

This threat is not just imaginary. Known incidents involving drones have included weaponized use by ISIS and cartels, smuggling operations, intrusions at NFL and Olympic stadiums, and damage to electrical grid infrastructure in Canada.

Several DHS offices and components assess drone threats and are members of interagency and industry drone working groups which promote information sharing, research, and joint problem-solving initiatives. However, DHS currently does not have a centralized, departmentwide official responsible for the coordination of counter-drone policies and activities.

H.R. 6438 authorizes the Secretary of the Department of Homeland Security to designate a countering unmanned aircraft systems coordinator at the Department to serve as the lead DHS official for coordinating counter-drone threat planning policies and plans. H.R. 6438 enables DHS to centralize the coordination of counter-drone threat planning efforts under one official.

Under H.R. 6438, the countering UAS coordinator is responsible for coordinating with relevant DHS components on the development of policies and plans to counter threats from drones. The countering UAS coordinator promotes the research and development of counter-drone technologies within the Department and ensures that information and guidance regarding drone threats is disseminated across the Department as appropriate.

The coordinator will also serve as the principal Department official responsible for disseminating information to the private sector regarding DHS counter-drone measures and will ensure that DHS counter-drone activities are carried out in accordance with Federal laws.

H.R. 6438 is an important and timely piece of legislation that seeks to further prepare the Department in carrying out its duties in countering this emerging threat.

Mr. Speaker, I urge all Members to join me in supporting H.R. 6438, and I reserve the balance of my time.

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE, HOUSE OF REPRESENTATIVES,

Washington, DC, September 4, 2018.

Hon. MICHAEL T. MCCAUL,
Chairman, Committee on Homeland Security,
Washington, DC.

DEAR CHAIRMAN MCCAUL: I write concerning H.R. 6438, the DHS Countering Unmanned Aircraft Systems Coordinator Act. This legislation includes matters that I believe fall within the Rule X jurisdiction of the Committee on Transportation and Infrastructure.

In order to expedite floor consideration of H.R. 6438, the Committee on Transportation and Infrastructure will forgo action on this bill, including seeking a sequential referral. However, this is conditional on our mutual understanding that forgoing consideration of the bill does not prejudice the Committee with respect to the appointment of conferees or to any future jurisdictional claim over the subject matters contained in the bill or similar legislation that fall within the Committee's Rule X jurisdiction. Finally, should a

conference on the bill be necessary, I ask that you support my request to have the Committee represented on the conference committee.

Please place a copy of this letter and your response acknowledging our jurisdictional interest in the Congressional Record during House Floor consideration of the bill. I look forward to working with the Committee on Homeland Security as the bill moves through the legislative process.

Sincerely,

BILL SHUSTER,
Chairman.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON HOMELAND SECURITY,
Washington, DC, September 4, 2018.

Hon. BILL SHUSTER,

Chairman, Committee on Transportation and
Infrastructure, Washington, DC.

DEAR CHAIRMAN SHUSTER: Thank you for your letter regarding H.R. 6438, the "DHS Countering Unmanned Aircraft Systems Coordinator Act." I appreciate your support in bringing this legislation expeditiously before the House of Representatives. I understand that the Committee on Transportation and Infrastructure, to the extent it may have a jurisdictional claim, will not seek a sequential referral on the bill; and therefore, there has been no formal determination as to its jurisdiction by the Parliamentarian.

The Committee on Homeland Security concurs with the mutual understanding that the absence of a decision on this bill at this time does not prejudice any claim the Committee on Transportation and Infrastructure may have held or may have on similar legislation in the future. In addition, should a conference on this bill be necessary, I would support a request by the Committee on Transportation and Infrastructure for conferees on those provisions determined to be within its jurisdiction.

I will insert copies of this exchange in the Congressional Record during consideration of this bill on the House floor. I thank you for your cooperation in this matter.

Sincerely,

MICHAEL T. MCCAUL,
Chairman.

