Church in Hoboken.

Patricia Donnelly is happily married to Arturo Martinez, her husband of 25 years. Patricia and Arturo are the proud parents of Nora and Peter.

Mr. Speaker, I ask my colleagues to join me in honoring Patricia Donnelly for her commitment and dedication in helping foster and promote community service initiatives that have assisted countless families in New Jersey.

HONORING THE SERVICE OF MARC HOLTZMAN TO THE STATE OF COLORADO

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. McINNIS. Mr. Speaker, technology has become an important tool today in terms of nearly every facet of our lives—from legislation to the completion of daily routines. It has been used to reinvent many systems and increase ties between people. Marc Holtzman, the first Secretary of Technology in the State of Colorado, has accepted this new and transformational role to merge technology with government, economics and education. I would like to recognize the work of this honorable man and all that he has done, and will continue to do, for the great State of Colorado.

Following his graduation from Leigh University, Marc founded an investment firm called MeesPierson EurAmerica, which was later sold to become the 11th largest bank in the world. His time in Europe has allowed him to become an authority on political development. Now, he serves in the cabinet-level position for Governor Owens while earning only $1 per year. During the week, Marc resides in Denver, but during the weekend he travels to his house in the Roaring Fork Valley—a great opportunity to enjoy the mountain environment amidst his responsibilities.

Colorado is home to many high-tech industries and Marc plays a crucial role in securing a successful future for these companies, along with creating an environment conducive to attracting new businesses. Furthermore, Marc has been put in charge of creating quasi-charter schools that aim to build a bridge across the technological divide with the support of Microsoft's Bill Gates. Throughout all of his projects, Marc has proven to be a valuable contributor to Colorado and has a high success rate in all that he does.

Mr. Speaker, at a time when technology is becoming such an important part of our world, the convergence of technology and governance is inevitable. Marc is ensuring that we implement this technology and in return, benefit the people of Colorado. Additionally, his charismatic leadership has led to many innovative experiments and successes. He is truly navigating Colorado through this remarkable revolution. I would like to honor his contributions and recognize the importance of his service to the State of Colorado. I extend my warmest regards to him and wish him the best in years to come.

RECOGNITION OF MR. ADEL KARAS' DEATH

HON. HILDA L. SOLIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Ms. SOLIS. Mr. Speaker, I rise today to acknowledge one of my constituents who was lost to us this past weekend in a tragic shooting.

Mr. Adel Karas, a resident of Arcadia, was shot in his grocery store in San Gabriel on September 15, 2001 in an attempted robbery that the FBI is now investigating as a hate crime. Mr. Karas had owned and operated the International Market in San Gabriel for two decades. As a Coptic Christian, Mr. Karas fled his native Egypt in the 1970's to escape religious persecution. It is difficult to think that despite living in the United States for 20 years, he may have lost his life because the perpetrators targeted him based on his race.

We will remember him as a warm and loving man who gave his best to his family and to his community. His family mourns his death and remembers him as a loving father to his sons and a good husband to his wife, Ronda Karas. Mr. Karas was also a care giver to his elderly parents, calling every day to check on their well-being. Furthermore, Mr. Karas was a respected businessman and appreciated by friends and neighbors. Our community mourns the loss of one of our own as is evident by the memorial filled with heart-felt cards and hundreds of flowers that has been created outside his storefront.

I am saddened by the loss of such a fine member of our community and wish his family and loved ones my greatest sympathies by acknowledging him today. Let us remember Adel Karas as a genuine, kind, and loving son, father, husband, and American.

RECOGNIZING COUNTY COMMISSIONER BILLY CROKER, POLK COUNTY, GEORGIA

HON. BOB BARR

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BARR OF Georgia. Mr. Speaker, Mr. Billy Croker of Polk County, Georgia is one county commissioner who consistently goes above and beyond the call of duty. In addition to being instrumental in bringing Our House for battered women and children and the Boys and Girls Club to Cedartown, Georgia, Mr. Croker has been very active in the Coosa Valley Regional Planning Commission, and he has recently been elected to a new position on the Board of Managers of the Association of County Commissioners of Georgia (ACCG). He represents the first ACCG district, which includes 15 counties in northwest Georgia.

The ACCG is a nonprofit agency assisting Georgia's county governments. Formed in 1914, ACCG serves as the consensus-building, training, and legislative organization for all 159 county governments in the state.

Billy had previously been an at-large representative to the Board of Managers, As a board member of the statewide association, he plays a prominent role in shaping ACCG's yearly policy objectives and in directing activities taken on by the Association to help counties meet the increasingly complex demands facing today's local governments.

Billy is recognized as an active participant and exceptional leader in the Association, and by his peers throughout Georgia. He always shows a committed interest in the welfare of the entire state, not just Polk County. He is a true and valued servant of the people of Georgia, and it is an honor to represent him in the U.S. House of Representatives.

CITIZENSHIP DAY AND CONSTITUTION WEEK

HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. DUNCAN. Mr. Speaker, although we were not in regular session this past Monday, I would like to remind my Colleagues that September 17th was Citizenship Day and that this week is Constitution Week. The tragic events of the past week should remind us just how important our Citizenship and our Constitution are and what they mean to each and everyone of us.

This year's observances of Citizenship Day and Constitution Week come as we mourn for those who lost their lives in the terrorist attacks of September 11th. The National Conference on Citizenship urges every American to honor the victims by working constructively within our democratic process, so the United States will remain the world's foremost defender of freedom and a beacon of tolerance toward all men and women of good will.

The National Conference of Citizenship was founded in 1946 to sustain the unity of purpose that had bound together all Americans during World War II. In 1953, Congress granted this Conference a Charter that charged the organization ''To encourage ever more effective participation in citizenship activities and to promote a spirit of cooperation on the part of all citizens.''

Given the events of the past week, let us rededicate ourselves to this purpose. We are about to enter a period of our history that will perhaps be as important to our freedom as were the trials and tribulations of World War II. Over the past few days, we have seen how all our lives are bound together. Today, let all Americans continue to express this newfound sense of unity of purpose that we have not seen since World War II and remember that we are a nation of laws and principle.

POW/MIA DAY 2001

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GILMAN. Mr. Speaker, I rise to bring to my colleague's attention that tomorrow has been designated as National POW/MIA Day for 2001. This is an annual commemoration, designated by the President, for Americans to remember the sacrifices of those armed service-members who were captured in wartime, and those whose ultimate fate remains unknown.

Our nation fought four major conflicts in the 20th century. In those wars, over 142,000 Americans were taken prisoner-of-war. Those servicemen and women experienced numerous hardships and treatment which could often be described only as barbaric during the course of captivity. Those Americans imprisoned by the Japanese during World War II faced the worst possible conditions in captivity and were firsthand witnesses to the utter depravity of their fellow men. Americans imprisoned in North Korea and Southeast Asia suffered similar treatment.

The vast majority of these individuals, ore than 134,000, were eventually returned to U.S. control. However, more than 17,000 did not come home, and joined the ranks of the missing-in-action. According to the Congressional research service, over 88,000 Americans remain unaccounted for from 20th century wars. The bulk of these, 78,794, are remains not recovered from World War II. Approximately 1,600 Americans remain missing from the first World War, and more than 8,100 individuals remain missing from the Korean War. Korean War figures have been notoriously inaccurate, and of this aforementioned figure, ''only'' 2,195 cases exist where death was not witnessed or otherwise well-documented. Regarding the Vietnam War, 1,956 Americans remain missing from that conflict, of which the defense department believes 657 are definitely dead, including 459 who were lost at sea or over water.

I have been a strong advocate of an accounting of our POW/MIA's since I first came to the Congress in 1973. I was introduced to the issue through the experience of two friends and constituents, George and Gladys Brooks, who had lost their son in Vietnam. They were early members of the National League of Families of American Prisoners and Missing in Southeast Asia, an advocacy group for the families that continues to play a key role in this issue to this day. At the time, the POW/MIA issue did not resonate with the American public, who wanted to forget the whole Vietnam experience as soon as possible. Along with like-minded colleagues in the House, I sought to work closely with the National League of Families to raise the profile of the POW/MIA issue with the American people and force the Department of Defense to adopt a sustained policy of seeking a full accounting for all those individuals who did not come home, especially with those who were last known to be alive in captivity.

From 1975–77, I served as a member of the Montgomery Select Committee on Missing Persons in Southeast Asia, a body which held numerous hearings on the issue of whether live Americans were left behind in our Exodus from Vietnam. Subsequent to this, I co-chaired the House Select task force on this issue with my former colleague from Virginia, Lester Wolf. During this time, I made numerous trips to Southeast Asia, beginning with a trip to Hanoi in 1975.

In 1995, I introduced H.R. 945, The Missing Service Personnel Act of 1995, which was eventually incorporated into the Defense Authorization Act for FY '96. Included in this legislation was language which required the Secretary of Defense to centralize the responsibility for search and rescue operations under one office; instruct the Secretary to establish procedures for dealing with the families of missing persons by protecting the interests of the families; and provide a means by which the families of MIA's can express their concerns and questions about the missing family member. It also called for greater consultation between DOD and family members, and incorporated provisions create accountability and punishment for those in DOD who refuse to follow the law in this area.

Many of the good provisions in the bill were stripped out at the request of DOD in the House/Senate conference on the following year's authorization bill. The bulk of these, however, were overwhelmingly restored by the House in the FY 98 Defense Authorization bill.

Two years ago, I introduced legislation to declassify all of the classified documents from these hearings that were in the possession of the national archives. This resolution, which the House adopted unanimously, made available hundreds of formerly secret documents, allowing family members and academic researchers the opportunity to review previously unavailable material, which might eventually help with securing a final resolution for some MIA cases.

Permit me to focus special recognition on those POW/MIA's from Korea and Vietnam. Despite the prior administration's best assurances to the contrary, many of us in Congress remained unconvinced that the governments of North Korea and Vietnam have been fully cooperating with the united states on this issue. Regrettably, by normalizing relations with Vietnam, I believe that we have withdrawn our leverage over the Vietnamese government on this issue.

It bears noting that we have made some progress. Since the end of the war, 586 sets of remains have been returned from Vietnam, with 285 returned since 1991. However, despite an official position to the contrary, U.S. government efforts on the POW/MIA issue have traditionally focused on remains recovery, with little, if any, emphasis on the live Americans issue. In fact, in answers to questions I posed in hearings on recovery efforts back in 1996, Clinton administration officials admitted that the discussion of live American prisoners was not even on the agenda when U.S. officials met with their North Korean, Vietnamese, or Laotian counterparts. Rather, they preferred to focus solely on the issue of remains recovery as a measurement of cooperation on the MIA issue from those countries.

The U.S. government, particularly the last administration, has often appeared to equate activity on recovery efforts, regardless of any subsequent results, with progress on the issue. This is not an insignificant point, the Defense Department has expended a substantial amount of money on remains recovery over the past decade, which begs the following question. Are North Korea, Vietnam and Laos truly interested in bilateral cooperation on this issue, or are they using it as a source of badly needed hard currency?

This is especially pertinent concerning the case of North Korea. According to the Congressional research Service, 208 sets of remains were repatriated from North Korea between 1990–96, and 107 sets since 1996 when joint exhumation efforts began. During the period of

Given that only eight sets of remains have been identified as U.S. soldiers, although ten more appear to be so, we have in effect been paying the North Koreans $400,000 per body, an outrageous sum and certainly not evidence of North Korean ''cooperation.''

While the Vietnamese were not quite so brazen in their profiteering on the MIA issue, there is considerable evidence that they maintained a mortuary storehouse of sorts of U.S. remains, and doled these out over time. Most analysts, including those at the Library of Congress, agree that if this did occur, the supply of stored bodies was depleted in the early 1990s.

Regrettably, in its rush to normalize relations with Vietnam, the Clinton administration decided to overlook any evidence that Hanoi was holding back on cooperation or attempting to profit from it. This pattern was later repeated when the administration sought the establishment of trade relations. The opportunity to use trade and recognition as leverage to achieve faster results on the MIA issue was lost.

I am optimistic about our new President and his commitment to the POW/MIA issue. In a refreshing break from the past eight years, I expect that the Bush administration will adopt a more traditional stance towards Vietnam and North Korea on the POW/MIA issue. At the very least, I expect to see a higher standard applied towards determining whether or not those countries are cooperating and acting in good faith on this matter.

The new president has demonstrated a proven commitment to this important issue, and his relevant appointments to the State and Defense departments, including the new head of DPMO, Jerry Jennings, have the policy background to provide greater integration of the POW/MIA issue into our relations with Southeast Asia and North Korea.

On this point, I believe that Vietnam is the lynchpin that will determine the success or failures of any future endeavors. The Vietnamese are the key to gaining more information from both Laos and Cambodia on missing personnel. Moreover, the Vietnamese, despite recent certifications to the contrary, realize that there is much more they can do on this issue. On the issue of documentation alone, there is far more they can provide than what they have offered up to this point.

The Bush administration is in a much stronger position with regards to North Korea. This country has a far greater need for hard currency than Vietnam, and our new President is unlikely to continue the policy of outright appeasement on both nuclear power/weapons development and MIA remains recovery. It will be interesting to see how the white house approaches North Korea on these issues.

I believe we in Congress also have a role to play regarding North Korea. We need to have the new administration press the North Koreans harder on the issue of prisoner transfers to the USSR during and after the Korean war, as well as the matter of the possibility of live Americans still being held by P'yongyang. While this possibility, if it still exists, becomes more remote with each passing year, the escapes of several South Korean veterans of the 1950–53 war in recent years means this cannot be totally discounted. If any Americans are still being held in captivity in North Korea, and we know that four defectors/deserters still reside there, they should have the opportunity to return home before they die.

It is my hope that our bilateral relations can improve and will lead to a further clarification regarding the safe return of any living POW's who may still be in captivity in Korea or elsewhere.

Americans should always remember the love of country that America's veterans have shown as well as their personal sacrifices, courage, convictions and dedication to freedom that these individuals have exhibited.

To quote a portion of President Abraham Lincoln's letter to a mother who lost five sons on the battlefield: ''I cannot refrain from tendering to you the thanks of the republic they died to save. I pray that our heavenly father may assuage the anguish of your bereavement, and leave you only the cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the alter of freedom.''

May it be of some solace to the families and loved ones of our missing and POW's that there are many of us in the Congress committed to a full and final accounting of our missing.

In light of recent events in New York City, we hope that we will not be faced with a future POW/MIA issue from any resulting military action that we may undertake in Southern Asia.

HONORING MARTI DUPREY

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. McINNIS. Mr. Speaker, I would like to take a moment and acknowledge the selfless contributions of an extremely important member of our community. Ms. Marti Duprey has spent the majority of her life caring for and helping others. She has continuously put the well being of others ahead of her own.

Ms. Duprey, a Catholic nun, moved to Glenwood Springs, Colorado in 1973 after having spent eighteen years working with the Rev. Jesse Jackson's ''Operation Breadbasket'' in Chicago. Her education, consisting of Bachelor's Degrees in education and social work and a Master's Degree in counseling, provided her with the proper tools for her work with the community of Glenwood Springs ever since. She provides three very important functions for the residents of Glenwood Springs. Whether it is her involvement in the Defiance Community Theatre, her counseling in the Helping Hands Grief Group or as Program Manager for Mountain Valley Weavers, she unselfishly helps others find ways of expressing themselves in a more self-reliant manner and provides them with outlets that will increase their confidence and happiness.

Marti Duprey provides very important services for the grieving, the disabled and many other members of her community. Her compassion for others makes her a truly valuable member of the Glenwood Springs community. I would like to recognize Ms. Marti Duprey for her wonderful efforts and contributions that have touched the lives of so many. Her acts of care and compassion deserve our recognition and I would like to extend my best wishes and warm regards to her for many years to come.

TRIBUTE TO DR. RONALD T. FARRAR

HON. JAMES E. CLYBURN

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. CLYBURN. Mr. Speaker, I rise today to pay tribute to Dr. Ronald T. Farrar of South Carolina, on the occasion of his retirement from the College of Journalism and Mass Communications at the University of South Carolina. Dr. Farrar is the epitome of what a college professor should be, and he is respected and loved by faculty and students alike.

In 1986, Dr. Farrar became a professor of history, media law and introduction to journalism at the University of South Carolina, until assuming the position of interim dean in July of 1999. Dr. Farrar's career achievements speak for his dedicated service as an extraordinary college professor, teacher, administrator, mentor, and respected member of the media.

After earning his Ph.D. in Journalism History from the University of Missouri in 1965, Dr. Farrar went on to serve as a professor/chairman in the journalism departments of Indiana University, Southern Methodist University, the University of Mississippi, and the University of Kentucky.

