

and most cutting-edge technology. Importantly, the bill includes language authored by the Ranking Member, Mr. THOMPSON, to enhance the level of support TSA provides to small businesses throughout TSA's technology testing and procurement process.

Greater participation of small businesses, really, where innovation happens, in the security marketplace, will not only help ensure that promising technologies are pursued; it will also help TSA move away from its reliance on a handful of large technology manufacturers.

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

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

First of all, I want to thank my colleague from Rhode Island for his comments in support of this bill as well, and shepherding it through the process here today on the floor.

I will note—and I want to digress for a moment. We went on a congressional delegation. I led that delegation to Europe and the Middle East several months ago, and it was a bipartisan effort to evaluate the technologies in use at other airports in Europe and in the Middle East. And it was stunning for us to go to those airports and see American-made computed tomography, or 3-D scanners, already on the front lines, already doing the job, already making those airports much safer than ours are today, and those products are made here in the United States.

It is maddening that we had this bureaucratic bottleneck of testing procedures and algorithms and everything else, while the front lines are not being addressed. So this bill attempts to address that backlog, and I am very proud to have been a sponsor of it.

Mr. Speaker, I have no more speakers, and I am prepared to close once the gentleman from Rhode Island does. I reserve the balance of my time.

Mr. LANGEVIN. Mr. Speaker, I yield myself the balance of my time.

H.R. 5730 is focused on closing security capability gaps and streamlining the technology acquisitions process at TSA.

When everything is said and done, TSA's ultimate mission is to ensure the safety and security of the traveling public, and H.R. 5730 would do just that.

I commend the gentleman from New York (Mr. KATKO) for his work on this legislation. I think it is going to make an appreciable difference in keeping the traveling public safe.

I urge my colleagues to support H.R. 5730, and I yield back the balance of my time.

Mr. KATKO. Mr. Speaker, I yield myself the balance of my time.

To use an old saying that I like to use, TSA seems to be engaged in the practice of polishing the brass while the fire bell is ringing; and the fire bell is, indeed, ringing with the bad guys trying to get scary technology through

our security measures in order to do harm to the American people. And the technologies that are already existing out there are not being put on the front line, and that is a shame. This bill attempts to address that.

Mr. Speaker, I urge my colleagues 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. KATKO) that the House suspend the rules and pass the bill, H.R. 5730, 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.

## SECURING PUBLIC AREAS OF TRANSPORTATION FACILITIES ACT OF 2018

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5766) to improve the security of public areas of transportation facilities, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5766

*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 "Securing Public Areas of Transportation Facilities Act of 2018".

### SEC. 2. DEFINITIONS.

In this Act:

(1) **PUBLIC AND PRIVATE SECTOR STAKEHOLDERS.**—The term "public and private sector stakeholders" has the meaning given such term in section 114(u)(1)(C) of title 49, United States Code.

(2) **SURFACE TRANSPORTATION ASSET.**—The term "surface transportation asset" includes facilities, equipment, or systems used to provide transportation services by—

(A) a public transportation agency (as such term is defined in section 1402(5) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110-53; 6 U.S.C. 1131(5)));;

(B) a railroad carrier (as such term is defined in section 20102(3) of title 49, United States Code);

(C) an owner or operator of—

(i) an entity offering scheduled, fixed-route transportation services by over-the road bus (as such term is defined in section 1501(4) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110-53; 6 U.S.C. 1151(4))); or

(ii) a bus terminal; or

(D) other transportation facilities, equipment, or systems, as determined by the Secretary.

### SEC. 3. PUBLIC AREA SECURITY WORKING GROUP.

(a) **WORKING GROUP.**—The Secretary of Homeland Security shall establish a working group to promote collaborative engagement between the Department of Homeland Security and public and private sector stakeholders to develop non-binding recommendations for enhancing security in public areas of transportation facilities (including facilities that are surface transportation assets),

including recommendations regarding the following topics:

(1) Information sharing and interoperable communication capabilities among the Department of Homeland Security and public and private stakeholders with respect to terrorist or other threats.

