

the Members on our side and the committee.

The number of 30,000-some people is just way beyond any imaginable number. The Congressional Budget Office number of 16,200 screeners is followed by a recitation of a whole series of supervisory personnel that totals 7,000 supervisors for 16,000 screeners. Maybe that is what they need in the private sector, but it is certainly not what we need in the public sector. That is simply not necessary. The distinguishing feature of the private sector approach is the profit that those companies have to make on each of those 23,000 or 31,000, whatever the number is. It kept getting inflated last week.

Furthermore, this so-called good system, in the private screeners, there are 1,700 civil penalties assessed against the airlines and their screening companies over the last 5 years for a total of \$8 million in fines. The system failed. What failed miserably was not the system in Europe of government oversight. They simply shifted to smaller numbers of screeners with more vigorous and heavy, intensive government oversight and involvement and background screening and passenger profiling and positive passenger bag match to a more intensive screening system with fewer numbers of people.

Mr. Speaker, we need to move quickly to a resolution of the differences between the House and the Senate bills. The other body should yield on their insistence on the Justice Department, and move to our position of putting this position in the Department of Transportation; and we ought to reach compromises and yield on the screener workforce issues.

Mr. UDALL of Colorado. Mr. Speaker, I wish that we did not have to adopt this motion—but I strongly support it.

We should not have to have a conference on this legislation. Instead, the House should have approved the bill that was unanimously approved by the Senate—the bill I voted for last week—and sent to the President for signing into law. Unfortunately, that bill was rejected by a narrow margin.

This motion instructs the conferees to resolve their differences with the Senate version of this legislation and return a bill for the House's consideration by this Friday, November 9th.

In other words, it reminds the House conferees that with the normally busy holiday travel season just around the corner, it is urgent that Congress act to improve the safety of airline passengers and the health of our air transportation system.

No such reminder should be needed. But it has been nearly a week since the House Republican leadership defeated the Senate bill, thereby preventing improved aviation safety procedure from being immediately launched. And, as we saw with yesterday's security failure at Chicago O'Hare Airport, we can't afford to wait another week.

Aviation security is a matter of national security and public safety. It is part of the front line of our national defense and Congress should put in place an effective, federally managed system. I believe that baggage screen-

ers should be part of a professional, highly skilled, highly trained law enforcement workforce and serve as the front line of our nation's defense. We would never consider contracting out the war in Afghanistan, and we shouldn't contract out airline security.

As I said last week, we need to put people before politics and action before acrimony. We need a strong aviation security bill—and we need it without more delay.

The conference committee must quickly produce a bill that improves the House bill and that holds contractors accountable for the aviation security system. The safety of airline passengers and of our air transportation system depends on it.

Mr. TIERNEY. Mr. Speaker, yesterday United Airlines and Argenbright Security were embarrassed to admit that they cleared a man through Chicago O'Hare Airport with seven knives and a stun gun. After enormous public outcry and international media exposure, they vowed to immediately take corrective action.

Yet only a couple of hours ago, they failed again.

A woman named Marianne went to Dulles Airport this afternoon to board a United Airlines flight to San Francisco. Marianne checked in at the United ticket counter, showed her ID, and cashed in miles from her account for an upgrade. United issued the upgrade, checked her luggage and issued Marianne a boarding pass.

From the United ticket counter Marianne proceeded to the Argenbright security checkpoint. She presented her ID and her boarding pass for inspection. Argenbright checked her through security.

Marianne arrived at the United gate. Again she was asked to show her ID and her boarding pass. Again she was cleared through security.

Marianne boarded the plane and sat in her seat.

A few minutes later, a man boarded the plane and said, "you are sitting in my seat." Turns out, United had issued them both the same boarding pass—2 passes with the same name—HIS name—Lester.

United took Marianne off the plane, and told her that United had no record of her name in the system despite the fact that she had used miles from her account to get the upgrade; that there were 2 boarding passes issued to Lester and no seat listing for Marianne. Moreover, Marianne's luggage was checked in Lester's name and still headed to San Francisco.

