

myriad of industries that are dependent upon a healthy airline industry with lots of passengers?

My State is clearly one that is so desperately affected by the lack of airline travel and its spillover into the hotels, restaurants, and the visitor attractions. You can go on with car rental companies, on and on.

The majority leader, our wonderful leader, Senator DASCHLE—I think with the concurrence of the minority leader certainly in wanting to be there—wants a bill that would put sky marshals on the planes, that would strengthen the cockpit doors, that would have enhanced and federalized screening of passengers, that would help train the crews for anti-hijacking procedures, that would require background checks on those who are not citizens who want to learn to fly in our flight schools, and all of those things that are unanimously embraced in this country and that we want to pass.

As so adequately pointed out by the Senator from North Dakota, it is 4:25 on Thursday and we can't proceed to the bill. We can't even proceed to the motion to proceed because it is going to be filibustered.

We will pass the motion to proceed next Tuesday. But then there are 30 hours of debate on the motion to proceed before we can ever get to the airline security bill unless people will come to their senses as to what is in the national interest, putting aside their partisan concerns, putting aside their parochial concerns, and coming together again in what has been a bright, shining moment for America in the unity and bipartisanship that has been displayed in the last 3 weeks.

I was sufficiently moved by the comments of the Senator from North Dakota that I wanted—I thank him for taking my place in the chair as the Presiding Officer—to offer these remarks.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. CORZINE). Without objection, it is so ordered.

(The remarks of Mr. NELSON of Florida pertaining to the introduction of S. 1506 are printed in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

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The PRESIDING OFFICER (Mr. NELSON of Florida). Without objection, it is so ordered.

RAIL SECURITY

Mr. CORZINE. Mr. President, I rise today to speak with strong support for an amendment that I know my colleague from Delaware, the senior Senator, JOE BIDEN, will be offering which deals with the issue of rail transportation up and down the east coast—actually across the country, an amendment that provides about \$3 billion to enhance the security of our rail transportation network.

This happens to be an amendment that I think fits extraordinarily well and is extraordinarily important in providing a comprehensive security package for our transportation network in this country.

The tragic events of recent weeks have focused attention on our need to improve the safety and soundness of our transportation network, in particular our airlines. I congratulate the leaders of the Senate, our majority leader, TOM DASCHLE, and the minority leader, TRENT LOTT, along with Senators HOLLINGS and MCCAIN, for their outstanding work to bring forward a package that I believe our Nation is asking for, is demanding: that we recognize we need to improve the safety of our aviation system in this country.

We need to be a little more forward looking. We need to think outside just the events that have occurred to what could occur and where the next tragedies might very well occur.

While we are tightening aviation security, we need to address problems that may very well exist in other parts of our transportation system.

Just yesterday we experienced a serious problem in our country's bus network. Fortunately, it was not of the same tragic proportions, but we saw, once again, a criminal taking over a bus and attacking the driver, leading to the death of five innocent passengers.

We have a vulnerable transportation system in this country. Unfortunately, our rail system may be the most vulnerable. That is why we need the Biden initiative, hopefully with a number of Senators from across the country supporting it. We need to address this issue before a problem occurs.

Talk about proportionality. In fiscal year 2000, Amtrak provided ridership for 22.5 million folks. Out of New York City, there were 8.5 million boardings. It is an enormous contributor to the transportation system in this country. It is an important one.

We learned that it is complementary to our transportation system as we saw the shutdown of Reagan National and we saw the aftermath of the events.

It is not just passenger traffic. Freight traffic feeds one of the most

important ports in our country, the New York-New Jersey port. Up and down the east coast, there is tremendous interconnectivity of our society through rail traffic. This is one of our most vulnerable spots, and I think it needs to be addressed on an emergency basis. I think a lot of my colleagues do, and that is why we are so impassioned about the need to address this now in this time when we are looking at various needs for security.

When you ride Amtrak, which a number of Senators did when they visited ground zero a couple of weeks ago, and as a number of us do regularly, you do not have to go through any security checkpoints before boarding, no metal detectors, no x-ray machines to check luggage, and there are very few security officers. Someone can just walk on a train and put a bag in the storage bins. One does not even have to be suicidal to accomplish destruction.

Indications are that security on trains is light. Under these circumstances, we have been very fortunate, in my view, to have avoided a major terrorist attack on our Nation's rail system. It is not just a Northeast corridor problem. It is a problem across the country where we have heavy rail traffic.

It is time to improve that security now. We need to think ahead to what could be a major disaster, a human tragedy for our country. That is why the Biden initiative, and the initiative of so many of us, is so important.

This amendment will provide the resources to substantially improve the security of the Nation's passenger rail system—not just in the Northeast but the Nation's rail transportation system. Funds could be used for a variety of purposes, including hiring more police officers, improving training and security personnel, purchase of security cameras, and the establishment of special emergency response teams that can respond instantly if we have a problem on our rails. It could provide helicopters to check the track coverage to make sure we are not being attacked before an event.

There are a number of things we need to do on a commonsense basis to make sure we are more secure in our rail traffic, to make sure our economy continues to roll and provide the freight connections with which Amtrak and rail across our country use to service our economy. We ought to do this now and not wait for a problem to occur.

It is also important—and this is absolutely more clear every day—Mr. President, I encourage you to come to New York, New Jersey, and try to commute across the various forms of transportation under the Hudson River or over it and see the 1½ to 2 hour lines that are taking place because of the breakdown, obviously, of the path tunnel that went into the World Trade Center. There were 50,000 riders one way each

day on that pathway, and now they are looking for other ways to get into the city.

With the entry level of the Holland Tunnel now stopped because of security reasons, there is an absolute need for us to understand that these are important security chokepoints, risk points in our transportation network.

