

the chairman and the ranking member on the Treasury and General Government Appropriations Subcommittee, the distinguished Senators from Colorado and North Dakota, regarding port security.

Mr. DORGAN. Mr. President, the security of our Nation's ports is of extreme importance to me, so I gladly will engage in a colloquy with the senior Senator from Washington. Being from a northern border state, like the senior Senator from Washington, I am particularly concerned about how others may try to use the border to circumvent our security. Furthermore, it is important that improving our security doesn't unnecessarily infringe upon commerce that travels over our northern border.

Mr. CAMPBELL. Mr. President, I also agree that securing our Nation's ports and points of entry is critical to protecting our citizens.

Mrs. MURRAY. Mr. President, on October 31, 2002, the U.S. Customs Service published regulations requiring sea carriers to provide cargo manifests 24 hours prior to the lading of containerized cargo at foreign ports for shipment to the United States. In short, since December 2, 2002, the Customs Service has been asking for a detailed list of all cargo entering a U.S. port and detailed information regarding the shipper. This will allow Customs agents to identify at-risk cargo, thus making our ports safer.

My State of Washington includes the ports of Seattle and Tacoma. These ports combined represent the Nation's third largest intermodal container gateway. So I applaud this initiative, which will allow customs agents the opportunity to identify at risk cargo, while expediting the process for low-risk cargo.

Having said that, I am concerned that if this rule is not adopted by the Customs authorities in countries with whom we share a border, we could actually make our borders even less secure. There is a substantial flow of overseas containerized goods coming over the Canadian and Mexican borders, especially the Canadian border, into the U.S. annually. If those goods are not subject to the 24-hour rule, as overseas containerized goods coming through U.S. ports are, we have defeated the intent of the rule. In addition, we are actually providing an incentive for shippers to use the Canadian or Mexican gateways instead of bringing their goods through U.S. ports. This scenario hurts us in two ways. First, it diminishes the security at our borders if the same rules do not apply to overseas containerized goods coming through Canada or Mexico, and second, if shipping lines flock to ports located in our northern and southern neighbors to bring goods into the U.S. due to the "hassle factor," it takes jobs and the potential for economic growth from our communities.

For this reason, I am gratified to learn that the Canadian government is

in the process of considering port security regulations of its own. U.S. Customs has thus far been able to work successfully with Canadian Customs on programs such as the Smart Border Accord, the Container Security Initiative, and the Customs Trade Partnership Against Terrorism effort.

So I am asking the distinguished Senators from Colorado and North Dakota regardless of whether the Canadian Government does or does not implement a similar advanced manifest information requirement, to with me to see our Government require the same manifest information on all container traffic that is destined to the United States on a through-bill-of-lading via a Canadian or Mexican port.

Mr. DORGAN. Mr. President, I thank the distinguished Senator from Washington for raising this issue with me. Congress must be vigilant in making sure that all cargo entering this country via any method—sea, air, or rail—faces the same level of scrutiny. Should the perception develop that it is easier to move goods into the U.S. through Canada, not only would our Nation's ports be disadvantaged economically, but our country would face a greater security risk. As you point out, regulation on ship traffic is moving ahead. I understand that Customs Commissioner Bonner has directed that regulations regarding rail, air, and truck shipments be kept on track. I certainly will work with the distinguished Senator from Washington and the Customs Service to ensure that all cargo entering the United States receives equal scrutiny.

Mr. CAMPBELL. Mr. President, I will work with the Senator from Washington, my ranking member, and the Customs Service to achieve this important goal. We must work hard to plug the security holes that exist, and this is one we should fix.

PROVIDENCE PERFORMING ARTS CENTER

Mr. CHAFEE. Mr. President, as we move forward on this measure, I noted in the Senate Report accompanying the FY 2003 Commerce, Justice, State, and the Judiciary Appropriations bill that the Appropriations Committee urged the Economic Development Administration (EDA) to evaluate several worthwhile proposals for projects which may be eligible for funding under the various EDA programs.

Mr. GREGG. That is correct. The committee listed six such proposals.

Mr. CHAFEE. I would like to make the Senator from New Hampshire, the Chairman of the Commerce Appropriations Subcommittee, aware of a strong economic development proposal from my home state of Rhode Island.

