



against terrorist acts at affordable costs, with taxpayer liability protection. As a result, this Member urges his colleagues to support the conference report of H.R. 3210.

Mr. OXLEY. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. SIMPSON). Without objection, the previous question is ordered on the conference report.

There was no objection.

The SPEAKER pro tempore. The question is on the conference report.

The conference report was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. GIBBONS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill, H.R. 3758.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Nevada?

There was no objection.

CONFERENCE REPORT ON H.R. 4628, INTELLIGENCE AUTHORIZATION ACT FOR FISCAL YEAR 2003

Mr. GIBBONS submitted the conference report and statement on the bill (H.R. 4628) to authorize appropriations for the fiscal year 2003 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

□ 2145

CONFERENCE REPORT ON S. 1214, MARITIME TRANSPORTATION SECURITY ACT OF 2002

Mr. LOBIONDO. Pursuant to House Resolution 605, I call up the conference report on the Senate bill (S. 1214) to amend the Merchant Marine Act, 1936, to establish a program to ensure greater security for United States seaports, and for other purposes, and ask for its consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 605, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of November 13, 2002, at page H8561.)

The SPEAKER pro tempore. The gentleman from New Jersey (Mr. LOBIONDO) and the gentlewoman from Florida (Ms. BROWN) each will control 30 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. LOBIONDO).

Mr. LOBIONDO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of the Maritime Transportation Security

Act of 2002. I would first like to thank the members of the conference committee who have provided the leadership and vision to create this landmark legislation, especially the gentleman from Alaska (Chairman YOUNG), the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), Senator HOLLINGS, and Senator MCCAIN and Senator LOTT.

The Maritime Transportation Security Act of 2002 establishes a comprehensive national system to increase transportation security for our ports and waterways. This legislation was developed to prevent a terrorist attack along our Nation's largest and perhaps most vulnerable border, consisting of 95,000 miles of coastline with hundreds of ports. The United States maritime industry contributes \$742 billion to the gross domestic product each year, and a ripple effect of an attack on an American port would be absolutely devastating.

The goal of S. 1214 is to deter terrorist attacks against ocean shipping without adversely affecting the flow of U.S. commerce through our ports. Striking this balance has been a key and essential element of my approach to this issue, and I believe that this bill achieves this goal.

S. 1214 requires the Coast Guard to conduct vulnerability assessments of our United States ports. The results of the assessments will be used to implement a national maritime transportation security planning system, consisting of a comprehensive national plan, specific area plans, and local vessel and marine facility plans.

S. 1214 also establishes a requirement for the Coast Guard to assess the effectiveness of security systems in certain foreign ports and to deny entry to vessels from ports that do not maintain effective security. Under S. 1214 individuals who enter secure areas on vessels or facilities will be required to have background checks and transportation security cards that will be issued by the Federal Government.

The Maritime Transportation Security Act authorizes grants for enhanced facilities security at U.S. ports for the next 6 fiscal years. These grants will help cover the costs of port security improvements and fund research and development projects to determine which technologies will best improve port security.

I have personally visited ports located in and around my home State of New Jersey and have seen the security challenges facing these facilities. Securing our ports is a critical Federal responsibility and the grant program is helping ports around America increase security and deter any would-be attackers.

Shipping containers are particularly adaptable to use by a terrorist, and S. 1214 contains several provisions to improve the securities of our containers. The bill requires the Secretary of the Department in which the Coast Guard is operating to maintain a cargo track-

ing, identification and screening system for shipping containers shipped to and from the United States.

Finally, the bill requires the establishment of performance standards to enhance the physical security of shipping containers, including standards for container seals and locks.

Mr. Speaker, this bill contains other important security enhancements concerning enhanced vessel crew member identification, Coast Guard sea marshals and vessel transponders to track the movement of vessels in United States waters.

Equally significant, the bill contains several additional security enhancements and other Coast Guard provisions previously passed by the House. The Coast Guard, as one of the Nation's five armed services, has a key role in homeland security, particularly as it relates to port security and defense readiness. These provisions strengthen the authority of the Coast Guard to confront the terrorist threat facing us today. Strong maritime homeland security requires a strong Coast Guard with the resources it needs to protect the country from a terrorist attack.

During my chairmanship of the Subcommittee on Coast Guard and Maritime Transportation, I have long said that the Coast Guard needs three things, essentially, to be successful: More money, more manpower, and more modern assets. Fortunately, this measure addresses all three needs and will help the Coast Guard to keep serving America both proudly and successfully. The bill authorizes expenditures for the United States Coast Guard for fiscal year 2003. Title V of the bill authorizes approximately \$6 billion for Coast Guard programs and operations for fiscal year 2003. The bill funds the Coast Guard at levels requested by the President of the United States. An injection of \$550 million in additional operating resources will also allow the Coast Guard to address chronic budget shortfalls. The bill fully embraces the President's call for an additional 2,000 Coast Guard personnel.

