

ago—and I hope my colleagues will consider doing the same—was to visit some of the Guard and Reserve units that are being activated.

When I asked for the opportunity to go to Scott Air Force Base in Belleville, just to spend a few moments with the men and women of the 126th Air Guard Refueling Wing, I wasn't certain whether they would consider this a colossal waste of time to have to have some political figure come and drop by. Exactly the opposite happened.

It was an important experience for me, and I also think for many of them, just to come by, have a few kind words, and to really thank them for the sacrifice they have shown for this country.

This is an Air Guard unit that has been activated many times. It was originally based at O'Hare and now is at Scott Air Force Base. They refuel planes and are very important to any military effort of the United States. There were about 340 members of this unit, men and women, who have joined the military, understanding their lives would be on the line. To go through the crowd there and meet each one of them, to talk for a few moments about their hometowns and their families, baseball, and so many other things that are just part of American life, was so refreshing and encouraging and, in a way, inspiring—spending that time with them and General Kessler, who is their commanding officer at Scott Air Force Base.

Theirs is a unit that has been activated, in part. And I am sure others will be as well. The 182nd Airlift Wing in Peoria is also a unit that is likely to be mobilized—the 183rd Air National Guard Fighter Wing in Springfield, the 954th Air Reserve Support Unit out of Scott Air Force Base, the 182nd Air National Guard Security Forces, the 126th Air National Guard Security Forces, and the 183 National Guard Security Forces out of Springfield.

The one thing they raised to me—and I think at least bears some comment in this Chamber—was their concern about their families once they left. That is a natural feeling. It is one we ought to remind ourselves of, that we have passed laws to protect these men and women in uniform who are activated so that they can return to their jobs without any loss of status, and also to help them in some financial circumstances.

But beyond the laws, and beyond the Federal commitment, beyond the political speeches, I hope that every community across the United States will offer a helping hand to the families of those in the Guard and Reserve who are now called on to serve our country, as well as the active-duty men and women who are in harm's way at this moment in service to our Nation.

Many times, as I went around Illinois, people would say: Senator, what can I do? I have given blood. I have

sent my check in. The President has said to embrace my family. I did it; I do it every day. Is there anything more I can do? Think about the families of the men and women in uniform in your community who just may need a helping hand or a word of encouragement of perhaps a little more. That is something every one of us should do.

#### TRANSPORTATION SECURITY

Mr. DURBIN. I would like to address this issue of aviation security, which has been addressed on the floor by my colleague from Massachusetts, Senator KERRY. I note that Senator TORRICELLI is also in the Chamber. We were in a meeting yesterday to discuss security transportation security, not just aviation security. There are many of us served by Amtrak who believe that George Warrington, the CEO of Amtrak, has given us fair notice that he needs additional resources to make certain that Amtrak continues to be one of the safest ways to travel in America.

I believe there are over 600 Amtrak stations across this country. They are putting in place the kind of security we want, to make certain that no terrorist will see a target of opportunity in the metroliners or Amtrak trains that crisscross America.

I am happy, as I have noted at the beginning of my statement, to be a cosponsor of S. 1447 on aviation security. There are many provisions that I think are excellent. I am happy to join Senator HOLLINGS and so many others, on a bipartisan basis, to support the bill. But we would be remiss to believe that passing a bill on aviation security takes care of our obligation, our responsibility. Beyond that, we have to look to the traveling public and other vulnerabilities.

I agree with my colleagues who also have Amtrak service that we need to give to Amtrak the resources and the authority to make certain they can upgrade their security and take a look at a lot of their vulnerable infrastructure.

In this Chamber yesterday, Senator TORRICELLI talked about some of the tunnels. George Warrington of Amtrak has brought this to my attention. Many of these tunnels date back to the Civil War in their construction.

They do not have adequate safety in the tunnels so that if anything occurred, the people on the train would be in a very perilous situation. As these trains pass in the tunnels, literally hundreds if not thousands of passengers are trusting that we are doing everything we should do for the security of their transportation. I don't think we are doing enough. In fact, I believe we should include in this aviation security bill the authorization for Amtrak to receive additional funds for security.

