

to a 48-month course to able to get through some of these things. That makes no sense, and it's putting our veterans at a disadvantage.

So I want to thank Mr. STIVERS for making this possible. The transition can be there. I also want to thank our States that have been so willing to work with us. There are eight States that have already implemented this proposal. It will make it easier. It's the right thing to do for our veterans. It will give employers great dependable employees, and it will make sure these veterans do what we know is best for their mental health, for their family, and for this country—get back to work and start doing the things that they want to do.

With that, I thank everyone involved for this great bill. I encourage my colleagues to support H.R. 4057.

Mr. BILIRAKIS. I am happy to yield 2 minutes to the gentleman from Ohio (Mr. STIVERS), a veteran of Operation Iraqi Freedom.

Mr. STIVERS. I would like to thank the gentleman for yielding, and I would like to thank my colleague, Mr. WALZ, for his help as we've tried to enact the Hire at Home Act, which has been rolled into this bill. The legislation came from a roundtable in my district of veterans last fall. And as veterans return home today with military training they've received, that training is not recognized by civilian authorities and States, and therefore they're forced to go through redundant training to do the job they were doing in the military.

However, if somebody can do a job while serving in a war zone, they can certainly do that same job at home in a safe environment.

With so many veterans returning home from Iraq and Afghanistan, we need to make sure we do everything we can to help get them back to work. It's shameful that the unemployment rate among post-9/11 veterans is 12.7 percent, according to a recent report of the Bureau of Labor Statistics. That's why we introduced the Hire at Home Act. It will help, as Representative WALZ said, remove barriers in front of these soldiers, sailors, airmen, and marines and get them the civilian certifications they need to get them to work as soon as they get home. It forces States to do this by ensuring that in order to receive certain workforce development grants, they have to streamline these certifications.

I would like to thank all those who have helped make this bill happen today: Representative WALZ, Representative BILIRAKIS, Representative MILLER, and Representative STUTZMAN. And I'd like to thank Senator PRYOR for his interest in the Senate. I would like to call on the United State Senate to pass this bill as soon as we get it done. I'd like to thank the Members of this body for their support and urge all the Members to support this legislation.

Mr. FILNER. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, how much time do I have left?

The SPEAKER pro tempore. The gentleman has 6 minutes remaining.

Mr. BILIRAKIS. Mr. Speaker, I yield 3 minutes to the gentleman from West Virginia (Mr. MCKINLEY).

Mr. MCKINLEY. Thank you, Congressman BILIRAKIS and Chairman MILLER, for bringing this bill to the floor today.

Let me take this opportunity to highlight a segment of the portion dealing with safe housing for homeless veterans. I had previously sponsored this concern in a separate piece of legislation, and it was subsequently amended into this bill that's before us today.

Currently, there are 2,100 community-based homeless veterans service providers across the country and many other homeless assistance programs that have demonstrated impressive success reaching homeless veterans. I've visited some of the shelters in my home district in West Virginia and was struck by how many were not, unfortunately, in compliance with State, local, or Federal building and fire codes.

Consequently, we began to investigate how broad based this issue was across America. It was unsettling to learn about shelter fires where lives have been lost. There's stories of a homeless shelter fire where occupants were killed due to the fact that there was not a required sprinkler system at the facility or dozens were injured when a sprinkler system was not working properly or where doors were closed that needed to be opened.

All of these could have been avoided. Unfortunately, there is no law mandating a homeless shelter meet building and fire safety codes, only a policy within the VA. As a licensed professional engineer, I found this to be an egregious omission in the law concerning homeless shelters for veterans.

The language in this bill would require any organization that seeks funding for VA for services to homeless veterans have documentation that their building meets or exceeds all building codes. This is commonsense legislation that could ensure the well-being of veterans all across America who have fallen on hard times and are in need of the most assistance. As a Nation, it should be unacceptable for us to allow homeless veterans to be housed in potentially unsafe conditions.

I appreciate the support of this legislation and this provision from the American Legion, the Homeless Veterans Coalition, the International Code Council, and the Fire Marshals Association.

Thank you, Mr. Chairman, for including this language in the bill today and for your concern for the safety and the living environment of our veterans.

