

healing by carrying out meaningful work and job training that is helping them and their families reintegrate, become more productive, and that is so beneficial to our Nation.

I urge all my colleagues to support making this worthwhile program permanent and joining me in passing this legislation.

Mr. Speaker, this is a program that is very worthwhile. It is one of the agency's many efforts to continue helping our veterans be able to get job training, get job skills, and be able to sustain their families in a way that may make them feel whole again. I do ask all my colleagues to support this.

I yield back the balance of my time.

Mr. GIBBS. Mr. Speaker, I urge my colleagues to join me in supporting this important legislation.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. GIBBS) that the House suspend the rules and pass the bill, H.R. 3114, as amended.

The question was taken.

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

Mrs. NAPOLITANO. 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 motion will be postponed.

PARTNERS FOR AVIATION SECURITY ACT

Mr. CARTER of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3144) to require consultation with the Aviation Security Advisory Committee regarding modifications to the prohibited item list, require a report on the Transportation Security Oversight Board, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3144

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

SECTION 1. SHORT TITLE.

The Act may be cited as the "Partners for Aviation Security Act".

SEC. 2. AVIATION SECURITY ADVISORY COMMITTEE CONSULTATION.

The Administrator of the Transportation Security Administration shall consult, to the extent practicable, with the Aviation Security Advisory Committee (established pursuant to section 44946 of title 49 of the United States Code) regarding any modification to the prohibited item list prior to issuing a determination about any such modification.

SEC. 3. REPORT ON THE TRANSPORTATION SECURITY OVERSIGHT BOARD.

Not later than 120 days after the date of the enactment of this Act, the Secretary of Homeland Security shall submit to the Transportation Security Oversight Board (established pursuant to section 115 of title 49, United States Code), the Committee on Homeland Security of the House of Representatives, and the Committee on Home-

land Security and Governmental Affairs and the Committee on Commerce, Science, and Transportation of the Senate a report that includes general information on how often the Board has met, the current composition of the Board, and what activities the Board has undertaken, consistent with the duties specified in subsection (c) of such section. The Administrator may include in such report recommendations for changes to such section in consideration of the provisions of section 44946 of title 49, United States Code.

SEC. 4. TECHNICAL CORRECTIONS.

(a) TERMS.—Subparagraph (A) of section 44946(c)(2) of title 49, United States Code, is amended to read as follows:

"(A) TERMS.—The term of each member of the Advisory Committee shall be two years but may continue until such time as a successor member begins serving on the Advisory Committee. A member of the Advisory Committee may be reappointed."

(b) CLARIFICATION.—Paragraph (5) of section 44946(b) of title 49, United States Code, is amended by striking "under paragraph (4)" and inserting "under this subsection".

SEC. 5. DEFINITION.

In this Act, the term "prohibited item list" means the list of items passengers are prohibited from carrying as accessible property or on their persons through passenger screening checkpoints at airports, into sterile areas at airports, and on board passenger aircraft, pursuant to section 1540.111 of title 49, Code of Federal Regulations (as in effect on January 1, 2015).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Georgia (Mr. CARTER) and the gentleman from New Jersey (Mr. PAYNE) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

GENERAL LEAVE

Mr. CARTER of Georgia. 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 Georgia?

There was no objection.

Mr. CARTER of Georgia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in strong support of H.R. 3144, the Partners for Aviation Security Act of 2015.

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Mr. Speaker, this important bipartisan legislation ensures that the critical decisions affecting the transportation security of the United States are not made in a vacuum without the input and perspective of relevant transportation stakeholders.

Unfortunately, the Transportation Security Administration has a troublesome history when making sweeping policy changes at the expense of the traveling public and other affected parties, such as aviation workers, airports, airlines, vendors, and law enforcement.

Specifically, H.R. 3144 requires the Administrator of TSA to consult, when possible, with the Aviation Security Advisory Committee before deter-

mining whether to modify the prohibited items lists for passenger aircraft.

In the 113th Congress, the Subcommittee on Transportation Security conducted oversight of efforts to modify the prohibited items list after TSA made a sweeping decision to do so without appropriate prior consultation with stakeholders. By codifying the Aviation Security Advisory Committee, or ASAC, the committee has a proven record of ensuring that TSA consults with stakeholders on important matters of transportation security when appropriate.