Dr. Farrar served as a reporter, news editor, general manager and circulation manager of the Arkansas Democrat, Daily Press, Arkansas Gazette, and Daily Iowan newspapers. From 1957 to 1958, he served as 2nd Lieutenant of the U.S. Army.

Along with the many articles Dr. Farrar has authored and published, he has written such books as ''Reluctant Servant'' (Missouri, 1968); ''Mass Media and the National Experience'', with John D. Stevens (Harper & Row, 1971); ''College 101'' (Peterson's Guides), 1985, 1988; ''Mass Communication: An Introduction to the Field'' (West, 1988; Brown, 1995); ''The Ultimate College Profession: Walter Williams, Journalist to the World'' (Missouri, 1998).

Dr. Farrar is deeply respected in the field of journalism and academics. His expertise and talent have earned him commissions to write numerous articles and conduct national studies. He has been awarded various grants and certificates of achievement, including the Distinguished Service Medal for Research in Journalism in 1969 by the Society of Professional Journalists for Reluctant Servant; The Story of Charles G. Ross. From 1971 to 1973, he was a consultant for continuing study of television audiences for the Pubic Broadcasting System. Faculties for the US government, private sectors and journalistic associations have been privileged to have him serve on their boards.

His long career achievements include award research grants from the Kaltenborn Foundation, U.S. Steel Foundation, Harry S. Truman Library Institute, Indiana Research Foundation, Kentucky Press Association, Kentucky Humanities council, National Endowment for the Humanities, Sigma Delta Chi Foundation, University of Kentucky Research Foundation, University of South Carolina Research Foundation, Southern Regional Education Board, and Freedom forum.

Dr. Farrar was appointed the Reynolds-Faunt memorial Professor in 1986 and held that professorship until his retirement. He will now be recognized as Professor Emeritus.

Mr. Speaker, I ask you and my colleagues to join me today in honoring Dr. Ronald T. Farrar for the incredible service he has provided through a lifetime in the academic community. I sincerely thank him for his outstanding contributions, congratulate him on his recent retirement, and wish him good luck and Godspeed in his future endeavors.

HONORING FIREFIGHTER ROBERT STEPHEN BOUDREAU

HON. FELIX J. GRUCCI, JR.

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GRUCCI. Mr. Speaker, I rise today in honor of the retirement of a fine New York City Firefighter, Robert Stephen Boudreau.

On April 11, 1942, in the small village of Gaytons, New Brunswick, Canada, Robert Stephen Boudreau was born to Mary and Joseph. He was the youngest of four sons. Bob grew up in Canada and came to the United States in the early 1960's. From 1964–1966 he served as a Military Policeman in the Continental Headquarters Command of the United States Army. On September 24, 1967, Judy Weider and Bob were married.

A year later, November 30, 1968, Bob became a proud member of the New York City Fire Department. His first assignment was Ladder Company 47 in the Bronx and then College Point in Queens. Bob was promoted to Lieutenant on April 2, 1983 and was a covering officer for a year in Battalion 34 in the Bedford-Stuyvesant area of Brooklyn. From there, Engine Company 238 in Greenpoint became his permanent assignment. On October 31, 1989, Bob was promoted to Captain, where he was on covering assignments in Division 10 before becoming a member of Engine 270 in Richmond Hill. Prior to his retirement, Bob served at Engine 302 and Ladder 155 in South Ozone Park, Queens. Although his love for the Fire Department will never waiver, Bob officially retired on July 8, 2001, after spending close to 33 years on the department. Today, September 22, 2001, members of every firehouse Bob has served in come together to celebrate his accomplishments and to cheer him on to his retirement.

During their marriage, Bob and Judy were blessed with three beautiful daughters: Kimberly Anne, Denise Marie, and on Valentine's Day 1976, Danielle Valerie joined their family. In 1995, Bob welcomed two ''sons'' to the family when Denise married Tom Scott and Kimberly married Steven Goldberg. Bob will soon be welcoming another ''son'' to the family, when Danielle and Alan DeLellis marry. After raising three daughters, Bob became the grandfather of Evan James on March 15, 1999, and twins, Dylan Thomas and Ryan Gerard on July 19, 2001, and he and Judy look forward to yet another grandchild in February. Bob's greatest loves are his family and friends, and the time he has spent serving as a New York City Firefighter.

COMMENDING THE STUDENTS, TEACHERS, PARENTS AND SUPPORT STAFF OF SUZANNE MIDDLE SCHOOL

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GARY G. MILLER of California. Mr. Speaker, I rise to commend the students, teachers, parents, and support staff of Suzanne Middle School on being named a 2001 California Distinguished School.

Suzanne Middle School, located in Walnut, California, is part of the Walnut Valley School District. Home to 1,300 sixth, seventh, and eighth-graders, its student body is representative of California's diverse culture. But despite the various backgrounds represented, each student is expected to contribute a learning environment which demands high expectations.

The teachers and staff of this school are committed to giving ''whatever it takes'' to meet the needs of their students. This goal frequently requires involving the parents and community in school activities.

The combination of high expectations for students, committed teachers and staff, and parental involvement has made Suzanne Middle School one of America's Distinguished Schools.

IN HONOR OF WILLIAM E. MARTIN, POSTHUMOUS RECIPIENT OF THE JERSEY CITY EDUCATION ASSOCIATION'S LOUIS T. SCIALLI MEMORIAL AWARD

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. MENENDEZ. Mr. Speaker, I rise today to pay tribute to the late William E. Martin, a posthumous recipient of the Jersey City Education Association's Louis T. Scialli Memorial Award. A special ceremony remembering the achievements and accomplishments of Mr. Martin will take place on September 25, 2001, at the Meadowlands Crowne Plaza in Secaucus, New Jersey.

Youth outreach and community service initiatives were always top priorities in William Martin's life. In 1946, Archbishop Boland, the Archdiocese of Newark, New Jersey, appointed him Director of the CYO Center in Hudson County, New Jersey. While at CYO, he established one of the largest day camps in the state, with over 1,000 children participating in his youth programs.

In 1956, William Martin began his distinguished career with the United Way Foundation, serving as President of the United Way in Hudson County. During his tenure, Mr. Martin was instrumental in establishing over 30 Tri-State United Way agencies. As a result of his hard work and dedication, United Way now provides social services in over 700 communities throughout the Tri-State area, lending assistance to over 8 million people a year.

Beyond his administrative duties, William Martin also served as an Ambassador for the United Way Foundation. In 1988, he was chosen by this peers to set up United Way services in Beijing, China and Hong Kong. In addition, he assisted in the implementation of United Way services in Vietnam, Pakistan, Egypt, and the Philippines.

Today, I ask my colleagues to join me in honoring William Martin for his distinguished service and diligent efforts on behalf of the residents of Hudson County, New Jersey.

HONORING THE SERVICE OF LEE SPERRY

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. McINNIS. Mr. Speaker, the State of Colorado is growing at a tremendous pace and it requires sincere dedication and knowledge to help manage such expansion. After sixteen years of service to the people of Delta County as a member of the Planning Commission, Lee Sperry has decided to hand in his resignation. I would like to take this opportunity to recognize the important contributions that Lee has made and thank him for his years of service.

A lot has changed since Lee first joined the Planning Commission. Ideas of unbridled growth have been tempered with concerns of open land preservation. Throughout this fundamental change, Lee has always attempted to maintain a balanced perspective between the county's master plan and the desires of the public seeking to live out their goals and dreams. Lee has a keen interest in ensuring that the common person is not overlooked in deliberations.

Mr. Speaker, as we wrestle with the issue of growth in Colorado, Lee Sperry has done an outstanding job shepherding that process for over sixteen years. He has truly helped to preserve the heritage of Colorado while allowing it to progress into the future judiciously. It is with great appreciation that I recognize Lee today and I extend my warmest regards to him upon his retirement and wish him many happy years to come.

HONORING THE CATHOLIC-JEWISH COMMISSION OF SOUTHERN NEW JERSEY ON SIGNING AN INTERFAITH AGREEMENT OF UNDERSTANDING AND COOPERATION

HON. JIM SAXTON

OF NEW JERSEY

HON. FRANK A. LoBIONDO

OF NEW JERSEY

HON. ROBERT E. ANDREWS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. SAXTON. Mr. Speaker, I rise today with my colleagues to recognize the Catholic-Jewish Commission of Southern New jersey as among the first in the nation to create a formal Agreement of Understanding and Cooperation between their faith communities.

The Roman Catholic Diocese of Camden, Jewish Federation of Southern New Jersey, the Jewish Community Relations Council, and the Tri-County Board of Rabbis have committed themselves to eliminating all forms of anti-Semitism, anti-Catholicism, racism and religious intolerance, and in promoting mutual understanding.

In the spirit of their respective traditions, this Agreement affirms the continuing commitment of these two communities to uphold and observe the right of every human being to freedom of religion and conscience.

We believe this Agreement is a shining example of a sound and lasting basis for continuing development of interfaith cooperation.

We join the members of both the Catholic and Jewish communities worldwide in expressing appreciation to the efforts of the Catholic-Jewish Commission to build a bridge of faith and peace.

Mr. Speaker, please join us in congratulating the Catholic-Jewish Commission of Southern New Jersey on their historic achievements and the signing of their interfaith Agreement of Understanding and Cooperation.

IN MEMORY OF EDITH FINLAYSON

HON. THOMAS M. BARRETT

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BARRETT of Wisconsin. Mr. Speaker, Wisconsin lost a true friend on Wednesday, with the passing of Edith Finlayson.

Edith was a self-made woman, an outstanding example for my daughters and for all young women. She was the daughter of a Baptist minister, and she drew on her faith for strength and guidance throughout her life. She earned a nursing degree and pursued advanced education in nursing administration.

Edith and her husband William moved to Milwaukee in 1958. She became the first African American nurse at Milwaukee's Veterans Administration hospital. Her talents and hard work won her the position of head nurse in the hospital's paraplegic unit.

When her own health failed, Edith left the VA hospital, but she did not retire. Instead, she began a long and illustrious second career as what our hometown newspaper aptly described as a ''professional volunteer.'' Wisconsin's governor appointed Edith to the University of Wisconsin Board of Regents in 1980, and she represented the children of our community for decades with caring and distinction. Edith's dedicated leadership contributed immeasurably to the decision to bring doctoral programs to the University of Wisconsin—Milwaukee. She was also an active steward of institutions including the Greater Milwaukee Committee, the Milwaukee Foundation, Milwaukee Area Technical College, the National Council of Christians and Jews, the Milwaukee Urban League, the NAACP and the Milwaukee Regional Medical Center.

Edith Finlayson exemplified our Nation's finest spirit. She was an American who defined her citizenship not by her place of birth, but by her commitment to the betterment of our community. Though Wisconsin is diminished by her loss, we remain inspired by her example.

TRIBUTE TO FRANK J. TORNETTA

HON. JOSEPH M. HOEFFEL

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. HOEFFEL. Mr. Speaker, I rise today to recognize and congratulate the Frank J. Tornetta School of Anesthesia at Montgomery Hospital in Montgomery County, Pennsylvania on their fifty years of academic and clinical training of nurse anesthetists.

Dr. Tornetta founded the school in 1951 to provide the community with highly educated and clinically competent nurse anesthetists. Over the past fifty years, the school has graduated over 300 students. The nurse anesthetists from the Frank J. Tornetta School of Anesthesia are respected in their various fields and hold many high level positions in academic and administration fields. The school is accredited by the Council on Accreditation of Nurse Anesthesia.

A strong academic partnership exists between the La Salle University School of Nursing and the Frank J. Tornetta School of Anesthesia. This partnership has also received a one million dollar grant through the Department of Health and Human Services Health Resources and Services Administration.

The Frank J. Tornetta School of Anesthesia has been a premier institution at Montgomery Hospital for fifty years. It has developed a long tradition of excellence and a highly regarded reputation. Our community is very fortunate to have such an outstanding educational presence in the health care field in our area. I am honored to celebrate this special day with the Frank J. Tornetta School of Anesthesia.

HONORING CHIEF MICHAEL E. RIO ON HIS RETIREMENT

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. LIPINSKI. Mr. Speaker, I rise today to pay tribute to a remarkable civil servant and protector of the public. I would like to honor Chief Michael E. Rio on his retirement from the Chicago Ridge Police Department and to pay tribute to his many years of service to the officers and citizens of the village of Chicago Ridge. Chief Rio retired from service to the department on August 31, 2001.

Chief Rio is a 31-year veteran of the Chicago Ridge Police Department. Hired as a patrol officer in 1970, he had risen to the rank of Detective and then was appointed Chief in August of 1987. He was the first member of the Chicago Ridge Police Department to attend the prestigious FBI national academy. His dedication, excellence, and courage can be seen through the numerous awards and commendations he has received, including two Awards of Valor for his actions in life-threatening incidents. Also, during his many years of service, Chief Rio has been instrumental in reforming the Chicago Ridge Police Department, making it one of the most state-of-the-art facilities around.

Chief Rio is well regarded by his family and the community for his personal character, honesty, and integrity. He is a father of four children, Linda, Joseph, Michelle, and Michael Jr., as well as the proud grandfather of six.

Mr. Speaker, as Chief Rio leaves behind a long and rich history at the Chicago Ridge Police Department, I would ask that my colleagues join me in honoring this great man.

TRIBUTE TO WILLIAM E. LEONARD

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GARY G. MILLER of California. Mr. Speaker, I rise to pay tribute and honor the accomplishments of the Honorable William E. Leonard, the father of the Honorable Bill Leonard, member of the California Assembly, 63rd District.

Mr. Leonard earned a bachelor's degree in Business Administration from UC Berkeley in 1944, and served in the United States Army from 1943 to 1946 where he rose to the rank of First Lieutenant. After his military service, he joined his father at the Leonard Realty & Building Company. He served as a member of the California State Highway Commission from 1973 to 1977, and was appointed to the California Transportation Commission from 1985 to 1993, and served as its chair in 1990 and 1991. Prior to that he was a member of the state's Athletic Commission from 1956 to 1958. He currently serves on the state's High-Speed Rail Authority.

Mr. Leonard has been actively involved in a number of community organizations. He is a member and past director of the San Bernardino Host Lions, a founding member and president of Inland Action, Inc., and a member of the National Orange Show Board of Directors, where he has served as President and Chairman of the Board of Governors. He is also a member and elder of the First Presbyterian Church of San Bernardino. He served on the San Bernardino Valley Board of Realtors, San Bernardino Valley Foundation, St. Bernadine's Hospital Foundation, and the University of California at Riverside Foundation.

In recognition of his outstanding service to the people of the State of California, and his involvement in bringing the Foothill Freeway to the Inland Empire, the California State Senate passed a resolution naming the interchange of I–15 and Route 210 as the William E. Leonard Interchange. A dedication ceremony took place on July 20, 2001.

Mr. Leonard's exemplary record of service has earned the admiration and respect of those who have had the privilege of working with him. I would like to congratulate him on these accomplishments and thank him for the service he has provided to his community.

HONORING JOSEPH JURKULAK

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. McINNIS. Mr. Speaker, I would like to take a moment to recognize a very caring and considerate individual who recently passed away. Joseph Jurkulak was a modest man who gave so much to the children of his community. Mr. Jurkulak was Glenwood Springs, Colorado's ''Secret Santa'' for the last nineteen years. He died in his home in Glenwood Springs at the age of 86.

In 1965, Mr. Jurkulak and his wife Ann moved from Denver to Glenwood Springs after Joseph retired as a construction superintendent. He was a loving husband and father but will be remembered by most for his generosity to the children of his community. In the early 1980s, Joe joined the Toys for Tots project and began collecting and fixing used toys. These toys became the highlight of many children's Christmas celebration after they were distributed by local police departments. He asked the police to keep his identity anonymous so that the department would receive

credit for the gifts. For nineteen years, he made sure that not one child in his community went without a Christmas gift.

Mr. Speaker, Joseph Jurkulak will certainly be missed by his family and community. He dedicated his retired life to bringing smiles to youngsters throughout Glenwood Springs. I extend my deepest regrets and warmest regards to Joseph's family and friends during this time of mourning.

JUVENILE JUSTICE AND DELINQUENCY PREVENTION ACT OF 2001

SPEECH OF

HON. CAROLYN McCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 20, 2001

Mrs. MCCARTHY of New York. Mr. Speaker, I would like to thank Mr. HOEKSTRA, Mr. GREENWOOD, Mr. ROEMER, Mr. HOLT, and Mr. SCOTT for their hard work and willingness to work together to find a common ground on the Juvenile Justice Bill which includes an important crime study provision.