United booked Marianne on a later flight to San Francisco. When her 3:30 flight lands in a few minutes from now, she will not only suffer the inconvenience of being several hours late through no fault of her own, but Marianne will have to go searching for her luggage under Lester's name. And who knows what will happen to her miles?

If the people in San Francisco pay as little attention as those at Dulles, that won't be a problem. But if they actually look at the name on her ID and the name on her baggage tags; if they actually deduce that Marianne, a female, is not Lester, a male, then she will have a lot of explaining to do.

The truth is, it's United and Argenbright who have a lot of explaining to do. It's the Republican majority, who voted last week to continue the status quo of contracting out airport security checkpoint work to the lowest bidder, who have some explaining to do.

Ms. MILLENDER-McDONALD. Mr. Speaker, today we have yet another chance to address aviation security exactly eight weeks after the tragic events of September 11th. It is the federal government's job to protect our country during times of war and from threats to our national security.

I want to urge my colleagues to support the motion to instruct conferees. This motion simple asks the conferees to resolve the differences between the Senate and House aviation security bills. This will finally enable Congress to produce an aviation security bill necessary to reassuring the traveling public that it is safe to use our aviation system.

This motion is particular prudent in light of the continuing failures at our nation's airports. The bill that the House adopted last week accepted more of the status quo. What does status quo equal, it equals more incidents like that at Chicago O'Hare on Sunday. Where once again the private contractor, Argenbright, charged with the security at the gate failed.

This is the same company that was fined a million dollars and placed on 36 months probation for failing to conduct required background checks and for hiring convicted felons and improperly training workers which provide security at U.S. airports. This is the same private contractor that the House version of the security bill will entrust with the security of your wife or husband, your son or daughter, your brother or sister, your best friend. Enough is enough let us fix aviation security the right way, support the motion to instruct conferees.

Mr. OBERSTAR. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. LAHOOD). Without objection, the previous question is ordered on the motion to instruct.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct offered by the gentleman from Minnesota (Mr. OBERSTAR).

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. MORAN of Virginia. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will now put each question on which further proceedings were postponed earlier today.

Votes will be taken in the following order:

Suspend the rules and concur in the Senate amendments to H.R. 768, by the yeas and nays;

Suspend the rules and pass H.R. 1408, by the yeas and nays; and

Agree to the motion to instruct on Senate 1447, by the yeas and nays.

Votes on motions to suspend the rules on H.R. 2998, H.R. 582 and House Concurrent Resolution 262 will be taken tomorrow.

The Chair will reduce to 5 minutes the time for any electronic vote after the first such vote in this series.

NEED-BASED EDUCATIONAL AID ACT OF 2001

The SPEAKER pro tempore. The pending business is the question of suspending the rules and concurring in the Senate amendments to the bill, H.R. 768.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. SENSENBRENNER) that the House suspend the rules and concur in the Senate amendments to the bill, H.R. 768, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 400, nays 0, not voting 32, as follows:

[Roll No. 426]
YEAS—400

Abercrombie	Chambliss	Fletcher
Aderholt	Clay	Foley
Akin	Clayton	Forbes
Allen	Clement	Ford
Andrews	Clyburn	Fossella
Armey	Coble	Frank
Baca	Collins	Frelinghuysen
Bachus	Combest	Frost
Baird	Condit	Galleghy
Baker	Cooksey	Ganske
Baldacci	Costello	Gekas
Baldwin	Cox	Gephardt
Ballenger	Coyne	Gibbons
Barcia	Cramer	Gilchrest
Barr	Crane	Gillmor
Barrett	Crenshaw	Gilman
Bartlett	Crowley	Gonzalez
Barton	Culberson	Goode
Bass	Cummings	Goodlatte
Becerra	Cunningham	Gordon
Bentsen	Davis (CA)	Goss
Bereuter	Davis (FL)	Graham
Berkley	Davis (IL)	Granger
Berman	Davis, Jo Ann	Graves
Berry	Davis, Tom	Green (TX)
Biggert	Deal	Green (WI)
Bilirakis	DeFazio	Greenwood
Bishop	DeGette	Grucci
Blagojevich	Delahunt	Gutierrez
Blumenauer	DeLauro	Gutknecht
Blunt	DeLay	Hall (OH)
Boehrlert	DeMint	Hall (TX)
Boehner	Deutsch	Hansen
Bonilla	Diaz-Balart	Harman
Bono	Dicks	Hart
Boswell	Dingell	Hastings (FL)
Boucher	Doggett	Hastings (WA)
Boyd	Dooley	Hayes
Brady (TX)	Doolittle	Hayworth
Brown (FL)	Doyle	Hefley
Brown (OH)	Dreier	Herger
Brown (SC)	Duncan	Hill
Bryant	Dunn	Hilleary
Burr	Edwards	Hilliard
Buyer	Ehlers	Hinchev
Callahan	Ehrlich	Hinojosa
Calvert	Emerson	Hobson
Camp	English	Hoefel
Cannon	Eshoo	Hoekstra
Cantor	Etheridge	Holden
Caputo	Evans	Holt
Capuano	Everett	Honda
Cardin	Farr	Hooley
Carson (IN)	Fattah	Horn
Carson (OK)	Ferguson	Hostettler
Castle	Filner	Houghton
Chabot	Flake	Hoyer

Hulshof	Miller, Gary	Shadegg
Hunter	Miller, George	Shaw
Hyde	Miller, Jeff	Sherman
Inslee	Mink	Sherwood
Isakson	Mollohan	Shimkus
Israel	Moore	Shows
Issa	Moran (KS)	Shuster
Istook	Moran (VA)	Simmons
Jackson (IL)	Morella	Simpson
Jefferson	Murtha	Skeen
Jenkins	Myrick	Skelton
John	Neal	Slaughter
Johnson (CT)	Nethercutt	Smith (MI)
Johnson (IL)	Ney	Smith (NJ)
Johnson, E. B.	Northup	Smith (TX)
Johnson, Sam	Norwood	Smith (WA)
Jones (NC)	Nussle	Snyder
Kanjorski	Oberstar	Solis
Kaptur	Obey	Souder
Keller	Oliver	Spratt
Kelly	Ortiz	Stark
Kennedy (MN)	Osborne	Stearns
Kennedy (RI)	Ose	Stenholm
Kerns	Otter	Strickland
Kildee	Owens	Stump
Kind (WI)	Oxley	Stupak
King (NY)	Pastor	Sununu
Kingston	Paul	Tancredo
Kirk	Pelosi	Tanner
Kleczka	Pence	Tauscher
Knollenberg	Peterson (MN)	Tauzin
Kolbe	Peterson (PA)	Taylor (MS)
Kucinich	Petri	Taylor (NC)
LaFalce	Phelps	Terry
LaHood	Pickering	Thomas
Lampson	Pitts	Thompson (CA)
Langevin	Platts	Thompson (MS)
Lantos	Pombo	Thornberry
Largent	Pomeroy	Thune
Larsen (WA)	Portman	Thurman
Larson (CT)	Price (NC)	Tiahrt
Latham	Pryce (OH)	Tiberi
LaTourette	Putnam	Tierney
Leach	Quinn	Toomey
Lee	Radanovich	Towns
Levin	Rahall	Traficant
Lewis (CA)	Ramstad	Turner
Lewis (KY)	Rangel	Udall (CO)
Linder	Regula	Udall (NM)
Lipinski	Rehberg	Upton
LoBiondo	Reyes	Velazquez
Lucas (KY)	Reynolds	Visclosky
Lucas (OK)	Rivers	Vitter
Luther	Rodriguez	Walden
Lynch	Roemer	Walsh
Maloney (CT)	Rogers (KY)	Wamp
Manzullo	Rogers (MI)	Waters
Markey	Rohrabacher	Watkins (OK)
Mascara	Ros-Lehtinen	Watson (CA)
Matheson	Ross	Watt (NC)
Matsui	Roukema	Watts (OK)
McCarthy (MO)	Roybal-Allard	Waxman
McCarthy (NY)	Royce	Weiner
McCrery	Rush	Weldon (FL)
McDermott	Ryan (WI)	Weldon (PA)
McGovern	Ryan (KS)	Weller
McHugh	Sabo	Wexler
McInnis	Sanchez	Whitfield
McIntyre	Sanders	Wicker
McKeon	Sandlin	Wilson
McKinney	Sawyer	Wolf
Meehan	Saxton	Woolsey
Meek (FL)	Schaffer	Wu
Mica	Schakowsky	Wynn
Millender-	Schiff	Young (AK)
McDonald	Schrock	Young (FL)
Miller, Dan	Sensenbrenner	