This commonsense legislation adds to this record. Another important provision of this bill requires that the Secretary of Homeland Security submit a report to both Congress and the Transportation Security Oversight Board, including important information on the Board's composition and activities. This report may include recommendations for Congress and the Department to improve the Board and ensure that it is meeting the original intent of providing review to transportation security-related regulations and making a meaningful contribution to the security of our Nation's critical transportation systems.

Each and every day, Mr. Speaker, there are new and evolving threats to the security of America's traveling public, and it is the important work of the Department of Homeland Security and TSA to ensure that travelers are safe and to mitigate threats against transportation. In this regard, it is of the highest importance that relevant partners in transportation security are engaged and included in ongoing dialogue on important policy matters being considered.

I wish to thank the chairman of the full committee, Mr. MCCAUL, as well as the chairman of the Subcommittee on Transportation Security, Mr. KATKO, for their work in bringing this bill to the floor today and conducting critical oversight efforts to secure America's transportation systems. Additionally, I wish to thank the bill's author, Congressman PAYNE, for his hard work and dedication to this issue. Finally, I would like to thank the ranking member of the full committee, Mr. THOMPSON, for supporting this important legislation.

Collaboration is the key to effective security, and it is the prerogative of the Committee on Homeland Security to ensure that open lines of communication exist between stakeholders, TSA, and DHS.

Mr. Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. PAYNE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 3144, the Partners for Aviation Security Act. I introduced H.R. 3144, the Partners for Aviation Security Act, to ensure that the Transportation Security Administration's key domestic partner for aviation security, the Aviation Security Advisory Committee, is

positioned to contribute to aviation security policy.

Before beginning, Mr. Speaker, I would like to say that our thoughts and prayers are with the families of those that were lost on the Metrojet flight originating from Egypt recently.

The safety and security of the traveling public is vital, and the work of the Transportation Security Subcommittee, of which I am a member, is extremely important, as we address issues and vulnerabilities that affect the Nation's aviation sector.

As many of you will recall, Mr. Speaker, in 2012, then-TSA Administrator John Pistole unilaterally made changes to the prohibited items list allowed onto passenger planes to include small knives and sporting goods equipment. Almost immediately, there was an outcry against this decision from a broad range of stakeholders. Our committee heard from flight attendants, pilots, passenger groups, and others about the security and safety risks associated with this change.

Like many Americans, I was pleased that TSA ultimately decided to withdraw its changes to the prohibited items list. However, I believe TSA should consult the Aviation Security Advisory Committee, or ASAC, before implementing new security protocols. Enactment of H.R. 3144 would ensure that such consultation occurs.

Mr. Speaker, H.R. 3144 also includes language to ensure that there is continuity in the ASAC's operations even when there are changes to its membership. In general terms, given that most of our Nation's critical infrastructure is owned and operated by the private sector, it is important that DHS maintain close partnerships with the private sector to execute its missions and programs.

When it comes to aviation security, such partners are essential insofar as TSA cannot effectively carry out its mission at our Nation's airports without buy-in from the air carriers, airport operators, labor unions, passenger groups, airport vendors, and technology companies.

Mr. Speaker, I would like to acknowledge that this bill was approved unanimously in committee and thank our cosponsors; the chairman of our committee's Subcommittee on Transportation Security, Mr. KATKO; the chairman of the full committee, Mr. MCCAUL; and the ranking member of the full committee, Mr. THOMPSON. I am pleased that the committee has worked in a bipartisan fashion to advance this timely piece of legislation.

Together we send a strong message to TSA and the American flying public about our commitment to ensuring that sensible and effective security policies are in place at our Nation's airports. For these reasons, I urge Members to support H.R. 3144.

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

Mr. CARTER of Georgia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I, once again, urge my colleagues to support H.R. 3144.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Georgia (Mr. CARTER) that the House suspend the rules and pass the bill, H.R. 3144, 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.

CRITICAL INFRASTRUCTURE PROTECTION ACT

Mr. CARTER of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1073) to amend the Homeland Security Act of 2002 to secure critical infrastructure against electromagnetic threats, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1073

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 "Critical Infrastructure Protection Act" or the "CIPA".

SEC. 2. EMP PLANNING, RESEARCH AND DEVELOPMENT, AND PROTECTION AND PREPAREDNESS.