The crime study provision, which I offered during subcommittee mark-up, directs the National Institute of Justice to conduct a crime study on gun violence-related injuries and deaths by youth in schools and communities.

This study focuses on the relationship between victims and violent youth; the criminal act and location; and details about the firearm used in the crime.

The purpose of this provision is to examine this data and develop new ways to prevent violence in our schools.

Today school violence is reported simply as an act of violence. There is not a focus on what kind of firearm was used; or if there was a relationship between the victim and the culprit.

Let's be honest here, when kids are killing kids—we should be doing everything we can to prevent it. We should be figuring out the links between violent acts so we can put measures in place to stop them. A very real and easy way to prevent these tragedies is to see what is happening where and when.

If we continue to turn a blind eye to violence in our schools we will never be able to put an end to their violence.

Our children need and deserve to feel safe in their schools. Let's work together and give then back their schools.

Mr. Speaker, I am proud to have this important provision as part of the Juvenile Justice bill and I urge all my colleagues to support the overall bill.

''THE TRUE AMERICA''

HON. STEVE ISRAEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. ISRAEL. Mr. Speaker, last week, our country, this community, was struck by tragedy. We lost family and friends, firefighters and police, loved ones and heroes. For our families, we offer our prayers. For President Bush, Major Giuliani, and Governor Pataki, we offer our thanks. For the cowards who committed these atrocities, we submit our resolve.

On Friday, the President asked me to join with him at ground zero. In the wreckage of the World Trade Center, we saw a place of war . . . but also a place of great hope.

We saw, we smelled, we heard the signs of war: twisted metal . . . shattered windows . . . acrid, smoking ruins. As our Air Force jet passed, the clouds were low, and smoke billowed from the wreckage below, casting a gray shroud over lower Manhattan.

But amidst the devastation, we also saw the signs of the true America.

As our motorcade drove slowly down the west side highway, the clouds broke, and the sun shined brightly on the Statue of Liberty, reflecting the very best of our country.

Amidst the devastation, rescue workers planted small American flags, in their battered helmets.

They were weary from digging to save lives for three days, yet still able to raise their arms high and shout, ''USA, USA, USA'' when our President arrived.

I met our neighbors—one from East Islip, the other from Huntington Station—who had been working in that rubble since the calamity struck, defiantly insisting on hope with every brick they moved. I salute them and all of our unsung heroes who continue to provide comfort in a time of tragedy and save lives in a time of war.

Ladies and gentlemen, that is the America that was in my mind later that night, after I returned to Washington, and voted to give our President the authority he needs to protect the freedoms we hold so dear, the freedoms our Constitution offers us in its very first words, the Preamble:

''To establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity.''

We didn't choose this fight. It chose us. And now we have no choice but to respond for the lives lost . . . and to preserve a uniquely American way of life:

Americans saw blood . . . and then lined up for hours to give it.

We saw disaster . . . but not defeat.

We felt fear . . . but now we join together in faith.

Our American democracy built by Washington, Adams, Jefferson, and Lincoln will not be weakened by cowardly terrorists.

As Alexis de Touquville said over a century ago: ''Americans are great—because they are good.'' And we know well that good always triumphs over evil.

Ladies and gentlemen, that night, when I cast my vote on the Floor of the House to authorize the use of force, I was conscious of all these things.

And I was aware of the fact that sixty years before, from that very same place, President Roosevelt summoned America into a monumental crusade against evil. We remember his speech, calling that day one of ''infamy.'' But I want to leave you with other words he proclaimed in the very same speech:

''With confidence in our armed forces—with unbounding determination of our people, we will gain the inevitable triumph, so help us God.''

We triumphed then. We will triumph now. So help us God.

SEPTEMBER 11TH, 2001 TRAGEDY IN AMERICA

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. LEVIN. Mr. Speaker, since September 11, we are solemnly reminded each day what it means to be a firefighter. Like so many others in public life they serve the community, but they do so at great risk of peril to their own health and lives.

So I am particularly pleased and proud to rise today in recognition of the careers of two distinguished firefighters from Sterling Heights, Michigan upon their retirement and as they embark upon a new phase of their lives.

Captain Kerry Wolgast began his firefighting career in Sterling heights in 1979. Since then, he has obtained numerous certifications ranging from Hazardous Materials First Responder to Terrorism Awareness. He was promoted to Lieutenant in 1994, and then to Captain in January of this year. He retired on September 17, 2001. Fire Inspector Andy Wallace began his career in Sterling Heights in 1980. Inspector Wallace has also obtained numerous certifications ranging from Criminal Justice Training to Fire and Arson investigation. He was promoted to Lieutenant in 1995 and Fire Inspector in 1997. He will retire on January 16, 2002.

We are grateful for the service Captain Wolgast and Inspector Wallace have provided the community and citizens of Sterling Heights over their long careers. Both have served the public well and have received letters of thanks and commendation from the community in response.

I send to them and to their families my best wishes for a healthy, happy and productive retirement.

IN COMMEMORATION OF THE TENTH ANNIVERSARY OF ARMENIA'S INDEPENDENCE

HON. JOE KNOLLENBERG

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. KNOLLENBERG. Mr. Speaker, I rise today to commemorate the 10th anniversary of Armenia's independence from the Soviet Union. This anniversary marks an important turning point for Armenia and an opportunity to highlight the U.S.-Armenia relationship. As our country continues to mourn the victims of last Tuesday's tragic attacks, so too do the Armenian people. Armenian President Robert Kocharian expressed his condolences to President Bush along with an offer to send experienced rescue workers to help the relief efforts in New York and at the Pentagon. The government of Armenia also pledged to support America's anti-terrorist campaign.

Since the dawn of history, Armenians have held to their land despite repeated occupations, oppression and genocide. They have retained their distinct heritage, language, culture and religion. In fact, this year Armenia—the first Christian nation—celebrates its 1700th anniversary of Christianity and as part of the celebration, the Pope will visit Armenia.

On September 21, 1991, with the fall of the Soviet Union, the long awaited dream of an independent Armenia became a reality as the Armenian people held a referendum to decide their future. An extraordinary 94 percent of Armenia's eligible voters turned out to support independence. I might note that one of our colleagues, the gentleman from Wisconsin, Mr. SENSENBRENNER, was in Armenia on this historic occasion.

Although the Republic of Armenia struggles against the impact of an ongoing blockade by its neighbors to the east and west, which has devastated the economy, Armenia continues to make economic strides. Armenia also continues to reach out to its neighbors without preconditions. Unfortunately, Armenia's numerous proposals—from opening borders, restoration of rail and road links in the Caucasus, energy swaps, agreeing to the U.S. proposal to open mutual information centers in Turkey and Armenia among others—have all been rejected.

I am pleased to note that some progress has been made in promoting improved Armenian-Turkish relations with the recent establishment of the Turkish-Armenian Reconciliation Commission (TARC). The commission is an important step toward fostering a new era of mutual understanding and good will between Armenians and Turks. This commission provides a forum for direct dialogue to address issues that continue to divide the people of Armenia and Turkey.

Oliver Wendell Holmes once said, ''the great thing in this world is not so much where we stand, as in what direction we are moving.'' Armenia, like many other countries of the former Soviet Union, is still struggling to overcome many obstacles, but I believe it is headed in the right direction. And with the ongoing support of the United States, we can ensure that Armenia's young democracy will flourish. I am confident that the strong and natural bonds that exist between our two countries and peoples will continue to grow and become stronger in the years to come. God bless America and God Bless Armenia.

HONORING KERN COUNTY FIREFIGHTERS

HON. WILLIAM M. THOMAS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. THOMAS. Mr. Speaker, I rise to acknowledge the real contributions of many individuals from California's 21st District to the relief effort because of the horrible tragedy on September 11, 2001. I am continually encouraged by the courageous and unselfish acts of our communities.

Over the past week, a tireless and dedicated crew of 11 firefighters from Kern County in California has helped with the rescue and cleanup efforts at the Pentagon. Facing long days of work in a stressful environment, they kept their resolve. The display of internal fortitude by these heroes serves as a great example of generosity and selflessness.

I would like to express my appreciation to Steve Gage, Keven Harper, Nick Dunn, Ken Stevens, Bob Clinoff, Bob Lechtreck, Dean Clason, Pat Caprioli, Steve Shoemaker, Jim Scritchfield, and Dan Kleinman for all their hard work in assisting with the rescue and recovery efforts at the Pentagon. I would also like to thank their families for the sacrifices they also endured during these uncertain times.

I am extremely proud of these firefighters and our communities for the compassion shown to the victims of this horrific act of terrorism. The blood, sweat, and tears shed throughout our history in the quest for life, liberty, and pursuit of happiness have never been in vain. That is why I am certain the American people will rise to the occasion and triumph in these most trying of times. Together, there are no difficulties we cannot overcome as the greatest example of freedom and democracy in the world.

COMMONWEALTH OF THE MARIANA ISLANDS STANDS STRONG FOR U.S. NATIONAL SECURITY

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. CUNNINGHAM. Mr. Speaker, I rise to commend the citizens of the Commonwealth of the Mariana Islands (CNMI) for their support of the United States Armed Forces. In particular, I want to thank the members of the House of Representatives of the CNMI and their Speaker, Ben Fitial. Recently, that body passed a resolution, authored by Speaker Fitial, calling for the U.S. Navy's continued use of Farallon de Medinilla Island for essential training exercises.

Of all the targets in the Western Pacific available to forward deployed U.S. units, only Farallon de Medinilla offers the target fidelity, access and maneuver space required to maintain the Navy's war-fighting capabilities. Rear Admiral Tom S. Fellin of the U.S. Navy has said that ''Farallonde Medinilla . . . plays a special and unique role in national defense. Its location provides access frequency that supports established training requirements. In addition, the air and sea space in the Farallon provides sufficient room for the many different attack profiles necessary to replicate training opportunities in the CNMI.''

The men and women in our military need places like Farallon de Medinilla in order to keep our forces the most effective in the world. Shutting them down will cost lives. But Puerto Rico's highly publicized and successful effort to end Navy training on its Vieques Island has inspired activists elsewhere to press for an end to military training in their backyard. Small groups of military extremists are now agitating for removal of U.S. military operations at Farallon de Medinilla Island and in Okinawa. Not only am I concerned about the implications of those efforts for our military readiness, but I am concerned that if successful, these efforts will ultimately encourage domestic pressure for removal of military operations which in any way inconvenience nearby residents. At this time of national crisis, we simply cannot afford to lose our most critical military training sites.

Unlike the situation in Puerto Rico, though, the overwhelming majority of residents and indeed the leaders of CNMI have not jumped on the political bandwagon to force the U.S. out. They are standing up to those fringe elements, because they recognize that freedom isn't free, and that with the benefits of being part of the U.S. territories come some responsibilities.

The tragic terrorist events in New York and Washington, D.C., show us once again, that we cannot just turn our military on like a light switch. To ensure peace, our military must always be prepared for the horrible reality of war. They must always maintain the people, the equipment and most important, the training to ensure that they prevail when a challenge arises. We thank Speaker Fitial for taking the initiative in confirming the commitment of the CNMI people to our fighting forces and all the citizens of the United States. As we enter the battle against terrorism around the world, it is heartening to have the CNMI people standing by our side. They have been there in times of peace, and they will be with us in the new war against terrorism.

DR. FREDERICK G. SAMPSON II CELEBRATES 50TH YEAR AS A MINISTER

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. CONYERS. Mr. Speaker, today I rise to commend Dr. Frederick G. Sampson II, pastor of Tabernacle Missionary Baptist Church, as he marks two very important milestones in his illustrious career. In addition to celebrating his 50th year as a minister, Dr. Sampson reaches his 30th anniversary as pastor of Tabernacle Missionary Baptist Church.

Dr. Sampson has an extensive educational background, holding degrees in both Behavioral Science and the Theological Sciences. Dr. Sampson, an avid lecturer at colleges and universities throughout our country, is also the annual keynote speaker for various Congresses, Fellowships, Conventions, Councils, Coalitions, Advisory Boards, and Community Outreach Programs all over this country. During his career, Dr. Sampson has pastored various congregations all over the country, and has served on commissions and boards with the aim of fighting crime, improving education, and bringing a higher level of consciousness to our community.

Dr. Sampson's many endeavors to enrich life at all levels of society have also led him to teaching, preaching, and studying mission all over the world. Dr. Sampson deserves praise for his rich, multi-national service record, including his leadership and participation in the Human Rights struggle. Once again, I urge my colleagues to join me in commending Dr. Sampson on his outstanding achievements.

JUVENILE JUSTICE AND DELINQUENCY PREVENTION ACT OF 2001

SPEECH OF

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 20, 2001

Mr. HOLT. Mr. Speaker, yesterday we passed H.R. 1900, the Juvenile Justice Delinquency and Prevention Authorization Act,

which I support and am pleased to have a hand in shaping.

According to government statistics, juveniles accounted for 17% of all arrests and 16% of all violent crime arrests in 1999. Moreover, in that same year, 2.5 million children under the age of 18 were arrested.

We must not be complacent about these figures. Too many young people get involved in criminal activity, and we must do all we can to prevent juveniles from engaging in such activities.

H.R. 1900 is a bipartisan effort to improve the juvenile justice system and give maximum flexibility to states and local communities in preventing and reducing juvenile crime.

I applaud Representative GREENWOOD and Representative SCOTT for putting together a bill that has garnered such wide bipartisan support.

I am particularly pleased, that because of an amendment I successfully offered in committee, this bill keeps research and statistical analysis within the National Institute of Juvenile Justice. It is imperative that we not lose our focus on early prevention and this is best accomplished by committing this work to a separate agency.

I am also pleased that an amendment Representative MCCARTHY and I offered in committee requiring a study be conducted on gun violence-related injuries and deaths by youth in schools and communities was later incorporated in this bill as well.

This study will focus on the relationship between victims and violent youth; the criminal act and location; and the types of weapons being used. By learning the source of the problem, we can find and develop ways to prevent future violence.

There is much more that we can do to prevent juvenile crime. However, this bill represents a good start and I am happy to support it. I urge all of my colleagues to support this important bill.

IN RECOGNITION OF FIRST AND SECOND GRADERS AT CHICAGO'S JOSEFA ORTIZ DE DOMINGUEZ ELEMENTARY SCHOOL

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GUTIERREZ. Mr. Speaker, I am honored to recognize the members of 2000–2001 first and second grade classes of the Josefa Ortiz de Dominguez Elementary School in Chicago, Illinois.

I am proud to say that these young students are award-winning scientists. Earlier this year, they earned the Unisys Prize for their outstanding use of the Internet as a tool in science investigation. Their project was entitled, ''El Agua Trabaja! How Water Benefits Quality of Life in Chicago's Little Village.''

In collaboration with the Chicago Academy of Sciences and Friends of the Chicago River, the 2000–2001 first and second grade students of Josefa Ortiz de Dominguez Elementary School explored how the science of water benefits their Chicago neighborhood of Little Village. Specifically, these young scientists studied the water cycle, the three principal forms of water and ways to filter water to better understand how water and the Chicago River benefit their community. Using the Internet as their primary tool, the students shared what they learned by posting their scientific findings, personal journals, watercolor pictures and poetry on the Web.

I applaud the 2000–2001 first and second grade students of Josefa Ortiz de Dominguez Elementary School for their creativity and innovation while executing their scientific investigation. I believe these students also benefited greatly from the guidance of their teachers and the support of their families when they were awarded with such an outstanding science award. ''El Agua Trabaja'' or ''Water Works'' is now a bilingual web site explaining the experiments, facts and figures associated with the importance of water in everyday lives.

I am pleased to recognize the 2000–2001 first and second grade students who took part in this endeavor. The students in Ms. Nidsa LaLuz' class include Jaime Aguilar, Jesenia Avelar, Raul Cordova, Roxana Delgado, Juan Deluna, Alejandro Galvan, Amairan Galvan, Luis Garcia, Rosio Garcia, Keli Hernandez, Erick Martinez, Diego Nava, Israel Navarro, Jose Pena, Jorge Ramirez, Denisse Ruiz, Erwin Ruiz, Francisco Ruiz, Leonardo Sanchez, Maria Sosa, Sergio Vega,

I wish all of these students, their teachers and parents continued success in their endeavors and I thank them for supporting and promoting the interest of young minds in science and technology.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2002

SPEECH OF

HON. ROBERT A. UNDERWOOD

OF GUAM

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 20, 2001

The House in Committee of the Whole House on the State of the Union had under consideration the bill. (H.R. 2586) to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, to prescribe military personnel strengths for fiscal year 2002, and for other purposes:

Mr. UNDERWOOD. Mr. Chairman, this amendment would extend the opportunity to vote in the November 2002 federal elections through the electronic voting system proposed by this bill to uniformed services personnel from the U.S. territories and the District of Columbia. These voters are from Guam, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, American Samoa, and the District of Columbia who are currently serving away from their homes as active duty military personnel. The Department of Defense estimates that nearly 15,000 uniformed services personnel would become eligible to participate in the system as a result of this amendment. In addition, it would grant spouses and eligible dependents of these uniformed services personnel the ability to participate as well.

