

U.S. NEEDS FEDERAL LAW ENFORCEMENT AT AIRPORTS

(Mr. DEFAZIO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DEFAZIO. Mr. Speaker, it has been 7 weeks and 1 day since the terrorist attacks and more than 2 weeks since the Senate passed legislation 100 to 0, which was just referred to by one of my colleagues as a partisan bill. I thought the Senate had 49 Republicans and 51 Democrats. How could a 100 to 0 vote be partisan? We are still waiting in the House for needed legislation for aviation security because of one objection raised by a couple of the Republican leaders.

The Federal law enforcement officers would provide screening for passengers and baggage. Guess what? When it comes to security for Members of Congress, for those same Members of Congress objecting to this, private security is not good enough. We have uniformed Federal law enforcement officers, but when it comes to the traveling public, it has to be the private, for-profit sector, that has been failing miserably. The largest in the country, Argenbright, is under criminal indictment for the second time in 2 years for hiring and maintaining known felons on staff and falsifying documents; and they say, Oh, well, the Federal Government will regulate these firms.

We have been trying to regulate them. We are prosecuting them in Federal court. We are fining them millions of dollars. It cannot work. We need Federal law enforcement at the airports.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. COOKSEY). The Chair would remind the Members that it is improper in debate to characterize Senate actions.

AVIATION SECURITY

(Mr. HORN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. HORN. Mr. Speaker, today we must address and correct the security aspects of our total transportation system. Since the tragic events of September 11, we have focused solely on improving aviation security. We are all too aware of what the weaknesses of that system are: minimal standards, poor management, low morale, and little accountability. We must make security a priority for each mode of transportation. The next attack could be on an airline, a bus, a train, or even a cruise ship.

Operating within the Department of Transportation, a strong Under Sec-

retary for Security will provide much-needed management and accountability. The Secure Transportation for America Act, of which I am a cosponsor, designates the Department of Transportation to provide the leadership for security. I urge my colleagues to support this vital legislation. The people want it.

HEAVEN HELP THIS HOUSE

(Mr. INSLEE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. INSLEE. Mr. Speaker, my colleagues should be aware that when they get on their planes to go home to their districts this weekend, they should know that 90 to 95 percent of the bags that will go into the belly of their airplanes will not be screened for explosive devices. This is an enormous hole in our security system, and we applaud the efforts of the Secretary of Transportation and we applaud the efforts of the Congress, as we are going to do everything we can to take nail clippers away from passengers, but it does not do any good if they can put 40 pounds of C-4 high explosives in bags in the belly of our airplanes.

Mr. Speaker, the bill that the majority party is bringing to the floor of the House is not going to solve that problem. It will have some nice rhetorical flourish language that some day, at some unspecified date, by some unspecified means, we are going to check these bags, but that is not good enough.

We have offered an amendment, and I hope the majority party will allow this House to vote on our amendment, which will assure by a specific date through a specific authorization that 100 percent of the bags that go in each jet airplane get screened to keep bombs out of them. And if we do not do that, heaven help this House.

TIME TO DO WHAT WORKS FOR AIRPORT SECURITY

(Mr. TERRY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. TERRY. Mr. Speaker, tomorrow we have the opportunity to change the way security is done at our airports for the better. Until now, airlines have been in charge of security at our airports. They, in turn, for the lowest bid, hire companies like Argenbright and I.T.S. and others who provide minimal training, low pay, and even falsified background checks. The result of airlines in charge is 100 percent turnover and weapons making it past security points. We can no longer allow the airlines to be in charge, nor allow businesses like Argenbright and I.T.S. to remain in our airports.

Mr. Speaker, H.R. 3150 puts the responsibility for day-to-day airport security with the Transportation Security Administration. It also gives this department flexibility in its mixture of Federal employees and private-sector folks under their direct supervision to do the job right; not a one-size-fits-all of all-private or all-Federal, but what works.

SENSE OF CONGRESS RESOLUTION PROVIDING \$5 MILLION REWARD FOR ARREST AND CONVICTION OF ANTHRAX TERRORISTS

(Ms. CARSON of Indiana asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. CARSON of Indiana. Mr. Speaker, this House, ordinarily the United States Congress, passes what they call a Sense of Congress resolution. I am proposing a Sense of Congress resolution which I believe is a good-sense resolution in behalf of the United States Congress.

What it says is very simple, that the United States Government will pay \$5 million to any person who supplies information leading to the arrest and conviction of the person or persons who are responsible for placing anthrax spores in the United States mail system through to the United States Government mails, which have worked their way into the United States Government offices and into the lives of people in the United States.

Mr. Speaker, I was appalled, as I am sure other Members were, to learn that we have lost yet another citizen, a lady out of New York who has now expired at 1 o'clock this morning because she had inadvertently inhaled anthrax.

It is the right approach for the United States Government because of the assault against the United States Government to post a \$5 million reward for those who are responsible for this vicious, vicious act.

SUPPORT H.R. 3150, THE AIRLINE SECURITY ACT

(Mr. GIBBONS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GIBBONS. Mr. Speaker, as someone who spent 17 years as an airline pilot, a commercial airline pilot for major airlines, I believe I have as much experience as anyone here spending time in and out of our airports; and I want to assure my colleagues that I come today to show my support for H.R. 3150, the Airline Security Act, which we will deal with tomorrow.

A few weeks ago I was watching a news program on television, and on this particular program they tested the inadequacy of airport security. Sadly, this test was no television production.