(2) Coordinated incident response procedures.

(3) The prevention of terrorist attacks and other incidents through strategic planning, security training, exercises and drills, law enforcement patrols, worker vetting, and suspicious activity reporting.

(4) Infrastructure protection through effective construction design barriers and installation of advanced surveillance and other security technologies.

(b) **ANNUAL REPORT.**—Not later than one year after the establishment of the working group under subsection (a) and annually thereafter for five years, the Secretary of Homeland Security shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the working group's organization, participation, activities, findings, and non-binding recommendations for the immediately preceding 12-month period. The Secretary may publish a public version of such report that describes the working group's activities and such related matters as would be informative to the public, consistent with section 552(b) of title 5, United States Code.

(c) **INAPPLICABILITY OF THE FEDERAL ADVISORY COMMITTEE ACT.**—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the working group established under subsection (a) or any subsidiary thereof.

### SEC. 4. TECHNICAL ASSISTANCE.

(a) **IN GENERAL.**—The Secretary of Homeland Security shall—

(1) inform owners and operators of surface transportation assets about the availability of technical assistance, including vulnerability assessment tools and cybersecurity guidelines, to help protect and enhance the resilience of public areas of such assets; and

(2) subject to the availability of appropriations, provide such technical assistance to requesting owners and operators of surface transportation assets.

(b) **BEST PRACTICES.**—Not later than one year after the date of the enactment of this Act, the Secretary of Homeland Security shall publish on the Department of Homeland Security's website and widely disseminate, as appropriate, best practices for protecting and enhancing the resilience of public areas of transportation facilities (including facilities that are surface transportation assets), including associated frameworks or templates for implementation. Such best practices shall be updated periodically.

### SEC. 5. REVIEW.

(a) **REVIEW.**—Not later than one year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes a review of regulations, directives, policies, and procedures issued by the Administrator regarding the transportation of a firearm and ammunition, and, as appropriate, information on plans to modify any such regulation, directive, policy, or procedure based on such review.

(b) **CONSULTATION.**—In preparing the report required under subsection (a), the Administrator of the Transportation Security Administration shall consult with the Aviation Security Advisory Committee (established

pursuant to section 44946 of title 49, United States Code) and appropriate public and private sector stakeholders.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentleman from Rhode Island (Mr. LANGEVIN) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

#### GENERAL LEAVE

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

Mr. Speaker, I rise in support of H.R. 5766, the Securing Public Areas of Transportation Facilities Act of 2018. This legislation will improve security coordination among transportation stakeholders by establishing a working group between the Department of Homeland Security and public and private stakeholders to develop recommendations for enhancing public area security of transportation facilities.

H.R. 5766 directs that the working group focus on key areas including information sharing, interoperable communications, incident response, and the prevention of terrorist attacks through strategic planning and security exercises. Taking steps to improve upon these critical components to security preparedness and resiliency is directly correlated to America's ability to mitigate the constantly-evolving threat to our transportation system.

The traveling public must be secure in all modes of transportation security, and the millions of Americans who utilize surface transportation networks every single day to travel to work and school rely upon strong Federal, State, local, and private sector collaboration.

Over the last several years we have seen a marked increase in attacks to public areas of transportation networks. From airports like LAX in Los Angeles, Fort Lauderdale, Istanbul, Brussels, to mass transit hubs in New York City, London, Madrid and Belgium, we have witnessed horrific scenes of attack in crowded public spaces of transportation systems.

I am glad this bill seeks to improve upon the resiliency, preparedness, and overall security infrastructure of these networks, which are absolutely crucial to our economy and the American way of life.

The free movement of people and goods across the United States must never be stymied by violent extremism. That is why it is incumbent upon those of us in Congress to ensure that Homeland Security and TSA are doing all they can to promote effective collaboration among the litany of

stakeholders charged with securing the traveling public.