The voting system under this bill is intended to facilitate and demonstrate a more efficient and convenient system that would increase voter participation among U.S. military service personnel stationed around the world. My amendment allows access to this voting system for all eligible military personnel regardless of where they may be registered to vote.

I appreciate the support of Military Personnel Subcommittee Chairman McHugh and urge your support for my amendment, which protects and extends the voting rights of our men and women in uniform from the U.S. territories and the District of Columbia.

TRIBUTE TO CARDINAL HAYES HIGH SCHOOL

HON. JOSÉ E. SERRANO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. SERRANO. Mr. Speaker, I rise today to pay tribute to Cardinal Hayes High School, a treasured Bronx learning institution that celebrated its 60th anniversary September 23, 2001.

Cardinal Hayes High School was built and organized by His Eminence Francis Cardinal Spellman between September of 1940 and September of 1941. Its original student body consisted of over 3000 students who attended this institution in the original building, now deemed the Main Building on the small, elegant campus.

Mr. Speaker, Cardinal Hayes High School has consistently provided exceptional academic and religious guidance for generations of young men from the Bronx and Manhattan. This unique school has been staffed since its

beginning by Archdiocesan Priests, Irish Christian Brothers, De La Salle Brothers, Franciscan Brothers and Priests, Marist Brothers, Xaverian brothers, Religious Sisters and scores of dedicated laymen and laywomen. Current members of this devoted staff are responsible for a 99 percent graduation rate. 96 percent of all Cardinal Hayes High School students go on to study at a college or university.

It must be noted also that Cardinal Hayes High School is one of a just few schools in the New York metropolitan area operating as a Cisco Networking Academy. This accreditation allows the school to provide a two-year course of study that prepares students for CCNA certification. CCNA (Cisco Certified Network Associate) is a highly-regarded certification of networking and internetworking skills.

Mr. Speaker, young men from all walks of life make up the Cardinal Hayes student body. These young men learn, work, play, and worship with one another while providing mutual support and comradery as well. I take pride in saying that my son, Jose, graduated from Cardinal Hayes and remembers his high school alma mater fondly.

I am very proud to acknowledge this learning institution that has produced so many upstanding men that have, no doubt, gone on to benefit society. I ask my colleagues to please join me in celebrating 60 years of first-rate academic, social, and spiritual instruction in the heart of the Bronx at CHHS.

RECOGNIZING MS. JULIE ANN CRIPE

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BENTSEN. Mr. Speaker, I rise to congratulate Ms. Julie Ann Cripe on being named Chairperson of the Board of Financial Women International, at the 79th Annual meeting being held in Williamsburg, Virginia, the week of September 22, 2001.

Financial Women International (FWI) is a professional association of women working together to achieve success in the financial services industry. Since its creation, Financial Women International has worked to empower women in all segments of the financial industry to attain their professional, economic, and personal goals. The association consists of more than 8,000 members representing the United States, Canada, Russia, Japan, and Mexico.

Ms. Cripe has been active in FWI since 1979, serving as President on the local and state levels before accepting positions at the international level. Aside from her work with the association, Ms. Cripe, is currently President and Director of OMNIBANK, N.A., where under her leadership the bank has grown rapidly to become one of the largest locally owned banks in Houston. Ms. Cripe has worked closely with the development of Small Business Administration loans at OMNIBANK, most recently closing a $25 million dollar loan on a chemical plant in Sherman, Texas.

Along with serving as President and Director of OMNIBANK, N.A., Ms. Cripe has been very active in the Texas Bankers Association and the American Banking Association, particularly serving on the legislative and education committees. Presently, Ms. Cripe serves on the Board of the Education Foundation for the American Banking Association, and was an excellent spokesperson for the home equity bill.

Ms. Cripe has been an exceptional leader in the community, earning the respect of her peers and associates in the business and civic communities. She has contributed to the betterment of the Houston area, by serving on committees at St. John the Divine Episcopal Church, M. D. Anderson Cancer Research Center, and the March of Dimes.

Again, I would like to take this time to congratulate Ms. Julie Ann Cripe on becoming Chairperson of the Board of Financial Women International and wish her continued success.

HONORING CHRISTIAN HEALTH CARE CENTER'S 90TH ANNIVERSARY

HON. MARGE ROUKEMA

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mrs. ROUKEMA. Mr. Speaker, I rise today to extend my sincerest congratulations to the Christian Health Care Center for its 90th anniversary of service and care to northern New Jersey. The Christian Health Care Center, located in the town of Wyckoff, offers care for the elderly as well as short and long-term mental health services. All of this is done in a wonderful environment, led by Christian principles. Founded in 1911 and currently under the outstanding leadership of President and CEO Doug Struyk, the Center has evolved into dynamic and caring organization with state-of-the-art facilities, serving the surrounding community for generations. This weekend, the Center will have the opportunity to celebrate its accomplishments and stories of the past 90 years.

The mission of the Christian Health Care Center speaks to the good work done at this facility. The Center provides a continuum of high quality services consistent with the Christian principles on which the institution was founded. Long term care and mental health care are offered, as well as residential living in a compassionate loving environment. The Center consists of a 251 bed skilled nursing home, a 40 unit supportive senior housing complex, a residential living facility and a psychiatric hospital. Recently, construction was completed on an on-site day care center for the Center's care-providers. The Longview assisted living facility was also newly finished, which allowed the residential community to welcome an additional 80 residents to these state-of-the-art facilities. Such a tremendous number of lives are touched through the Christian Health Care Center.

This number also includes the friends and families of residents, for they can rest assured that their loved ones are in good hands with complete care. If you meet even one member of the staff at the Center or hear even one story from a resident, you will understand that the staff here is truly doing God's work-everyday. The philosophy by which the Center operates further testifies to this caring Christian spirit of the community: ''the staff of nurses, doctors, program directors, aides and all others at the Center give unselfishly so that all of our residents and patients know that they are cared for and loved.'' Their personal touch in caring for the elderly has moved many.

I speak from personal experience. My beloved mother, Margaret Scafati, was cared for with compassion and professionalism of the highest caliber at the Center. For this I am truly grateful.

Under the excellent guidance of Mr. Struyk and the caring of the wonderful employees, the Christian Health Care Center will continue to shine as one of the finest care facilities of its kind in our nation. This weekend we celebrate 90 years of excellence and look forward to many more. Our hearts and prayers are with those involved with this wonderful center.

TRIBUTE TO DAVID FREEMYER

HON. JAMES V. HANSEN

OF UTAH

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. HANSEN. Mr. Speaker, today I would like to share with the House and America, a statement by my friend David Freemyer. David is 9 years old and sent me the following speech about the tragedies of September 11, 2001.

''As we all know on September 11, 2001 terrorists hijacked four of our airplanes and crashed two of them into the World Trade Center and one into the Pentagon and one crashed in a field in Pennsylvania. This event has brought sadness to everyone and death to thousands of people. I ask myself why would anyone want to do such a thing. We have done no harm to any other country.

Not only have we done no harm, but we have helped all the countries that need our help and will still help any country that needs our help. We donate food and water and anything a country needs. And yet very few times has a country helped us. I'm not saying that all the other countries are bad. I'm just saying that just because we have a very strong military and that our country is very powerful that doesn't mean that we can do everything on our own. I have great respect for all the people from other countries that took time to go to church and pray for our country.

God Bless America!

David A. Freemyer''

I hope all Americans can somehow show their patriotism like my friend David.

TRIBUTE TO GEORGE EICHLER

HON. CHARLES A. GONZALEZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. GONZALEZ. Mr. Speaker, I rise today to honor a great man, George Eichler. Regretfully, George Eichler passed away on Friday, August 17, 2001, but he leaves us with a myriad of memories and lessons derived from his history of service and a legacy of championing important issues.

George was a life-long Democrat and a long-time labor leader in San Antonio. His tireless work n behalf of Democrats and in support of San Antonio working men and women is well recognized and respected within the

Democratic Party. George's dedication to service and his commitment to family and to fatherhood is a shining example of the life we should all aspire to.

His daughter, Vanessa Eichler, said of him ''He was the perfect father. Everyone knows him for what he did for labor and the Democratic Party, but he taught us to enjoy life.'' I believe that through his actions George taught us all a little bit about life and the need to help one another.

George Eichler's involvement in the labor movement saw its beginnings in 1949, when George went to work as a bottle washer at the Pearl Brewery in San Antonio, Texas. Soon after beginning his work there, George joined the International Association of Brewery Workers, and quickly moved up the union leadership ranks to become the Associate Business Agent in 1960. In 1967, the International Association of Brewery Workers joined the International Brotherhood of Teamsters, and George continued his leadership efforts, holding various local, State, and national level positions within the Teamsters organization throughout his career.

It was through his work as a labor leader that George also became well-known for his charitable contributions, selflessly dedicating his time and service to charitable organizations like Goodwill Industries and the United Way. From 1965 through 1974, George continued his commitment to service as Chair of the San Antonio AFL–CIO Council Pines Housing Trust, a program whose outstanding efforts in housing the handicapped was recognized by the U.S. Department of Housing and Urban Development. These local elderly and handicapped independent living programs are recognized as precursors to national handicapped housing initiatives.

George's work over the years also benefitted the local Democratic Party and countless Democratic candidates, as he campaigned tirelessly during each campaign year. He also served as Democratic Precinct Chair, and as such attended many State and National Democratic Conventions.

I am proud to count myself among those who have had the opportunity to know and learn from George Eichler. I know his family will receive some comfort in the knowledge that George's memory will endure among all those he touched throughout his life.

HONORING BERINGER VINEYARDS ON ITS 125TH ANNIVERSARY

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. THOMPSON of California. Mr. Speaker, I rise today in recognition of the 125th anniversary of Beringer Vineyards, located in St. Helena, Napa Valley, California.

Beringer Vineyards was founded in 1876, when Jacob Beringer and his brother, Frederick purchased a twenty-eight acre vineyard for $14,500. One hundred and twenty-five years later, the winery is worth in excess of $1.5 billion and is the oldest continuously operating winery in Napa Valley.

Beringer was not only a pioneer in the California wine industry, it is also a significant factor in the Napa Valley's emergence as one of the world's premier wine-growing regions. Today, Beringer Vineyards continues its extraordinary tradition of viticulture innovation and winemaking expertise to consistently produce the highest quality wines.

Mr. Speaker, Beringer Vineyards not only produces outstanding wines, but its generosity in the community is unsurpassed. Beringer supports numerous important charities, including civic organizations and youth groups throughout Napa Valley and the State of California. This year, the majority of its donations are being made to Napa Valley Health Charities, which provides critically needed health care services to low-income persons.

To commemorate this important occasion, Winemaster Ed Sbragia, who is celebrating his 25th year as Winemaster at Beringer, has produced a very special 1997 Napa Valley Cabernet Sauvignon from the original ''Home Vineyard.'' As evidence of Beringer's continued tradition of excellence, Mr. Sbragia is the world's only winemaker to have both a red and a white wine named as Wine Spectator magazine's ''#1 Wine of the Year.''

Mr. Speaker, Beringer was where I worked as a young man and I am particularly proud of this tremendous organization. At this time, it is appropriate that we honor and congratulate Beringer Vineyards for its many successes and contributions to our Napa Valley community for the past 125 years.

RECOGNIZING HEAR O' ISRAEL INTERNATIONAL INC.

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BENTSEN. Mr. Speaker, in light of the tragedy that struck our nation September 11, 2001, I believe it's fitting to recognize a valued organization within the Houston community, Hear O' Israel International Inc., which is currently sponsoring its National Mercy, Love and Compassion Month. This month long event is being conducted in conjunction with their ongoing campaign, ''Listen to the Cries of the Children.'' Hear O' Israel works to make a difference in the lives of the physically challenged, the elderly, neglected children, and battered women across Houston. They work to give these men and women a stronger sense of self-worth and instill in them the need to treat others with compassion and respect. National Mercy, Love and Compassion Month has been endorsed by Houston Mayor Lee Brown and every member of the City Council, which further demonstrates the high regard for Hear O' Israel in our community.

Hear O' Israel International Inc., a non-profit, non-denominational organization works to increase public awareness of those that are less fortunate. ''Listen to the Cries of the Children'' is designed to strengthen unity amongst families and further public awareness of the negative consequences that drug abuse, family violence, child abuse, and gang activity have on children.

National Mercy, Love and Compassion Month is a campaign to call attention to the plight of children who do not have access to adequate food, shelter, clothing, and health care. As a symbol of compassion for suffering children, Hear O' Israel International Inc., encourages supporters to adopt a family or an individual in need as a gesture of support in resounding the alarm for those who have been forgotten and many times rejected by our communities.

Again, I would like to recognize Hear O' Israel International Inc., for its efforts to improve and enhance the quality of life for our children, and extend my personal best wishes for a successful and rewarding campaign.

TRIBUTE TO REVEREND BOOKER T. SEARS, JR., D.D.

HON. JOSÉ E. SERRANO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. SERRANO. Mr. Speaker, I rise to pay tribute to Reverend Booker T. Sears, a remarkable spiritual counselor and community leader, on his 16th anniversary as Pastor of Goodwill Baptist Church in the Bronx, New York.

Reverend Sears was born and raised in Columbia, South Carolina, as the eldest of four children born to the late Dr. and Mrs. Booker T. Sears Sr. Nurtured by a large family, Reverend Sears went on to pursue higher education in his hometown. He received a Bachelor of Arts degree in Religion and Philosophy from Benedict College and his Doctorate of Divinity degree from the Columbia Bible Institute. Reverend Sears spent 23 years pasturing congregations in South Carolina before bringing his gifts and compassion to the South Bronx.

Mr. Speaker, since his arrival to New York's religious community 16 years ago, Reverend Sears has left an undeniable mark. He is the Second Vice President of the Baptist Ministers Conference of Greater New York and Vicinity, an active member of the United Missionary Baptist Association, the Empire Missionary Baptist Convention, the National Baptist Convention U.S.A., Inc., the Ministers Prayer Alliance, along with a number of other esteemed religious organizations and community organizations.

The man I am honoring today has been an example of leadership for his congregation and many community members. Worshipers at Goodwill Baptist Church describe Reverend Sears as not only their religious guide, but as their friend, confidant, and teacher.

Mr. Speaker, I ask my colleagues to join me in recognizing Reverend Booker T. Sears Jr., D.D. for his 16 years of dedicated service to the Goodwill Baptist Church congregation and South Bronx community.

CONGRATULATIONS TO NEWARK BETH ISRAEL ON ONE HUNDRED YEARS OF SERVICE

HON. DONALD M. PAYNE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. PAYNE. Mr. Speaker, I would like to ask my colleagues here in the U.S. House of Representatives to join me in paying tribute to Beth Israel Medical Center in Newark, New Jersey as staff and supporters celebrate 100 years of service to our community. Newark

Beth Israel experienced its humble beginning a century ago, when a small group of women known as the Daughters of Israel raised $4,000 to open Beth Israel Hospital on the corner of Kinney and High Streets in Newark.

The Beth quickly outgrew its original quarters and moved to its present location in 1928. In the ensuing decades Newark Beth Israel grew and changed in order to adapt to the community's needs, and was the site of numerous medical breakthroughs. During a Founders Day celebration which officially marked the 100th anniversary of the signing of the hospital's original charter, employees and physicians were joined by Paul A. Mertz, Executive Director; Robert Marks, Chairman of the Board of Trustees; and Lester M. Bornstein, former President of The Beth in signing replicas of the original charter. Victor Parsonnet, M.D., signed a replica of the original charter next to the name of his grandfather, Victor Parsonnet, M.D. Dr. Parsonnet's two grandfathers (the other is Max Danzis, M.D. were among the founders of Newark Beth Israel Hospital in 1901. Lester Bornstein, former President of Newark Beth Israel who served the medical center for 36 years, also signed the charter. The charter is being displayed in the lobby during the Centennial events.

