

\* Supporting the government of Prime Minister Nouri al-Maliki in its efforts to disarm the militias. What is needed is a detailed, multifaceted approach that encompasses political, economic and public-information considerations as well as conventional force.

\* Applying maximum pressure on regional powers to stop undermining security in Iraq and start helping to stabilize it.

\* Mobilizing the Iraqi people to oppose the extremists in their midst.

Those who say that Iraqis are at each other's throats and should be left to fight it out are wrong. A minority of sectarian extremists and Saddamists is causing and promoting sectarian violence. These resisters have been successful in intimidating the rest of the population, which abhors them. When they are challenged, as they should be, the great majority of Iraqi men and women will be very supportive.

\* Taking the initiative from our enemies by acting boldly and aggressively. Our posture should not be defensive. That is a recipe for defeat.

\* Working out a bipartisan U.S. domestic consensus in favor of winning this war for America, Iraq and democracy. (This item is for American leaders to achieve; the others are collaborative U.S.-Iraqi endeavors.)

All this is achievable. Iraqis are resilient. They thirst for normality and a chance to build a future in freedom and dignity. They are fighting and dying for it every day. Witness the numbers enlisting in the security forces despite horrific losses. Witness the support Iraqi women are providing for the political process and the potential of their emancipation.

The United States cannot escape responsibility for the current situation in Iraq. Not only would abandoning Iraq to its fate now be irresponsible, it would almost certainly lead to disintegration and dictatorship, with a high risk of a wide regional conflict—a catastrophe for not just Iraq but also for the United States and for world peace and stability for decades to come. On the other hand, winning this war would be one of the best gifts the United States could make to the world and to its own people.

Mr. BOND. I yield the floor.

The PRESIDENT pro tempore. The majority leader is recognized.

#### SECURITY

Mr. FRIST. Mr. President, with passage of the Department of Defense appropriations yesterday, we took another major step forward making America safer and more secure. We hit a few bumps and distractions along the way, but the end result was passing the Defense appropriations bill. Under the tremendous leadership of the President pro tempore, who is occupying the chair, we passed a bill that makes America, and continues to make America, safer and more secure. We helped to bring to our troops the cutting-edge technologies and resources that they need and will continue to need in fighting the war against terror.

It is important to share with our colleagues and the American people that in these appropriations bills, pending bills that are coming to the Senate, we are addressing a lot of issues that are not the principal focus of the bill but are very important issues to address, issues of concern and focus of the

American people. I refer to an element of border security.

Most Members, as we traveled around the country and through our States over the last several weeks and during August, heard again and again that the American people expect us to focus on security at our perimeter, at our border, and at our ports. We are on the port security bill today.

In addition, it is important to note, for border security interests, over the past 2 years we have made huge progress in funding initiatives along our border, as reflected in the bills, the Homeland Security appropriations bill and the bill we passed yesterday, the Department of Defense appropriations bill. If we examine the last 2 years, we see how much progress, indeed, has been made for the border. We have added 3,736 new Border Patrol agents, for a total of 14,555. We have added in these bills 9,150 new detention beds, for a total of 27,500.

We have added, in these bills, 370 miles of border security fencing and added 461 miles of vehicle barriers along that Southwest border. We have added \$682 million for border tactical infrastructure and facilities construction.

As for detention personnel, we have added 1,373 detention personnel, for a total of over 5,500. People ask about Customs and Border Protection officers. Indeed, we have added 460 new Customs and Border Protection officers for seaport inspections, for a total of 18,321 officers at ports of entry.

For the Coast Guard, in these bills, we have added \$7.5 billion for the Coast Guard maritime border security, including \$4 billion for Coast Guard port security and \$2.1 billion for deepwater assets.

I mention these figures and this data because that is what we have done over the last 2 years in the supplemental bill, the Homeland Security bill, and the Department of Defense appropriations bill.

In fact, spending on border and immigration enforcement has increased from less than \$4 billion prior to 9/11 to over \$16 billion today—a fourfold increase. Catch and release has been ended. Apprehensions are up along the border by 45 percent. We are acting. We are funding. We are controlling the borders. We have a long way to go, but we are delivering on border security.

Security and safety are not static states. They are dynamic, which means we must constantly take steps, which we are doing on the floor to bolster them.