Many of the Coast Guard's most urgent needs are similar to those experienced by the Department of Defense, including spare parts shortages and personnel training deficits. Title V authorizes \$725 million for Coast Guard acquisitions. This funding will help support the recapitalization of the Coast Guard's vital assets, especially the Coast Guard's deep water program, which is so long overdue.

Immediately following the events of September 11, 2001, the Coast Guard launched the largest home port security operation since World War II. And as part of operation Noble Eagle and Operation Enduring Freedom, the Coast Guard established ports and coast line patrols with 55 cutters, 42 aircraft, and hundreds of small boats. Over 2,800 Coast Guard reservists were called to active duty to support maritime homeland security operations in 350 of our Nation's ports. The Coast

Guard enforced over 118 Maritime security zones around Navy vessels, cruise ships, nuclear power plants and other facilities.

The Coast Guard now requires a 96-hour advance notice for all ships entering U.S. ports. I want to commend the Coast Guard for their rapid response to the September 11 attacks and thank them for their tremendous service to our Nation. Fortunately, we have already provided the Coast Guard with broad legal authorities to implement the necessary security measures within U.S. ports. However, without substantial additional Coast Guard resources, we are not going to be able to significantly enhance maritime security.

Mr. Speaker, I want to take this opportunity to commend the men and women of the Coast Guard who, as I said before, have done such an exceptional job in service to their country. America benefits from a small Coast Guard that is equipped to stop terrorists and drug smugglers and support the country's defense to respond to national emergencies. We must now act to put the Coast Guard on a sound financial footing to be ready to respond to increasing homeland security demands and to carry out other critical missions.

Finally, Mr. Speaker, I would like to take this opportunity to thank the hard working House staff members who really have made this bill possible. Both from the House and Senate side the staff members worked extremely hard with long hours on this bill. An accomplishment of this magnitude is in large part due to their efforts.

I would like to single out one person in particular, Rebecca Dye, who I have had the pleasure of working with as my tenure as chairman of the Subcommittee on Coast Guard and Maritime Transportation, who has worked tirelessly throughout the 2 years that I have been chair and especially worked tirelessly on this bill. She will be leaving us shortly, and I want to take the opportunity to say what is our loss will be the gain for the United States of America. I thank Rebecca very much for her service to this committee, and I wish her the best of luck in the future.

Mr. Speaker, I urge all Members to support this conference report.

Mr. Speaker, I reserve the balance of my time.

Ms. BROWN of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in strong support of the conference report on S. 1214, the Maritime Transportation Security Act of 2002.

The events of September 11, 2001 has changed America forever. Every Member of Congress has examined the programs and policies within their committee to determine what they need to do to help protect the people of the United States from terrorists. The conference report we are considering today will provide the framework to secure

our seaports and coastal communities from terrorist actions.

Each year 95 percent of the U.S. imports and exports are moved by ships. U.S. consumers are dependent upon foreign oil for the gas they use in their cars. U.S. manufacturers are dependent upon the just-in-time delivery system of the container ships to resupply their manufacturing line.

We have recently seen the impact that a shutdown of the marine transportation system can cause when the West Coast waterfront employees locked out the longshoremen from unloading ships in port. A terrorist attack in our ports could have had an even more devastating impact on our Nation's economy.

Each year thousands of Americans enjoy cruises out of Florida ports. Cruise terminals and ships must ensure that cruises are not just enjoyable but also safe. The cruise ship industry is already working closely with the Coast Guard to protect the vacationing public. This legislation will help make the working relationship even closer.

On October 3, 2001, I introduced H.R. 3013, the Ports and Maritime Security Act of 2001. This legislation is very similar to the conference report we are considering today. They both require port vulnerability assessments of our Nation's ports, they both require terminal security plans, and they both establish a new grant system to help ports and terminal operators pay for security improvement. I believe that S. 1214 will lead to major improvements in securing the international maritime transportation system from threats of terrorists and from being used to deliver a weapon of mass destruction to the United States.

Section 70105 restricts access to secure areas of terminals to individuals that have a biometric security card that have passed a background investigation. Only those individuals that have unescorted access to a secure area, such as those people that have access to open containers or cargo manifests, will need a card.

Two provisions in S. 1214 are in particular interest to my home Port of Jacksonville and the 12 other ports throughout the Nation that have tremendous importance in times of war. In awarding the security grants established under Section 70107, the Secretary is directed to make it a priority for ports that have great defense importance, such as the Port of Jacksonville, to receive funds. Without securing these military load center ports, our troops that are deployed overseas may not receive the vital supplies they need.

We are contemplating military action in Iraq. Funding for these specific ports is vital, not only for the security of the soldiers protecting our freedom, but for the citizens and communities who proudly support these important ports.

The second provision ensures that the Secretary can award grants to

ports for securing measures they have already taken since September 11, 2001.