The proposal focuses on the renovation of the restored historic theater at the Providence Performing Arts Center, PPAC, in our capital city of Providence. Listed on the National Register of Historic Places, the facility was recently named an Official Project of the Save America's Treasures program directed by the National Trust for His-

toric Preservation and the White House Millennium Council. The full renovation of the theater, both structural and mechanical, is the ultimate goal of the non-profit entity that operates the center. A renovated PPAC has the potential to be one of the major economic development stimulants in the old downtown. I know from my membership on the Environment and Public Works Committee, which has authorizing jurisdiction over the EDA, that this project is very similar to others funded by the agency.

I ask the chairman if the Providence initiative is in keeping with the projects recommended by the committee and listed in the report?

Mr. GREGG. It is. In fact, the proposal to renovate and operate a vibrant theater appears to be just the type of job-creating project EDA should be encouraging in our downtowns.

Mr. CHAFEE. That being so, I ask the chairman if he would deem the Providence project part of the committee's recommendation to the EDA.

Mr. GREGG. Although we cannot amend the report at this point, I would urge the EDA to evaluate the Providence Performing Arts Center project along with the other projects listed in the committee report. The project should be given every consideration within applicable procedures and guidelines by the Economic Development Administration.

Mr. CHAFEE. I thank the Senator and look forward to working with the committee and EDA to generate positive economic development in downtown Providence.

MORNING BUSINESS

Mr. SESSIONS. Mr. President, I ask unanimous consent that the Senate proceed to a period for morning business, with Senators permitted to speak therein for up to 10 minutes each.

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

CRISIS IN ETHIOPIA

Mr. KENNEDY. Mr. President, our colleague in the House of Representatives, FRANK WOLF, recently returned from a visit to Ethiopia and Eritrea. His report on the trip describes the dire health and humanitarian crisis in these countries.

Congressman WOLF states that, without urgently needed support, an additional 11 million people may perish because of the famine exacerbated by drought, because of the HIV/AIDS epidemic, and because of the lingering effects of those countries' 2½ year border war.

These issues are extremely serious, and the international community can and must do more to help alleviate this crisis. I believe that Congressman WOLF's report will be of interest to all of us in the Senate, and I ask unanimous consent that it be printed in the CONGRESSIONAL RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

TRIP REPORT: ETHIOPIA AND ERITREA—
DECEMBER 29, 2002–JANUARY 4, 2003

Babies wailing and screeching, desperately trying to get nourishment from their mothers' breasts.

Two- and three-year-olds so severely malnourished that they cannot stand, much less crawl or walk, their pencil-thin legs so frail that they could be snapped like a twig with little or no effort.

Young boys and girls with bloated bellies. A teenager whose legs are no thicker than my wrist.

Drinking water almost non-existent—a four-hour walk each way just to find some. Fields scorched. Crops failed.

River beds dry as a bone. Hand-dug collecting ponds for rain so sun-baked that the earth has cracked.

Disease. Despair.

These are some of the horrific sites I witnessed last week in Ethiopia, which once again is facing a famine of catastrophic proportions.

I spent a week in Ethiopia in 1984—when nearly one million people died of starvation—including two nights in a feeding camp. The squalid conditions of the camps and the suffering faces of the children, mothers and elderly were haunting and unforgettable. What I saw—and experienced—changed me forever. I never thought I would see something like that again. I have. Last week.

By Easter, thousands of Ethiopians could be dead from starvation. Children living in villages just 90 miles from the capital city, Addis Ababa, which is easily accessible by truck, are already near death. Conditions in villages in more remote areas of the country are significantly worse.

DIRE SITUATION

While the government of Ethiopia is out in front of trying to draw attention to the crisis—unlike in 1984 when the Mengistu government tried to keep the famine secret until a BBC camera crew broke the story—what makes this year's crisis more horrific is that the population of Ethiopia has increased from 45 million in 1984 to 69 million today. In addition, HIV/AIDS is spreading throughout the country and Ethiopia's 2½-year border with neighboring Eritrea has drained precious resources and led to thousands of displaced people and families, particularly in remote areas of the country.

With each crisis—drought, war, disease—more families become destitute and completely dependent on others for their welfare and survival. The repeated droughts have made more people vulnerable to hunger and hunger-related diseases, sharply increasing the danger of outright starvation among groups that may have been able to survive previous crop failures and livestock losses.

