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## **King highlights key provisions of TSA Authorization Act** *Hails success of Republican Measure to add Guantanamo terrorists to the No Fly List*

**Washington, D.C. (Thursday, June 4, 2009)**—Today, U.S. Rep. Peter T. King (R-NY), Ranking Member of the Committee on Homeland Security, highlighted key security provisions of H.R. 2200, the Transportation Security Administration Authorization Act, including the inclusion of a measure King introduced along with Rep. Mark Souder (R-IN) to add Guantanamo detainees to the No Fly List. The TSA bill passed the House by a vote of 397-25 and will now move to the Senate for consideration.

The King-Souder amendment on Guantanamo detainees passed the House by a vote of 412-12.

“With the overwhelming passage of this amendment, I am encouraged that Democrats are beginning to see the serious homeland security implications of President Obama’s decision to close Guantanamo and possibly release dangerous detainees into the United States,” King said. “President Obama has yet to give the American people an answer to the question of whether he will release Guantanamo detainees into the United States. Given that at least 74 already-released Guantanamo detainees have returned to the fight against the United States, placing Guantanamo detainees on the No Fly List is a necessary and reasonable action for Congress to take. Forcing Americans to sit next to terrorists on commercial airliners would be outrageous.”

King also detailed a provision he authored that would push the Department of Homeland Security to move forward with testing programs to secure underwater tunnels for mass transit in the event of a terrorist attack.

“Everyone knows that our nation’s mass transit systems are attractive targets for terrorist groups,” said King. “Many of these systems, like the Metro in Washington, D.C. and the numerous commuter trains that travel into and out of New York City, travel underwater. An attack inside any transit tunnel would cause significant loss of life, but if an attack took

place in an underwater tunnel and the structure was compromised, the result would be immeasurably worse.”

The King provision would require DHS to complete at least one full-scale demonstration of technology that would potentially help reduce the number of lives lost if an underwater tunnel is attacked.

“For the millions of commuters who use mass transit systems every day, this really is an issue of life and death,” said King. “TSA has been working diligently to secure these tunnels, but more can be done. The development of this technology to protect American commuters must be a top priority.”

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