In addition, S. 1214 contains the text of H.R. 3507, the Coast Guard Authorization Act for Fiscal Year 2003. This act contains many provisions to improve housing for Coast Guard personnel, to provide compensated leave for Coast Guard personnel that are in isolated duty locations, and to improve maritime safety.

I would like to thank the gentleman from Alaska (Chairman YOUNG), the gentleman from New Jersey (Mr. LOBIONDO), and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR) for the bipartisan effort they have used to develop this legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. LOBIONDO. Mr. Speaker, I yield such time as he may consume to the gentleman from Alaska (Mr. YOUNG), the chair of our full committee, who has done such a great job in helping pull this together.

(Mr. YOUNG of Alaska asked and was given permission to revise and extend his remarks.)

Mr. YOUNG of Alaska. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I want to thank the gentleman from New Jersey (Mr. LOBIONDO) for his great work as chairman of the subcommittee. I run my committee a little different than most of the other chairmen. I like to have my subcommittee chairmen that handle the bill to do the work, and I deeply appreciate what an outstanding job he has done with the Coast Guard. And he has Coast Guard facilities in his district and represents the Coast Guard quite well and the ports, which is something that I think this bill will help take care of.

We have a serious problem, which I think we have met in this bill, and that is the importation of product without screening. We do that. We really think that this will make sure that something cannot, it could happen, but cannot readily happen because of the passage of this legislation, product damaging to the Nation through our ports, and we will be able to make sure that does not occur. Of course, the Coast Guard plays an immense role in that.

□ 2200

Mr. Speaker, I know that the gentleman from New Jersey (Mr. LOBIONDO) has done this before; but I, too, would like to acknowledge Rebecca Dye, who has not only been a staffer for me for many, many years on the committee, her husband worked for the government; and even better, Rebecca is going to move on. This is her last presentation. She has been nominated by the President to serve as a commissioner on the Federal Maritime Commission, and I expect her nomination to be approved by the Senate very shortly. I am very proud of her actions

and ability to go forth and serve in an industry that I deeply respect, and that is the maritime industry. She has been a great professional, has done an outstanding job, and formerly served in the Coast Guard as a Reservist. She knows what she is doing.

I would also like to thank Patty Seeman for her hard work, and Ed Lee for his hard work, and of course Liz Megginson, chief of staff.

This bill has been a long time coming. We had to work with Senator HOLLINGS, and I love him to death; but working with Senator HOLLINGS can sometimes be difficult. Working with Senators always is difficult, and I know that I am not supposed to say that. The next rule change, we will be able to do that.

Mr. Speaker, I think this is a good piece of legislation. I know the hour is late and this is a so-called lame duck session; but this is one part of this lame-duck session we should be proud of. It protects our Nation, supports the Coast Guard, and helps our ports. I am extremely proud of this legislation. I urge my colleagues to vote for this legislation, if we have a recorded vote. I thank all Members who have worked together on a bipartisan basis, particularly the gentleman from Minnesota (Mr. OBERSTAR), the ranking member. We have done a good job on this legislation.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. WHITFIELD). The Chair reminds Members to avoid improper references to the Senate.

Ms. BROWN of Florida. Mr. Speaker, I yield 3 minutes to the gentleman from Virginia (Mr. SCOTT).

Mr. SCOTT. Mr. Speaker, I rise in support of the bill, which I believe will go a long way towards securing our ports against potential terrorist threats.

The events of 9-11, as devastating as they were, exposed our vulnerability to terrorist attacks. None of us believe future threats will be restricted to the tools of war used on that day, so it is important for all of us to closely examine all of our security issues, particularly our port security.

My district includes the port of the Hampton Roads, the second busiest port on the eastern seaboard. There is military and commercial presence in the port. It is the home of the Navy's Atlantic fleet, and the port is used for numerous maneuvers and military exercises. It is also one of the largest commercial container ports in the United States. Almost 800,000 containers moved through the port last year. Keeping this area secure from terrorist attacks is important to all of us, so we went to work.

Along with other Members, I toured the West Coast and local ports, including the one in Richmond, Virginia, and convened the First Responders and Homeland Security Task Forces in my district to seek advice. The Democratic Homeland Security Task Force also

came up with recommendations. This legislation contains many of the ideas and recommendations from those efforts.

For example, the legislation requires the new Department of Homeland Security to perform vulnerability assessments on all of our U.S. ports. It requires the development of national, area, and individual port facility anti-terrorism plans. Individual vessels and shore facilities that may be targets of terrorist attacks are required to prepare individual anti-terrorist security plans. This legislation also requires the new Department of Homeland Security to develop and maintain an antiterrorism cargo identification, tracking and screening system for containerized cargo shipped through the United States ports, and to develop performance standards for the physical security of shipping containers. And it establishes a matching grant program so the Federal Government can help share the costs of increased security.

The port of Hampton Roads has already adopted many initiatives to address the potential threats, and the bill will make additional improvements possible.

Many of these ideas originated with our local first responders, and I thank them for participating in this process. This bill is a vital step in making certain that our country's ports and those who live and work nearby are kept safe from terrorism. I urge my colleagues to support the bill.

