

previous Administration addressing some of these vulnerabilities. Unfortunately, we failed to reach an agreement with the House during conference deliberations on the multi-year highway funding legislation. Therefore, I am including those provisions as part of this bill today. Now, more than ever, these provisions are essential.

The legislation would establish criminal sanctions for violent attacks against railroads, railroad employees and railroad passengers similar to sanctions currently afforded for attacks against airlines, vessels on the high seas, motor carriers, and pipelines. I strongly believe the rail industry and its employees and customers deserve the same protections afforded the other methods.

Finally, the legislation would direct the Secretary to assess the security risks associated with rail transportation and to develop recommendations for target hardening those areas identified as posing significant risk to public safety. As I previously mentioned, there has not yet been a comprehensive analysis of the security risks of the rail industry. This provision would direct that such an assessment be carried out and at the conclusion of the assessment, it would provide us with the information Congress needs in order to make future decisions on how to further address rail security matters.

I believe this legislation is a credible proposal that could do a great deal to improve the safety and security of our rail network. I stand ready to work with my colleagues, the Administration, industry, and public safety advocates in an effort to address the safety and security of our nation's rail system.

I urge my colleagues to support this measure.

By Ms. LANDRIEU:

S. 1529. A bill to direct the Assistant to the President for Homeland Security to establish the National Energy Infrastructure Security Program; to the Committee on Energy and Natural Resources.

Ms. LANDRIEU. Mr. President, as we consider the issue of national security in the weeks after the terrorist attacks of September 11, one sector in particular that deserves our undivided attention is the security of our national energy infrastructure. The vulnerability of our country's energy infrastructure became more clear last week when an individual was able to cause about 150,000 gallons of oil to spill from the 800 mile Trans-Alaska Pipeline with a bullet from a high powered rifle.

I believe the events of September 11 have proven that Congress has a responsibility to make sure our Nation's energy infrastructure is adequately protected from both hostile and natural attacks.

We are now engaged in an operation to combat terrorism which will take

considerable time and resources. Some of the emergency measures put in place at energy facilities throughout the country in response to the September 11 attacks can only be maintained for so long. For example, off the coast of my State of Louisiana the Nation's largest port for offloading crude oil was being patrolled by a military vessel. While a kind of safety zone around such areas makes sense, should we expend our military's resources in order to do so? Merely using our present available resources to operate at such high levels of alert for the duration of what all indications are will be a long term effort does not seem realistic. There is a need for a substantial commitment to the protection of our country's energy infrastructure both in scope and duration.

Although 90 percent of the infrastructure in this country is privately owned and operated and industry does have an obligation to provide security, there is sufficient evidence to suggest the Federal Government should make a more significant contribution. First, our country is now experiencing an economic downturn. It is imperative for our government to continue to focus its attention on measures to increase and shore up production while keeping our domestic supply of energy steady.

Second, energy infrastructure is by nature not contained within the borders of one State or region. For example, three of the country's top ten gasoline consuming States are in the Midwest. The Midwest imports 25 percent of its total demand from the Gulf Coast. While the Gulf Coast refining centers handle half of the total barrels processed in the U.S. today, there are only two pipeline systems in place to move the product from the South to the Midwest. This is a tremendous amount of pressure on Gulf Coast refineries to meet demand in the Midwest. What happens if one or both of these systems are disrupted? In addition, the only offshore oil terminal in the United States, the Louisiana Offshore Oil Port, LOOP, is estimated to take in 13 percent of the United States' imported oil and refining capacity and is connected by five pipelines to over 30 percent of the United States refining capacity. Imagine the impact its disruption from natural or hostile threats would have on the Nation's refining capacity.

So, whether we are talking about pipelines, transmission lines, electric generators, refineries, nuclear power plants, ports, rigs or platforms, the Federal Government has a clear and compelling interest in providing the necessary resources to ensure that our energy infrastructure is sufficiently protected. Since the disruption of a particular facility or transmission line has economic consequences and could pose a significant threat to the safety

of the surrounding population, as well as the effect on our economy, environment, state and local authorities must also play a role. This would require a partnership among the federal, state and local governments and industry.

Today, I am introducing legislation, the National Energy Infrastructure Security Program Establishment Act, which would: Establish a multi-year national energy infrastructure program overseen by the newly appointed Assistant to the President for Homeland Security, to provide funding annually to all 50 States in order to make sure that all appropriate measures from the monitoring and detection of potential threats to mitigation, response and recovery are in place against hostile and natural threats; create two funds, one for the protection of energy infrastructure located in the coastal zones of oil and gas producing States, the other for the energy infrastructure of all fifty States excluding those areas in the oil and gas producing States that would be provided for in the first fund; provide funding based on a formula related to the amount of energy infrastructure a State has as well as to the contribution of the State's infrastructure to the rest of the country; the Governor of each State would consult with Federal, State and local law enforcement, public safety, officials, industry and other relevant persons or agencies to put together a security plan to submit to the Assistant to the President for Homeland Security as well as the Secretaries of Commerce, Energy and Interior detailing what measures were necessary provide adequate protection of that particular State's infrastructure; and in order to pay for this program we would use a percentage of offshore revenues from oil and gas development on the Outer Continental Shelf.

