

Richards. Many of us woke up this morning to read the newspaper and were stunned by the news that Governor Richards had passed away.

Many of us, of course, knew of her illness and that she struggled with it and fought it bravely, but I am not sure how many understood how close she was to death's door.

As a neighbor of hers who grew up right over the border from Texas, and as a young woman in the legislature, Ann Richards was at the top of the list of women I looked to early in my career. I did not have too many women to look to because there were just not that many women in public office in this country in 1976, the year when Governor Richards started her political career as Travis County Commissioner. There were 604 women in state legislatures nationwide. Not only was she an outstanding leader but she was an extraordinary administrator. I remember her days as State treasurer of Texas and followed many of her guidelines to leadership in trying to manage the budget of Texas. I followed that lead in trying to manage the budget of Louisiana. She showed that women could not only hold county commissioner seats, but high-level executive offices, managing finances and money. She became Governor of one of the largest States in America and served with extraordinary ability.

But more than just her service to the public at large, which was tremendous to the State of Texas and the country, Ann Richards encouraged women to think of things that had never been thought of before that women could to serve in corporate board rooms and as Governors and, hopefully, one day as President of the United States. And today, thanks to women like her, 1,686 women serve in state legislatures across the country. Without women such as Ann Richards, those dreams would never materialize or would be decades away.

There was a quote in the paper that I chuckled at because Governor Richards said once she didn't want to be remembered for keeping a clean house. She thought that women should be remembered for things greater than just how well they could vacuum how well they could cook or how well they could do things associated with the home.

While I do not in any way diminish the contribution that we make as wives and as mothers or diminish any of the things that we do inside of our homes that keep our families happy and keep our society going, I want to say emphatically that I agree with her. I hope women who are born and grow up today really think about what they want their tombstone to say.

Ann was always that kind of woman. She was born not only to be all a woman could be, but all a person could be, all a leader could be. Very few women in the generations that I am familiar with have accomplished that as well as she did. It is with great sadness that we recognize her passing, and I am

sure there will be a more formal recognition in the Senate Chamber among men and women remembering the contributions this extraordinary American made to our country, to the world, to women and girls everywhere.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. SUNUNU). The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

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

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

#### CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, morning business is closed.

#### SECURITY AND ACCOUNTABILITY FOR EVERY PORT ACT

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of H.R. 4954, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (H.R. 4954) to improve maritime and cargo security through enhanced layered defenses, and for other purposes.

Pending:

Schumer modified amendment No. 4930 to improve maritime container security by ensuring that foreign ports participating in the Container Security Initiative scan all containers shipped to the United States for nuclear and radiological weapons before loading.

Murray (for Stabenow) amendment No. 4967 to authorize grants for interoperable communications.

Nelson (NE) modified amendment No. 4945 to provide emergency agricultural disaster assistance.

DeMint amendment No. 4970 to prohibit the issuance of transportation security cards to individuals who have been convicted of certain crimes.

Clinton/Dole amendment No. 4957 to facilitate nationwide availability of 2-1-1 telephone service for information on and referral to human services, including volunteer opportunities related to human services.

Clinton amendment No. 4943 to fund additional research to improve the detection of explosive materials at airport security checkpoints.

Clinton/Schumer amendment No. 4958 to establish a grant program for individuals still suffering health effects as a result of the September 11, 2001, attacks in New York City.

The PRESIDING OFFICER. Under the previous order, there will be 1 hour for debate equally divided in the usual form.

Mrs. MURRAY. Mr. President, I yield 10 minutes to the Senator from Delaware.

The PRESIDING OFFICER. The Senator from Delaware is recognized for 10 minutes.

Mr. CARPER. I thank my colleagues for yielding.

Mr. President, earlier this week we all commemorated the fifth anniversary of 9/11. Much of that day was spent here and around the country discussing whether after 5 years we are safer and whether we are safe enough. While we have made real progress with respect to the security of our nuclear powerplants, with respect to airport security, far too little has been done to secure our Nation's seaports, railways, transit systems and, I might add, hundreds of chemical plants around this country.

After 9/11 we also recognized the need to protect our seaports. In 2002 we passed the Maritime Transportation Security Act, which was the start of developing a national and regional maritime security plan or plans. This legislation also required the Department of Homeland Security to help ports develop individual security plans and directed Customs and Border Protection to design a system for receiving information on ships' cargoes before they docked at a U.S. port.

Now, 4 years later, we are finally taking the next step. Still, port security has never received the same level of attention as airport security, and part of this is because 9/11 tragically exposed the vulnerabilities of our ports and it has been burned into our memories. I think it is also because most Americans do not have any direct interaction with a seaport on a daily basis, a weekly basis, a monthly basis or, in some cases, ever. However, a growing number of Americans have begun to recognize what an appealing target our seaports can be for terrorists.

First of all, many ports, including the ones we have in my State and the States of New Hampshire, Maine, and Washington, are located in or near densely populated urban areas. Also, ports are vital to the economy of our country. They are used by farmers to try to get their products to market and also industry to export products, but also we import everything from chemicals to oil and gas. As a result, many of us have concluded we must place a higher priority on addressing any vulnerability at our ports before any terrorist attack takes advantage of them. I applaud the work of Senator COLLINS and the great work Senator LIEBERMAN has done with her helping to craft this, and also the staffs and Senator MURRAY and her staff.

The American Association of Port Authorities believes that to do so will require roughly \$400 million a year for physical enhancements for ports in this country. The bill before us would authorize Congress to do just that.

Now, \$400 million is a lot of money, but it is significantly cheaper, I think we will agree, than responding to a devastating attack after the fact. My port, the Port of Wilmington, has received about \$2 million since 9/11. The State has provided a fair amount of money, as has our port authority. These funds have been used, in part, to