This also is a tough neighborhood, with Sudan bordering to the west and Somalia to the east. These countries are struggling to overcome internal turmoil of their own and refugees from each have crossed into Ethiopia and are living in refugee camps.

But perhaps the greatest difficulty is getting the world to respond. The focus in capital cities around the globe is the war on terror, Iraq and North Korea.

HOW COULD THIS HAPPEN?

I do not believe this situation should ever have been allowed to develop. Does anyone really believe that the world would turn a blind eye if this crisis were unfolding in France or Australia? If the photographs in this report were of Norwegian children wouldn't the world be rushing to help? Is not

the value of an Ethiopian child or Eritrean mother the same in the eyes of God?

This disaster has been building since last fall, yet there has been little mention of it in the Western media, let alone any in depth reports. Without graphic photographs and video-tape, foreign governments will not feel the pressure to act.

The situation in Ethiopia is dire and many believe if immediate action is not taken to address the looming crisis, the number of people who could die from starvation could surpass those who perished during the 1984–1985 drought. In 1984, 8 million were in need of food aid. Today, more than 11 million people—just slightly less than the combined population of Maryland and Virginia—are presently at risk and that number is growing every day.

Last year's crops produced little or nothing, even in parts of the country that normally provide surpluses of food. The demand for international food aid is tremendous. I was told there is enough food in the country to meet January's needs and part of February's, although at reduced levels. Incredibly, there is nothing in the pipeline to deal with March, April, May, or the rest of the year. Even if ships loaded with grain were to leave today, many would not make it in time to avert disaster.

Villagers are living on about 900 calories a day. The average American lives on 2,200 to 2,400 calories a day.

An elderly woman at a feeding station in the northern part of the country showed me her monthly allotment of wheat: it would have fit into a bowling ball bag.

A man working under the hot African sun with fellow villagers to dig a massive rain collecting pond—each carrying 50-pound bags of dirt up from the bottom of the pit—told me he had not had a drink of water all day and didn't know if he would eat that night. It would depend on whether his children had food.

NO WATER

Water—for drinking and bathing—is almost non-existent, and what is available, is putrid. There is no medicine—and even if there was something as simple as an aspirin there is no water with which to wash it down. Disease is rampant.

During my trip I visited villages in both the north and south of the country. I went to a food distribution center and a health clinic. I talked with farmers who had already begun to sell off their livestock and mothers who did not know where or when their children would get their next meal. I met with U.S. State Department officials and NGOs. I also met with Prime Minister Meles and a number of relief officials in his government.

The government's decision not to establish feeding camps is a wise one. The camps only exacerbate the crisis because they allow diseases to spread much more quickly and take people away from their homes and albeit limited support systems. In 1984, many families traveled great distances to reach the camps and by the time they got there were often near death. Moreover, villagers who left for the camps and somehow managed to survive had nothing to return to because they had lost their homes and sold their livestock.

Fortunately, relief organizations, including U.S. AID and the United Nations World Food Programme, have developed an early warning system to better predict the effects of the looming crisis and have been sounding the alarm since the fall.

Nevertheless, they are facing an uphill battle. Donor fatigue is a very real problem.

COMPETING WORLD CRISIS

Getting the world—and the United States, in particular—to focus on the issue is dif-

ficult because of the war on terrorism, the situation in Iraq and the growing crisis in North Korea.

Since August 2002, the United States has provided approximately 430,000 metric tons of food, valued at \$179 million. This amount constitutes approximately 25 percent of the total need in the country. The U.S. government will need to do more to avert a disaster of biblical proportions.

Before leaving on the trip, a number of well read people in the Washington area looked at me quizzically when I told them I was going to Ethiopia. They all asked why? When I told them that the country was facing another famine along the scale of 1984, they were dumbfounded.

Time is of the essence. A village can slip dramatically in just a matter of weeks. Many of the children I saw last week will be dead by early February and those who do somehow miraculously survive will be severely retarded. The world cannot afford to wait any longer.