I am troubled—I have to say this with some regret—that a lot of my col-

leagues in the Senate who have had a very negative view of Amtrak as a governmental function are translating that into a reluctance to address these security and safety measures. I am not one of them. If we take a look at the annual expenditure for transportation at the Federal level, we spend roughly \$33 billion a year on highways, \$12 billion a year on airports—before the crisis—and about \$500 million a year on Amtrak. Anyone in the State of Illinois and in many States across the Nation knows that if we are going to have a balanced transportation system, we need all three. We need aviation, good highway transportation and mass transit, and a national rail passenger corporation such as Amtrak.

It is no surprise to me, as I have been on the trains more often since September 11 than before, that more and more Americans are turning there.

We have an obligation to protect them, not to wait until there is an accident or something worse. I hope my colleagues will reconsider their opposition to Amtrak security authorization and appropriations. We should do it, and we should do it now without question.

Our commitment should be to every American to make their transportation as safe as humanly possible.

Let me address the aviation security issue for a minute. Yesterday, in my office I had representatives of the three major international corporations involved in aviation airport screening and security. They told me an interesting story. For those who may not be aware, until this moment in time, we have given to the airlines the responsibility to contract out the security and screening stations at the airports. We have found, as we have looked into it, that going to the lowest bidder in some circumstances meant that you didn't have an employee who was adequately compensated or trained.

I will quickly add that in my hometown of Springfield, IL, and many airports I have visited, the people working the screening equipment are doing an extraordinarily good job. Any one of us who has been through an airport at any time in the past few years knows that too often you have found at those security stations employees who were not taking it seriously.

Examine the analysis from the GAO, and it turns out that the turnover in some of the airports is 100 percent a year, 200 percent a year and, in the worst case, over 400 percent a year. The employees come and go if they are given an opportunity to take a job at Cinnabon or anywhere else in the airport. They are quickly gone from the screening stations. We have not taken this responsibility seriously, nor have the airlines.

Now we face a new day. The private contractors who came to me yesterday said that it is a different world altogether overseas. In fact, one of them

noted the fact that in Israel it is a private company that handles the security at the airport with certification by the Government and supervision by the Government, as is the case in many European capitals. I don't know if we can safely move in our own minds from what we see today with these same companies to a model using those companies in a different context.

When I asked Secretary Mineta last week to describe for me how this might work, the details were still forthcoming. That left me a little bit cold. Many of my colleagues share the belief that the safest way to address this, as we do in the bill, is to say that we will federalize the security and safety at airports. This bill goes beyond the screening station and talks about the responsibility under this bill. Let me quote from it on the security operations:

The administrator shall establish and enforce rules to improve the fiscal security of air traffic control facilities, parked aircraft, aircraft servicing equipment, aircraft supplies, automobile parking facilities, access and transition areas at airports served by other means of ground or water transportation.

The important thing is that this bill goes far beyond the screening stations at the airports. I believe if we are going to maintain safety at airports and on our airplanes, it has to be a secure environment. That means we are not only conscious and sensitive to what passengers bring onto airplanes but every single person who has contact with an airplane. A caterer, a clean-up crew, refueling personnel, someone who is a mechanic coming on board, or baggage handlers, all of them have to be supervised to make certain that those airplanes are secure. This bill does it. It does it through federalization.

I think we should view the safety of our airports and airplanes as matters of national security. After September 11, we can do no less.

I hope we enact this legislation and do it very quickly so that we can have in place a system that will help to restore confidence in the flying public.

I am happy to report in my own personal experience more and more people are returning to airports. I am glad that is the case.

#### FIGHTING TERRORISM

Mr. DURBIN. As a member of the Judiciary and Intelligence Committees, we have had a number of requests from the administration for new authority to collect information to fight terrorism. You will find that the vast majority of requests by the administration will be honored in the bill we will consider this week or next.

We will say to FBI and the CIA, other law enforcement agencies: Here are new tools for you to fight terrorism.