Mr. BILIRAKIS. I am happy to yield 2 minutes to the chairman of the Sub-

committee on Economic Opportunity, the gentleman from Indiana (Mr. STUTZMAN).

Mr. STUTZMAN. I thank the gentleman from Florida (Mr. BILIRAKIS) for yielding.

Mr. Speaker, I rise today in strong support of H.R. 4057, as amended. This is a bipartisan bill that at its core will help our youngest group of veterans make more informed choices about how to use their VA education benefits. I think it's very appropriate today that as we remember 9/11 and those who died that day and those who have died since defending our Nation that we are discussing this bill on the floor. The post-9/11 GI Bill is a wonderful benefit that thousands of veterans are using or have used to advance their education and training.

H.R. 4057 will further assist these veterans in making decisions on how to best use their GI Bill benefits through new, innovative online tools and by providing greater transparency on certain data from educational institutions. By helping these veterans make more informed choices, we are not only putting them on the path to successful careers, but we are saving taxpayer dollars that may have been misused at a training program that didn't suit the veteran's needs.

As chairman of the Subcommittee on Economic Opportunity, I'm proud of the work that Mr. BILIRAKIS, Mr. BRALEY, and the rest of the members of the subcommittee have done to improve this bill; and thanks to our colleagues on the Health Subcommittee for their provisions as well. I want to thank Chairman MILLER and the ranking member for their support of this legislation. I ask my colleagues to support the bill.

Mr. BILIRAKIS. Mr. Speaker, once again, I encourage all Members to support H.R. 4057, as amended, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 4057, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

□ 1630

PUBLIC TRANSIT SECURITY AND LOCAL LAW ENFORCEMENT SUPPORT ACT

Mr. TURNER of New York. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3857) to amend the Implementing Recommendations of the 9/11 Commission Act of 2007 to require the Secretary of Homeland Security to include as an eligible use the sustainment of specialized operational teams used by local law enforcement

under the Transit Security Grant Program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3857

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Public Transit Security and Local Law Enforcement Support Act".

SEC. 2. CLARIFICATION REGARDING USE OF GRANT FUNDS RELATING TO OPERATIONAL COSTS OF PUBLIC TRANSIT SECURITY.

(a) *IN GENERAL.*—Section 1406(b)(2) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (6 U.S.C. 1135(b)(2)) is amended—

(1) by redesignating subparagraphs (E) through (H) as subparagraphs (F) through (I), respectively; and

(2) by inserting after subparagraph (D) the following new subparagraph (E):

“(E) specialized patrol teams, as defined by the Secretary in coordination with the recipients of grants under this section, including the sustainment of such teams without fiscal year limitation, as long as the eligible public transportation agency applying for grant funds to fund a specialized patrol team submits a sustainment plan for maintaining in future years the capability or capacity achieved with the grant funds;”.

(b) *EFFECTIVE DATE.*—The amendment made by subsection (a) shall take effect on the date of enactment of this Act and shall apply to grants made under section 1406 of the Implementing Recommendations of the 9/11 Commission Act of 2007 (6 U.S.C. 1135) on or after such date.

(c) *AUTHORIZATION OF APPROPRIATIONS.*—Section 1406(m)(1) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (6 U.S.C. 1135(m)(1)) is amended—

(1) in subparagraph (D) by striking “and” at the end;

(2) in subparagraph (E)—

(A) by striking “10 percent” and inserting “50 percent”; and

(B) by striking the period and inserting “; and”; and

(3) by adding at the end the following:

“(F) \$400,000,000 for each of fiscal years 2012 and 2013, except that not more than 50 percent of such funds in each of such fiscal years may be used for operational costs under subsection (b)(2).”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. TURNER) and the gentleman from Mississippi (Mr. THOMPSON) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. TURNER of New York. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include any extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. TURNER of New York. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today to urge the passage of H.R. 3857, the Public Trans-

portation Security and Local Law Enforcement Support Act, which helps local law enforcement meet national security demands in a troubled economy.

Today, we solemnly remember the tragedy which took place 11 years ago at the Pentagon, in Shanksville, Pennsylvania, and New York City.