If we are truly serious about protecting our country's energy infrastructure from present and future threats, it is necessary for us to provide a commitment of significant Federal resources as soon as possible.

SUBMITTED RESOLUTIONS

SENATE CONCURRENT RESOLUTION 78—EXPRESSING THE SENSE OF CONGRESS REGARDING THE ESTABLISHMENT OF NATIONAL CHARACTER COUNTS WEEK

Mr. DODD (for himself, Mr. DOMENICI, Mr. CLELAND, Mr. BENNETT, Mrs. MURRAY, Mr. BOND, Mr. DORGAN, Mr. BROWNBACK, Mr. LIEBERMAN, Mr. BUNNING, Mr. AKAKA, Mr. BURNS, Ms. LANDRIEU, Mr. CAMPBELL, Mr. KOHL, Mr. COCHRAN, Mr. CONRAD, Ms. COLLINS, Mr. BINGAMAN, Mr. DEWINE, Mrs. CARNAHAN, Mr. ENSIGN, Mr. KENNEDY, Mr. ENZI, Mr. BIDEN, Mr. FITZGERALD,

Mr. EDWARDS, Mr. FRIST, Mr. REID, Mr. HAGEL, Ms. MIKULSKI, Mr. HELMS, Mr. ROCKEFELLER, Mr. HUTCHINSON, Mr. BREAU, Mr. INHOFE, Mr. JOHNSON, Mr. SHELBY, Mr. LEVIN, Mr. SMITH of New Hampshire, Mr. FEINGOLD, Mr. STEVENS, Mr. JEFFORDS, Mr. THOMAS, Mr. THURMOND, and Mr. VOINOVICH) submitted the following concurrent resolution, which was referred to the Committee on the Judiciary.

S. CON. RES. 78

Whereas the well-being of the Nation requires that the young people of the United States become an involved, caring citizenry with good character;

Whereas the character education of children has become more urgent as violence by and against youth increasingly threatens the physical and psychological well-being of the people of the United States;

Whereas more than ever, children need strong and constructive guidance from their families and their communities, including schools, youth organizations, religious institutions, and civic groups;

Whereas the character of a nation is only as strong as the character of its individual citizens;

Whereas the public good is advanced when young people are taught the importance of good character and the positive effects that good character can have in personal relationships, in school, and in the workplace;

Whereas scholars and educators agree that people do not automatically develop good character and that, therefore, conscientious efforts must be made by institutions and individuals that influence youth to help young people develop the essential traits and characteristics that comprise good character;

Whereas, although character development is, first and foremost, an obligation of families, the efforts of faith communities, schools, and youth, civic, and human service organizations also play an important role in fostering and promoting good character;

Whereas Congress encourages students, teachers, parents, youth, and community leaders to recognize the importance of character education in preparing young people to play their role in determining the future of the Nation;

Whereas effective character education is based on core ethical values which form the foundation of democratic society;

Whereas examples of character are trustworthiness, respect, responsibility, fairness, caring, citizenship, and honesty;

Whereas elements of character transcend cultural, religious, and socioeconomic differences;

Whereas the character and conduct of our youth reflect the character and conduct of society; therefore, every adult has the responsibility to teach and model ethical values and every social institution has the responsibility to promote the development of good character;

Whereas Congress encourages individuals and organizations, especially those who have an interest in the education and training of the young people of the United States, to adopt the elements of character as intrinsic to the well-being of individuals, communities, and society;

Whereas many schools in the United States recognize the need, and have taken steps, to integrate the values of their communities into their teaching activities;

Whereas the establishment of National Character Counts Week, during which individuals, families, schools, youth organiza-

tions, religious institutions, civic groups, and other organizations would focus on character education, would be of great benefit to the Nation; and

Whereas the week beginning October 15, 2001, and the week beginning October 14, 2002, are appropriate weeks to establish as National Character Counts Week: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That it is the sense of Congress that—

(1) a National Character Counts Week should be established to promote character education; and

(2) the President should issue a proclamation calling upon the people of the United States to—

(A) embrace the elements of character identified by their local schools and communities, such as trustworthiness, respect, responsibility, fairness, caring, citizenship, and honesty; and

(B) observe such a week with appropriate ceremonies, programs, and activities.