□ 1930

Mrs. WATSON COLEMAN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6438, the DHS Countering Unmanned Aircraft Systems Coordinator Act.

Mr. Speaker, H.R. 6438 directs the Department of Homeland Security to have a designated official to coordinate the Department's unmanned aircraft systems, or UAS, plans and policies.

The countering UAS coordinator would work with Department components and offices to ensure testing, evaluation, or deployment of systems to identify, assess, or defeat a UAS threat are in compliance with applicable Federal laws. The coordinator would also serve as the principal Department official responsible for disseminating information to the private sector regarding counter-UAS technology.

In homeland security circles, there is broad recognition that UAS technology enhances capabilities to, among other things, deliver disaster relief to affected areas and surveil weak spots along the southwest border.

At the same time, Mr. Speaker, today, there is considerable concern re-

garding the security threats that UAS may pose. More and more, we hear of instances where unmanned aircraft systems, commonly referred to as drones, are used for nefarious reasons, such as smuggling operations or to conduct surveillance to evade law enforcement. The threat was underscored last month when a drone was used in an unsuccessful assassination attempt on the life of the Venezuelan President as he spoke at a massive military parade.

As such, I support DHS organizing itself to better address this emerging homeland security threat, as set forth in H.R. 6438.

There is increasingly more concern regarding the potential threats that UAS may pose to the security of our Nation and its people.

Last Congress, when I served as the ranking member of the Oversight and Management Efficiency Subcommittee with Mr. PERRY, we worked together on legislation that I drafted to address the UAS threat. Since that time, the range of threats associated with UAS has grown more complex and demand that DHS prioritize counter-UAS efforts in an unprecedented way. Designating an official to coordinate Department counter-UAS plans and policies is a step in the right direction.

Mr. Speaker, I thank the gentleman from Pennsylvania (Mr. PERRY) for his work on this measure, and I yield back the balance of my time.

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

Mr. Speaker, I want to thank the gentlewoman from New Jersey. She has been a leader on this issue, and it is something that is important to both of us and to our country. I applaud her efforts and thank her for her support of these efforts.

Mr. Speaker, I urge my colleagues to support H.R. 6438, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. PERRY) that the House suspend the rules and pass the bill, H.R. 6438, 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.

UNITED STATES PORTS OF ENTRY THREAT AND OPERATIONAL RE- VIEW ACT

Mrs. LESKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6400) to require the Secretary of Homeland Security to conduct a threat and operational analysis of ports of entry, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6400

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 “United States Ports of Entry Threat and Operational Review Act”.

SEC. 2. PORTS OF ENTRY THREAT AND OPERATIONAL ANALYSIS.**(a) IN GENERAL.—**

(1) **REQUIREMENT.**—Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security, acting through the Commissioner of U.S. Customs and Border Protection, shall submit to the Committee on Homeland Security and the Committee on Ways and Means of the House of Representatives and the Committee on Homeland Security and Governmental Affairs and the Committee on Finance of the Senate a threat and operational analysis of ports of entry.

(2) **CONTENTS.**—The threat and operational analysis required under paragraph (1) shall include an assessment of the following:

(A) Current and potential threats posed by individuals and organized groups seeking—

(i) to exploit security vulnerabilities at ports of entry; or

(ii) to unlawfully enter the United States through such ports of entry.

(B) Methods and pathways used to exploit security vulnerabilities at ports of entry.

(C) Improvements needed at ports of entry to prevent the unlawful movement of people, illicit drugs, and other contraband across the borders of the United States.

(D) Improvements needed to enhance travel and trade facilitation and reduce wait times at ports of entry, including—

(i) security vulnerabilities associated with prolonged wait times;

(ii) current technology at ports of entry that can be adapted to handle more volume, increase efficiency, and improve accuracy of detection efforts; and

(iii) infrastructure additions and upgrades.