I am personally reminded when I travel from my home in New York to D.C., I look toward the southern tip of Manhattan where the Twin Towers once stood.

As we also remember the brave New York firefighters and police officers who ran into the inferno of the World Trade Center with no regard for their own safety, we should think about the brave spirit that lives on in every first responder. They are truly our last line of defense in an increasingly dangerous world, and we should make sure they are provided with access to all of the resources they need to keep us safe.

In large metropolitan areas, public transit systems are among the most vulnerable targets. In New York City, the MTA carries over 8 million people daily on its subways and buses throughout the five boroughs. The Transit Security Grant program provides funds to public transit agencies in high-risk areas for various security projects including the hiring of full-time personnel for specialized anti-terrorist teams, K-9 units, mobile screening, and public awareness campaigns.

The program is authorized by the Implementing Recommendations of the 9/11 Commission Act of 2007 and administered by the Federal Emergency Management Agency in consultation with the Transportation Security Administration.

Grant funds are used to create new specialized anti-terror teams, but until recently could not be used to sustain these teams unless the Department of Homeland Security provided a waiver. This forced law enforcement to face the uncertainty of the waiver process or risk losing vital security assets. Fortunately, the Secretary provided some relief last year so that a waiver was not required, but without this bill, there is nothing to stop the Department of Homeland Security from reinstating another bureaucratic waiver or process.

H.R. 3857 streamlines the grant program to make it easier for the specialized security teams to receive funding. It authorizes the Department of Homeland Security to provide transit security grant programs to sustain teams and also eliminate the bureaucratic steps of requiring eligible transit agencies to apply for a waiver. This will help avoid countless hours of request, preparation, and review.

I urge my colleagues to support this bill because there is nothing more important than protecting our citizens.

We must make it a priority to ensure that the brave men and women who work so hard to keep us safe have the resources they need as soon as they need it.

I reserve the balance of my time.

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise in support of H.R. 3857, the Public Transit Security and Local Law Enforcement Support Act, and I yield myself such time as I may consume.

As the President stated in his weekly address, the anniversary of 9/11 is a time to honor and commemorate first responders, the victims of the attacks, and the members of the Armed Forces serving at home and abroad. It's unfortunate that the Republican majority has decided to discontinue the House's tradition of doing just that by considering a resolution honoring the fallen and commending our Nation's bravest on this date.

For years, majority leaders of both parties have introduced and scheduled consideration of a 9/11 resolution. Surely, if the House has the time to consider the 32 bills scheduled for consideration on the suspension calendar this week, it has the time to commemorate our Nation's first responders, the victims of 9/11, and our troops by considering a resolution doing just that.

Even if some politicians would prefer not to mention it, our Nation is still at war with Afghanistan. Our troops are still in harm's way, a half a world away, fighting a war that was the direct result of the terrorist attacks of 9/11. Accordingly, I would urge the Republican leadership of the House to reconsider their decision to forego consideration of a 9/11 resolution this day.

As to the legislation under consideration today, I support this bill that, thanks to an amendment offered by Representative JACKSON LEE during committee consideration, authorizes \$400 million for the Transit Security Grant Program. The Transit Security Grant Program provides funds to State and local jurisdictions that need help keeping their transportation systems secure.

As State and local budgets continue to face the strain of recovering from the economic collapse that occurred during the previous administration, we have a responsibility to ensure that they have the funding needed to build and sustain the capacity to protect against a terrorist attack. As amended, H.R. 3857 does just that.

With that, Mr. Speaker, I reserve the balance of my time.

Mr. TURNER of New York. I reserve the balance of my time.

Mr. THOMPSON of Mississippi. Mr. Speaker, I yield as much time as she may consume to the gentledady from Houston, Texas (Ms. JACKSON LEE).

Ms. JACKSON LEE of Texas. Let me thank Mr. TURNER and the ranking member, Mr. THOMPSON, for their courtesies of yielding to me and allow me to take this moment on the floor on 9/11 to again acknowledge the Members of Congress who this morning joined each other, if you will, two Houses, that came together, on the east steps to be able to acknowledge those who were lost, and I would like to say those

who still live in the backdrop of the tragedy, for many are still pained by the loss of their family members. As we know in New York the reading of the names, and, of course, the laying of the wreath that occurred today at the Pentagon.