(a) IN GENERAL.—The Homeland Security Act of 2002 (6 U.S.C. 121) is amended—

(1) in section 2 (6 U.S.C. 101), by inserting after paragraph (6) the following:

“(6a) EMP.—The term ‘EMP’ means—

“(A) an electromagnetic pulse caused by intentional means, including acts of terrorism; and

“(B) a geomagnetic disturbance caused by solar storms or other naturally occurring phenomena.”;

(2) in title V (6 U.S.C. 311 et seq.), by adding at the end the following:

“SEC. 526. NATIONAL PLANNING FRAMEWORKS AND EDUCATION.

“The Secretary, or the Secretary's designee, shall, to the extent practicable—

“(1) include in national planning frameworks the threat of EMP events; and

“(2) conduct outreach to educate owners and operators of critical infrastructure, emergency planners, and emergency response providers at all levels of government of the threat of EMP events.”;

(3) in title III (6 U.S.C. 181 et seq.), by adding at the end the following:

“SEC. 318. EMP RESEARCH AND DEVELOPMENT.

“(a) IN GENERAL.—In furtherance of domestic preparedness and response, the Secretary, acting through the Under Secretary for Science and Technology, and in consultation with other relevant agencies and departments of the Federal Government and relevant owners and operators of critical infrastructure, shall, to the extent practicable, conduct research and development to mitigate the consequences of EMP events.

“(b) SCOPE.—The scope of the research and development under subsection (a) shall include the following:

“(1) An objective scientific analysis of the risks to critical infrastructures from a range of EMP events.

“(2) Determination of the critical national security assets and vital civic utilities and

infrastructures that are at risk from EMP events.

“(3) An evaluation of emergency planning and response technologies that would address the findings and recommendations of experts, including those of the Commission to Assess the Threat to the United States from Electromagnetic Pulse Attack.

“(4) An analysis of technology options that are available to improve the resiliency of critical infrastructure to EMP.

“(5) The restoration and recovery capabilities of critical infrastructure under differing levels of damage and disruption from various EMP events.”; and

(4) in section 201(d) (6 U.S.C. 121(d)), by adding at the end the following:

“(26)(A) Prepare and submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate—

“(i) a recommended strategy to protect and prepare the critical infrastructure of the American homeland against EMP events, including from acts of terrorism; and

“(ii) biennial updates on the status of the recommended strategy.

“(B) The recommended strategy shall—

“(i) be based on findings of the research and development conducted under section 318;

“(ii) be developed in consultation with the relevant Federal sector-specific agencies (as defined under Homeland Security Presidential Directive-7) for critical infrastructures;

“(iii) be developed in consultation with the relevant sector coordinating councils for critical infrastructures; and

“(iv) include a classified annex as needed.

“(C) The Secretary may, if appropriate, incorporate the recommended strategy into a broader recommendation developed by the Department to help protect and prepare critical infrastructure from terrorism and other threats if, as incorporated, the strategy complies with subparagraph (B).”.

(b) CLERICAL AMENDMENTS.—The table of contents in section 1(b) of such Act is amended—

(1) by adding at the end of the items relating to title V the following:

“Sec. 526. National planning frameworks and education.”;

and

(2) by adding at the end of the items relating to title III the following:

“Sec. 318. EMP research and development.”.

(c) DEADLINE FOR RECOMMENDED STRATEGY.—The Secretary of Homeland Security shall submit the recommended strategy required under the amendment made by subsection (a)(4) by not later than one year after the date of the enactment of this Act.

(d) REPORT.—The Secretary shall submit a report to Congress by not later than 180 days after the date of the enactment of this Act describing the progress made in, and an estimated date by which the Department of Homeland Security will have completed—

(1) including EMP (as defined in the amendment made by subsection (a)(1)) threats in national planning frameworks;

(2) research and development described in the amendment made by subsection (a)(3);

(3) development of the comprehensive plan required under the amendment made by subsection (a)(4); and

(4) outreach to educate owners and operators of critical infrastructure, emergency planners and emergency response providers at all levels of government regarding the threat of EMP events.

SEC. 3. NO REGULATORY AUTHORITY.

Nothing in this Act, including the amendments made by this Act, shall be construed to grant any regulatory authority.