(E) Processes conducted at ports of entry that do not require law enforcement training and could be—

(i) filled with—

(I) non-law enforcement staff; or

(II) the private sector, for processes or activities determined to not be inherently governmental (as such term is defined in section 5 of the Federal Activities Inventory Reform Act of 1998 (Public Law 105-270)); or

(ii) automated.

(3) **ANALYSIS REQUIREMENTS.**—In compiling the threat and operational analysis required under paragraph (1), the Secretary of Homeland Security, acting through the Commissioner of U.S. Customs and Border Protection, shall consider and examine the following:

(A) Personnel needs, including K-9 Units, and estimated costs, at each port of entry, including such needs and challenges associated with recruitment and hiring.

(B) Technology needs, including radiation portal monitors and non-intrusive inspection technology, and estimated costs at each port of entry.

(C) Infrastructure needs and estimated costs at each port of entry.

(b) **PORTS OF ENTRY STRATEGY AND IMPLEMENTATION PLAN.**—

(1) **IN GENERAL.**—Not later than 270 days after the submission of the threat and operational analysis required under subsection (a) and every five years thereafter for ten years, the Secretary of Homeland Security, acting through the Commissioner of U.S. Customs and Border Protection (CBP), shall provide to the Committee on Homeland Security and the Committee on Ways and Means of the House of Representatives and the Committee on Homeland Security and Governmental Affairs and the Committee on Finance of the Senate a ports of entry strategy and implementation plan.

(2) **CONTENTS.**—The ports of entry strategy and implementation plan required under paragraph (1) shall include a consideration of the following:

(A) The ports of entry threat and operational analysis required under subsection (a), with an emphasis on efforts to mitigate threats and challenges identified in such analysis.

(B) Efforts to reduce wait times at ports of entry and standards against which the effectiveness of such efforts may be determined.

(C) Efforts to prevent the unlawful movement of people, illicit drugs, and other contraband across the borders of the United States at the earliest possible point at ports of entry and standards against which the effectiveness of such efforts may be determined.

(D) Efforts to focus intelligence collection and information analysis to disrupt transnational criminal organizations attempting to exploit vulnerabilities at ports of entry and standards against which the effectiveness of such efforts may be determined.

(E) Efforts to verify that any new port of entry technology acquisition can be operationally integrated with existing technologies in use by the Department of Homeland Security.

(F) Lessons learned from reports on the business transformation initiative under section 802(i)(1) of the Trade Facilitation and Trade Enforcement Act of 2015 (Public Law 114-125).

(G) CBP staffing requirements for all ports of entry.

(H) Efforts to identify and detect fraudulent documents at ports of entry and standards against which the effectiveness of such efforts may be determined.

(I) Efforts to prevent, detect, investigate, and mitigate corruption at ports of entry and standards against which the effectiveness of such efforts may be determined.

(c) **PORTS OF ENTRY DESCRIBED.**—In this section, the term “ports of entry” means United States air, land, and sea ports of entry.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Arizona (Mrs. LESKO) and the gentlewoman from New Jersey (Mrs. WATSON COLEMAN) each will control 20 minutes.

The Chair recognizes the gentlewoman from Arizona.

GENERAL LEAVE

Mrs. LESKO. Mr. Speaker, I ask unanimous consent that all Members may 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 gentlewoman from Arizona?

There was no objection.

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

Mr. Speaker, the United States has over 300 official ports of entry, ranging from land border ports along our southern and northern borders to international airports in major metropolitan cities, to seaports ranging from the Great Lakes to coastal cities. While each port facilitates trade and travel that keeps our economy humming, each has their own unique security challenges to prevent illicit activity. That is why it is imperative that we know the vulnerabilities and oper-

ational needs at each and every port in order to properly protect our homeland from threats and exploitation.

I introduced this bill because our country's ports are long overdue for a comprehensive review. My bill requires the Department of Homeland Security to do a full threat and operational analysis of these vulnerabilities and create a strategy and implementation plan to prevent human trafficking, illicit drugs, illegal contraband, and transnational criminal activity at our air, land, and sea ports of entry.