We cannot get those lives back, and what we recognize is that those lives represented places around the world, but it also represented moms and dads. Children today have grown up without those loved ones because of the horrific and heinous tragedy, and some might say America's naiveté.

But I am glad to live in a country that believes in her freedom. I am glad to live in a country of which we claim democracy and understand it, understand the freedom of speech and freedom of access, freedom of association. I would not want to live anywhere else.

But we were pained on that day because they attempted to take our naiveté away from us, our innocence. But I am glad that we came together, both in terms of allowing people now still to travel from the east to the west, from the north to the south, to have summer vacations, to lay out in the open sun. This is our Nation.

I am grateful for having the privilege of serving on the Homeland Security Committee. I hold this flag just to indicate that this is a great Nation.

I'd like to thank our early persons who led this committee. Certainly, Mr. Chris Cox, Mr. Jim Turner, the Homeland Security Select Committee and members who were on that committee.

□ 1640

I want to acknowledge my outstanding ranking member, Mr. THOMPSON, who has been a great leader on these issues. He has been diligent; he has been patriotic; he has been loving of this country, along with the chairman, Mr. KING, who has worked for the common good as we have tried to work together. It has not been a perfect unity because we have had disagreements. Many of us disagree on the interpretation of democracy and civil liberties, but we all believe in one Nation under God, but more importantly, the security of this Nation. Mr. THOMPSON, I want to thank you for allowing me to serve with you and for your leadership.

It is in that spirit that I rise today to speak to H.R. 3857, which amends the Implementing Recommendations of the 9/11 Commission Act of 2007.

I might just say, Mr. TURNER, that there were those of us who were here—and you come from New York, and so I know that more than likely there were people in and around your area, the Queens area, who lost their lives, or family members. So we acknowledge the regions that were impacted, from Boston to New York to Pennsylvania. And certainly those families whose family members were on those airlines, we understand, but cannot feel, the deep pain that they have today.

The 9/11 Commission, of course, came about mainly through the many fami-

lies that walked the halls. And let me, of course, acknowledge those families who even in their pain, again, came to the Halls of Congress and asked us to do something. So this particular legislation is amending the 9/11 Commission Act of 2007 to allow public transportation agencies to be eligible for grants for security improvements to be used for specialized patrol teams, including the sustainment of such teams without fiscal year limitation, as long as the agency applying for grant funds submits a sustainment plan for maintaining in future years the capability or capacity achieved with the funds. That is a good step. It allows local jurisdictions to expand their services as long as they're able to sustain it.

In January 2007, soon after Democrats took control of the House after being in the minority, I joined with my colleagues across both sides of the aisle and we passed the 9/11 Commission Act of 2007. This legislative landmark was critical in strengthening our Nation's homeland security efforts. Specifically, the 9/11 Act established the Transportation Security Grant Program, which provides a vital source of funding for our transportation systems across the United States.

Shortly thereafter, I remember a conference where the House and Senate came together, and I remember the opportunity to establish transportation security centers of excellence. I am grateful that we established one at Texas Southern University, among other Historically Black Colleges, where we looked at ways of improving transportation security.

Having just been briefed by Texas Southern University, I know that they are finishing their work, and I want to thank the team that led on that program. Those funds were truly used productively, efficiently, and effectively to provide new technology, new techniques and vetting procedures on how we can truly secure America.

Since the demise of Osama bin Laden—led by the outstanding military of the United States of America, guided, directed, of course, by the Commander in Chief, President Obama, and the excellent military leadership, the National Security Agency, that provided all of the guidance for this enormous task—it has been revealed in the public domain that terrorists continue to be interested in developing plots to sabotage mass transit systems, and of course the aviation system. This threat, however, is not new. Today, as I indicated, marks the 11th anniversary since the 9/11 attacks, and as such we must take every step to commemorate the men and women we lost on that day. We also have the responsibility to make sure that we do not allow another catastrophic loss of life like the one we faced that day.

