

drop none, that would be the better option.

Now, let me draw in some particular things. Mexico and Colombia as well as Peru and Bolivia have in fact responded and been aggressive. Certification is not about whether you have been successful but whether the government involved is doing its best to try to cooperate with our government, and Mexico has undertaken incredible efforts in the last 4 years. Colombia has changed its government and has been fighting in the war ever since, as did Peru and Bolivia.

What you need are a carrot and stick approach. In those countries when they elect leadership, they deserve to be rewarded with assistance. The point of being on the list is whether or not you get assistance.

We do need to make some changes in the law. For example, we should not have to certify. The question should be is if you are in noncompliance and non-assistance then you should go on a list like in terrorism or human rights. In the drug certification question, in the drug list, it only applies to whether you are going to get aid. If you do not get aid you are not on the list.

The second concern is the chopping down of the funds in the Andean Initiative. If we are to ever make progress, we cannot push in Plan Colombia. We have to look at the countries around Colombia. We cannot just focus on military. We have to focus on legal aid and economic aid. As we reduce the Andean Initiative, we will have wasted the money that is now going down into that area if we do not continue to follow through the strategy that we put in, which is we squeeze and put the pressure on the narco-traffickers in Colombia, but then as we start to move and as they start to transfer their planning and their trafficking to Ecuador to Peru and Bolivia and Brazil, we should not be backing off the efforts and spread the drug war to those countries. We need in the Andean Initiative to make sure that they are funded so our American drug addiction does not spread this terrible war to the countries around Colombia and, in fact, we can make progress.

The drug issue is very similar to the terrorism question. Unless you can get it at its source, there is only so much we can do at the border, and once it gets across the border it is about impossible to tackle.

We have worked with drug-free schools, drug-free communities, drug treatment, but in fact the closer we can get to the source the better. Just like in terrorism, once those terrorists come into our region and get across our borders, it is very hard to find them in a country that practices liberty.

I hope in the Foreign Operations bill we do not back off with a new Democratic Senate and a new Republican

President from our strong efforts against narcotics, either in the Andean Initiative or in the certification of nations who are not cooperating with the United States.

#### AIRLINE SECURITY

The SPEAKER pro tempore (Mr. PUTNAM). Under a previous order of the House, the gentleman from Oregon (Mr. DEFazio) is recognized for 5 minutes.

Mr. DEFazio. Mr. Speaker, it has been 7 weeks and 1 day since the horrific attacks by the terrorists using our commercial airlines and innocent civilians and passengers and crew as weapons in attacks on the World Trade Towers, the Pentagon and the other plane which crashed in Pennsylvania.

It has been more than 2 weeks since the United States Senate voted 100 to 0 on a comprehensive bill to improve aviation security. Now what has gone on in the House so far in these issues? Nothing.

We had the airline bailout bill, \$16 billion. There was not a penny in it for aviation security. I tried to amend in at the end of the consideration of the bill a provision for aviation security, but lost that vote.

Now, I think there is pretty broad agreement on both sides of the aisle that the current system is failing. The FAA testers, the regulators who oversee the system find it failing frequently. Their testers are able to smuggle through fake hand grenades, weapons, bombs with great regularity. It is failing us.

Then we have the issue of a number of large private security firms, most notably Argenbright, largest in the United States, subsidiary of one of the largest in the world, the three major private security firms which provide security at airports, are foreign owned. They have a problem. They were criminally convicted last year of hiring known felons, maintaining known felons on staff, lying to the Federal regulators, falsifying documents to Federal regulators. They were fined \$1.1 million and put on probation.

Well, here we are a year later and guess what? They are in court again. They are under indictment for hiring known felons, maintaining known felons on staff, falsifying documents to Federal regulators. So although there may be agreement here that we need to do something, unfortunately the majority, particularly a couple of leaders on the majority side, want to perpetuate that system. They said, all we have to do is take the Argenbright Company, known felons, the company itself, in for its second felony trial and supervise them more. How much more supervision can you provide than probation?

They are on probation. They are violating their probation. Maybe if we put the CEO in jail that will get their at-

tention, but I cannot see that this new system of supervision they are talking about is going to shape these people up. They have got problems over in Europe at Heathrow. They have 38 people working in critical positions allowing access to secure parts of the airport who had not had background checks. Same problem they got here in the United States.

Some members of the leadership of the majority on that side want to perpetuate this failing \$800 million a year security on the cheap bureaucracy because it is immensely profitable to those companies employing minimum wage, undertrained and abused employees. That has got to change.

We just cannot fix it. We cannot bring in the same firms, the same firms that have committed felonies and make them better with new regulations. They are saying, well, this is what we will do, we will set the wage; we will set the benefit package. This is the Federal Government. We will set the training, we will supervise the training, we will do the background checks and we will supervise the workers, but they will not be Federal employees.

What sense does that make? If we are going to do all that, why not make them into Federal law enforcement personnel, just like we have right out here at the doors of the capitol. We do not have private security out there because I do not think most Members of Congress would feel safe. We have armed Federal law enforcement agents.

Should we do any less for the traveling American public when it comes to aviation safety? Should they go into the airports and have these companies that have committed felonies and perpetuated in those crimes or should they have a Federal law enforcement workforce, just like when they confront the Immigration and Naturalization Service, the Customs Service. The Department of Agriculture checks bags in Hawaii and at other times people coming into the United States. They are all sworn Federal law enforcement officers, but somehow they are telling us either we cannot afford that.

I mean one very candid member of the Republican leadership said these people could join unions if they become Federal employees. Well, guess what? They can join unions if they are private employees. In fact, this legislation is being opposed by a private union because they have unionized some of these folks. They can be unionized one way or another.

There is another concern I have about that. Most of the people who were working and died, other than those innocently at work, on the day of this tragedy, the firefighters, the medics, the police, the pilots and the flight attendants, they were all members of unions. What is wrong with unions?