Mr. Speaker, I thank the gentleman from New Jersey (Mr. PAYNE) for his focus on this important issue. I also thank the chairman of the full committee, Mr. MCCAUL, for seeing this bill through the markup process.

I urge my colleagues to support this bill, and I reserve the balance of my time.

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

I rise in support of H.R. 5766, the Securing Public Areas of Transportation Facilities Act of 2018.

Mr. Speaker, H.R. 5766 was introduced to address the growing risk of terrorist attacks in the public areas of transportation facilities.

In recent years, there has been a growing appreciation that public areas of airports and transportation facilities, where crowds tend to gather, have become soft targets for terrorists. We have seen that internationally and domestically, as there have been violent incidents in public airport areas in Brussels, Los Angeles, New Orleans and Fort Lauderdale. Last year, there was an attempted attack on New York City's transit system as well.

H.R. 5766 seeks to bolster protection for the public-facing sides of transportation systems. It does so, in part, by authorizing a working group to streamline communication and collaboration between the Department of Homeland Security and key stakeholders. Additionally, it directs DHS to disseminate technical assistance to operators such as vulnerability assessment tools and cybersecurity guidelines.

Finally, H.R. 5766 requires TSA to review its regulations, policies, and procedures regarding the transportation of firearms and ammunition and submit a comprehensive report to Congress on its findings and any planned modifications. The presence of firearms and ammunition in public areas of transportation facilities is a timely concern.

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In January 2017, an arriving airline passenger in Fort Lauderdale retrieved a gun and ammunition from his checked bag and opened fire on travelers in the baggage claim area, killing five people and injuring six others.

In 2017 alone, TSA reported that its officers discovered 3,957 firearms at security checkpoints, 84 percent of which were loaded.

Mr. Speaker, given the prevalence and availability of guns in this country, the very least we can do is evaluate TSA's policies for transporting them and ensure that they are sensible and tailored to the risk.

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

Mr. KATKO. Mr. Speaker, I want to thank my colleague from Rhode Island for supporting this bill, and I reserve the balance of my time.

Mr. LANGEVIN. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, H.R. 5766 is an important piece of legislation that has strong support on both sides of the aisle. It is nice to see the bipartisanship once again. It directs meaningful, sensible action to help enhance the security of public-facing areas.

Mr. Speaker, I encourage my colleagues to support H.R. 5766, and I yield back the balance of my time.

Mr. KATKO. Mr. Speaker, my time on the Homeland Security Committee over the past 3½ years has been a true testament to bipartisanship: trying to get the right things done, putting aside political differences to keep the country as safe and secure as we possibly can.

Mr. Speaker, I am honored to support the bill of my colleague from New Jersey (Mr. PAYNE). I urge my colleagues 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. KATKO) that the House suspend the rules and pass the bill, H.R. 5766.

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

A motion to reconsider was laid on the table.

#### DHS INDUSTRIAL CONTROL SYSTEMS CAPABILITIES ENHANCEMENT ACT OF 2018

Mr. BACON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5733) to amend the Homeland Security Act of 2002 to provide for the responsibility of the National Cybersecurity and Communications Integration Center to maintain capabilities to identify threats to industrial control systems, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5733

*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 “DHS Industrial Control Systems Capabilities Enhancement Act of 2018”.

#### SEC. 2. CAPABILITIES OF NATIONAL CYBERSECURITY AND COMMUNICATIONS INTEGRATION CENTER TO IDENTIFY THREATS TO INDUSTRIAL CONTROL SYSTEMS.

(a) IN GENERAL.—Section 227 of the Homeland Security Act of 2002 (6 U.S.C. 148) is amended—

(1) in subsection (e)(1)—

(A) in subparagraph (G), by striking “and” after the semicolon;

(B) in subparagraph (H), by inserting “and” after the semicolon; and

(C) by adding at the end the following new subparagraph:

“(I) activities of the Center address the security of both information technology and operational technology, including industrial control systems;”;