Earlier this year, I took a trip to the west coast and toured the Long Beach Port in southern California. It was amazing. I took an aerial tour, talked to all of the people there from security to the people handling the containers. Over 13,000—13,000—containers come through that one port every day. It is the largest port in the country. It is the third largest in the world.

It is not far from Los Angeles or LAX where 62 million passengers pass

through annually. To say the least, this part of the country is a major front on the battle to protect our ports from terrorist attacks.

I am delighted we did turn to the port security bill last night. We have much to do over the next several days—with opening statements made last night and over the course of the day.

The bill before us now will provide the structure and resources necessary to strengthen our seaport vulnerabilities and better protect the American people from attack that might occur through those ports. It addresses security throughout the international cargo supply chain—from factory gate in a foreign country to screening in the U.S. port of final destination.

The U.S. maritime system includes more than 300 sea and river ports, with more than 3,700 cargo and passenger terminals. More than 95 percent of all U.S. overseas trade, excluding trade with Mexico and Canada, arrives by ship. The top 50 ports in the United States account for about 90 percent of all cargo tonnage, and 25 U.S. ports account for 98 percent of all container shipments.

Most of the 60,000 U.S. port calls made each year are foreign owned and crewed. Less than 3 percent of U.S. overseas trade is carried on U.S.-flagged vessels.

What all this means is that ports are a significant choke point for an enormous amount of economic activity for this country. In and of themselves, they, therefore, represent an attractive target for terrorists.

Equally significant is that ports clearly facilitate the transportation of something from one place to another. Goods arrive at and depart through these ports—by ship, by rail, by truck—so it is not inconceivable that terrorists could use ports as a conduit to smuggle into this country.

Just imagine the damage if a terrorist smuggled a dirty bomb in a cargo container off a ship calling on a U.S. port. Once unloaded, it could be transferred to a waiting tractor-trailer or train and from there target anywhere in this country.

Just imagine if terrorists seized control of a large commercial cargo ship and used it as a collision weapon for destroying a bridge or refinery on the waterfront.

Imagine the damage if terrorists sank a large commercial cargo ship in a major shipping channel, thereby blocking all traffic to and from that port.

These are not pipedreams. They are legitimate threats. Remember when the USS *Cole* was attacked by a bomb-laden boat during a refueling stop in Yemen? Had that occurred in a U.S. port, not only would the port of calling be shut down but very likely officials would halt the entire U.S. maritime transportation system, as they did in the days immediately following 9/11.

Studies suggest that such a disruption in trade would reverberate throughout the country, costing billions of dollars.

The 9/11 Commission—if we look back at their recommendations—concluded that “opportunities to do harm are as great, or greater, in maritime and surface transportation” as in commercial aviation. That is why we have elected to bring this bill to the floor of the Senate. That is why the bill before us is so very important. It provides the Department of Homeland Security with the additional authorities and vital tools necessary to improve maritime security and to foil plots to injure or destroy our ports, to the detriment of our people and to the detriment of our economy.

Effective port security is a critical component of national security. And the bill before us now is a critical component of effective port security.

I look forward to a thoughtful and engaging debate over the next several days and do hope my colleagues will join me in supporting this very important piece of legislation.

#### SECURITY AND ACCOUNTABILITY FOR EVERY PORT ACT

The PRESIDENT pro tempore. Under the previous order, the Senate will resume consideration of H.R. 4954, which the clerk will report.

The legislative clerk read as follows:

A bill (H.R. 4954) to improve maritime and cargo security through enhanced layered defenses, and for other purposes.

The PRESIDENT pro tempore. Who seeks recognition?

The Senator from Maine.

Ms. COLLINS. Mr. President, for the information of our colleagues, I thought I would describe how we are going to be proceeding today. Shortly, the President pro tempore, who is the comanager of the bill, will be making his opening statement. It is my understanding he will then move to lay down an amendment offered by Senator DEMINT and a substitute amendment offered by Senator INOUE relating to the WARN Act, which is a Commerce Committee bill. We will not be voting on that amendment today, it is my understanding, under the agreement that has been previously reached.

We are open for business on other amendments for Members who may come to the floor or Members who wish to speak on this bill.

Thank you, Mr. President.