Throughout this year, there will be numerous events scheduled to celebrate the Centennial, including monthly historical displays; a parade in conjunction with the center's Annual Fall Health Fair; a commemorative quilt with the theme ''A Century of Caring''; in-hospital theme days, held once a month to celebrate each decade of the 20th century; group outings and contests for employees and physicians; and an Alumni Day to welcome back retired and former employees of the Medical Center. The Centennial celebration will also include several major events: Visionaries in Medicine Science: A Series of Symposia Celebrating the Centennial of Newark Beth Israel Medical Center presenting on the topics ''Healthcare and Cultural Diversity,'' ''Cardiovascular Disorders,'' ''Dentistry,'' ''Pediatrics,'' ''Nursing,'' ''Renal Medicine'' and ''Genetics and Molecular Biology.''

Mr. Speaker, in celebration of the important role that The Beth has played in our community throughout the decades, there will be a Centennial Gala at the New Jersey Performing Arts Center on Saturday, October 6, 2001. Let us join in offering our congratulations and best wishes for continued success to the entire Newark Beth Israel community—the medical and nursing staffs, the ancillary services and administration, the Auxiliary and of course, the many dedicated volunteers who give so generously of their time and talent.

TRIBUTE TO AURELIO VALDEZ

HON. SOLOMON P. ORTIZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. ORTIZ. Mr. Speaker, I rise today to pay tribute to Aurelio Valdez for over a decade's worth of hard work and community service. For 27 years, Aurelio Valdez strove to improve the lives of an often overlooked segment of our American society, the mentally handicapped.

As the Superintendent of the Corpus Christi State School, Mr. Valdez labored to reconnect the Texas citizenry with the lives of the mentally impaired residents of the school. For 12 years, Mr. Valdez worked as the Superintendent of the Corpus Christi State School, and during that time, he helped to provide normalized living conditions for the school's three hundred eighty-seven resident students.

By helping to change people's perceptions of those suffering from mental illness, Aurelio became not only a respected educator and healer, but an architect of a unified Corpus Christi community.

Aurelio joined the Texas Department of Mental Health and Mental Retardation in 1974, and has received constant praise for his contributions to the improvements in care for those suffering from mental retardation and mental disease. He is noted around the State School as an innovator and a leader. Ray is one of those special people who sees what he is doing less as a job, and more as a labor of love.

A hero in the shadows, Aurelio urged his employees to step into the limelight and take credit for the work he encouraged from them. This life-long caregiver retires not only with the respect and admiration of his colleagues, but with a vow that he will continue to assist the mentally challenged in reaching their goals.

I am proud to have had the opportunity to serve with such a dedicated servant of the people on a number of health and education issues. With his retirement, Corpus Christi and the rest of Texas lose a leader, an inspiring educator, and a shining example of American patriotism.

I ask my colleagues to join me today in honoring a great and generous man, Aurelio Valdez, as he retires from a lifetime of dedicated service to the Coastal Bend, to Texas and to the United States.

THE AMARONE FAMILY

HON. ROSA L. DeLAURO

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Ms. DELAURO. Mr. Speaker, is my great honor to rise today to pay tribute to a truly amazing family of my hometown neighborhood: the Amarones of New Haven, Connecticut. Now over two hundred strong, the Amarones have long been a legend in the Wooster Square neighborhood and have held the distinction of having the largest family in New Haven since 1938.

Their story begins in 1911 when twenty-one year old Josephine arrived in the United States and met Andrew Amarone on Wooster Street. It was there that they were married and there that they made their home. It was also where their seventeen children were born and where two of their children died. Twenty-two years separates oldest son John from their youngest son Nicolo and one can only imagine the schedule Josephine and Andrew kept. Raising seventeen children through the hardest of economic times, I am still amazed at all they were able to accomplish living on the wages Andrew received as a polisher at Sargents, an architectural hardware factory where many immigrants were employed—averaging between fourteen and twenty five dollars a week.

Throughout this last century, the Amarones have lost a number of their loved ones like Benny who was killed at Iwo Jima for which he was posthumously awarded the Silver Star. Many others will be remembered this weekend when New Haven will be host to an Amarone family reunion where over one hundred and twenty family members from across the United States are expected to attend.

The Amarones are an incredible family with a rich history and a reflection of times past. Generations to come will continue in their strong traditions and will be a bright beacon for the future. In a time when family values are under close scrutiny, it is families like the Amarones that we look to for inspiration. It is my honor and privilege to recognize the Amarone family as they gather to celebrate their first family reunion and to extend my very best wishes to them all.

IN APPRECIATION OF THE VETERANS OF NEW YORK'S SECOND CONGRESSIONAL DISTRICT

HON. STEVE ISRAEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. ISRAEL. Mr. Speaker, on September 17, as the smoke still rose above the site of a terrorist attack on America, I convened a meeting of veterans throughout New York's Second Congressional District. I wanted to hear from them, firsthand, how our Nation should respond at this fateful moment in our history.

I asked for their opinions because these are the men and women who have already seen battle. They have already responded to America's call. They have already paid a price for freedom . . . and many saw their comrades pay an eternal price.

Mr. Speaker, this group of veterans was unified on two essential points which I share with my colleagues in Congress today.

First, the American people, the Congress, and the administration must provide our armed forces with the sustained support they will need to ensure that no terrorist has the capability of inflicting damage on America ever again. Not at any time. Not in any place. Never again. That means pursuing justice until we clean every cave, every tunnel, and every training base where terrorists threaten our country.

Second, we must understand our obligation to our armed forces as we send them into battle . . . and after they return home. There's been a lot of talk about postponing America's domestic agenda. And I agree that we must be focused on our national and economic security. But as we send American troops into conflict, now is not the time to cut veterans benefits. Now is not the time to reduce services at our veterans hospitals. Now is not the time to cut health security or income security for our veterans. We must send a strong message to our armed forces that when they take care of America in battle, America will take care of them in peace. The maxim of battle is ''leave no soldier behind.'' When the battle is over, let us leave no veteran behind.

Mr. Speaker, no group of people can provide more valuable insight about the struggle to come than those who have bravely served

in struggles before. I appreciate the counsel that the veterans of New York's Second Congressional District have provided.

IN SUPPORT OF CONGRESSWOMAN BARBARA LEE

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. CONYERS. Mr. Speaker, I rise to show my support for our colleague, Congresswoman BARBARA LEE. I am concerned about recent reports that violent threats have been directed at Ms. LEE following her vote against H.J. Res 64, which authorized the use of military force in response to the attacks of September 11.

While many of us may not agree with Congresswoman LEE's decision to vote against the authorization of the use of force, we must stand united to defend her right to vote her conscience as a Member of the United States House of Representatives. A Member's duty is to vote on behalf of their constituents and to vote with their conscience. We must rise in support of this intrinsic component of our democracy.

Just as the acts of September 11th can destroy us from without, they can also destroy us from within. As Members of Congress we must call on America to check our inflamed passions and national anger so as not to risk destroying our national unity. In recent days we have seen a spate of hate crimes against Muslims, Arab Americans and South Asian Americans. Such hate and intolerance threatens to slowly destroy the foundation of our democracy.

During this very difficult time in American history, we must demonstrate to the American people that we are strong and united beyond party lines and ideologies. Today, I ask my colleagues to join me in deploring these acts against Congresswoman LEE and supporting our democratic process.

NEW THREATS READINESS

HON. ROY BLUNT

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BLUNT. Mr. Speaker, reflection on the attacks at the World Trade Center and the Pentagon leads us to the inescapable conclusion that the United States must ever be ready to meet new threats that face us, regardless of their source.

During our district work period, former Congressman James W. Symington of Missouri spoke at Wilson's Creek National Battlefield for the groundbreaking on the new library at the Battlefield's visitors center. Mr. Symington's father, Senator Stuart Symington, spoke at the dedication of the National Battlefield forty years earlier. Jim Symington is now an attorney in Washington, D.C.

Mr. Symington challenged those at the dedication to consider that threats today could be met by ''preventative diplomacy, the maintenance of traditional alliances, the forging of new ones, state-of-the-art intelligence capability, and sufficient countermeasures.''

As we deliberate our response as a nation to the events of September 11, I urge my colleagues to consider the comments made by Mr. Symington.

UNION, RECONCILIATION, READINESS

In the words of a beloved hymn: ''Time, like an ever-rolling stream, bears all its sons away. They vanish lightly as a dream fades at the break of day.''

Has it really been forty years since my father stood here to dedicate this hard-won parksite as a memorial, in his words, ''to a high point of valor'' in our nation's history? It was a Missouri moment, just as it was a century earlier when Missourians in concert with units from neighboring states, contested and made sacred this ground in the same time frame as Bull Run in Virginia and with consequences no less significant. This morning we share another Missouri moment seven score years from the very day this

First, it signifies our precious Union; its bonds re-forged by that historic battle and so many like it over the ensuing four years. Again, in my father's words, ''As we dedicate this ground, let us join our hearts and minds in prayer that this be a battlefield of the last war which will ever be fought on native Missouri or American soil''. His words call to mind a speech Abe Lincoln made in 1838 to the Young Men's Lyceum in that other Springfield, Illinois: ''From where'', he said, ''should we expect the approach of danger. Shall some transatlantic military giant step the ocean and crush us at a blow? Never! All the armies of Europe, Asia and Africa with a Bonaparte for a commander could not by force take a drink from the Ohio, or make a track on the Blue Ridge in the trial of a thousand years. No, if destruction be our lot, we must ourselves be its author and finisher. As a nation free of men, we will live forever or die by suicide.''

What a prophetic utterance—for that Illinois lawyer to make, that young but farsighted Illinois lawyer destined to help his country draw back from the brink of such suicide a quarter of a century later. By giving his own life to the rescue he confirmed the spirit he had already seeded with the appeal he made in his First Inaugural Address.'' We are not enemies, but friends. We must not be enemies. Though passion may have strained, it must not break, our bonds of affection.''

Reconciliation—the second lesson of Wilson's Creek. Missourians answered this appeal long before Appomattox. Last spring my wife and I journeyed down the Mississippi on the *Delta Queen*. Stopping at Vicksburg, we visited that historic battlefield, and particularly the monument to fallen Missourians. I had not known until then that Missouri was the only state that fielded troops on both sides in that crucial campaign.

Those of you who may have seen the Ken Burns public television documentary on the Civil War will recall, I'm sure, that poignant moment, recorded on scratchy black and white movie film in 1913, the Fiftieth Anniversary of Gettysburg. The lame, white haired old survivors of that bloodletting squared off again in reenactment of Pickett's charge. The Confederate veterans, giving their now feeble rebel yell, struggled up the incline to the Union parapets where they were met not by gunfire, but the cheers and welcoming arms of their former foes. Shedding unashamed tears, they embraced, and held one another close. Had the veterans of Wilson's Creek enjoyed a similar chance to meet, the result would surely have been the same. As it is we must assume their spirits mingle kindly together and hove approvingly over us today.

Accompanying my father at the 1961 dedication was his nine-year-old grandson, my nephew, Stuart Symington IV, now a career diplomat. Dad wanted him here to implant indelibly in his mind the significance of that joint sacrifice—just as my Mother, also at the age of nine, had attended the dedication in 1914 of a monument at Gettysburg to her

Our born again Union and the new nation it forged has crossed many a perilous divide since the men in blue and gray stacked their arms, and returned to their homes in 1865. Two subsequent world wars preceded the 1961 commemoration my father addressed. The ''passions and faults of human nature'', as he said, coupled with the capacity of mankind to destroy itself, placed a grave burden on diplomacy, backed by a force no ''transatlantic military giant'' would ever dare confront. His focus was Soviet power and intent. Now nuclear proliferation, bio-chemical and other potential threats to our air, water, and cyberspace make today's challenges more complex, diverse, and unpredictable. They require preventative diplomacy, the maintenance of traditional alliances, the forging of new ones, state-of-the-art intelligence capability, and sufficient countermeasures to detect, deter, and, if necessary, overcome any threat that could arise within or beyond our borders. A daunting, multi-faceted challenge, but one which the heroes who contested this ground would expect us to meet cheerfully and without hesitation. And that is the third lesson of Wilson's Creek: Readiness, the wisdom to define it and the acceptance of the sacrifices necessary to maintain it.

Mr. Chairman, in conclusion I know I speak for my departed father, My brother Stuart, and all our family when I convey both our gratitude and warm congratulations to you every one of the remarkable men and women who dreamed, planned, designed, funded, promoted, lobbied, voted, and ultimately achieved this breathtaking memorial to Missouri's ''high point of valor''. It

is an honor to be among you. And I thank you.

CALL FOR TOLERANCE FOR ETHNIC AMERICANS OF ARAB AND SOUTH ASIAN DESCENT

HON. DANNY K. DAVIS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. DAVIS of Illinois. Mr. Speaker, as the news media reported the attacks on New York City, Washington, DC and Pennsylvania, other attacks are also being reported by Americans on Americans who want immediate revenge. I am referring to incidence of hate crimes committed against Arab Americans, South Asians and other mistakenly identified individuals.

In spite of the terrorist attacks on our country, our nation's motto has not changed; it is still ''Ex Pluribus Unum!'' that is, ''out of many one'', or a nation representing people from around the world. The City of Chicago has a thriving community of Arab Americans who are not all Muslims. Regardless of religion, all law-abiding citizens of Chicago and other communities deserve full protection of the law against all acts of intolerance. The principle of justice for all shall remain unchanged.

Mr. Speaker, I urge the passage of any resolution addressing hate crimes within our border.

TRIBUTE TO DEBORAH JACOBS WELSH

HON. JERROLD NADLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. NADLER. Mr. Speaker, I rise today to pay tribute to one of my constituents, Deborah Jacobs Welsh. I have never had the pleasure of meeting Ms. Welsh, but because of her courage and selflessness, I am able to stand here today on the floor of the House of Representatives and honor her memory.

Debbie, as her friends and family lovingly call her, was a flight attendant on United Airlines Flight 93, which was hijacked on that fateful morning of September 11 and then crashed into a field in western Pennsylvania.

But that's only part of the story.

Debbie and others aboard Flight 93 were aware that this hijacking was part of a bigger, coordinated terrorist attack. They knew that not only were their own lives at stake, but the lives of countless people on the ground also hung in the balance. Putting aside their own safety and well-being and overcoming paralyzing fear, several passengers and crew members banded together and vowed to take back control of the plane. Anyone who knows Debbie, knows that, without a doubt, she was part of the group that fought to the end, refusing to give in to the hijackers.

Words cannot express the rollercoaster of emotions running through me on that tragic day, especially when I learned of the heroic actions of those on Flight 93 which, according to authorities, was likely headed for the Capitol Building in Washington, DC. I cannot fathom the further devastation Flight 93 would have wrought if not for Debbie and the others who made the ultimate sacrifice, all in the name of protecting their fellow Americans and our nation. Because of these courageous individuals, I stand here today unharmed, as do my colleagues, members of my staff, and hundreds of other people who work on Capitol Hill.

The bravery Debbie demonstrated in her final moments was not an isolated incident. Throughout her life, she always stood up for herself and for those around her, doing what she could to right any injustices she encountered. She could light up a room with her smile and her wonderful sense of humor. Debbie showed the same level of loyalty and concern to strangers as she did her family, routinely giving unused airline food to the homeless people in her neighborhood. Most of all, Debbie was a loving wife to Patrick, and a devoted daughter, sister, and aunt.

Debbie will definitely be sorely missed, but she will never be forgotten. Her actions will live on as an example for all Americans.

I know I speak for myself and my colleagues, when I say, ''Thank you, Debbie. For everything.''

HONORING TODD BEAMER

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. HOLT. Mr. Speaker, America has found a hero in Todd Beamer, one of the passengers on the hijacked Flight 93 who gave their lives to deny the vicious hijackers their deadly mission. We all mourn the loss of Todd Beamer and the others on that flight and our hearts and prayers go out to Lisa Beamer, their two fine children, and to all the other families of the people on that plane. We also hold up the memory of Mr. Beamer as one who represents what is good about America.

For two centuries observers around the world from Alexis de Toqueville to Winston Churchill, have spoken about the marvelous ability of Americans to rise to meet a challenging situation, the ability of individual Americans to step from their ordinary lives to do extraordinary things.

I attended the memorial service for Todd Beamer at the church in Plainsboro, New Jersey where the Beamer family worships. From the remembrances delivered lovingly by friends and family I learned a lot about the character of this national hero. He was an outstanding athlete who led and inspired his teammates. He was a fine businessman who stood out in a national company. He was an involved and loving father who was looking forward to the upcoming birth of his third child. Especially, I learned that he was a man of deep religious faith, a faith that allowed him to look past death to act so courageously on board Flight 93.

We all believe that band of passengers who fought the hijackers—Todd's father called them freedom fighers—saved hundreds, perhaps thousands of lives that would have been taken if that plane has made its fiery descent into the hijackers' intended target. It is worth noting that none of those people whose lives were saved know who they are. We will never know. But all Americans can be grateful and can raise up the example of the heroes on that flight.

