

system they have. We are only as safe as our birth certificate system is.

If you can forge a birth certificate or a Social Security number and then get a legal ID, the whole system is broken. There is no tracking of money. It does not do us any good to have banking laws. It does not do us any good to have wiretap laws. It does not do us any good to be tracking people who have false IDs. So clearly, we have to get better systems of identification and more secure systems.

Secondly, we need to have machines that talk to each other. You cannot have somebody on the north border with one kind of machine over at the Detroit-Windsor crossing, and somebody with another kind of machine down there at the El Paso-Juarez crossing and find they cannot talk to each other; and if people cross different points, the machines cannot read the same information going into the same information bank.

If somebody gets on at an airport in Europe to come in and we want to pre-check them, and somebody is coming in at the Los Angeles airport and our systems cannot cross-check or read each other, what is the point of doing all this? So we have to have better integration. These will be expensive systems, and so we will have to make decisions on which ones will work, and we are testing.

This does not happen real fast. You do not walk into Wal-Mart and say, by the way, we would like 2,000 of these systems tomorrow. They are not there. We have to make some basic decisions, then you have to produce on those decisions, and that is the process we are working through.

We have a multitude of other things. I have two small companies in Angola, Indiana, that are part of the two largest companies that make the container seals. We talk about port security. One of the vulnerabilities we have to nuclear weapons, chemical, and biological weapons is port security.

When something comes into the Los Angeles area or into the New York area, the question is do we know for sure whether there are nuclear, chemical or biological weapons in that container before it blows up the city? The answer is, well, we are preclearing and we are checking the IDs and so on. But if the container seal can be broken, so what if the bill of lading matches? All they do is pull the little sealant loose, put something in, and replace it at whatever point we have precleared.

One of the problems we have, for example, is no international standards on these container seals. Well, why? Partly, bluntly put, China has taken intellectual property rights and are mass producing these seals and they do not want to have anybody check for international standards because what they are making is illegal because they stole somebody's license. So that means that most of the container seals being used right now, are actually pirated and there is no security or way to

check to see if those container seals can be modified or changed, or whether the number of seals is out there or whether they have rigged the market where some are on the black market and somebody could change the container seals.

So we can do all this other stuff, but if the container is not sealed and does not have protection, it does not do any good. That is why we talk about layered security. You have preclearance. You even need eventually to move downstream from preclearance, because the things coming in from Singapore are coming in from China and India and other places. You then need to be able to check them on the ship. You need to know that the sealant is there. You need to check the people who are moving these things at the harbor where it is loaded, on the ship as it is moving through, in the harbor as it is unloaded, and on the train.

For example, some stuff comes from China to Singapore to Vancouver, British Columbia, crosses at North Dakota on a train, the seventh biggest crossing is in North Dakota, headed down to Chicago and the Midwest. If it gets precleared in Singapore, think how many places that container could be modified if we do not have checks and have a secured container. So there are lots of different small aspects of this.

Now, let me mention a couple of other things that are difficult. There is a lot of criticism about merging all the different agencies. I do not sit on the Subcommittee on Defense of the Committee on Appropriations, but I want to suggest that there are things that are unique in the different branches of government that make this harder than the simplistic let us consolidate everything.

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There are some missions that are more military, some missions that are more antiterrorist. Let me give an example of a couple of other things, and this has been a very bitter controversy in the Committee on Homeland Security as we fight over jurisdiction, and there are reasons we are having fights for jurisdiction. For example, the Coast Guard. The Coast Guard is one of the major ways that we fight narcotics.

If you are from Alaska, the Coast Guard provides some narcotics protection and pipeline protection and harbor protection, but the number one thing is fisheries. If the Coast Guard is not guarding the international waters, the Russian trawlers, among other countries, would take the salmon that do a circular route and they would net those salmon and destroy the salmon industry in the United States. So to Alaska, it is a lot of fisheries.

On the Great Lakes when we think of the Coast Guard, we think to some degree homeland security, to some degree narcotics; but you think search and rescue. The same thing off Florida. It is fine to say I think that those boats ought to be focused on homeland secu-

rity, but do not let the overturned sailboat people drown. Do not let the narcotics come in. There are multiple missions to the Coast Guard.

We hear all politics are local. No one wants to die. Obviously, if we have a nuclear bomb and we are all destroyed, jobs do not matter much. But ultimately, jobs are the number one local issue. So let us talk about the legacy customs department inside homeland security. Their number one priority is homeland security, but if they allow goods in, I remember one case when I was a staffer, there was a dumping case in Seattle where they were going to dump enough lawn mower motors below the cost of production. It would have put a major company in Indiana out of business. It would have taken 2 years of market.

The goal was to say you cannot illegally dump. If the Customs people had not stopped the ship from unloading, then the unemployment rate in that area would have soared and people would have said to the then-Congressman, it is jobs. How could you let this company go?

Partly in fighting on international customs questions, as well as narcotics questions, the Department of Homeland Security has duties beyond just homeland security. We cannot just by a broad statement of saying oh well, let us just do homeland security, forget there are many reasons that these agencies exist beyond just homeland security. For example, we do not want the FBI just to do homeland security and forget about racketeering, which may or may not be related to al Qaeda, but may in fact result in lots of different deaths in the United States or driving people out of business or terrorizing people. There are other functions for these agencies. This is not going to be worked out in 30 days, but a lot of it is.

What we are seeing is progress in trying to work out a national intelligence director, progress on some new international initiatives, progress on cutting off financial support to terrorists, and isolating different terrorists. There will be bills passed this week in parts of this package regarding border security, international cooperation, government restructuring, and first responders. Much of what is in this report will be moving. The parts that are not moving are things that we have internally through the elected process in the United States said do not make a mistake that is more costly even than the current system.

One other brief point, and then I want to conclude with some remarks on drugs and terrorism.

The weekend before last, I went with the gentleman from Florida (Mr. WELDON) and the gentleman from Arizona (Mr. FRANKS) to Russia. We went to the city of Beslan; and it was the most awful single experience that I have seen. In that school, 32 terrorists attacked a school on the second day of school. They came up on the school