Mr. LOBIONDO. Mr. Speaker, I reserve the balance of my time.

Ms. BROWN of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, we have a good bill with lots of important provisions, including new matching grants to improve port security, a national security card for port workers and truck drivers, antiterrorism response teams and sea marshals, and Coast Guard authority to block ships for nonsecure ports.

We still have a lot of work to do, but this is a great start; and I strongly urge my colleagues to support the passage of the conference report of Senate 1214, the Maritime Transportation Security Act of 2002.

I also want to thank staff, and in particular John Cullatner. Against all odds, they did an excellent job.

Mr. Speaker, I yield back the balance of my time.

Mr. LOBIONDO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I would like to thank the gentleman from Alaska (Mr. YOUNG), who has led us in this effort, the gentleman from Minnesota (Mr. OBERSTAR), the gentlewoman from Florida (Ms. BROWN), and our entire staff.

We have outlined why this is such a critical and important bill, and I would like to take a moment to reemphasize the job that the Coast Guard is doing for the Nation.

On September 10, 2001, the Coast Guard was dedicating about 2 percent

of its resources to port and homeland security. On September 12, 2001, that percentage rose to 60 percent. They have been doing a magnificent job in protecting our ports and deploying for homeland security. Many Members have expressed their strong support for the Coast Guard and the job that they have done, but it is time for us to recognize by more than words and saying thank you, that they need more operational dollars, more acquisition dollars, and more personnel.

With the provisions outlined in this piece of legislation for authorization of almost \$6 billion, honoring the request of the President of the United States, we are taking a large step towards making sure that the Coast Guard will have the assets that they need to continue to do a great job.]

Mr. HORTON. Mr. Speaker, I rise today in support of S. 1214, the Port and Maritime Security Act of 2002 Conference Report. As many of you know, I have been privileged to represent the Ports of Los Angeles and Long Beach for the past 10 years. Each day these ports receive cargo from points around the globe. The San Pedro Bay port complex is the third largest seaport in the world. These ports are responsible for over 30 percent of all U.S. waterborne trade with an estimated value of \$162 billion a year. The bulk of these imports arrive in 20- or 40-foot containers aboard some of the world's largest cargo ships. Additionally, our ports handle millions of cruise passengers annually. Insuring the safety of containers and passengers entering and exiting the ports of this country is a daunting task. Currently, only about 2 percent of the shipping containers entering the country are inspected. This simply will not do. Passing this comprehensive port security legislation will insure that more containers are inspected and that our ports are properly protected.

I am particularly pleased that section 203 of this legislation incorporates a bill that I introduced in the 106th Congress. This section authorizes the Secretary of Transportation to make grants to the American Merchant Marine Veterans Memorial Committee to construct an addition to the American Merchant Marine Memorial Wall of Honor in San Pedro, California. Thus far, the Committee has already raised well over \$500,000 to begin construction on the second phase of this memorial. Plans for the addition to the memorial call for panels to list the names of those who died while serving in the U.S. Merchant Marine.

Since 1775, the maritime community has played a critical role in gaining and preserving American freedom. The Merchant Marine served as our first Navy and defeated the British Navy in our fight for independence. We owe much to the brave mariners past and present who have served in the Merchant Marine. The American Merchant Marine Memorial Wall of Honor located in San Pedro, California, is a symbol of the debt we owe those who have served so bravely.

Many of my colleagues will remember how the Merchant Marine secured its place in American history during the Second World War. During that conflict, the 250,000 men and women in the U.S. merchant fleet made enormous contributions to the eventual winning of the war, keeping the lifeline of freedom open to our troops overseas and to our allies.

This fleet was truly the "Fourth Arm of Defense" as it was called by President Franklin D. Roosevelt and other military leaders.

The members of the U.S. Merchant Marine faced danger from submarines, mines, armed raiders, destroyers, aircraft, "kamikaze," and the elements. At least 6,800 mariners were killed at sea and more than 11,000 were wounded at sea. Of those injured, at least 1,100 later died from their wounds. More than 600 men and women were taken prisoner by our enemies. In fact, one in 32 mariners serving aboard merchant ships in the Second World War died in the line of duty, suffering a greater percentage of war-related deaths than all other U.S. services.

Since that time, the U.S. Merchant Marine has continued to serve our nation, promoting freedom and meeting the high ideals of its past members. It is fitting to honor the past and present members of the U.S. Merchant Marine. This is why I introduced legislation in the previous Congress that would provide additional federal funding for the memorial wall in San Pedro. Twice the House has approved legislation authorizing funds for this worthy memorial, today I am pleased that the House and Senate are moving to approve this authorization in the port security conference report.

Throughout the development of the conference report, I have sought to provide the greatest protection for ports and the communities that surround them against terrorist attacks. I am pleased that the conferees have included port security grants and research and development grants that will encourage the development and use of state-of-the-art technology. Like the conferees, I believe it is important to encourage the private sector to continually advance the state of the art as a means of enhancing detection capabilities and thus enhancing deterrence over time.