NOT VOTING—32

Ackerman	Jones (OH)	Napolitano
Bonior	Kilpatrick	Pallone
Borski	Lewis (GA)	Pascrell
Brady (PA)	Lofgren	Payne
Burton	Lowey	Riley
Capps	Maloney (NY)	Rothman
Dunn	McCollum	Scott
Conyers	McNulty	Serrano
Cubin	Meeks (NY)	Sessions
Engel	Menendez	Shays
Jackson-Lee	Nadler	Sweeney
(TX)		

□ 1914

So (two-thirds having voted in favor thereof) the rules were suspended and the Senate amendments were concurred in.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. LAHOOD). Pursuant to clause 8 of rule XX, the Chair will reduce to 5 minutes the minimum time for electronic voting on the additional motion to suspend the rules on which the Chair has postponed further proceedings and on the motion to instruct conferees, if ordered.

FINANCIAL SERVICES ANTIFRAUD NETWORK ACT OF 2001

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 1408, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alabama (Mr. BACHUS) that the House suspend the rules and pass the bill, H.R. 1408, as amended, on which the yeas and nays are ordered.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 392, nays 4, not voting 36, as follows:

[Roll No. 427]
YEAS—392

Abercrombie	Cantor	Edwards
Aderholt	Caputo	Ehlers
Akin	Capuano	Ehrlich
Allen	Cardin	Emerson
Andrews	Carson (IN)	English
Armey	Carson (OK)	Eshoo
Baca	Castle	Etheridge
Bachus	Chabot	Evans
Baird	Chambliss	Everett
Baker	Clay	Farr
Baldacci	Clayton	Fattah
Baldwin	Clement	Ferguson
Ballenger	Clyburn	Filner
Barcia	Coble	Fletcher
Barr	Collins	Foley
Barrett	Combest	Forbes
Bartlett	Condit	Ford
Barton	Cooksey	Fossella
Bass	Costello	Frank
Becerra	Cox	Frelinghuysen
Bentsen	Coyne	Frost
Bereuter	Cramer	Galleghy
Berkley	Crane	Ganske
Berman	Crenshaw	Gekas
Berry	Crowley	Gephardt
Biggert	Culberson	Gibbons
Bilirakis	Cummings	Gilchrest
Bishop	Cunningham	Gillmor
Blagojevich	Davis (CA)	Gilman
Blumenauer	Davis (FL)	Gonzalez
Blunt	Davis (IL)	Goode
Boehrlert	Davis, Tom	Goodlatte
Boehner	Deal	Gordon
Bonilla	DeFazio	Goss
Bonior	DeGette	Graham
Bono	Delahunt	Granger
Boswell	DeLauro	Graves
Boucher	DeLay	Green (TX)
Boyd	DeMint	Green (WI)
Brady (TX)	Deutsch	Greenwood
Brown (FL)	Diaz-Balart	Grucci
Brown (OH)	Dicks	Gutierrez
Brown (SC)	Dingell	Gutknecht
Bryant	Doggett	Hall (OH)
Burr	Dooley	Hall (TX)
Buyer	Doolittle	Hansen
Callahan	Doyle	Harman
Calvert	Dreier	Hart
Camp	Duncan	Hastings (FL)
Cannon	Dunn	Hastings (WA)