We should give to it them because we need to provide them what is necessary

to protect our Nation. Certainly we need to keep our laws up to pace with the changes in technology so that when communications are moving by e-mail or through the use of cell telephones, we give to law enforcement the authority and the opportunity to make certain they have access to them.

I am concerned, as are many on the Judiciary Committee, that it isn't just a question of the new authority to collect information but a more fundamental question: Do these agencies of law enforcement have the infrastructure and the capacity to collect, process, evaluate, and distribute this information?

It was only a few weeks ago that the Senate Judiciary Committee had its first oversight hearing in 20 years on the FBI.

The information that came to us suggests that FBI computer capabilities are archaic, that no successful business in America could operate with the computers we have given to the premier law enforcement agency in America. Is there any doubt in anyone's mind that computer capability is as important, if not more important, than additional authorization in the law to collect information?

Things are being done. A man by the name of Bob Dies left the IBM Corporation and came to the Department of Justice to modernize their computer systems. I trust him. I believe he has a good mind. He can help us out of this terrible situation into modern computer technology.

When I sat down with Mr. Dies yesterday and asked him the problems he ran into, he gave me an example. We know there is software available that would allow us to see the coordinates of any location in America, cross streets in the city of Boston or the city of Chicago, and then with this software, with concentric circles, see all of the important surrounding structures, the buildings, the hospitals, whether there is any type of nuclear facilities or electric substations, all within that region. Think of how valuable that is when we are fighting terrorism.

If they receive a notice at the FBI that there has been an explosion at a certain location, by using this software they can immediately see before them all of the potential targets and all of the worrisome areas around that explosion. That seems to be an obvious tool. Wouldn't you assume the FBI already had it? They don't. They don't have access to it because when Mr. Dies said he wanted to buy this software for the FBI—and they were excited about receiving it—he was told: First you have to draw up, under Federal procurement laws, a request with specific elements in it as to what you want in this software, and then we have to have it put out for bid. We think in about a year we can get it for you.

The average American can go right now and buy the software off the shelf.

It is absolutely unforgivable that that basic tool and so many others are being denied to the FBI and other law enforcement agencies because of the bureaucratic mess we have in procurement in this Nation.

I am working at this moment on legislation that will allow an exception to our procurement laws in areas of national need and national emergency. We should have a certification process that will allow us to step back from this morass of bureaucracy and get to the point of bringing modern computers into the FBI so that all the names and all the tips and all the information collected can be processed, formulated, evaluated, and distributed so that the names of suspects can be given to the Federal Aviation Administration and, in turn, given to all of the airlines so that they can do their job when people apply for a ticket.

The PRESIDING OFFICER (Mr. NELSON of Nebraska). The time for morning business has expired.

Mr. DURBIN. I ask unanimous consent for 1 additional minute.

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

Mr. DURBIN. Mr. President, I hope that during the course of considering antiterrorism legislation we don't stop short of giving new authority to collect information but also give to the FBI, CIA, and other Federal law enforcement agencies the infrastructure to use that information. We need to create an extraordinary process for extraordinary times.

I yield the floor.

The PRESIDING OFFICER. The Senator from Massachusetts is recognized.

Mr. KERRY. Mr. President, I ask unanimous consent to proceed as in morning business and, after I have completed, Senator TORRICELLI be recognized.

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

#### PROBLEMS WITH THE FBI

Mr. KERRY. Mr. President, I thank the Senator from Illinois for his comments. He could not be more correct about the problems with the FBI. In fact, the FBI had a lot of information regarding the potential of the events on September 11 4 and 5 years ago, I have learned, in certain compartments. Regrettably, just because of the compartmentalization and the process, that information was never adequately followed up on, as I think we will learn over the course of the next few months. We regret that.

There needs to be an enormous amount of work done in the coordination of the processing of information between the CIA and the FBI. The FBI, obviously, has been much more focused on prosecuting crimes after they happen and not necessarily on taking information and evaluating it in the context of a crime that may happen. The