The bill also works to improve the flow of commerce that is vital to our economy. We need to not only think about the security of our ports, but also the infrastructure and operational needs as well.

Ports of entry continue to be a preferred location for transnational criminal organizations and drug smugglers to transport illicit drugs and contraband into the United States. In fact, between October 1, 2010, and March 31, 2018, Customs and Border Protection conducted more than 84 million non-intrusive inspection examinations, resulting in more than 19,000 narcotics seizures and \$79 million in currency seizures.

Many U.S. ports of entry were built 40 to 50 years ago. Therefore, they were never designed for post-9/11 security measures, technology, or increased volume of traffic. These infrastructure constraints magnify the threats at our ports of entry and manifest themselves as long lines and bottlenecks that strain Customs and Border Protection's ability to properly vet all incoming traffic. In addition, long lines and wait times delay trade and cost the U.S. economy millions of dollars every year in lost productivity.

This is why my bill's required analysis will look over current and potential threats, methods, and pathways used to exploit security vulnerabilities and improvements needed to improve illicit drugs and other contraband from crossing our border. Following the analysis, my bill directs the Department of Homeland Security to create a strategy and implementation plan to address the threats and operational inefficiencies identified. We need to fix these problems. We need to take action. Our ports must be brought into the 21st century.

I am pleased by the support I have received on this legislation, and I specifically want to thank Chairman BRADY of the House Ways and Means Committee and Chairman McCaul of the House Homeland Security Committee for working with me to bring this bill to the floor. Modernizing our ports of entry is just one step in securing our border.

Mr. Speaker, I urge all Members to join me in supporting H.R. 6400, and I reserve the balance of my time.

COMMITTEE ON WAYS AND MEANS,
HOUSE OF REPRESENTATIVES,
Washington, DC, August 31, 2018.

Hon. MICHAEL T. MCCAUL,
Chairman, Committee on Homeland Security,
Washington, DC.

DEAR CHAIRMAN MCCAUL: I write to you regarding H.R. 6400, the "United States Ports of Entry Threat and Operational Review Act." The Committee on Ways and Means has jurisdiction over this bill and an additional referral was granted to the Committee on Homeland Security. The Committee on Homeland Security ordered this bill favorably reported. Because of the extensive communication regarding the policies contained in the bill, the Committee on Ways and Means is willing to waive formal consideration of the bill so that it may proceed expeditiously to the House Floor.

Please note that by waiving formal consideration of the bill, the Committee on Ways and Means is in no way waiving its jurisdiction over the subject matter contained in those provisions of the bills that fall within your Rule X jurisdiction.

I will include a copy of our letters in the Congressional Record during consideration of this legislation on the House floor and would support your effort to seek appointment of an appropriate number of conferees on any House-Senate conference involving this legislation.

Sincerely,

KEVIN BRADY,
Chairman.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON HOMELAND SECURITY,
Washington, DC, September 4, 2018.

Hon. KEVIN BRADY,
Chairman, Committee on Ways and Means,
Washington, DC.

DEAR CHAIRMAN BRADY: Thank you for your letter regarding H.R. 6400, the "United States Ports of Entry Threat and Operational Review Act." I appreciate your support in bringing this legislation before the House of Representatives, and accordingly, understand that the Committee on Ways and Means will not take further action on this bill.

The Committee on Homeland Security concurs with the mutual understanding that by foregoing consideration on this bill at this time, the Committee on Ways and Means does not waive any jurisdiction over the subject matter contained in this bill or similar legislation in the future. In addition, should a conference on this bill be necessary, I would support a request by the Committee on Ways and Means for conferees on those provisions within your jurisdiction.

I will insert copies of this exchange in the report on the bill for H.R. 6400. I thank you for your cooperation in this matter.

Sincerely,

MICHAEL T. MCCAUL,
Chairman.

Mrs. WATSON COLEMAN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6400, the United States Ports of Entry Threat and Operational Review Act.

