

I have asked the Governor of California, and my colleagues have asked the Governors of their border States, to declare a state of emergency to bring attention to this economic disaster area. We have asked the President of the United States to declare a national state of emergency. Let us get help now to the border communities. We can have security and economic activity at the same time.

PRIVATE-PUBLIC CONTROL OF AVIATION WORKFORCE WORKS BEST

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2001, the gentleman from Florida (Mr. STEARNS) is recognized during morning hour debates for 5 minutes.

Mr. STEARNS. Mr. Speaker, it seems that one of the continuing objections to the upcoming legislation that is dealing with aviation security is the whole question of the federalization of the employee workforce at the airport. I rise today in opposition to total airport workforce federalization, and I am here to convince my colleagues of the same. Mr. Speaker, in general, foreign governments provide an average of 10 to 15 percent of security personnel, while the private sector provides the remaining security personnel.

I would like to share my experience in coming up here on United Airlines. It was Monday afternoon and I had advanced through the ticket counter and the x-ray machine where both my carry-on and myself was inspected. The flight attendant and another employee of United Airlines politely detained me. It seems that a pair of trimming scissors which I carry in a small manicure kit had been detected with the metal detector. They asked, of course, permission to open up my bag, which I gave them, and they asked me also to turn on my laptop computer. They proceeded to investigate my person, in the form of hand metal detection and a pat-down, and finally they permitted me to board but, of course, not before confiscating my trimming scissors. Throughout the few minutes that it took, the two employees were resolute, thorough and professional.

I understand on Wednesday, October 3, a bipartisan group of members of the Committee on Transportation and Infrastructure met with top security officials at El-Al, Israel's state airline. This airline is widely considered to be the most secure in the world, and any of my colleagues who have flown it can probably attest to that fact. These experts emphasized that when they find a screener to be negligent, that individual is relieved of his or her job immediately. They will simply not stand for any incompetent employee to remain in place. In a proven example of public-private partnership, the Ben Gurion Airport Authority in Tel Aviv conducts training, establishes standards, and manages the overall effort, while a private company conducts the

pre-board screening and other security functions.

Furthermore, in Europe, following a spate of terrorism, events that occurred in the 1970s and the 1980s, the aviation system exchanged their previously nationalized workforce to a private sector approach and workforce. In these European airports these privately contracted screeners are highly trained, paid, and retained. We can glean advice from these precedents: London Heathrow and Gatwick, Belfast, Rome, Athens, and Paris, and the aforementioned Tel Aviv.

Now, I know Federal employees can do the job. I have great respect for them. In fact, I am one myself. My father was an employee of the Federal Government for 35 years. The case, Mr. Speaker, is not against government employees, but for the private-public arrangement. It is a better model from all of the experience of other airports, and we should learn from them.

The solution also comes from the Transportation Secretary, Norman Mineta's aviation workforce proposal, which would combine the best of both the private and public sector worlds. It would institute Federal Government control and oversight, while retaining the flexibility and accountability inherent in the private sector. It would take steps to promote the function of baggage screening to a higher level of professionalism. Specifically, the administration's proposal would implement practices of more stringent hiring, training, and better pay and benefits. Moreover, screeners would work in conjunction with law enforcement officers, including both local airport police and Federal marshals.

Mr. Speaker, I believe this is the answer to the real problem of security at our airports. Based upon a tradition of what works at other airports, I believe a private-public arrangement is the best solution. I hope my colleagues will support this approach.

Mr. Speaker, I will insert into the RECORD at this time a sheet distributed by the gentleman from Florida (Mr. MICA), chairman of the Subcommittee on Aviation, entitled "Fact vs. Fiction: The Truth About Airline Security." It further summarizes the arguments for a public-private arrangement for effective airline security and has the statistics that bear out the argument that I have made.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC.

FACT VS. FICTION: THE TRUTH ABOUT AIRLINE SECURITY

DEAR COLLEAGUE: Let me provide you with the truth relating to effective airline security screening.

Fiction: We must create a new 27,000 Federal employee bureaucracy to model European success.

Fact: Most airports in Europe provide security through a coordinated effort of public sector oversight and supervision of private screening contractors. In general, foreign governments provide an average of 10 to 15 percent of security personnel, while the pri-

vate sector provides the remaining 85-90 percent of security personnel.

Amsterdam: 2,000 private; 200-250 law enforcement.

Brussels: 700 private; 40 law enforcement.

Paris-Charles DeGaulle: 500-600 private; 100 police.

Paris-Orly: 350-400 private; 50 police.

Lyons: 150 private; 30 police.

Nice: 150-250 private, 20-30 police.

Frankfurt: 350 private; 500 federal, with plans to increase private participation.

Geneva: 250 contract, 250 government.

Stockholm: 200 private; 40 law enforcement.

Norway Oslo: 150 private; 20 law enforcement.

Helsinki: 150 contract; 20 law enforcement.

Berlin: 450 private; 60 law enforcement.

London Heathrow: 3,000 private contractors for screening; hundreds doing guard and perimeter security for the private British Airports Authority; and 20 federal law enforcement.

London Gatwick: 1,500 private contractors doing screening; hundreds doing guard and perimeter security for private British Airports Authority; and 11 federal law enforcement.

Sincerely,

JOHN L. MICA,
Chairman, Subcommittee on Aviation.

BIPARTISANSHIP IN DANGER OF SHATTERING

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2001, the gentleman from Oregon (Mr. BLUMENAUER) is recognized during morning hour debates for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, at a time when people are justifiably concerned about the spread of toxic agents in our mail system here on Capitol Hill, I personally have a greater fear that we are going to fall prey to an agent that I think, in its own way, is every bit as toxic. The bipartisanship and cooperative problem-solving that the President and our legislative leadership have talked about and that the American public needs, not just symbolically, but in a practical, hard-headed way, is in danger of being shattered.

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Everybody here on Capitol Hill knows that, to date, the reality is not quite as bright as the rhetoric and the promise. Our desperate desire for unity and cooperation has temporarily obscured some deep divisions.

There were rocky times on several items in the aftermath of the tragedy on September 11, although it appeared as though the President's challenge was being met by the gentleman from Illinois (Speaker HASTERT) and the Democrats, the gentleman from Missouri (Mr. GEPHARDT).

A series of three events has the potential to deal a body blow to our fragile accord.

The first, unfortunately, has already occurred, with an unnecessary decision by the President and the Republican leadership to abandon a carefully crafted, bipartisan antiterrorist bill from