

economic loss that would ensue. We are aware that many plants and retailers now rely on just-in-time inventories that bring goods to their stores.

I think we should look back at 9/11 and look at what happened to our system of commercial aircraft when we had the attacks on our airplanes. In fact, commercial aircraft were grounded for a number of days. And just as that happened 5 years ago, an attack on any one of our ports would most likely result in the closure of all ports, and the economic consequences would be devastating. It would affect the farmers in the Midwest, who would be unable to ship their crops. It would affect retailers across the country, who would soon have empty shelves. It would affect factories that would be forced to shut down and lay off workers because of the loss of vital parts.

The best example I can give you of what the economic impact would be is to look back at the west coast dock strike of 2002. Unlike any terror attack, that was both peaceful and anticipated, and yet it cost the economy \$1 billion a day for each of the 10 days it lasted.

Since the attacks on our country 5 years ago, there have been some actions taken to improve security at our seaports. For example, the Department of Homeland Security instituted several important port security programs such as the Container Security Initiative and what is known as C-TPAT, the Customs-Trade Partnership Against Terrorism Program. Unfortunately, the investigation led by the Senator from Minnesota has demonstrated that those programs have been very unevenly implemented. Some have lagged, and some have not been effective because there has not been the proper verification that has been needed.

What our legislation would do is provide the structures and the resources to strengthen those programs. The legislation before us is a comprehensive approach that addresses all levels and all major aspects of maritime cargo security.

It will require the Department of Homeland Security to develop a comprehensive strategic plan for all transportation modes by which cargo moves into, within, and out of U.S. ports.

It requires the Department of Homeland Security to develop protocols for restarting our ports if there were an incident, which we certainly hope this legislation will prevent or help prevent any attack on our seaports, but if one does occur, it is essential the Federal Government have a plan for reopening the ports and releasing cargo as soon as possible. Unfortunately, and in my opinion amazingly, we do not have such a plan today. So we will require the Department of Homeland Security to develop such a plan.

We authorize \$400 million for each of the next 5 years in risk-based port security grants. We also authorize training and exercises that we know are key to preparedness and effective response.

We improve and expand several security programs, such as the Container Security Initiative, the C-TPAT Program, and we establish deadlines for action on these programs.

We provide additional incentives for shippers and importers to meet the highest level of cargo-security standards. We also make sure the Department is meeting deadlines for such essential programs as the TWIC Program.

Another critical provision in this bill is the requirement that all containers at our 22 largest ports be scanned for radiation by the end of next year. All the 22 largest ports, which handle 98 percent or virtually all cargo, would be required to have radiation detection devices in place by the end of next year. We also expand the radiation scanning that is done at foreign ports through the CSI program and the Megaports program. Obviously, our goal is to push off our shores and keep the danger from ever getting to our shores in the first place.

Another security measure is the vital transportation Worker Identification Credential, or the so-called TWIC, Program. It has languished for years, and it should not have because the TWIC Program is necessary to control access to port facilities and vessels, and it is a vital program.

We also—I know this has been of great interest to the Presiding Officer—establish a pilot program with real deadlines and real results at three foreign ports to test the feasibility of doing a nonintrusive scan; in other words, sort of an x ray of every container, have that scan actually analyzed, and combine it with a radiation scan.

That is going to allow us, eventually, to get to the goal, once the technology is there, of a 100-percent integrated scanning program.

There is still work to be done to address security for other modes of transportation, such as rail and mass transit. But tonight we should take great pride in the great progress we have made in strengthening the security of our seaports.

Thank you, Mr. President.

PROVIDING FOR A CONDITIONAL ADJOURNMENT OF THE HOUSE OF REPRESENTATIVES AND A CONDITIONAL RECESS OR ADJOURNMENT OF THE SENATE

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to the consideration of H. Con. Res. 483, which the clerk will report by title.

The assistant legislative clerk read as follows:

A concurrent resolution (H. Con. Res. 483) providing for a conditional adjournment of the House of Representatives and a conditional recess or adjournment of the Senate.

The Senate proceeded to consider the concurrent resolution.

The PRESIDING OFFICER. Under the previous order, the Senator from Michigan is recognized for 10 minutes.

The Senator from Michigan.

Mr. LEVIN. Mr. President, I ask unanimous consent that I yield 2 minutes to our friend from Delaware.

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

The Senator from Delaware.

SAFE PORT ACT

Mr. CARPER. Mr. President, I thank my friend for yielding to me.

While Senator COLLINS is still on the floor, I want to take a moment to say, Mr. President, if you go back 5 years ago and consider the tragedies that befell our Nation on September 11, it opened our eyes to the kind of threats we face with respect to the security of our air travel. It served to open our eyes, subsequently, with respect to the security of our ports, with the security of our chemical plants and the communities that are located around them. I think we have had our eyes opened to security threats that maybe face people who travel on our trains and our commuter rail systems.

We have seen all too well how inadequately—ineptly, really—FEMA responded to the Katrina and the gulf coast part of our country. I think most of us agree today we are better equipped now to fend off threats to the security of our air travel. And I think with respect to the security of our ports, with this legislation Senator COLLINS and Senator MURRAY have shepherded, which the Presiding Officer has contributed greatly to, we have made real progress; some would say maybe not enough, but I think everybody would say measurable, palpable progress.

I know there are folks who have been critical of the fact that we have not included the rail and transit provisions in this final conference report, which were included in our Senate-passed version. I wish they were there. We have a lot of people who travel on the rail and transit systems, with, I think, about 9 billion trips this year, and there is a threat to many of them—not all of them but to many of them.

But there is good work that has been done with respect to chemical security. FEMA has been overhauled, and I think maybe not transformed but I think significantly improved.

One of the constant threads within all of that has been Senator COLLINS, as the chairman of the Homeland Security and Governmental Affairs Committee. I just want to stand here tonight and say that this is yet another conference she has helped to direct and steer, as it comes to a conclusion. I commend her, and certainly Senator MURRAY, who has worked closely with her. I commend them and the Presiding Officer and others for the good work they have done.

I acknowledge we have some more work to do with rail and transit security. My hope is we will do that when we return next January.

Thank you very much. And I again thank my friend for yielding.