AMENDMENTS SUBMITTED AND PROPOSED

SA 1854. Mr. HOLLINGS (for himself, Mr. MCCAIN, Mrs. HUTCHISON, Mr. ROCKEFELLER, and Mr. KERRY) proposed an amendment to the bill S. 1447, to improve aviation security, and for other purposes.

SA 1855. Mr. DASCHLE (for Mrs. CARNAHAN (for herself, Mr. DASCHLE, Mr. KENNEDY, Mrs. MURRAY, Ms. CANTWELL, Mr. FITZGERALD, Mr. BROWNBACK, Mr. SMITH of Oregon, Mr. DORGAN, Mr. DAYTON, Mr. WYDEN, Mr. WELLSTONE, Mrs. LINCOLN, Mr. GRAHAM, and Mrs. CLINTON)) proposed an amendment to the bill S. 1447, supra.

SA 1856. Mr. JEFFORDS submitted an amendment intended to be proposed by him to the bill S. 1447, supra; which was ordered to lie on the table.

SA 1857. Mr. HOLLINGS (for Mr. LEAHY) proposed an amendment to the bill S. 1447, supra.

SA 1858. Mr. HOLLINGS (for Mr. ENSIGN) proposed an amendment to the bill S. 1447, supra.

SA 1859. Mr. GRAMM proposed an amendment to amendment SA 1855 proposed by Mr. DASCHLE to the bill (S. 1447) supra.

SA 1860. Mr. MCCAIN (for Ms. SNOWE) proposed an amendment to the bill S. 1447, supra.

TEXT OF AMENDMENTS

SA 1854. Mr. HOLLINGS (for himself, Mr. MCCAIN, Mrs. HUTCHISON, Mr. ROCKEFELLER, and Mr. KERRY) proposed an amendment to the bill S. 1447, to improve aviation security, and for other purposes; as follows:

Strike out all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS

(a) SHORT TITLE.—This Act may be cited as the “Aviation Security Act”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title.

Sec. 2. Findings.

Sec. 3. Transportation security function.

Sec. 4. Aviation Security Coordination Council.

Sec. 5. Improved flight deck integrity meas-

ures.

Sec. 6. Deployment of Federal air marshals.

Sec. 7. Improved airport perimeter access security.

Sec. 8. Enhanced anti-hijacking training for flight crews.

Sec. 9. Passenger screening.

Sec. 10. Training and employment of security screening personnel.

Sec. 11. Suspension and removal.

Sec. 12. Research and development.

Sec. 13. Flight school security.

Sec. 14. Report to Congress on security.

Sec. 15. General aviation and air charters.

Sec. 16. Increased penalties for interference with security personnel.

Sec. 17. Security-related study by FAA.

Sec. 18. Air transportation arrangements in certain States.

Sec. 19. Airline computer reservation systems.

Sec. 20. Security funding.

Sec. 21. Increased funding flexibility for aviation security.

Sec. 22. Authorization of funds for reimbursement of airports for security mandates.

Sec. 23. Definitions.

SEC. 2. FINDINGS.

The Congress finds the following:

(1) The safety and security of the civil air transportation system is critical to the United States' security and its national defense.

(2) A safe and secure United States civil air transportation system is essential to the basic freedom of Americans to move in intrastate, interstate, and international transportation.

(3) The terrorist hijackings and crashes of passenger aircraft into guided bombs for strikes against civilian and military targets requires the United States to change fundamentally the way it approaches the task of ensuring the safety and security of the civil air transportation system.

(4) The existing fragmentation of responsibility for that safety and security among government agencies and between government and nongovernment entities is inefficient and unacceptable in light of the hijackings and crashes on September 11, 2001.

(5) The General Accounting Office has recommended that security functions and security personnel at United States airports should become Federal government responsibility.

(6) Although the number of Federal air marshals is classified, their presence on both international and domestic flights would have a deterrent effect on hijacking and would further bolster public confidence in the safety of air travel.

(7) The effectiveness of existing security measures, including employee background checks and passenger pre-screening, is impaired because of the inaccessibility of, or the failure to share information among, data bases maintained by different Federal and international agencies for criminal behavior or pertinent intelligence information.

SEC. 3. TRANSPORTATION SECURITY FUNCTION.

(a) IN GENERAL.—Section 102 of title 49, United States Code, is amended—

(1) by redesignating subsections (d), (e), and (f) as subsections (e), (f), and (g); and

(2) by inserting after subsection (c) the following:

“(d) DEPUTY SECRETARY FOR TRANSPORTATION SECURITY.

“(1) IN GENERAL.—The Department has a Deputy Secretary for Transportation Security, who shall be appointed by the President, by and with the advice and consent of the Senate. The Deputy Secretary for Transportation Security shall carry out duties and