Their memory reminds us that this is not the last time America will need heroes. The survival of American ideals depends day in and day out on ordinary Americans doing extraordinary things, courageous things. The opportunity comes to every American to do courageous things. Most Americans will never have to face down an armed hijacker, but may have the opportunity in their neighborhoods or among their friends to face down bigotry, intolerance, or injustice. The memory of people like Todd Beamer helps us meet those challenges.

HONORING EXEL OF HOUSTON, TEXAS

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BENTSEN. Mr. Speaker, on September 27, 2001, the La Porte-Bayshore Chamber of Commerce will present Exel with the 2001 Industry of the Year Award at their Annual Salute to Industry. Although I will not be able to attend this ceremony, I want to congratulate all the employees at Exel, and in particular the Chief Executive Officer Bruce Edwards, for their excellence in operation and their ongoing commitment to our community.

The Industry of the Year Award, the highest honor presented by the La Porte-Bayshore Chamber of Commerce, is awarded each year to an area business whose mission emphasizes a strong commitment to the community.

Exel is a world leader in supply chain services. Throughout their operations Exel has aggressively employed advanced technology, maintained an industry-focused approach, and expanded their global coverage to include 1,300 locations in 120 countries. Within the gulf coast region alone, Exel employs over 780 people, operate on three local campuses, and services such companies as Dow, ExxonMobil, and Compaq Computers.

Exel has clearly demonstrated their commitment to our community. The Exel Foundation, working in close partnership with the employees, contributes over $1 million annually to local charities. At Exel, they value the importance of investing in our nation's young people and plan to introduce educational programs in those nations where Exel has a material presence.

In closing, I want to congratulate the employees of Exel for their exemplary model of community activism and wish them continued success in future endeavors.

TENTH ANNIVERSARY OF ARMENIAN INDEPENDENCE

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. PALLONE. Mr. Speaker, I rise today to pay tribute to the Armenian Republic on the nation's Tenth Anniversary of Independence. Today, citizens of Armenia, as well as people of Armenian descent here in the United States

and around the world celebrate their independence from the former Soviet Union. Sadly, they will also be mourning the victims of the September 11th attack on our country. Armenia's early response to the attack was to assist American staff in ensuring the security of the U.S. Embassy in Yerevan. President Kocharian joined other world leaders in expressing both his solidarity with America and his shock and sorrow in a letter sent to President Bush. I would like to ask unanimous consent to submit President Kocharian's letter to President Bush for the record.

Since its independence, democratic nations have welcomed Armenia into the family. I am proud that this Congress has consistently voted to provide humanitarian economic development assistance to help Armenia preserve democracy and the institutions of civil society and to continue its transition to a free market economy.

The United States has a fundamental national interest in bringing about stability in the strategically located Caucasus region and in supporting those emerging nations like Armenia that share our values. Given the horrific events of September 11th, it becomes even more important to ensure that the countries in the Caucasus move forward together—economically and politically. We must redouble our efforts to ensure that the tensions in the region subside and that the long-standing differences that divide the countries of the region are resolved. Winners and losers in the Caucasus will only foster greater insecurity and instability at a time when we need to bring everyone together to combat terrorism. I have been encouraged by Armenia's ongoing attempts to reach out to its neighbors—Turkey and Azerbaijan—in a constructive manner.

Mr. Speaker, the story of the Armenian people is an unforgettable story of triumph over adversity and tragedy. Earlier in this century, in one of history's most horrible crimes against humanity, 1.5 million Armenian men, women and children were slaughtered by the Ottoman Turkish Empire. We must continue to remind the world that this genocide is an historic fact—despite the efforts of so-called ''revisionists,'' many of them funded by the Turkish government, to deny the truth—and to make sure that our nation, the world community, and especially the Turkish nation come to terms with and appropriately commemorate this historic fact.

Mr. Speaker, it was the collapse of the Soviet Union in 1991 that allowed the Armenian people to re-establish a state and a nation, to create a society where their language, culture, religion and other institutions would prosper. The people of Armenia have endeavored to build a free and proud nation, based on the principles of democracy and a market economy.

The tiny, landlocked Republic of Armenia is surrounded by hostile neighbors, who have imposed blockades halting the delivery of basic necessities and greatly hindering economic development. Despite the dual blockades, Armenia continues to implement economic and democratic reforms. During the first six months of this year, Armenia's Gross Domestic Product (GDP) increased by 6.4 percent over last year's level. And during the last year, both the International Monetary Fund and the World Bank have publicly noted Armenia's economic progress.

Despite this progress, I would like to say that the economic reality of daily life for the people of the Republic of Armenia continues to be extremely hard.

Mr. Speaker, I hope that as we mark future Independence Days of the Republic of Armenia, we can look back with pride on building peace and prosperity in the entire Trans-Caucasus region, so that the people of Armenia and their neighbors can enjoy a stable and hopeful future. I hope that the Republics of Turkey and Azerbaijan will respond positively to Armenia's repeated offers to normalize relations. Specifically, I hope that Turkey will allow for the exchange of diplomats and allow the free flow of goods and people across the borders. And I hope that, with the active participation of the United States, we will resolve the Nagorno Karabagh conflict, in a manner that guarantees the security and self-determination of the people of Karabagh.

Finally, I wish the Armenian people well on the occasion of their independence day, and, more important, in their ongoing effort to establish good relations with its neighbors and build a vibrant democracy so that their children may prosper in the homeland of their ancestors.

PRESIDENT OF THE
REPUBLIC OF ARMENIA,
Yerevan, 11 September 2001.

His Excellency GEORGE W. BUSH,
President of the United States of America,
Washington, DC.

DEAR MR. PRESIDENT, I have learned with utter shock the news about the terrorist attacks on The World Trade Center in New York and the Pentagon building in Washington, which resulted in human loss and massive destruction. The evil of terrorism has shown its ugly face and should be confronted with determination and resolve. Armenia joins the world in condemning this most deplorable and inhuman act of violence. On behalf of the people of Armenia and myself personally, I express our most heartfelt condolences to the people of America and to the bereaved families. We share your grief and wish you strength and patience.

ROBERT KOCHARIAN.

A TRIBUTE TO BRIGADIER GENERAL WILLIE RAY JOHNSON AND COLONEL ROGER FISHER HALL, JR.

HON. MIKE McINTYRE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. McINTYRE. Mr. Speaker, today I rise to pay tribute to two of North Carolina's finest gentlemen, Brigadier General Willie Ray Johnson and Colonel Roger Fisher Hall, Jr., on their service to and retirement from the North Carolina National Guard.

Theodore Roosevelt, our Nation's 25th president and a member of the National Guard, once said, ''It is not the critic who counts; not the man who points out how the strong man crumbled, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; . . . who knows the great enthusiasm, the great devotions; who spends himself in a worthy cause; who . . . knows in the end the triumph of high achievement.'' For a combined 68 years, General Johnson and Colonel Hall have been in the arena as part of our Nation's military force and our State's emergency response and community support. And they have served us well.

Since joining the Guard at age 17, General Johnson has served in a variety of assignments and been awarded many decorations. From Supply Officer to Platoon Leader to Maintenance Battalion Commander to Deputy Adjutant General, Ray has served his State and country with distinction and devotion. This service has led to many awards including the Bronze Star Medal, National Defense Service Award, the Kuwait Liberation Medal, and the North Carolina Meritorious Unit Citation. In addition to his National Guard service, General Johnson has been an integral part of civic activities in Sampson County including president of the Roseboro Area Economic Development Commission, member of the Sampson County Shrine Club and a member of the Trustee Board of Sampson Regional Medical Center.

Enlisting in the Guard just prior to his 20th birthday, Colonel Hall has also served in several capacities and received numerous decorations. From Transportation Officer to Motor Officer to Headquarters Commandant to Commander, Colonel Hall has served with character and commitment. His work has been honored by receipt of the Bronze Star Medal, the Army Achievement Medal, the Armed Forces Reserve Medal, and the Meritorious Service Medal. Colonel Hall is a member of the Board of Directors of BB&T Bank, has been named Business Person of the Year in Hope Mills, has served as past president of the Cumberland County Democratic Party, and serves me well as Executive Vice-Chairman of the Seventh Congressional District Military & Veterans Affairs Committee.

Mr. Speaker, the North Carolina National Guard is one of the most respected and reliable guard forces in the world. General Johnson and Colonel Hall have been an integral part of their success, and on behalf of the citizens of southeastern North Carolina, I thank them for the service they have given to our State and Nation. May God's strength, peace, and joy be with both of them always.

MEMORIAL TO MS. GALE CINCOTTA

HON. DANNY K. DAVIS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. DAVIS of Illinois. Mr. Speaker, in these times of stress, as we unite and come together as a Nation, we look for leadership and for example to those who have preached unity, who have practiced organization—the bringing together of the diverse people of America for the common good.

Mr. Speaker, last month we lost a great American who spent her life bringing people together for the common good. She did not aspire to public office or great power. She eschewed financial reward. She never left her community.

Mr. Speaker, Gale Cincotta was born in 1929 and grew up in on Chicago's Westside. Gale Cincotta's experiences as a wife, as a mother, as a Westside resident led her to a career as an advocate for the interests of her neighbors, and for common folk everywhere;as

she was once quoted in the Chicago Sun Times, ''I got mad and stayed mad.''

But her anger was never channeled into destruction. When Gale got mad she got her neighbors together to make things right. And she was very, very, good at making things right.

Gale Cincotta recognized early on that the key to people's advocacy was organization and she became an outstanding community organizer, empowering people to seek redress of grievances and pro-actively shape public policy to advance community interests.

Housing was a recurring and central issue for Gale's attention and she led

Ms. Cincotta played a key role in the passage of federal legislation including Home Mortgage Disclosure and the Community Reinvestment Act.

Her drive for empowerment and organization over time grew and evolved into a national organization known as the National Training and Information Center.

Mr. Speaker, during her lifetime, Gale was recognized for her advocacy with many honors and positions including a seat on the City of Chicago Commission on Women, a Chicago Commission on Human Rights Award and a ''Woman of the Year'' award from Ms. magazine.

But these awards only served to deepen her commitment to the community.

Mr. Speaker, we deeply mourn the passing of a tireless crusaders for people's empowerment, Gale Cincotta.

We will miss her, we will miss her energy, we will miss her guidance. But we are resolved to carry on. That would be what Gale expected from us. That is what this great American experiment in democracy is all about. That is what we are resolved to do.

HONORING THE PARTICIPANTS OF LEADERSHIP 2001

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. UDALL of Colorado. Mr. Speaker, as some of my colleagues in this body know, before I was elected to Congress I was an instructor and later executive director of Colorado's Outward Bound School. While Outward Bound gave me unparalleled opportunities to satisfy a passion for mountain climbing and other experiences in the outdoors, I believe my participation and involvement in Outward Bound may have been most rewarding for me because it began a life-long interest in the question of how we work to fully develop human potential and in the dynamics of leadership.

The credo of Outward Bound is that every human being has the inner potential to become a leader. This potential can be unlocked in many ways, whether it is facing a 14,000 foot mountain climb, beginning a trek across miles of desert and wilderness, working with a group of inner city school children, building a shelter for those who are homeless, or comforting a person in need.

How leadership is awakened is less important than acknowledging the diversity of ways in which each one of us faces deep challenge, whether it is physical, emotional or as part of a collaborative venture with others.

Earlier this year, a group of Coloradans came together to celebrate the individual and collective challenge of leadership in the lesbian, gay, bisexual and transgender community. These Coloradans were participants in an exhaustive and comprehensive national initiative called ''Leadership Challenge 2001: Connecting, Communicating, Collaborating'' sponsored by the Lundy Foundation, in partnership with the Gill Foundation and 40 other nonprofit and corporate supporters.

Over the course of three years, 41 participants spent 56 days in intensive training sessions, addressing fundamental issues of trust, race, socioeconomic status, diversity and other challenges in building collaborative leadership within the LGBT community.

By vigorously addressing their own individual and communal issues, the participants in this innovative leadership training project also enhanced the potential of Colorado's LGBT community to address the needs and concerns of a much broader community, namely, the community we call ''America.''

As an enthusiast of leadership theory, I am very pleased to bring this initiative to the attention of my colleagues in this body, and to commend the project coordinates and the 32 participants who graduated from this program.

Their commitment and perseverance is admirable, and worthy of acknowledgement.

Please join me in recognizing their achievement today.

LEADERSHIP CHALLENGE 2001 ADMINISTRATION

Victor Dukay, Ph.D.—Project Director and President of the Lundy Foundation;

Harryl Hollingsworth, M.A.—Assistant Project Director;

Carl Larson, Ph.D.—Curriculum Development/Faculty;

Dora Lodwick, Ph.D.—Evaluator;

Allan Wallis, Ph.D.—Evaluator.

LEADERSHIP CHALLENGE 2001 GRADUATING PARTICIPANTS

Dave Anderson, Suzanne Banning, Joe Barrows, Jeff Basinger, Janet Corlett, Ashara Ekundayo, Robert Espinosa, Yvette Freeman, Lisha Gallegos, Peter Gross, Danielle Haraburda, Kevin Jones, Richard Jung, Matt Keefauver, Christopher Leach, Marielle Oetjen, Matt Patrick, Katherine Pease, Dean Prina, Lorenzo Ramirez, Kathy Rank, Roy Rosa, Debra Rose, Nori Rost, Becky Rudolph, Nick Sarchet, Tina Scardina, Dominick Sekich, Mike Smith, Darrell Watson, Tim Wilson, and Jennifer Woodard.

NEED TO REBUILD OUR ECONOMY

HON. ROY BLUNT

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. BLUNT. Mr. Speaker, as brave firemen, police construction workers and other citizens continue to clear away the physical rubble of destroyed buildings, we also are surveying the damage done to our economy.

It is not too soon to begin plans to rebuild the Pentagon and the World Trade Center. It is also not too soon to begin thinking about what we can do to rebuild our economy.

World trade is an essential part in the engine of our economy, but a part that hasn't been working fully. The United States has been excluded from too many agreements in the past years because we couldn't move fast enough. It's time to make a change.

I urge my colleagues to read the following article from the September 9, 2001 issue of the Springfield News Leader by United States Trade Ambassador Robert Zoellick.

STATE NEEDS OPEN MARKETS TO PROSPER

It's critical for Congress to give President Bush a fast-track authority on trade pacts.

On a recent trip to the Springfield area, I visited the headquarters of five local companies engaged in foreign trade at the invitation of Congressman Roy Blunt, a legislative leader and partner. The performance of businesses such as Leggett & Platt, King Press and the Loren Cook Co. reinforced my belief that trade and open markets are critical to the economic well-being of America's manufacturers and farmers.

President Bush has been pressing to open markets to help U.S. businesses and families. Yet, this effort has been hampered because the president lacks U.S. Trade Promotion Authority that must be granted by Congress. This authority to negotiate market-opening agreements subject to an up-or-down vote by Congress expired in 1994.

Consider the following: There are 130 free-trade agreements worldwide; the United States is a party to only two. There are 30 free-trade agreements in the Western Hemisphere; the United States is a party to only one. The European Union has 27 special bilateral trade agreements, with 15 more in progress—Mexico has forged ahead with eight agreements, with 32 countries.

So what is the loss to the United States? Consider the story of Caterpillar Inc. with just one country; Chile. Caterpillar's motor graders made for export to Chile face nearly $15,000 in tariffs. When Caterpillar manufacturers motor graders in Brazil for export to Chile, the tariff is just $3,700. And when Caterpillar's competitors produce a similar (but not as good) product in Canada, it can be exported to Chile free of tariffs because of the Canada-Chile free-trade agreement.

But if we are going to correct problems such as that one and open markets around the world, President Bush and I need Congress to enact U.S. Trade Promotion Authority this autumn. This trade authority will help us launch a new round of global trade negotiations in November. And this new round is critical if we are going to reduce the world's trade barriers to an array of U.S. products.

Some people want to turn back the clock on trade, embracing isolationism and protectionism at a time of global interdependence. During my Springfield trip, I saw the region's companies appreciate that open markets create job opportunities in Missouri and throughout the United States.

Today, exports support 152,000 jobs in Missouri—in industries such as chemicals, agriculture and industrial machinery. More than 75,000 of Missouri's manufacturing jobs are tied to exports, as are more than 16,000 of the state's agriculture jobs. These dry numbers mean new jobs and improved prospects for companies and families throughout the Springfield region.

I toured the Paul Mueller Co., where exports—to countries ranging from Canada and Mexico to Japan and Brazil—accounted for 19 percent of its total sales last year, up approximately 42 percent since 1995. International Dehydrated Foods in Monett was Missouri's Agriculture Exporter of the Year in 1998 and has customers throughout Latin America and Asia.

