

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.

Poor airport security has become a reality. The events of September 11 have shown us that airport security needs a dramatic and drastic overhaul.

Mr. Speaker, H.R. 3150 is the right solution to improving our aviation safety in the skies over America, and in order to make flying safer and our airports more secure, we must federalize our airport security standards. H.R. 3150 puts to good use more than \$500 million that will bolster the front lines of airport security. It will place more air marshals in the skies and in our airlines. It will mandate fortified cockpit doors and give flexibility when it comes to hiring either Federal security personnel or federally certified security contractors. Support H.R. 3150.

FEDERALIZED SYSTEM PROVIDES UNIFORMITY AND ACCOUNTABILITY

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

Ms. NORTON. Mr. Speaker, everybody knows we are in a recession. What America knows is that this body is deepening that recession by the delay in our airline security bill. There is a new fear of flying and there are enormous disincentives to flying that are having an atrocious effect on our economy.

What will it take to make the pictures of September 11 and the Twin Towers recede? People want something close to a guarantee that it will not happen again, guarantees we cannot give them.

What we can give them is a uniform system of public accountability for screening and airline safety. By definition, private contractors are not uniform. That, indeed, is one of their advantages. They give us diversity. It is not diversity we need when it comes to screening and airline safety.

What the public is demanding in order to get them back in the air is that we maximize uniformity and that we maximize accountability. The only way to do that is to federalize in the air the way law enforcement operates on the ground.

NO INTERRUPTIONS IN WAR ON TERRORISM

(Mrs. JO ANN DAVIS of Virginia asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I rise today in support of our military's ongoing efforts in the war against terrorism. In the last 25 days, the military campaign has succeeded in weakening the power, influence, and warfighting capability of the Taliban regime and the al-Qaeda network.

Now, as the hardest of Afghanistan's winter months set in, we are provided

with an excellent opportunity to increase the pressure on the Taliban through the continuation of our military campaign.

Mr. Speaker, we stood before the American people and the international community and declared the war on terrorism to be a war with many fronts. It is imperative that this war's military front continue to be fought without interruption.

Mr. Speaker, the decision to postpone military action under any circumstance plays directly into the hands of those who seek to destroy us. Despite the intentions of our decision, each day we remain idle is a day for the Taliban and al-Qaeda to resupply and disperse assets at a time when the radical Islamic militia could be most vulnerable.

GRAND IMAM OF EGYPT DENOUNCES TERRORISM

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

Mr. PITTS. Mr. Speaker, since September 11, we in Congress have joined the President in making clear that this is not a war between the West and the East or a war against Islam. This is not a war between America and Afghanistan. In fact, we are doing as much as we can right now to help the people of Afghanistan. This is a war between all civilized nations and the barbaric terrorists and those who harbor them.

Just a few days ago, the Grand Imam of Al-Azhar, the highest and most respected Islamic authority in the world, who resides in Egypt, also made this clear. The Grand Imam said that the Koran specifically forbids the kinds of things the Taliban and al-Qaeda are guilty of. He said the jihad Osama bin Laden has called for against America is invalid and not binding on Muslims. He said that "Islam rejects all of these acts." He called terrorism un-Islamic. In fact, he says, "Killing innocent civilians is a horrific, hideous act that no religion can approve."

Mr. Speaker, this war may take a long time to win, but we will win it and the world will remain united against terrorism and removing evil terrorists like Osama bin Laden from the caves where they hide.

PASS TRADE PROMOTION AUTHORITY

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

Mr. KNOLLENBERG. Mr. Speaker, we have to pass trade promotion authority now. If we do not, we will let down America's world-class workers, farmers and businesses.

The global marketplace is increasingly competitive. Without TPA,

America will lag behind. Our foreign competitors have negotiated some 130 preferential agreements while we, absent TPA, have negotiated exactly three. We need to get back in the game.

International trade is an essential and growing source of economic expansion. Exports accounted for over 25 percent of all U.S. economic growth over the last decade and support an estimated 12 million jobs. If we do not pass TPA, we risk losing our competitive edge to other nations who will continue to negotiate deals while we sit on the sidelines. With trade promotion authority, we can level the playing field.

Mr. Speaker, U.S. companies, workers, and farmers are second to none. We need TPA to make sure the rules are fair. The companies, the workers and the farmers will do the rest.

□ 1030

CONGRATULATING MIAMI CHILDREN'S HOSPITAL

(Ms. ROS-LEHTINEN asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. ROS-LEHTINEN. Mr. Speaker, American children are learning the value of charity by helping the Afghan children, and adults are learning that educating our children and keeping them healthy are ways to contribute to the rebuilding of our Nation.

That is why I congratulate today Miami Children's Hospital, whose motto is "We are here for our children." This hospital is always seeking innovative ways to better serve the children of south Florida.

Miami Children's Hospital held a groundbreaking to further expand and renovate its medical campus. A radiology expansion, an ambulatory care building, a helistop, and a hurricane-proof encapsulation comprise the projects.

Miami Children's Hospital is indeed "building on a dream," the name it has labeled its new projects, and it is demonstrating a never ending commitment to kids. Since 1950, Miami Children's Hospital has been the leader in pediatric care, and I offer my congratulations for its many achievements.

WORLD WAR II VETERAN DIPLOMATS

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

Mr. GUTKNECHT. Mr. Speaker, Rex Arnold Pettis and Mike Pelach are two men among many who interrupted their high school educations to respond to the call of duty by serving our country during World War II, Rex on a submarine in the Pacific sinking Japanese ships, and Mike as a medic in New Guinea.