A lot of these tunnels are extraordinarily dated and, by the way, not just the ones in New York and New Jersey, but Baltimore, Washington, and other places across the country are not up to scale for the 21st century. In fact, some of them are not up to scale for the 20th century.

The ones in Baltimore were put in place in the 1870s. The tunnels under the Hudson River were built in the early 1900s when we had the Pennsylvania railroad. They have gone through different ownerships and struggles to stay current.

If a terrorist were to attack the ones I know best under the Hudson River, there are two exits in a tunnel that is the better part of 6 or 7 miles long. Lousy ventilation was put in place, as I said, in the early 1900s, and a narrow passageway virtually makes it impossible to evacuate.

On an average day there are 100,000 passengers who go through that tunnel. It is not just Amtrak, but it is the New Jersey transit, which is one of the vital links to have a connected economy in the metropolitan New York-New Jersey-Connecticut area.

I stress that it is not only New York-New Jersey. We have similar issues in the Baltimore tunnels, and, frankly, they have a tunnel in Washington that runs right next to the Capitol Building. There are enormous risks and inefficiencies that occur here.

We have a safety issue for sure. All one has to do is watch grade B movies of days in the West, as we might have seen in South Dakota, where people blew up bridges or blew up tunnels to know it does not take a genius to figure out that these are places where security measures need to be taken and attended to.

I hope my friends in the Senate will realize this is not about porkbarrel spending. This is a serious concern for literally millions of folks who are involved in our rail transportation system.

Finally, this is a vital economic link for this country. There is an enormous amount of freight traffic up and down the east coast. There is in other parts of the country as well, and our friends need to have protection to make sure those links stay in place. If we are ever going to worry about where the status of our economy is and how we are going to keep it thriving, get it back on the right track, now is the time to be thinking about that. That is why I think we have to make sure we move on these issues with regard to rail

transportation at the same time we are talking about aviation.

There is the old saying: Fool us once, shame on you; fool us twice, shame on us. Frankly, I think we are in that position. That is why I feel so strongly about support of the initiative that a number of us are taking under the leadership of Senator BIDEN, and I hope we will move that forward. Economic reasons for sure, but when you want to think about the safety of the people of America, we do not need another September 11 to produce movement on things where we know there are problems.

As a matter of fact, the traffic has increased over 40 percent in that Northeast corridor since September 11 because a lot of people believe it is an alternative to air transportation. I hope we will move on this bill, move on it quickly, so we are looking after our citizens in a prospective way, not in a reactive way.

For all of these reasons, I strongly urge my colleagues to support the Biden amendment when it is presented. I hope to come back and speak to this again and make sure people forcefully understand this is a need that has to be addressed now, not after the fact. I appreciate the attention of the Senate, and I hope we will all be attentive to the needs of what I think are important rail safety issues, as well as our aviation safety.

I yield the floor.

The PRESIDING OFFICER (Mr. JOHNSON). The Senator from Idaho.

RESOLVING DIFFERENCES

Mr. CRAIG. Mr. President, this afternoon I want to speak to the issue that many of my colleagues have spoken about. For the first time since September 11, I have heard an interesting word used by the majority leader of the Senate, the word "obstruction."

I am disappointed Senator DASCHLE has decided that is a word he needs to use to express his concern about where we are in the Senate at this moment.

What I will say this afternoon to the majority leader is there is an awful lot about trying to get the work product we are going to offer to the American people next week right correct, well done, before we bring it to the floor. For example, if Senator DASCHLE had suggested we bring the antiterrorism package to the floor yesterday, we would not have had a completed product. Somebody would have had to stand up and object and say, wait a moment, TOM, somehow you have the cart before the horse.

If we spend another 24 hours on it, maybe we can resolve our differences. You know what happened in that 24-hour period? Differences were resolved. The Senate stood in a bipartisan way last night and crafted an antiterrorism package, and the House voted out of

committee unanimously in a bipartisan way to resolve it.

There is not a great deal of difference between that and the airport safety package that came to the floor without clear instructions and a bipartisan unity that would have led us to resolve it in the correct fashion. Many of our colleagues were lining up, and rightfully so, to offer a variety of amendments that could have taken us well into next week, substantially changed the character of an airport safety package, and sent a very confusing message to the American public. The public has a right to be concerned at this moment because current airport safety failed us on September 11. They want to make darn sure that whatever we do this time we get it right.

In getting it right, my guess is the first question you would ask is, Are you going to use the old model that failed us on September 11 and throw more money at it and throw more people at it, or are you going to think differently? Are you going to step out of that box and look at something new that really is an awful lot about law enforcement and a lot less about hiring the cheapest kind of personnel you can get to fill what is required by the FAA? That really is the debate that is going on behind the closed doors that the majority leader has not been willing to expose to the American people this afternoon. He has simply stood on this floor, wrung his hands, and used the word "obstruction."

Let me say what is going on in the back rooms at this moment: The White House, the Secretary of Transportation, the chairman of the Commerce Committee, the ranking member of the Commerce Committee, and a good many others are trying to craft a final product that is a hybrid, that is out of the box, that is different, that is unique, that we can bring to the floor next Tuesday and show to the American people we can get it right and they will, from that day forward, as this new product gets implemented, have the kind of airport security they want, demand, and are going to require of their government.

Is it more of a model of law enforcement, maybe like the U.S. Marshals Service that has a cadre of professionals that allows contracting out but does so with very strict parameters? The White House has said they do not want to federalize all of it. They recognize you cannot make all of these people Federal employees and expect the best product, but if you do, then you have to change the character of the way you hire a Federal employee, and you have to allow hiring and you have to allow firing. You have to be able to proscribe and demand and inspect and make sure the end product, the inability to penetrate security at all of our Nation's airports, is absolute.

I suggest to the majority leader the reason we are not debating this issue