In the course of the years since 9/11 we have seen incidents in London and Spain, we've seen incidents in Mumbai, tragic incidents on mass transit. We have also seen the individual efforts

that have been made to bring down another airline over American soil, or certainly en route to the United States of America. Therefore, it is imperative that Congress examine how the Department of Homeland Security and the Transportation Security Administration are addressing the current and evolving threat to our transportation systems and continue to support programs that have yielded a positive security impact, such as TSA's Transportation Security Grant Program. I have seen in my own transit system the utilization of these funds. I've seen the utilization, as it has been very effective in canine units.

Let's come together around recognizing that the security of America is holistic—first, of course, the frontliners, meaning the United States military; then, of course, the men and women who overlap in jurisdiction under Homeland Security, the many different law enforcements that every day work on the border, work on internal enforcement, work at airports, coalesce and collaborate with the FBI and DEA and ATF, and others, around the question of security.

I am glad these programs are being expanded for security purposes, for efficiency purposes, for utilization of our tax dollars in the right way. That is why I am pleased to see that the majority and the ranking member, along with members of the Democratic part of the committee, at my request and submission of an amendment, accepted my amendment during committee consideration to authorize \$400 million for the Transportation Security Grant Program for FY12 and FY13. This funding will ensure that transportation agencies have the resources needed to secure our public and mass transit system. I would argue that it complements what we're doing in aviation, which, together, maintains the nucleus, if you will, of transportation security.

So I'm hoping that this will move quickly through the United States Senate and find itself on the President's desk. It is crucial. I then hope that my colleagues can come together for us to put on the floor a Transportation Security Administration reauthorization. We've done it before; I know we can do it now. And I ask my colleagues to come together in the name not only of security, but of the families, the 9/11 Commission, who now bear the brunt of that tragic day, along with so many others.

Thank you to our first responders, and of course to the men and women who now serve around the world and those who have come home. I ask my colleagues to support H.R. 3857.

H.R. 3857, "Public Transit Security and Local Law Enforcement Support Act—Amends the Implementing Recommendations of the 9/11 Commission Act of 2007 to allow grants to eligible public transportation agencies for security improvements to be used for specialized patrol teams, including the sustainment of such teams without fiscal year

limitation, as long as the agency applying for grant funds submits a sustainment plan for maintaining in future years the capability or capacity achieved with the funds.”

TUESDAY, SEPTEMBER 11, 2012

Mr. Speaker, I rise in support of H.R. 3857, the Public Transit Security and Local Law Enforcement Support Act.

Mr. Speaker, In January 2007, soon after Democrats took control of the House, I, along with my colleagues across both sides of the aisles, championed the 9/11 Commission Act of 2007.

This legislative landmark was critical in strengthening our Nation's homeland security efforts. Specifically, the 9/11 Act established the Transportation Security Grant Program which provides a vital source of funding for our transportation systems across the United States.

Since the demise of Osama bin Laden, it has been revealed in the public domain that terrorists continue to be interested in developing plots to sabotage mass transit systems. This threat, however, is not new.

Today marks the 11th anniversary since the 9/11 attacks. And as such, we must take every step to commemorate the men and women we lost on that day.

We also have the responsibility to make sure that we do not allow another catastrophic loss of life, like the one we faced that day.

Therefore, it is imperative that we, Congress, examine how the Department of Homeland Security and the Transportation Security Administration are addressing the current and evolving threat to our transportation systems and continue to support programs that have yielded a positive security impact, such as TSA's Transportation Security Grant Program.

Which is why I am pleased to see that the Majority, at my request, accepted my amendment during Committee consideration to authorize \$400 million for the Transportation Security Grant Program (TSGP) for FY 12 and FY 13.

This funding will ensure that transportation agencies have the resources needed to secure our public and mass transit systems.

Mr. TURNER of New York. Mr. Speaker, I have no more speakers. If the gentleman from Mississippi has no further speakers, I am prepared to close once the gentleman does.

