

standards, and meaningful enforcement mechanisms can be established. Somali remittance companies can survive, and can contribute the development of the Somali people, only if this effort is successful. I applaud this undertaking, and believe that the United States should provide assistance where appropriate.

As the chairman of the Senate Foreign Relations Committee's Subcommittee on African Affairs, I held a hearing on U.S. policy options in Somalia earlier this year. In the wake of the attacks on September 11, I wanted to explore the issue of weak states, where manifestations of lawlessness such as piracy, illicit air transport networks, and traffic in arms and gemstones and people, can make the region attractive to terrorists and international criminals. The United States can no longer pretend that we have no stake in the fate of countries in distress—the Afghanistans and Somalias of our world, and the United States can no longer pretend that we can insulate ourselves from the difficult problems confronting those countries. We cannot ignore them, we cannot simply condemn them. We must work to strengthen state capacity and curtail opportunities for terrorists and other international criminals.

It is my intention to introduce legislation at the beginning of the 108th Congress aimed at focusing more coordinated and consistent attention on Somalia. The U.S. must work harder at providing an alternative to the extremist influences in Somalia by vigorously pursuing small-scale health and education initiatives. And we must help Somalia's surprisingly vigorous private sector, to begin building regulated, legitimate financial institutions in Somalia, which will be essential to any economic recovery in the country in the future. Otherwise, we leave it to illegitimate, shadowy forces to step into the breach.

One has only to meet a few of the many dynamic and committed Somalis who are working every day to build a better future for their countrymen to conclude that Somalia is not hopeless. But helping to rebuild capacity in Somalia will certainly not be easy. These efforts are important, and they deserve our attention and our support.

#### LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of last 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 in February 2000 in Tucson, AZ. A gay man was beaten outside a bar. The assailant, Franchot Opela, 27, called the victim, Fabian Padilla, 23, a "faggot" and then beat

Padilla to the ground with both fists. Padilla was treated for severe eye and head injuries resulting from the attack.

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 and changing current law, we can change hearts and minds as well.

#### SUPPORT OF S. 1739

Ms. SNOWE. Mr. President, I rise today in support of legislation introduced by Senator CLELAND, S. 1739, which seeks to improve security on motorcoaches and over-the-road buses nationwide. I became a cosponsor of S. 1739 in the wake of a September 30 attack in which two people were killed and more than two dozen others injured after a Greyhound bus skidded off a California highway. The bus driver had been stabbed in the throat by a passenger.

While it quickly became known that the incident had no links to terrorism, it served as a stark reminder that a significant part of America's transportation network remains vulnerable to attack. Every year, motorcoaches and over-the-road buses carried an estimated 800 million passengers to 4,000 communities nationwide, far in excess of the passenger load carried by the airlines or Amtrak.

I believe that it is vitally important that we address bus security concerns highlighted by the recent attack. A critical component in our fight against terrorism is protecting the security of our transportation system, including buses. We have to assume that any facet of our transportation system remains a target for violence. Terrorists in Israel have targeted buses with deadly effectiveness. So we have to take steps, like S. 1739, which will move us toward a more secure system across every mode of transportation and across our transportation infrastructure.

S. 1739 provides funding to the motorcoach industry to enhance security at a time when improved security is increasingly necessary but when the industry is least able to make new investments. Other forms of commercial passenger transportation including Amtrak, the airline and transit agencies have all received sizeable funding commitments from Congress for security upgrades, and the motorcoach industry should not be ignored when it comes to safety.

Specifically, this bipartisan legislation provides \$400 million in grants to be made by the Secretary of the Treasury for over-the-road bus transportation security. The grants must be used for specified system-wide security upgrades, including the reimbursement of security-related costs incurred since September 11, 2001. The grants will

allow bus operators to protect drivers, implement passenger screening programs, and construct or modify facilities. Grants could also be used to train employees in terrorist threat assessments, hire and train security officers, and install video surveillance and emergency communication equipment.

Many of these upgrades have already been undertaken by the industry since September 11. This bill will supplement and reimburse the industry for these efforts.

Since 9/11, Members of Congress have shown broad bipartisan support for addressing the issue of bus security. In April, S. 1739 was unanimously approved by the Senate Committee on Commerce, Science and Transportation, of which Senator CLELAND and I are members. In May, a companion measure passed the House Transportation and Infrastructure Committee, also unanimously, and is pending on the House floor. Also, this summer Congress provided \$15 million for that purpose in the Fiscal Year 2002 Supplemental Appropriation bill.

Given the fact that the intercity bus system is a crucial link in America's transportation system, I believe that Congress must act to secure that system against further attacks, and I strongly urge my colleagues to join me in a show of support for this legislation.

#### CIVIL LIBERTIES IN HONG KONG

Mr. FEINGOLD. Mr. President, I'd like to take a few minutes this morning to call attention to recent disturbing trends with regard to democracy and civil liberties in Hong Kong.

As you know, Hong Kong recently marked 5 years under the sovereignty of the People's Republic of China. When the territory reverted from British to Chinese control in 1997, China's communist rulers in Beijing promised to respect its autonomy for a period of 50 years under the so-called "One Country, Two Systems" formula. They also agreed Hong Kong would move toward direct elections by 2007.

At the same time, however, Article 23 of the so-called Basic Law that became Hong Kong's new constitution required that the territory adopt legislation prohibiting "treason, secession, sedition or subversion" against the Chinese Government in Beijing, as well as "theft of state secrets."

The Hong Kong Bar Association, among others, did not believe new legislation was necessary, since existing Hong Kong laws were sufficient to deal with legitimate national security concerns. But Beijing felt otherwise.

When Chinese President Jiang Zemin and Vice Premier Qian Qichen traveled to Hong Kong in July to commemorate the fifth anniversary of the handover, they reportedly made clear to Tung Chee-Hwa, their hand-picked chief executive, that they wanted an anti-subversion statute adopted without further delay.