Missouri's farmers, manufacturers and consumers need open markets to prosper. The Bush administration is committed to working with the Congress and our trading partners to clear the way. We have a historic opportunity to make free trade a defining feature of the 21st century. It is an opportunity and indeed necessity that America cannot afford to miss.

Daily Digest

HIGHLIGHTS

Senate passed Aviation Assistance and Security Act.

The House passed H.R. 2926, Air Transportation System Stabilization Act.

The House passed H.R. 2904, Military Construction, Family Housing, and Base Realignment Appropriations.

Senate

Chamber Action

Routine Proceedings, pages S9561–S9677

Measures Introduced: Twelve bills and seven resolutions were introduced, as follows: S. 1444–1455, S. Res. 162–163, and S. Con. Res. 69–73. **Pages S9620–21**

Measures Reported:

S. 746, to express the policy of the United States regarding the United States relationship with Native Hawaiians and to provide a process for the recognition by the United States of the Native Hawaiian governing entity, with an amendment. (S. Rept. No. 107–66) **Page S9620**

Measures Passed:

Aviation Assistance and Security Act: By 96 yeas to 1 nay (Vote No. 284), Senate passed S. 1450, to preserve the continued viability of the United States air transportation system. **Pages S9589–S9608**

A unanimous-consent agreement was reached providing that when the Senate receives the House companion bill, it be immediately considered, read the third time and passed, provided it is identical to the Senate passed bill. Further, that once the House bill has been enacted into law, provided it is identical to the Senate measure, then passage on the Senate bill be vitiated and the measure then be indefinitely postponed. **Pages S9588–89**

A unanimous-consent agreement was reached providing that it be in order for the Senate to receive the House companion to S. 1450, the Airline Stabilization bill, notwithstanding the adjournment of the Senate. **Page S9673**

Defense Production Act Amendments: Committee on Banking, Housing, and Urban Affairs was discharged from further consideration of H.R. 2510, to extend the expiration date of the Defense Production Act of 1950, and the bill was then passed, after agreeing to the following amendment proposed thereto: **Page S9673**

Reid (for Sarbanes/Gramm) Amendment No. 1615, to provide for a one-year extension. **Page S9673**

Committee Membership Designation: Senate agreed to S. Res. 162, providing for members on the part of the Senate of the Joint Committee on Printing and the Joint Committee of Congress on the Library. **Page S9674**

Department of Defense Authorization: Senate began consideration of S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, taking action on the following amendment proposed thereto: **Pages S9565–80**

Adopted:

Levin/Warner Amendment No. 1598, to authorize additional funds for certain national security interest purposes. **Page S9565**

Senate will resume consideration of the bill on Monday, September 24, 2001.

Commerce, Justice, State Appropriations Act: Senate further amended the Senate amendment to H.R. 2500, making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, with the following amendment: **Pages S9673–74**

Reid (for Hollings/Gregg) Amendment No. 1616, to strike section 404. **Page S9674**

Senate insisted on its amendment, requested a conference with the House thereon, and the Chair was authorized to appoint the following conferees on the part of the Senate: Senators Hollings, Inouye, Mikulski, Leahy, Kohl, Murray, Reed, Byrd, Gregg, Stevens, Domenici, McConnell, Hutchison, Campbell, and Cochran. **Page S9674**

Nomination—Agreement: A unanimous-consent agreement was reached providing for consideration of the nomination of Kirk Van Tine, of Virginia, to be General Counsel of the Department of Transportation, at 2 p.m., on Monday, September 24, 2001, with a vote on confirmation of the nomination to occur thereon. **Page S9604**

U.S.-Jordan Free Trade—Agreement: A unanimous-consent-time agreement was reached providing that at 12 noon, on Monday, September 24, 2001, the Committee on Finance be discharged from further consideration of H.R. 2603, to implement the agreement establishing a United States-Jordan free trade area, the Senate then begin consideration of the bill, and following the use or yielding back of time, the bill be read a third time and passed. **Page S9604**

Nominations Confirmed: Senate confirmed the following nominations:

By unanimous vote of 97 yeas (Vote No. EX. 282), Sharon Prost, of the District of Columbia, to be United States Circuit Judge for the Federal Circuit. **Pages S9561–64, S9677**

By unanimous vote of 97 yeas (Vote No. 283), Reggie B. Walton, of the District of Columbia, to be United States District Judge for the District of Columbia. **Pages S9561–64, S9677**

Ellen G. Engleman, of Indiana, to be Administrator of the Research and Special Programs Administration, Department of Transportation.

Marion Blakey, of Mississippi, to be Chairman of the National Transportation Safety Board for a term of two years.

Marion Blakey, of Mississippi, to be a Member of the National Transportation Safety Board for a term expiring December 31, 2005.

Deborah J. Daniels, of Indiana, to be an Assistant Attorney General.

Read Van de Water, of North Carolina, to be an Assistant Secretary of Transportation.

Pages S9673, S9677

Nominations Received: Senate received the following nominations:

Michelle Van Cleave, of California, to be an Assistant Secretary of Defense.

William Winkenwerder, Jr., of Massachusetts, to be an Assistant Secretary of Defense.

John H. Marburger III, of New York, to be Director of the Office of Science and Technology Policy.

William R. Brownfield, of Texas, to be Ambassador to the Republic of Chile.

Larry Miles Dinger, of Iowa, to be Ambassador to the Federated States of Micronesia.

Kimberly Terese Nelson, of Pennsylvania, to be an Assistant Administrator of the Environmental Protection Agency.

Clay D. Land, of Georgia, to be United States District Judge for the Middle District of Georgia.

Randy Crane, of Texas, to be United States District Judge for the Southern District of Texas.

Mary Ann Solberg, of Michigan, to be Deputy Director of National Drug Control Policy. (New Position)

Thomas M. Sullivan, of Massachusetts, to be Chief Counsel for Advocacy, Small Business Administration.

2 Air Force nominations in the rank of general.

33 Army nominations in the rank of general.

4 Coast Guard nominations in the rank of admiral.

Routine lists in the Army, Marine Corps, Navy, Public Health Service. **Pages S9675–77**

Messages From the House: **Pages S9616–17**

Measures Referred: **Page S9617**

Measures Read First Time: **Page S9617**

Executive Communications: **Pages S9617–20**

Additional Cosponsors: **Pages S9621–23**

Statements on Introduced Bills/Resolutions: **Pages S9623–34**

Additional Statements: **Pages S9614–16**

Amendments Submitted: **Pages S9634–61**

Notices of Hearings/Meetings: **Page S9661**

Authority for Committees to Meet: **Page S9661**

Privilege of the Floor: **Page S9661**

Text of H.R. 2590, as Previously Passed: **Pages S9661–73**

Record Votes: Three record votes were taken today. (Total—284) **Pages S9564, S9604–05**

Adjournment: Senate met at 9 a.m. and adjourned at 7:34 p.m., until 12 noon, on Monday, September 24, 2001. (For Senate's program, see the remarks of the Acting Majority Leader in today's Record on page S9674.)

Committee Meetings

(Committees not listed did not meet)

CURRENT DOD ACTIVITIES

Committee on Armed Services: Committee met in closed session to receive a briefing on current Department of Defense activities from Douglas J. Feith, Under Secretary of Defense for Policy; Rear Adm. Lowell E. Jacoby, USN, Director, J–2, Intelligence Directorate, The Joint Staff; and Lt. Gen. Gregory S. Newbold, USMC, Director, J–3, Operations Directorate, The Joint Staff.

NOMINATIONS

Committee on Environment and Public Works: Committee concluded hearings on the nominations of Brig. Gen. Edwin J. Arnold, Jr., United States Army, to be a Member and President, and Brig. Gen. Carl A. Strock, United States Army, to be a Member, both of the Mississippi River Commission, Nils J. Diaz, of Florida, to be a Member of the Nuclear Regulatory Commission, P.H. Johnson, of Mississippi, to be Federal Co-chairperson, Delta Regional Authority, Marianne Lamont Horinko, of Virginia, to be Assistant Administrator, Office of Solid Waste, Environmental Protection Agency, Harold Craig Manson, of California, to be Assistant Secretary for Fish and Wildlife, Department of the Interior, Michael Parker, of Mississippi, to be an Assistant Secretary of the Army for Civil Works, and Mary E. Peters, of Arizona, to be Administrator of the Federal Highway Administration, Department of Transportation, after the nominees testified and answered questions in their own behalf. Mr. Johnson was introduced by Senator Cochran.

NOMINATIONS

Committee on Foreign Relations: Committee concluded hearings on the nominations of Arlene Render, of Virginia, to be Ambassador to the Republic of Cote d'Ivoire, Mattie R. Sharpless, of North Carolina, to be Ambassador to the Central African Republic, R. Barrie Walkley, of California, to be Ambassador to the Republic of Guinea, Jackson McDonald, of Florida, to be Ambassador to the Republic of The Gambia, Kevin Joseph McGuire, of Maryland, to be Ambassador to the Republic of Namibia, Ralph Leo Boyce, Jr., of Virginia, to be Ambassador to the Republic of Indonesia, and Robert W. Jordan, of Texas, to be Ambassador to the Kingdom of Saudi Arabia, after the nominees testified and answered questions in their own behalf.

INDIA/PAKISTAN SANCTIONS

Committee on Foreign Relations: Committee met in closed session to receive a briefing on India and Pakistan sanctions from Marc Grossman, Under Secretary of State for Political Affairs.

HOMELAND THREATS RESPONSE

Committee on Governmental Affairs: Committee concluded hearings to examine the U.S. response to homeland attacks, after receiving testimony from former Senators Gary Hart and Warren B. Rudman, both on behalf of the U.S. Commission on National Security/21st Century; David M. Walker, Comptroller General of the United States, General Accounting Office; and L. Paul Bremer III, Washington, D.C., former Ambassador-at-Large for Counter-Terrorism, and Virginia Governor James S. Gilmore III, Richmond, both on behalf of the Advisory Panel to Assess Domestic Response Capabilities for Domestic Response to Terrorism Involving Weapons of Mass Destruction.

House of Representatives

Chamber Action

Measures Introduced: 40 public bills, H.R. 2903–2922, 2924–2943; 1 private bill, H.R. 2923; and 7 resolutions, H. Con. Res. 232–235 and H. Res. 240, 241, 243, were introduced. **Pages H5925–27**

Reports Filed: Reports were filed today as follows:

H.R. 203, to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a pilot program to provide regulatory compliance assistance to small business concerns, amended (H. Rept. 107–210);

H.R. 2538, to amend the Small Business Act to expand and improve the assistance provided by Small Business Development Centers to Indian tribe members, Native Alaskans, and Native Hawaiians (H. Rept. 107–211);

H.R. 2666, to amend the Small Business Act to direct the Administrator of the Small Business Administration to establish a vocational and technical

entrepreneurship development program (H. Rept. 107–212);

H.R. 1860, to reauthorize the Small Business Technology Transfer Program, amended (H. Rept. 107–213, Pt. 1); and

H. Res. 244, providing for consideration of H.R. 2926, to preserve the continued viability of the United States air transportation system (H. Rept. 107–214). **Page H5924**

Military Construction, Family Housing, and Base Realignment Appropriations: The House passed H.R. 2904, making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002 by a yea-and-nay vote of 401 yeas with none voting ''nay'', Roll No. 344. **Pages H5868–75**

Earlier, agreed to consider the bill by unanimous consent order. **Page H5867**

Recess: The House recessed at 9:58 a.m. and reconvened at 5:44 p.m. **Page H5875**

Air Transportation System Stabilization Act: The House passed H.R. 2926, to preserve the continued viability of the United States air transportation system by a yea-and-nay vote of 356 yeas to 54 nays with 2 voting ''present'', Roll No. 348. **Pages H5894–H5918**

Rejected the DeFazio motion that sought to recommit the bill to the Committee on Transportation and Infrastructure with instructions to report it back to the House with amendments that require air carriers to provide health insurance for 18 months to laid off airline employees and requires the FAA to conduct security screening of air passengers and property at airports by a yea-and-nay vote of 174 yeas to 239 nays, Roll No. 347. **Pages H5915–18**

The House agreed to H. Res. 244, the rule that provided for consideration of the bill by a yea-and-nay vote of 285 yeas to 130 nays, Roll No. 346. Earlier, the House agreed to H.Res. 242, the rule providing for same day consideration of this rule by a yea-and-nay vote of 303 yeas to 107 nays, Roll No. 345. **Pages H5875–83, H5884–93**

Legislative Program: The Majority Leader announced the legislative program for the week of Sept. 24, 2001. **Page H5919**

Meeting Hour Monday, Sept. 24: Agreed that when the House adjourns today, it adjourn to meet at 12:30 p.m. on Monday, Sept. 24 for morning hour debate. **Page H5919**

Calendar Wednesday: Agreed to dispense with the Calendar Wednesday business of Wednesday, Sept. 26. **Page H5919**

Senate Messages: Message received from the Senate today appears on pages H5918–19.

Amendments: Amendments ordered printed pursuant to the rule appears on page H5929.

Quorum Calls—Votes: Five yea-and-nay votes developed during the proceedings of the House today and appears on pages H5875, H5883, H5893, H5917–18, and H5918. There were no quorum calls.

Adjournment: The House met at 9 a.m. and adjourned at 11:56 p.m.

Committee Meetings

MEDICARE DRUG REIMBURSEMENTS

Committee on Energy and Commerce: Subcommittee on Health and the Subcommittee on Oversight and Investigations held a joint hearing entitled ''Medicare Drug Reimbursements: A Broken System for Patients and Taxpayers.'' Testimony was heard from William J. Scanlon, Director, Health Care Issues, GAO; the following officials of the Department of Health and Human Services: George Grob, Deputy Inspector General; Thomas A. Scully, Administrator, Centers for Medicare and Medicaid Services; and Ezekiel Emanuel, Chief, Clinical Bioethics Department, Warren G. Magnuson Clinical Center, NIH; and public witnesses.

MISCELLANEOUS MEASURES

Committee on Financial Services: Subcommittee on International 'Monetary Policy and Trade approved for full Committee action, as amended the following bills: H.R. 2604, to authorize the United States to participate in and contribute to the seventh replenishment of the resources of the Asian Development Fund and the fifth replenishment of the resources of the International Fund for Agricultural Development, and to set forth additional policies of the United States towards the African Development Bank, the Inter-American Development Bank, and the European Bank for Reconstruction and Development; and H.R. 2871, Export-Import Reauthorization Act of 2001.

CRIMINAL JUSTICE COORDINATING COUNCIL RESTRUCTURING ACT; MASS TRANSIT—NATIONAL CAPITAL REGION

Committee on Government Reform, Subcommittee on the District of Columbia approved for full Committee action, as amended, H.R. 2305, Criminal Justice Coordinating Council Restructuring Act of 2001.

The Subcommittee also held a hearing on ''Mass Transit in the National Capital Region: Meeting Future Capital Needs.'' Testimony was heard from JayHetta Hecher, Director, Physical Infrastructure

Issues, GAO; from the following officials of the Department of Transportation: Jennifer L. Dorn, Administrator, Federal Transit Administration; and Phil Mendelson, Vice-Chairman, National Capital Region, Transportation Planning Board; the following officials of the Washington Metropolitan Area Transit Authority: Decatur Trotter, Chairman, Board of Directors; and Richard A. White, General Manager; and Donna Sorkin, member, Access Board. .

CREATING A NEW EPA DEPARTMENT

Committee on Government Reform: Subcommittee on Energy Policy, Natural Resources and Regulatory Affairs held a hearing on "Creating a New EPA Department." Testimony was heard from Representatives Boehlert, Horn, Ehlers; and public witnesses.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Committee on Rules: The Committee granted, by voice vote, a closed rule waiving all points of order against consideration of H.R. 2926, Air Transportation Safety and System Stabilization Act. The rule provides one hour of debate in the House equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. Finally, the rule provides one motion to recommit with or without instructions. Testimony was heard from Chairman Young and Representatives LaTourette, Graves, Tiahrt, DeFazio, Hastings of Florida, Jackson-Lee of Texas, Stupak, Sherman and Wu.

AVIATION SECURITY—FUTURE OF AVIATION INDUSTRY

Committee on Transportation and Infrastructure: Subcommittee on Aviation held a hearing on Aviation Security and the Future of the Aviation Industry. Testimony was heard from Gerald L. Dillingham, Director, Physical Infrastructure Issues, GAO; the following officials of the Department of Transportation: Kenneth M. Mead, Inspector General; and Jane F. Garvey, Administrator, FAA; and public witnesses.

Hearings continue September 25.