I also visited neighboring Eritrea, where the situation is not much better. Widespread crop failures are expected as a result of the drought. Compounding the situation are the lingering effects of its war with Ethiopia, which ended in December 2000. While nearly 200,000 refugees and displaced persons have been reintegrated into society following the truce, almost 60,000 have been unable to return to their homes due to the presence of land mines, unexploded ordnance, insecurity or the simple fact that the infrastructure near their homes has been completely destroyed.

RECOMMENDATIONS

Donors, including the United States, must make prompt and significant food-aid pledges to help Ethiopia overcome its current crisis. The food pipeline could break down as early as next month if donors do not act immediately. There are a number of countries, Canada and France, for instance, that can and should do more.

The Office of Management and Budget (OMB) must work to ensure that the U.S. assistance is released as quickly as possible.

When President Bush visits Africa, he should consider going to Ethiopia. I believe he would be moved by what he sees.

The Bush Administration should make an effort to rally public support similar to what was done during the 1984–85 famine. Perhaps the new director of faith-based initiatives at USAID should serve as the coordinator for such an effort.

Donor support also must include water, seeds and medicine as well as veterinary assistance.

The Ethiopian government should take its case to capitals around the globe, sending representatives to donor nations armed with photographs of dying children to put a face on the growing crisis. Regrettably, if they do not ask, they will not receive.

The Ethiopian government must contribute additional food aid from its own resources as it did in 2000 and 2002 as a sign of leadership and commitment to the welfare of its people.

More must be done to develop long-term strategies to tackle the root causes of the food shortages in Ethiopia, like improving irrigation and developing drought-resistant crops. The government must develop a 10- or 15-year plan designed to help end the constant cycle of massive food shortages. A well developed plan would go a long way toward reassuring the international community that the country wants to end its dependence on handouts.

The Ethiopian government also should do more to help diversify its economy. Its largest export—coffee—is subject to huge price

fluctuations in the world market and rather than exporting hides and leather to Italy and China—only to come back as belts, purses and shoes—the government should work to attract business that will make these products on Ethiopian soil.

The government of Ethiopia also should consider a sweeping land reform policy that would allow farmers to own their property rather than the government owning all the country's land, a vestige of the country's socialist days.

The media needs to more aggressively pursue this looming crisis. It was responsible for making the world aware of the terrible famine that was occurring in 1984 and has the ability to let the world know about the tragedy unfolding again.

Many of the same issues that apply to Ethiopia apply to Eritrea. Both countries are in desperate need of assistance.

In closing, I want to thank all the people—from government officials in both Ethiopia and Eritrea to U.S. officials and NGOs and missionaries in both countries—who are working around the clock to deal with this crisis. I also want to thank U.S. Ambassador to Eritrea Donald McConnell and U.S. Ambassador to Ethiopia Auzerlia Brazeal and their respective staffs for all they do. They are outstanding representatives of the U.S. government. Special thanks go to Jack Doutrich in Eritrea and Karen Freeman, Jo Raisin and Makeda Tsegaye in Ethiopia. Roy "Reb" Brownell with USAID in Washington also deserves special recognition.

Finally, I want to thank Lt. Col. Malcom Shorter, who accompanied me on the trip, and Dan Scandling, my chief of staff, who took all the photographs and videotaped the trip.

REAUTHORIZATION FUNDING

Mr. BINGAMAN. Mr. President, I would like to take a few minutes in my morning business to speak about my priorities this year in Federal transportation funding. I think all Senators are probably aware that Congress must reauthorize the 6-year surface transportation bill in 2003.

As I travel around my State, I continue to hear frequently from citizens about the need to improve our basic transportation infrastructure, including highways and transit. Access to a high-quality transportation system is an essential element in economic development, and I believe the Federal Government has an important role to play in helping communities build and maintain the basic transportation infrastructure that businesses need.

Thus, the reauthorization this year of Federal transportation funding will be essential if New Mexico is to have the high-quality transportation system it needs to attract new jobs and businesses to our State. Safe and efficient highways and public transit are especially important for economic developments in the rural parts of my State. Basic transportation infrastructure is also vital to our communities, schools, and families, and helps support everyday life.

The most recent 6-year transportation act, known as TEA-21, was enacted in 1998. TEA-21 has been a good piece of legislation for my State, and I was pleased to support the bill. One of

the key improvements Congress made in 1998 was to establish a firewall that, for the first time, ensured all tax receipts deposited in the Highway trust fund were fully used each year for transportation projects.