Mr. President, I suggest the absence of a quorum.

The PRESIDENT pro tempore. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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

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

Mr. STEVENS. Mr. President, as we all know, Monday marks the fifth anni-

versary of September 11 and the terrorist attacks against this country. Shortly after those attacks, during the 107th Congress, the President signed into law the Maritime Transportation Security Act of 2002, which was developed by our Commerce Committee to enhance our country's maritime security. Since then, our Commerce Committee has worked as hard as possible to pass and implement a number of initiatives which have made our ports and borders more secure.

Today we take up the Port Security Improvement Act of 2006. This bill marks the first time three Senate committees have merged their collective expertise and crafted a truly comprehensive approach to port security. A bipartisan group of members from the Commerce Committee, the Finance Committee, and the Homeland Security and Governmental Affairs Committee have worked together for several months on this bill.

As I know the Senate will realize, these three committees each have tremendous knowledge about our ports and programs which protect and secure our international supply chain. I believe it is a credit to the Senate that each committee agreed to pool their resources, put aside jurisdictional issues, and reach a consensus on this bill.

When enacted, this bill will strengthen our land and sea ports, improve our maritime transportation security strategy, and enhance communication between the Department of Homeland Security and transportation security stakeholders.

It includes a plan to get our trade activities up and running again in the event of a transportation security incident. And it creates a pilot program which will study the feasibility of scanning each of the containers—100 percent of the containers—entering our ports.

Mr. President, I spent considerable time in the last couple of years examining our ports, and particularly the west coast, which is really sort of the domain I know best. When I was a boy, the Port of Los Angeles was three separate Ports of San Pedro, Long Beach, and Los Angeles. The Port of Los Angeles is now an enormous area. Forty percent of the seaborne trade of the U.S. comes through the Port of Los Angeles, the Port of San Francisco, and of course, the Port of Seattle, which is the home of our colleague, Senator MURRAY, but also is sort of the stepping stone into my State of Alaska. It is a dynamic port and one that has been experimenting to a great extent on how to bring about container inspection, container scanning.

I personally went through each of the ports to see what was being done. There are still a great many problems. I must say that the people operating the ports, including those who are really the working people, have gone out of their way to try to make certain that those ports are safe and secure and

that the containers are, in fact, scanned to the best extent possible now. But we want to do this pilot program to see if it is possible to tell our people that 100 percent of the containers coming into the country are scanned.

This legislation will enhance the collection and analysis of information about cargo destined for our ports. Those in the shipping industry are our eyes and ears with respect to security, and this bill aims to increase awareness of the operations at domestic and foreign ports. Once those in industry share important information about cargo in the international supply chain, we must analyze it quickly. This legislation expedites that process and ensures it begins earlier in the supply chain—before containers even reach our shores. This act requires information about cargo be provided and analyzed before the cargo is loaded on a vessel in a foreign port and shipped here. That will be a significant change.

This bill also expands several initiatives with a proven track record of success. There are currently five inter-agency operations centers up and running throughout our country. These centers bring together Federal, state, and local security enforcement officials to ensure communication among them. This act expands this effort to each of the major seaports, and places the Coast Guard in charge of these centers.

This act also builds upon the Department of Homeland Security's past cooperation with foreign governments. The Container Security Initiative, CSI, contained within this bill enables the department, working in partnership with host government customs services, to examine high-risk containerized cargo at foreign seaports before it is loaded on vessels destined for the United States.

The Customs-Trade Partnership Against Terrorism, C-TPAT, a voluntary public-private partnership, is also strengthened in this bill. The Commissioner of Customs and Border Protection will now be able to certify that a business's supply chain is secure from the point of manufacture to the product's final U.S. destination. Under this legislation, whether cargo crosses our border at Laredo or arrives on a ship from Hong Kong, participating companies' supply chains will undergo a thorough security check. This will add another layer of security to the C-TPAT initiative. Since this is a voluntary system, we have also included provisions which encourage those in industry to go above and beyond the security requirements already in place. These new incentives include expedited clearance of cargo.

Mr. President, while I was disappointed earlier this year by the negative public reaction to foreign investment in our Nation's port terminals, we learned a great deal from hearings held by the Commerce Committee on this matter. As a result of those hearings, this bill requires DHS to conduct