Mr. THOMPSON of Mississippi. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, on this day, above all others, we turn our thoughts to those who were lost in the tragic events of 9/11. It is unfortunate that the Republican leadership of the House has decided not to continue this body's tradition of considering a resolution to commemorate first responders, the victims of the attack, and members of the Armed Forces serving at home and abroad.

Mr. Speaker, I urge my colleagues to join me in calling for the consideration of a 9/11 resolution, and in support of H.R. 3857. H.R. 3857 authorizes funds critical to ensuring our Nation's transportation systems are secure. It does so to the tune of \$400 million, dollars that State and local jurisdictions desperately need.

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

Mr. TURNER of New York. Mr. Speaker, I urge Members to support the bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. TURNER) that the House suspend the rules and pass the bill, H.R. 3857, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. THOMPSON of Mississippi. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

□ 1650

NO-HASSLE FLYING ACT OF 2012

Mr. WALSH of Illinois. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6028) to authorize the Assistant Secretary of Homeland Security (Transportation Security Administration) to modify screening requirements for checked baggage arriving from preclearance airports, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6028

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “No-Hassle Flying Act of 2012”.

SEC. 2. PRECLEARANCE AIRPORTS.

(a) IN GENERAL.—Section 44901(d) of title 49, United States Code, is amended by adding at the end the following new paragraph:

“(4) PRECLEARANCE AIRPORTS.—

“(A) IN GENERAL.—For a flight or flight segment originating at an airport outside the United States and traveling from an airport outside the United States where U.S. Customs and Border Protection has established preclearance operations, the Assistant Secretary (Transportation Security Administration) may, in coordination with U.S. Customs and Border Protection, determine whether such baggage must be re-screened in the United States by an explosives detection system before such baggage continues on any additional flight or flight segment.

“(B) LIMITATION.—The Assistant Secretary may not exercise the authority under subparagraph (A) unless an agreement is in effect between the United States and the country from which the flight originates requiring the implementation of security standards and protocols that are determined by the Assistant Secretary in coordination with U.S. Customs and Border Protection to be comparable to those of the United States and therefore sufficiently effective to enable passengers to deplane into sterile areas of airports in the United States.

“(C) REPORT.—The Assistant Secretary shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate an annual report on the re-screening of baggage

under this paragraph. Each such report shall include the following for the year covered by the report:

“(i) A list of airports outside the United States from which a flight or flight segment traveled to the United States for which the Assistant Secretary determined, in accordance with the authority under subparagraph (A), that checked baggage was not required to be re-screened in the United States by an explosive detection system before such baggage continued on an additional flight or flight segment.

“(ii) The amount of Federal savings generated from the exercise of such authority.”.

(b) CONFORMING AMENDMENTS.—Section 44901 of title 49, United States Code, is amended by striking “explosive” each place it appears and inserting “explosives”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. WALSH) and the gentleman from Mississippi (Mr. THOMPSON) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

Mr. WALSH of Illinois. Mr. Speaker, I yield myself such time as I may consume.

GENERAL LEAVE

Mr. WALSH of Illinois. I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

Mr. WALSH of Illinois. Mr. Speaker, earlier this year I introduced H.R. 6028, the No-Hassle Flying Act, which is a very simple bill that streamlines baggage security measures for international flights.

Over the past decade, the U.S. Customs and Border Patrol has designated 14 international airports as preclearance airports. They are located in Canada, the Caribbean, and Ireland, and continue to exhibit comparable security standards to ours right here in the United States. When passengers originate from one of these airports and fly into the U.S., they are not required to go through security again because they have already been fully vetted. Unfortunately, an ambiguity in U.S. law does not exempt their bags as well.

U.S. law today requires all baggage entering the United States to be re-screened by a TSA agent, regardless of where it originates. That means that passengers, often on short or late-night layovers, must exit security, claim their bags from baggage claim, recheck them, and go through security again. This double security does not equal double safety. It equals missed flights, more hassles, and it wastes taxpayer dollars.

Therefore, all this bill does is give CBP and TSA the authority to exempt baggage coming from one of those 14 preclearance airports from being re-screened as well. This issue was brought to my attention by TSA, and H.R. 6028 has come together with a great deal of their help.