Joint Meetings

AVIATION SECURITY

Joint Hearing: On Thursday, September 20, Senate Committee on Appropriations Subcommittee on Transportation concluded open and closed joint hearings with the House Committee on Appropriations' Subcommittee on Transportation to examine aviation security issues, focusing on aviation related computer systems, airport access controls, and passenger and carry-on baggage screening, including how the United States and selected other countries differ in their screening practices, after receiving testimony from Norman Y. Mineta, Secretary, Jane F. Garvey, Administrator, Federal Aviation Administration, Kenneth M. Mead, Inspector General, and Michael P. Jackson, Deputy Secretary, all of the Department of Transportation; Gerald L. Dillingham, Director, Physical Infrastructure Issues, General Accounting Office; and Hank Queen, Boeing Company, Seattle, Washington.

CONGRESSIONAL PROGRAM AHEAD

Week of September 24 through 29, 2001

Senate Chamber

On *Monday,* at 12 noon, Senate will consider H.R. 2603, United States-Jordan Free Trade Area Implementation Act. Also, at 2 p.m., Senate will consider the nomination of Kirk Van Tine, of Virginia, to be General Counsel of the Department of Transportation, with a vote on confirmation of the nomination to occur thereon; following which, Senate will resume consideration of S. 1438, Department of Defense Authorization.

During the balance of the week, Senate may consider any other cleared legislative and executive business, including appropriation bills when available.

Senate Committees

(Committee meetings are open unless otherwise indicated)

Special Committee on Aging: September 24, to hold hearings to examine long-term care challenges and solutions relating to the aging and disability communities, focusing on the relationships between public-private and local-state-federal relationships for new service models, 1 p.m., SD–106.

Committee on Agriculture, Nutrition, and Forestry: September 26, to hold hearings to examine Administration's perspective with regard to the new federal farm bill; immediately following, a hearing on the nominations of Elsa A. Murano, of Texas, to be Under Secretary for Food Safety, and Edward R. McPherson, of Texas, to be Chief Financial Officer, both of Department of Agriculture, 9 a.m., SD–106.

Committee on Appropriations: September 25, business meeting to mark up proposed legislation making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 2002, and proposed legislation making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of said District for the fiscal year ending September 30, 2002, 2 p.m., S–128, Capitol.

Committee on Armed Services: September 25, to hold hearings to examine the nomination of the following named officer for appointment in the United States Air Force to

the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601: Gen. John W. Handy, to be General; the nomination of The following named officer for appointment in the United States Navy to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., section 601: Adm. James O. Ellis, Jr., to be Admiral; and the nomination of the following named officer for appointment as the Vice Chairman of the Joint Chiefs of Staff and appointment to the grade indicated while assigned to a position of importance and responsibility under title 10, U.S.C., sections 601 and 152: Gen. Peter Pace, to be General, 10 a.m., SH–216.

Committee on Banking, Housing, and Urban Affairs: September 26, to hold oversight hearings to examine the Administration's national money laundering strategy for 2001, 9:30 a.m., SD–538.

Committee on Commerce, Science, and Transportation: September 26, Subcommittee on Surface Transportation and Merchant Marine, to hold hearings to examine surface transportation security issues, 9:30 a.m., SR–253.

Committee on Energy and Natural Resources: September 25, Subcommittee on Public Lands and Forests, to hold oversight hearings to examine the effectiveness of the National Fire Plan in the 2001 fire season, including fuel reduction initiatives, and to examine the 10-Year Comprehensive Strategy for Reducing Wildland Fire Risks to Communities and the Environment, 2:30 p.m., SD–366.

September 26, Full Committee, to hold closed hearings to examine critical energy infrastructure security and the energy industry's response to the events of September 11, 2001, 9:30 a.m., Room to be announced.

Committee on Environment and Public Works: September 25, business meeting to consider S. 950, to amend the Clean Air Act to address problems concerning methyl tertiary butyl ether; S. 1206, to reauthorize the Appalachian Regional Development Act of 1965; S. 1270, to designate the United States courthouse to be constructed at 8th Avenue and Mill Street in Eugene, Oregon, as the ''Wayne Lyman Morse United States Courthouse''; and pending nominations, 9:30 a.m., SD–406.

Committee on Foreign Relations: September 24, to hold hearings on the nomination of Charlotte L. Beers, of Texas, to be Under Secretary of State for Public Diplomacy; the nomination of Patricia de Stacy Harrison, of Virginia, to be Assistant Secretary of State for Educational and Cultural Affairs; the nomination of John Stern Wolf, of Maryland, to be Assistant Secretary of State for Non-proliferation; the nomination of Kevin E. Moley, of Arizona, to be Representative of the United States of America to the European Office of the United Nations, with the rank of Ambassador; the nomination of Kenneth C. Brill, of Maryland, to be Representative of the United States of America to the Vienna Office of the United Nations, and to be Representative of the United States of America to the International Atomic Energy Agency, with the rank of Ambassador; and the nomination of Michael E. Malinowski, of the District of Columbia, to be Ambassador to the Kingdom of Nepal, 3:30 p.m., SD–419.

September 25, Full Committee, to hold hearings on the nomination of Dennis L. Schornack, of Michigan, to be Commissioner on the part of the United States on the International Joint Commission, United States and Canada; the nomination of John J. Danilovich, of California, to be Ambassador to the Republic of Costa Rica; and the nomination of Roy L. Austin, of Pennsylvania, to be Ambassador to Trinidad and Tobago, 11 a.m., SD–419.

Committee on Governmental Affairs: September 25, with the Subcommittee on Oversight of Government Management, Restructuring and the District of Columbia, to hold hearings to examine federal government management, focusing on airline passenger and baggage screening, 2:30 p.m., SD–342.

September 25, Subcommittee on Oversight of Government Management, Restructuring and the District of Columbia, with the Committee on Governmental Affairs, to hold hearings to examine federal government management, focusing on airline passenger and baggage screening, 2:30 p.m., SD–342.

September 26, Full Committee, to resume hearings to examine the security of critical governmental infrastructure, 9:30 a.m., SD–342.

Committee on Health, Education, Labor, and Pensions: September 26, to hold hearings to examine psychological trauma and terrorism, focusing on assurance that Americans receive the support they need, 10 a.m., SD–430.

Select Committee on Intelligence: September 24, to hold hearings to examine the Department of Justice counterterrorism proposal, 3 p.m., SH–216.

Committee on the Judiciary: September 25, to hold hearings to examine homeland defense matters, 10 a.m., SD–226.

House Chamber

Monday, Consideration of Suspensions:

(1) H. Con. Res. 204, Establishment of National Character Counts Week;

(2) H.R. 1583, Designation of the Lee H. Hamilton Federal Building and United States Courthouse Designation;

(3) H.R. 1860, Small Business Technology Transfer Program;

(4) S. 248, Payment of Arrearages to the United Nations;

(5) H.R. 1850, Senior Housing Commission Extension Act;

(6) H.R. 2589, Multifamily Housing Assistance Restructuring Extension;

(7) H.R. 2869, Small Business Liability Relief and Brownfields Revitalization Act; and

(8) H.R. 717, Duchenne Muscular Dystrophy Childhood Assistance, Research and Education Amendments.

Consideration of Joint Resolution making continuing appropriations for fiscal year 2002 (subject to unanimous consent).

Tuesday and Wednesday, Consideration of FY 2002 District of Columbia Appropriations Act (subject to a rule); and

Complete Consideration of H.R. 2586, FY 2002 National Defense Authorization Act (subject to a rule).

Thursday and Friday, no votes.

House Committees

Committee on Education and the Workforce, September 25, hearing on "The Nursing Shortage: Causes, Impact and Innovate Remedies," 10 a.m., 2175 Rayburn.

Committee on Financial Services, September 26, hearing entitled "America's Insurance Industry: Keeping the Promise," 9:30 a.m., 2128 Rayburn.

Committee on Government Reform, September 26, Subcommittee on Government Efficiency, Financial Management and Intergovernmental Relations, hearing on "Information Technology-Essential Yet Vulnerable: How Prepared Are We for Attack?" 10 a.m., 2154 Rayburn.

Committee on International Relations, September 25. hearing on U.S. Policy in the Fight Against International Terrorism Originating in South Asia, 10 a.m., 2172 Rayburn.

September 25, Subcommittee on the Middle East and South Asia, to continue hearings on U.S. Policy Towards the Palestinians, Part II, 2 p.m., 2172 Rayburn.

Committee on the Judiciary, September 24, hearing on the Administration's proposed Anti-Terrorism Act of 2001, 2 p.m., 2141 Rayburn.

September 24, briefing on Concerns with the Administration's Anti-Terrorism Act of 2001, 4:30 p.m., 2141 Rayburn.

Committee on Resources, September 25, Subcommittee on Forests and Forest Health, oversight hearing on Permanent Extension of the Forest Service Recreation Fee Demonstration Program, 3 p.m., 1334 Longworth.

September 25, Subcommittee on National Parks, Recreation and Public Lands, to mark up the following bills: H.R. 980, to establish the Moccasin Bend National Historic Site in the State of Tennessee as a unit of the National Park System; and H.R. 1776, Buffalo Bayou National Heritage Area Study Act, 10 a.m., 1334 Longworth.

Committee on Rules, September 24, to consider the District of Columbia Appropriations Act, 2002, 5 p.m., H–313 Capitol.

Committee on Science, September 25, Subcommittee on Research, hearing on Strengthening NSF Sponsored Agricultural Biotechnology Research, focusing on H.R. 2051, to provide for the establishment of regional plant genome and gene expression research and development centers, and other proposals, 2 p.m., 2318 Rayburn.

Committee on Small Business, September 25, Subcommittee on Regulatory Reform and Oversight, hearing titled "Removing Red Tape from the Department of Labor's Apprenticeship Approval Process," 10 a.m., 2360 Rayburn.

Committee on Transportation and Infrastructure, September 25, Subcommittee on Aviation, to continue hearings on Aviation Security and the Future of the Aviation Industry, 10:30 a.m., 2167 Rayburn.

September 26, Subcommittee on Coast Guard and Maritime Transportation, hearing on H.R. 2228, Maritime Disaster Family Assistance Act of 2001, 10 a.m., 2253 Rayburn.

September 26, Subcommittee on Highways and Transit, hearing on Improving the Delivery of Transit Services by Easing Regulatory Burdens, 10 a.m., 2167 Rayburn.

Committee on Ways and Means, September 25, Subcommittee on Health, hearing on H.R. 2768, Medicare Regulatory and Contracting Reform Act of 2001, 10 a.m., 1100 Longworth.

Joint Meetings

Conference: September 25, meeting of conferees on H.R. 1, to close the achievement gap with accountability, flexibility, and choice, so that no child is left behind, 2:30 p.m., 2175 Rayburn Building.

Commission on Security and Cooperation in Europe: September 25, to hold hearings to examine the situation in Moldova, focusing on developments in the Transdniestria region and the promised withdrawal of Russian military forces as well as armaments and ammunition from Moldova, 2 p.m., 334 Cannon Building.

Next Meeting of the **SENATE**

12 noon, Monday, September 24

Senate Chamber

Program for Monday: Senate will begin consideration of H.R. 2603, U.S.-Jordan Free Trade Agreement, with passage of the bill to occur thereon. At 2 p.m., Senate will begin consideration of the nomination of Kirk Van Tine, of Virginia, to be General Counsel of the Department of Transportation, with a vote on confirmation of the nomination to occur thereon; following which, Senate will resume consideration of S. 1438, Department of Defense Authorization.

Next Meeting of the **HOUSE OF REPRESENTATIVES**

12:30 p.m., Monday, September 24

House Chamber

Program for Monday: Consideration of Suspensions:

(1) H. Con. Res. 204, Establishment of National Character Counts Week;

(2) H.R. 1583, Designation of the Lee H. Hamilton Federal Building and United States Courthouse Designation;

(3) H.R. 1860, Small Business Technology Transfer Program;

(4) S. 248, Payment of Arrearages to the United Nations;

(5) H.R. 1850, Senior Housing Commission Extension Act;

(6) H.R. 2589, Multifamily Housing Assistance Restructuring Extension;

(7) H.R. 2869, Small Business Liability Relief and Brownfields Revitalization Act; and

(8) H.R. 717, Duchenne Muscular Dystrophy Childhood Assistance, Research and Education Amendments.

Consideration of Joint Resolution making continuing appropriations for fiscal year 2002 (subject to unanimous consent).

Extensions of Remarks, as inserted in this issue

HOUSE

Andrews, Robert E., N.J., E1693
Barr, Bob, Ga., E1688, E1690
Barrett, Thomas M., Wisc., E1694
Bentsen, Ken, Tex., E1698, E1699, E1702
Blunt, Roy, Mo., E1701, E1704
Clyburn, James E., S.C., E1689, E1692
Conyers, John, Jr., Mich., E1696, E1701
Cunningham, Randy ''Duke'', Calif., E1696
Davis, Danny K., Ill., E1702, E1703
DeLauro, Rosa L., Conn., E1700
Duncan, John J., Jr., Tenn., E1688, E1691
Gilman, Benjamin A., N.Y., E1689, E1691
Gonzalez, Charles A., Tex., E1698
Grucci, Felix J., Jr., N.Y., E1689, E1693
Gutierrez, Luis V., Ill., E1697
Hansen, James V., Utah, E1698
Hoeffel, Joseph M., Pa., E1694
Holt, Rush D., N.J., E1696, E1702
Israel, Steve, N.Y., E1695, E1700
Knollenberg, Joe, Mich., E1695
Levin, Sander M., Mich., E1695
Lipinski, William O., Ill., E1694
LoBiondo, Frank A., N.J., E1693
McCarthy, Carolyn, N.Y., E1695
McInnis, Scott, Colo., E1687, E1688, E1690, E1692, E1693, E1694
McIntyre, Mike, N.C., E1703
Menendez, Robert, N.J., E1687, E1690, E1693
Miller, Gary G., Calif., E1687, E1690, E1693, E1694
Nadler, Jerrold, N.Y., E1702
Ortiz, Solomon P., Tex., E1700
Pallone, Frank, Jr., N.J., E1702
Pastor, Ed, Ariz., E1687, E1688
Payne, Donald M., N.J., E1699
Roukema, Marge, N.J., E1698
Saxton, Jim, N.J., E1693
Serrano, José E., N.Y., E1697, E1699
Solis, Hilda L., Calif., E1688, E1690
Thomas, William M., Calif., E1696
Thompson, Mike, Calif., E1699
Udall, Mark, Colo., E1704
Underwood, Robert A., Guam, E1697

Congressional Record The public proceedings of each House of Congress, as reported by the Official Reporters thereof, are printed pursuant to directions of the Joint Committee on Printing as authorized by appropriate provisions of Title 44, United States Code, and published for each day that one or both Houses are in session, excepting very infrequent instances when two or more unusually small consecutive issues are printed at one time. ¶Public access to the Congressional Record is available online through *GPO Access,* a service of the Government Printing Office, free of charge to the user. The online database is updated each day the Congressional Record is published. The database includes both text and graphics from the beginning of the 103d Congress, 2d session (January 1994) forward. It is available on the Wide Area Information Server (WAIS) through the Internet and via asynchronous dial-in. Internet users can access the database by using the World Wide Web; the Superintendent of Documents home page address is http://www.access.gpo.gov/su_docs, by using local WAIS client software or by telnet to swais.access.gpo.gov, then login as guest (no password required). Dial-in users should use communications software and modem to call (202) 512–1661; type swais, then login as guest (no password required). For general information about *GPO Access*, contact the *GPO Access* User Support Team by sending Internet e-mail to gpoaccess@gpo.gov, or a fax to (202) 512–1262; or by calling Toll Free 1–888–293–6498 or (202) 512–1530 between 7 a.m. and 5 p.m. Eastern time, Monday through Friday, except for Federal holidays. ¶The Congressional Record paper and 24x microfiche will be furnished by mail to subscribers, free of postage, at the following prices: paper edition, $165.00 for six months, $325.00 per year, or purchased for $2.75 per issue, payable in advance; microfiche edition, $141.00 per year, or purchased for $1.50 per issue payable in advance. The semimonthly Congressional Record Index may be purchased for the same per issue prices. Mail orders to: Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250–7954, or phone orders to (202) 512–1800, or fax to (202) 512–2250. Remit check or money order, made payable to the Superintendent of Documents, or use VISA, MasterCard, Discover, or GPO Deposit Account. ¶Following each session of Congress, the daily Congressional Record is revised, printed, permanently bound and sold by the Superintendent of Documents in individual parts or by sets. ¶With the exception of copyrighted articles, there are no restrictions on the republication of material from the Congressional Record.