When he is reviewing project proposals and awarding grants, I encourage the Secretary of Transportation to give preference to those projects that incorporate technologies that are capable of automatically detecting shielded nuclear weapons, liquid and other explosives, and chemical and biological agents weapons in fully loaded cargo containers without the need for humans to open the containers to manually inspect them. Based on testimony received by the Congress, it would appear that pulsed fast neutron technology is capable today of meeting this need. As a result, I hope that this technology and other technologies will be identified, developed, and installed in our ports as part of the ongoing process of enhancing port security through this legislation.

Long Beach State's Center for the Commercial Deployment of Transportation Technologies (CCDoTT) has been developing maritime technology for many years, and has recently turned their attention to port security technology as well. In the FY03 Defense Appropriations bill CCDoTT was granted \$4.3 million for continuation of their important work to develop more efficient cargo handling in ports, high-speed ship designs, and port security research. This funding will allow the center to continue assessing cargo inspection technologies that can help meet the needs of agencies such as the U.S. Customs Service and the Coast Guard.

Section 70107 of the accompanying report authorizes an additional \$15 million for fiscal years 2003 through 2008 for research and development grants for port security. I am

pleased that report language for the Port and Maritime Security Act of 2002 particularly notes the importance of the research being done at Long Beach State's Center for the Commercial Deployment of Transportation Technologies. This language encourages the Secretary of Transportation and the Secretary of Defense to obligate any current and prior year appropriations under the continuing cooperative agreement. The Center is sponsored by the U.S. Maritime Administration and U.S. Department of Defense and I am certain it will continue to provide invaluable research for America's maritime interests. Again, I am pleased with, and strongly support, this timely port security legislation.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise to support S. 1214, Maritime Transportation Antiterrorism Act. Commercial vessels continued to experience an increased threat of criminal attack. Vessels seem to bear the brunt of these attacks which manifest themselves in the form of sea robbery, hijacking, terrorism, and piracy.

A complex set of security issues threaten the maritime industry and the movement of cargo in international trade. Those threats include terrorism, piracy, smuggling of stowaways and drugs, cargo theft and fraud, bribery and extortion. Enacting requisite port security measures and coordination, cooperation, and communication with government and maritime industry components are necessary.

In my home District, the Port of Houston Authority is a dynamic port that has helped to fuel the Houston area's development as a center of international business and trade. Companies that do business internationally also find Houston attractive because of its well-developed industrial and financial infrastructure; skilled work force; and diverse population. Ample space and favorable conditions for industrial development, as well as for cargo handling, makes the Port of Houston an excellent choice location for industry.

Port security is an essential part for a safe, secure, and competitive operation of the maritime transportation system. It promotes the development of commerce and is an essential element in maritime trade competitiveness, which cannot be achieved merely by modernizing port infrastructure and increasing operating productivity.

Consequently, port security can surface as a significant issue in trade negotiations and government and industry courses of action should be coordinated to facilitate effective solutions. Port authorities should develop the means for exchanging current information on port security issues and for the dissemination of intelligence to the commercial industry. We must protect our ports from criminal attacks and allow them to maintain their trade and commerce.

S. 1214 helps to protect our ports, such as the Port of Houston. This bill directs the Secretary of Transportation to (1) assess port vulnerability; (2) prepare a National Maritime Transportation Antiterrorism Plan [the Plan] for deterring catastrophic emergencies; and (3) review and approve Area, vessel, and facility antiterrorism plans.

Further, S. 1214 requires that the Plan to (1) coordinate Federal, State, and local efforts, including Coast Guard maritime antiterrorism teams and Federal Maritime Antiterrorism Coordinators; (2) identify security resources; and (3) include a system of surveillance and notice

to ensure earliest possible identification of emergencies. The bill requires the Secretary to establish a system of antiterrorism response plans for vessels in coordination with the Federal Emergency Management Agency. The bill requires that there be transportation security cards for entry to any antiterrorism secure area of a vessel or facility. The bill requires the Under Secretary of Transportation for Security to develop and maintain an antiterrorism cargo identification and screening system, including performance standards for seals and locks of shipping containers.

Moreover, S. 1214 requires that Federal Maritime Antiterrorism Coordinators develop, update, and integrate Area Maritime Transportation Antiterrorism Plans, as needed. The bill also requires owners or operators of vessels or facilities to prepare an antiterrorism plan for deterring a catastrophic emergency, including the identification of the plan implementor, the availability of antiterrorism measures, training and drills.

S. 1214 directs the Secretary to establish maritime antiterrorism teams to protect vessels, ports, facilities, and cargo in U.S. waters. Also, S. 1213 directs the Secretary to assess the effectiveness of antiterrorism measures maintained at specified foreign ports and make recommendations for improvements, if necessary.

