

my colleagues to heed the concerns raised by those who actually run and work at our nation's seaports. These concerns include having a set of clear, defined standards; the ability to appeal based on merit, not just technicalities; and the fluidity of port traffic among many levels of security.

Another concern is the inadequate funding to assist ports in addressing the threat of terrorism. H.R. 3983 authorizes \$225 million in grants over the next three years to assist U.S. ports in implementing the Coast Guard-approved maritime antiterrorism plans. Congress appropriated \$93 million in the Defense Supplemental Bill to initiate this program. Unfortunately, the need greatly exceeds the amount provided in this bill.

The question becomes "How do we develop and implement a worldwide maritime security system which ensures the maximum security while causing minimal disruption to domestic and international commerce?" If we are serious about ensuring the safety of our seaports, then we must also ensure that sufficient funding is available for the development and implementation of the necessary technology, as well as for the training and hiring of additional personnel, if needed.

Among the important provisions of the Maritime Transportation Antiterrorism Act of 2002 is the specific placement of the primary responsibility for the development of standards and programs under the newly created Transportation Security Administration headed by the Undersecretary for Transportation Security.

Ladies and gentlemen, we know now that the security of our homeland is a matter that concerns everyone in the country. We have been entrusted with the grave responsibility of developing timely and cost effective solutions to the complex issue of national security.

There are many questions still to be answered and many difficult decisions from our part still to be made. However, there are certain irrefutable facts that must guide us in making those decisions:

Our seaport security systems are currently neither comprehensive enough nor strong enough to deter a terrorist act.

Developing and implementing an effective seaport security system will require the cooperation and coordination with local, state and Federal government, port authorities, terminal operators, shippers and ocean carriers, and everyone involved in maritime transportation activities including labor.

In order to protect our national seaports, we must ensure that all ships and cargo bound for an American port have been inspected and cleared for entry. Thus, we must enlist the cooperation of foreign governments and make sure that these governments also have comparable security capabilities.

The development and implementation of a global maritime security system will require a substantial financial commitment, regardless of what cost-cutting measures may be taken.

The time for developing such a security system is now. Any legislative bill that passes the House must have a timetable or deadline for deployment.

We have an onerous responsibility upon our shoulders and we will have to make some very difficult decisions in the near future regarding the overall security of our beloved homeland. However, we should not despair. For over seven months we have seen how

united our country has been in our determination to confront terrorism and our refusal to allow a terrorist attack to change our American way of life. We have demonstrated our courage, patriotism, strength of spirit and dogged determination in the face of the most catastrophic attack on our Homeland.

We will need these same traits as we work together to protect our people and our country.

STATEMENT ON PIPELINE SAFETY, H.R. 3609 TRANSPORTATION AND INFRASTRUCTURE COMMITTEE MARKUP

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 5, 2002

Mr. BLUMENAUER. Mr. Speaker, the health and safety of our citizens is a central part of a livable community. We in Congress have a special responsibility to ensure that the federal government is doing all it can to make our communities safe. Sadly, in the area of pipeline safety we have fallen short. Between 1986–1999, 23 fatalities, 113 injuries, and \$68 million in property damage resulted from 411 pipeline accidents. In the Pacific Northwest, two ten-year-old boys were killed in a 1999 pipeline explosion in Bellingham, Washington.

The bill before us today is a much-needed attempt to improve the federal government's role in pipeline safety, guarantee compliance from pipeline operators, and promote a more environmentally sound operation of natural gas and hazardous liquid pipeline systems. Four areas in particular I would like to see improved are integrity management, environmental review, whistleblower protection and the public's right to know.

Of these priorities, one that is of great importance to the families who live in communities with pipelines is the right to know the locations of these pipelines. Citizens have the right to know if a pipeline crosses near a school, hospital or important community landmark. These are not state secrets and the community's access to this information does not impair our nation's security. Many pipeline maps are already in the public realm and are posted on various public interest group web sites. Increasing public access to this information can only make our communities safer as the public will be more knowledgeable of where spills or leaks could occur.

While I support efforts to improve pipeline safety, I am concerned with any approach that would limit community awareness of the potential hazards of pipeline facilities. The public and the pipeline industry recognize the need to increase safety through appropriate federal supervision and protection. We must not fall short on our federal responsibility.

2002 SUPPLEMENTAL APPROPRIATIONS ACT FOR FURTHER RECOVERY FROM AND RESPONSE TO TERRORIST ATTACKS ON THE UNITED STATES

SPEECH OF

HON. STEPHEN F. LYNCH

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 23, 2002

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 4775) making supplemental appropriations for further recovery from and response to terrorist attacks on the United States for the fiscal year ending September 30, 2002, and for other purposes:

Mr. LYNCH. Mr. Chairman, throughout the history of this great nation, all of our political parties—whether they were Federalist or Antifederalist, Democrat or Republican—have worked from a shared belief that each generation of Americans has a basic and continuing obligation to provide a better future for the next generation. Simply put, this is the promise of America. It reflects both the strength of our democratic system as well as its fragility. It is fragile in the sense that this promise to the next generation is only as good and as reliable as our willingness to honor that promise during times of great challenge. After all, it is easy to make promises when there is no cost to their fulfillment.

I find it troubling that the Republican leadership has chosen in recent months to forget the next generation and break that basic promise and to wander from that common ground that we once shared. I believe it was Thomas Jefferson who said that a politician thinks about the next election, while a statesman thinks about the next generation. Only a few years ago, a former leader of the Republican Party warned this body, "If we don't get our house in order, the financial burden of the baby boom retirees will be crushing for the next generation." Sadly, that message seems to have gotten lost. What I see now from the leadership on the other side of the aisle, raiding the Social Security trust fund, returning us to deficit spending, and in effect handing the bill for this war in Afghanistan and the domestic war against terrorism to our children in the form of a multi-trillion dollar deficit. It seems disingenuous that while the Republican leadership champions nine years of tax cuts for individuals making over \$250,000 a year, they also refuse to ask those same people to help pay for this war and the costs of protecting our country from terrorism.

Think about it . . .

We are without question the wealthiest generation of any civilization that has ever walked this earth. We have acquired in this generation, our generation, greater wealth, greater scientific progress, greater luxury—a higher living standard, and done it faster, than any other generation of humans on this planet. We have seen in the past 20 years the average income of the top one percent of earners in this country increase by a staggering \$414,000 per year. We have seen the number of millionaires in our society increase by 400 percent over the past 10 years. The rate of home ownership is unsurpassed and has never been higher in this country.