Under TEA-21, New Mexico has made substantial progress in upgrading key highways and transit programs in both urban and rural areas all across the State. As a result of the higher Federal highway funding provided under the act, in the past 6 years New Mexico has been able to complete a number of much-needed transportation projects.

For example, Highway 285 was upgraded to four lanes between Carlsbad and Interstate 40; US 550 is now four lanes all the way from Bernalillo to Bloomfield; the Big I in Albuquerque was completely rebuilt; US 54 is now four-lanes between El Paso and Tularosa; and the Santa Fe bypass was opened. In addition, US 70 will soon be upgraded to four lanes from Las Cruces to Texico, and work is now underway to upgrade US 84/285 between Santa Fe and Poloaque. I do believe each of these projects will contribute significantly to improving highway safety and efficiency in my State.

TEA-21 has also helped New Mexico improve transit services both in our cities and in rural areas. A number of communities have been able to obtain new transit vehicles and equipment with grants from the Federal Transit Administration. For example, the Alvarado transit center was opened in Albuquerque and Federal funds have been used to purchase new transit equipment and facilities in communities including Albuquerque, Santa Fe, Las Cruces, Rio Rancho, Farmington, Taos, Angel Fire, Carlsbad, Clovis, and Los Lunas. In addition, Albuquerque initiated a study of a new high-capacity transportation system, and steps are being taken to preserve the Santa-Fe-to-El-Dorado rail line for future use.

Throughout its history, New Mexico has played a key role in the transportation system of this country. The original Spanish settlers established the Camino Real between Santa Fe and Mexico City. In the last century, our Nation's first transcontinental highway, Route 66, passed through New Mexico.

Today, New Mexico continues to provide a critical link in our Nation's interstate and international transportation network, including trade with Mexico. However, we are a State with limited financial resources to deal with the transportation needs of what is essentially our portion of a vast national system.

Mr. President, in total land area New Mexico is the fifth largest state in the Union, but we have only 0.6 percent of the national population. At the same time, New Mexico has over 2 percent of the interstate highway system miles and slightly less than 2 percent of the total miles on the national highway system. Moreover, because of our vast land area and predominantly rural

character, New Mexicans average more miles of driving per capita than the residents of every other State but one.

Clearly, in light of its size and vast network of roads, the transportation needs of my State far outstrip the ability of New Mexico's sparse population to provide the funds needed to maintain and improve the State's critical piece of the national transportation system.

Consequently, my top priority in the reauthorization of the highway bill will be to ensure that New Mexico receives its fair share of Federal transportation dollars for both highways and transit programs. The majority of the funding in the transportation bill is distributed directly to States and local governments under congressionally set formulas. I will be working to make sure the new formulae fully reflect New Mexico's transportation needs, including our extensive miles of important national roads and highways.

Mr. President, another of my top priorities in the reauthorization will be to continue a number of the critical programs in TEA-21 that greatly benefit New Mexico. Two of these important programs are the Congestion Mitigation and Air Quality program, known as CMAQ, and the Enhancements program, both of which help manage some of the negative impacts of transportation on our communities.

At the same time, I will oppose efforts to weaken rules that protect the environment. I will also oppose attempts to limit the ability of local communities to participate in the planning and development of transportation projects that affect them.

In addition, I fully support reauthorizing the Scenic Byways program that helps communities in New Mexico enhance facilities for visitors traveling our rural highways. New Mexico now has 27 scenic byways, including six that have achieved the designation of National Scenic Byways.

I also believe we should continue to make progress in improving the safety of our highways as well as in reducing the staggering number of traffic fatalities and injuries caused by drunk drivers. I will be looking for ways to strengthen both of these important Federal programs when Congress debates the bill this year.

In addition to supporting the continuation of a number of important programs already in TEA-21, I will be authoring a series of bills that I hope the Senate will include in the final reauthorization bill.

First, I will reintroduce my bill to authorize a new Federal program to upgrade rural two-lane roads on the national highway system to four-lane highways. This \$1.8 million, 6-year national program targets funds to four-lane roads in New Mexico such as US 64/87 between Clayton and Raton, US 54 from Tularosa to Nara Visa, US 62/180 south of Carlsbad, and US 666 south of Shiprock.