The bill authorizes the Secretary to prescribe conditions of entry for or to deny entry into the United States to vessels arriving from foreign ports with ineffective antiterrorism measures. In addition, S. 1214 requires the advance electronic transmission of passenger and crew manifests from commercial vessels arriving in the United States from a foreign port.

The increasing nature and international scope of the maritime security issues, which threatens our port, requires participation and response from all levels of government. The lack of a secure trade corridor can hamper the economic growth of a port and possibly the country itself. A viable maritime security program is good business. A much bigger economic interdependency exists within the entire transportation network. Ports are committed to developing effective maritime security programs based on the recognition of ports as interchange hubs of commerce, critical to international trade.

In addition to the benefits that this bill will bring to the security of nation's ports, this measure also makes important changes to our nations maritime policy that will help us compete in the global marketplace and gives needed resources and flexibility to the Coast Guard and the men and women that make up this great agency, allowing it to better protect our nation's shores. I strongly support S. 1214. This bill is good for the Port of Houston and good for American ports. Therefore, I strongly urge my fellow members to support this bill.

Mr. OBERSTAR. Mr. Speaker, I rise today in strong support of the Conference Report on S. 1214, the "Maritime Transportation Security Act of 2002". Last year, Congress enacted landmark legislation to help protect the aviation industry from terrorist attacks. Today, we finalize legislation to help secure U.S. ports, vessels, and our intermodal transportation system from terrorist attack.

More than six million containers arrive in the United States each year from foreign ports

carrying goods that are vital for consumers and manufacturers. Virtually all of the oil imported into the United States arrives by ship. We are a nation dependent upon international shipping.

Yet this transportation system can also be used as a means of delivering a weapon of mass destruction to the heartland of America. It is far easier for a country to put a nuclear bomb in a container and ship it to the United States and have it detonated by a Global Positioning System receiver than it is to build a missile system to deliver a nuclear warhead.

Securing America's seaports and the cargo we import from being used by a terrorist is a daunting task. There are more than 95,000 miles of coastline in the United States. One only has to look at the volume of drugs imported each year by sea to see just how porous our borders are. However, it is a challenge we must address.

The Conference Report on S. 1214 is modeled after the successful Oil Pollution Act of 1990 (OPA). OPA established a strong command and control system—and clarified that the Coast Guard has the ultimate authority to determine how best to clean up an oil spill. S. 1214 establishes a similar system to develop and implement plans to deter terrorist attacks on our ports and on vessels operating in and out of our ports. The system includes development of national plans, area security plans, facility security plans, and vessel security plans.

To help ports, local governments, and facility operators pay for these security improvements, S. 1214 establishes a port security grant program to provide a 75 percent matching grant for security measures that are implemented to address vulnerabilities identified by the Coast Guard. Many ports and facilities in the United States have made security improvements since September 11, 2001. S. 1214 allows the Secretary to make grants to reimburse these entities for any security improvements they have made since that date that are consistent with their facility security plans.

However, protecting the United States must begin overseas. By the time that a weapon of mass destruction in a containership reaches a U.S. port, it is too late. S. 1214 requires the Secretary to review security standards in foreign ports and intermodal transportation systems. If foreign governments do not address their vulnerabilities and provide adequate security for cargoes that are being shipped to the United States, the Secretary may prevent ships from those countries from entering the U.S.

S. 1214 also helps protect our marine terminals by establishing a transportation security card system for those individuals that have "unescorted access" to secure areas of marine facilities (e.g., areas with open containers or areas where individuals have access to cargo manifests). The Department of Transportation currently envisions four levels of security access that can be granted by the card. For example, Level 1 Access identifies a person as someone who has unescorted access to the unsecure areas of a terminal. A Level 4 Access means that person has had a security background check to ensure that he or she is not a "terrorist security threat" and may have access to areas in a terminal that could cause a transportation security incident. On vessels such as a passenger vessel, the bridge and engine room areas may be des-

ignated as secure areas to ensure that passengers do not try to take over the control of the vessel.

Other security provisions in S. 1214 include: Directing the Secretary to develop enhanced standards for identifying crewmembers on foreign-flag vessels entering the United States and urging the Secretary to undertake the negotiation of a new international agreement on seafarer identification.

Directing the Secretary to implement a new system to collect, integrate, and analyze maritime intelligence concerning vessels operating on or bound for U.S. waters.

Requiring all self-propelled commercial vessels more than 65 feet in length to carry position-indicating transponders and electronic charts to make it easier to track their movements in U.S. waters.

Authorizing the Secretary to develop a long-range vessel tracking system using the satellite communication system on all ships.

Expanding the Deepwater Port Act to allow for the licensing offshore facilities for off-loading of Liquefied Natural Gas (LNG). This provision will help ensure that new LNG off-loading facilities are built offshore—not in coastal cities such as Boston and Charleston.

Allowing Coast Guard personnel to be assigned as sea marshals on vessels that pose a risk to U.S. communities such as tankers.

Establishing a port security training program at the U.S. Maritime Academy, the six state maritime academies, and the Appalachian Transportation Institute to help provide training and standards for maritime security professionals.

Requiring the Secretary to develop and maintain security standards related to cargo identification, tracking, screening, and the physical security of containers including standards for seals and locks.

S. 1214 also contains the Coast Guard Authorization Act for Fiscal Year 2003.

After a three-year struggle, we have reached agreement with the Other Body to reauthorize the Coast Guard and enact many changes to improve maritime safety and the quality of life for the men and women who serve in the Coast Guard.

These changes include:

Extending Coast Guard Housing Authorities from 2001 to 2007.

Allowing the Secretary to grant extra leave to Coast Guard personnel serving at isolated duty stations.

Allowing for the accelerated promotion of officers when a selection board finds to be of particular merit.

Increasing the amount that the Coast Guard may borrow from the Oil Spill Liability Trust Fund to pay for the removal cost of removing oil from a spill from \$50 million to \$100 million.

Requiring tug boats escorting vessels through facilities owned by the U.S. Government to be U.S.-flag vessels.

Establishing standards for working conditions and hours-of-service limitations for Coast Guard personnel working in Search and Rescue Centers.

Requiring the Commandant to ensure that all Coast Guard personnel are equipped with adequate safety equipment, including hypothermia protective clothing, when performing search and rescue missions.

Allowing mortgages and other financial instruments used to finance ships to be filed with the Coast Guard electronically.

Establishing whistle-blower protection for seamen on board vessels when the seaman believes that a serious injury may occur if he performs his duties as ordered by his employer.

Extending the period of time during which the Coast Guard can issue a recall for a recreational vessel from five years after the date of construction to ten years after that date.

Requiring the Coast Guard to publish on the internet all major marine casualty reports immediately and all other casualty reports within two years.

Allowing the Secretary to suspend the payment of retired pay of former Coast Guard personnel if the person has left the United States to avoid criminal prosecution or civil liability.

As I mentioned earlier, Mr. Speaker, S. 1214 establishes a new transportation worker biometric security card system including background checks, an appeals process, and protection of an individual's private information from his or her employer. Many of these security enhancement and worker protection provisions were not included last year in the USA Patriot Act that requires all commercial truck drivers who haul hazardous materials to undergo a criminal background check before receiving their Commercial Drivers License hazmat endorsement. Because the provisions enacted in the Patriot Act leave behind a vague and confusing regime, many states have not begun to implement the requirements. Even the U.S. Department of Transportation has acknowledged that a problem exists in Section 1012 of the USA Patriot Act and has advised state motor vehicle departments that these provisions "cannot be implemented without rulemaking by DOT."

I believe that the provisions in S. 1214 that provide an individual with the right to appeal the denial of a security card and the protection of information collected during that person's background investigation should be extended to commercial truck drivers that are subject to the Patriot Act. These standards have been developed on a bipartisan basis with the support of labor and employers. If the Department of Transportation fails to include these standards in the regulations they prescribe to implement the Patriot Act by the end of the year, we should move forward with legislation to correct these problems early next year.

Finally, I would like to thank Chairman YOUNG, Mr. LOBIONDO, and Ms. BROWN for the cooperative effort that they have put forth to develop this bipartisan port security legislation. Together, we have succeeded crafting meaningful legislation to improve the security of the marine transportation system against terrorist acts.

I urge my colleagues to support the Conference Report on S. 1214.

Mr. SHAW. Mr. Speaker, I rise in support of this legislation, which represents the next crucial step in improving America's transportation security. This bill coordinates various federal law enforcement efforts with local port authorities, develops uniform standards, and helps pay for technology upgrades and other security infrastructure at our ports. I am very pleased that this bill authorizes \$6 billion for the Coast Guard, an agency that is severely overworked and underfunded.

This legislation is of particular importance to the State of Florida and its 14 publicly owned deepwater seaports, including Port Everglades, Port of Palm Beach and Port of Miami

in South Florida. The challenge of protecting against potential threats to security in Florida is unique due to the state's extensive coastline, vigorous international trade, and passenger cruise activities. Our geography dictates that we must be prepared as a front-line homeland defense point against terrorism, as well as illegal immigration and drug trafficking.

Florida seaports represent some of the busiest bulk cargo and container ports in the nation, and improved security at our seaports is critical for protection of the state's citizens and millions of visitors, as well as the state's continued economic vitality.

The threat of terrorism and other crimes to Florida seaports is well documented. A 1999 state-commissioned study found that the Florida port are highly vulnerable and recommended comprehensive security plans at each Florida seaport. In 2002, the State of Florida enacted legislation mandating that such action be undertaken.

As the Chairman of the Florida Congressional Delegation, I am pleased that this bill does not penalize the Florida ports that have been pro-active in taking the necessary steps to improve security. A shining example of such a port is Port Everglades in my district. Even before September 11, Port Everglades has laid out a comprehensive security improvement plan. Since that day, the port has expedited its efforts, turning a 48 month plan to improve security into an impressive, 18 month, \$37 million plan that is now near completion. I commend the Broward County Board of County Commissioners for their foresight. The fine work they've done should serve as a model for ports around the nation.

As one of the first Members of Congress to introduce comprehensive seaport security legislation, along with my friend and colleague Senator BOB GRAHAM, I am gratified that we are finally completing our work on this most important issue. It is overdue.

Mr. BORSKI. Mr. Speaker, I rise today to support the U.S. Coast Guard's Armed Drug Interdiction (HITRON) Mission. The HITRON Mission is a unique and important weapon in the arsenal against illegal drugs and counterterrorism. The MH-68A armed helicopter, which was designed, assembled and maintained in Philadelphia, Pennsylvania, is an integral part of the HITRON mission. I thank the gentleman from North Carolina, Mr. COBLE, for his leadership on this matter. The gentleman from North Carolina and I have been deeply concerned that the short-term lease for the MH-68A expires in January of 2003, potentially jeopardizing the HITRON mission if the lease is not extended in a timely fashion. The Integrated Coast Guard Systems Group (ICGS—led by Lockheed Martin-Northrup Grumman) has recommended the Coast Guard fashion a permanent Deep Water airborne use of force (AUF) program and test a heavier multipurpose helicopter for the drug and terrorist intervention mission. While this is certainly a reasonable approach, there must be no interruption in the program before a permanent fleet is fully deployed. I am pleased that the Coast Guard has agreed that there must be no interruption and is executing the lease extension. I join in congratulating the Coast Guard on a successful program.

Mr. LOBIONDO. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the conference report.

There was no objection.

The SPEAKER pro tempore. The question is on the conference report.

The conference report was agreed to.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. LOBIONDO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the conference report on S. 1214.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 10 o'clock and 8 minutes p.m.), the House stood in recess subject to the call of the Chair.

□ 2310

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. WHITFIELD) at 11 o'clock and 10 minutes p.m.

CONFERENCE REPORT ON H.R. 4628, INTELLIGENCE AUTHORIZATION ACT FOR FISCAL YEAR 2003

Mr. GOSS. Mr. Speaker, I ask unanimous consent that it be in order at any time to consider the conference report to accompany H.R. 4628; that all points of order against the conference report and against its consideration be waived; and that the conference report be considered as read.

The SPEAKER pro tempore (Mr. WHITFIELD). Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. GOSS. Mr. Speaker, pursuant to the unanimous consent request, I call up the conference report on the bill (H.R. 4628) to authorize appropriations for fiscal year 2003 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to the order of the House of today, the conference report is considered as read.

(For conference report and statement, see prior proceedings of the House of today.)

The SPEAKER pro tempore. The gentleman from Florida (Mr. GOSS) and the gentlewoman from California (Ms. PELOSI) each will control 30 minutes.

The Chair recognizes the gentleman from Florida (Mr. GOSS).

Mr. GOSS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today to present the conference report for the fiscal year 2003 intelligence authorization bill. I believe that hard work and careful deliberation have produced a comprehensive bill that funds the critically important work of our intelligence community.

Mr. Speaker, the events over the past year remind us just how critical the intelligence community work is. As has been the longstanding custom of the Permanent Select Committee on Intelligence, this conference report is a bipartisan product which reflects admirably on our committee's members and its highly professional staff. I want to thank all involved. Because of the late hour of the evening, I am not going to enumerate all of the staffers and members, but I think all of them will take satisfaction in knowing that we have had a good year.

At this point, I would like to mention one other important issue. With the conclusion of this conference, the committee will lose the talents of several valued members: the gentleman from Georgia (Mr. CHAMBLISS), who led our Subcommittee on Terrorism and Homeland Security, and put out actually the first report on the counterterrorism situation; the gentleman from Delaware (Mr. CASTLE), who led our Subcommittee on Technical and Tactical Intelligence and has dealt with some of the more challenging problems that confront the Committee on Intelligence; the gentleman from California (Mr. CONDIT) and the gentleman from Indiana (Mr. ROEMER) on the minority side, who have been heavily involved in some of the issues we will be talking about later; and in particular, the gentlewoman from California (Ms. PELOSI), our esteemed ranking member.

She will graduate, I am told, to ex officio status. It will be a fine graduation. We know she is nearby when we need her. The gentlewoman from California (Ms. PELOSI) has made a significant contribution to the Permanent Select Committee on Intelligence work during her 10 years of service on the committee. Most notable, however, has been her determination to work collectively to rebuild and reenergize our Nation's intelligence capabilities after the September 11 attacks. She has been willing to work energetically, and efficiently in a fashion that puts national security first before politics or partisanship. I say to the gentlewoman from California (Ms. PELOSI), or Madam Leader, soon to be, we thank her very much for her efforts.

This conference report authorizes funds for fiscal year 2003 intelligence-related activities, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System.

I want to take a very short moment to highlight several provisions of the