Mr. Speaker, H.R. 6400 would require the Department of Homeland Security to conduct an analysis of the threats and operations at all United States air, land, and sea ports of entry.

Following the completion of the threat analysis, H.R. 6400 requires the Department to produce a strategy and implementation plan to mitigate such threats. The strategy and implementa-

tion plan must include consideration of improvements needed at the ports of entry to reduce wait times and facilitate the lawful movement of trade, travel, and people.

This bill is modeled after the Northern Border Security Review Act, which was signed into law in 2016. Most of what is required in this measure is already being done by the Department. What H.R. 6400 would do is bring together various mandated materials into one report. The Department should be able to carry out this new mandate in a way that is not duplicative of other efforts.

Mr. Speaker, I encourage my colleagues to support H.R. 6400, a measure that directs DHS to take a holistic approach to protecting our ports of entry, vital gateways for trade and travel.

Speaking of the need for a holistic approach to homeland security, I would be remiss if I did not acknowledge that the Department's Quadrennial Homeland Security Review is 247 days overdue.

Pursuant to section 707 of the Homeland Security Act, the Department is required to produce this overarching strategy every 4 years. As the author of the Quadrennial Homeland Security Review Technical Corrections Act of 2017, a measure aimed at improving the quality of future reviews that is pending in the Senate, I strongly believe that DHS needs to do a better job of prioritizing its vast array of homeland security mission areas.

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

Mrs. LESKO. Mr. Speaker, I once again urge my colleagues to support H.R. 6400, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Arizona (Mrs. LESKO) that the House suspend the rules and pass the bill, H.R. 6400, 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.

ANNUAL DISTRICT BUS TOUR

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Mr. Speaker, each August, I conduct a bus tour of South Carolina's Second Congressional District with my wife, Roxanne, and dedicated staff from all offices. This year, I especially appreciate scheduler Emily Saleeby for the very meaningful agenda.

It was humbling and inspiring to meet with constituents and visit 22 locations, from small businesses and schools to local chambers of commerce and large employers. I had the opportunity to thank employees for their

service, and I observed firsthand the extraordinary success of jobs created by President Donald Trump's tax cuts, promises made, promises kept.

Many of the businesses were multigenerational success stories, such as Shumpert's IGA, which has been in operation for four generations and is currently led by Frank Shumpert.

We also visited with newer companies that thrive, like Tidewater Boats of Lexington, which started in 2006 and is currently in the top 10 of saltwater boat manufacturers in the Nation with the leadership of Jimmy Metts and Chris Martin.

I was grateful for the opportunity to receive, personally, questions, concerns, and input from citizens on the bus tour.

In conclusion, God bless our troops, and we will never forget September the 11th in the global war on terrorism.

Thank you, Congressman MADELEINE BORDALLO, for your remarkable achievements, your loving devotion for the families of Guam, and your tireless bipartisan support of a strong national defense.

MADELEINE BORDALLO is a living legend of effective service for the people of Guam.

□ 1945

ISSUES OF THE DAY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2017, the gentleman from California (Mr. GARAMENDI) is recognized for 60 minutes as the designee of the minority leader.

Mr. GARAMENDI. Mr. Speaker, before I launch into the major subject matter of this evening, I want to call attention to the horrific fires that have occurred in California over the last month. It is extremely early in the fire season. Normally, fires of the size that we have seen in California during the month of August occur in late October/November.

Climate change is real, and what we are seeing is a 365-day-a-year fire season in California. In my own district of Lake County, the largest fire ever in California's history is still burning, mostly under control, but it will probably burn for another month until the rains come.

Just to the north, in the Redding, California, area, more than 1,000 homes were lost and 4 people lost their lives. We saw last year the huge fire that occurred in southern California, in the Santa Barbara-Ventura County area, followed by horrific mudslides that, again, claimed the lives of dozens of people.

My heart goes out to all the victims of the fire, and my gratitude, along with the gratitude of the communities of California, goes out to the brave firefighters and first responders who met the challenge of these very fast moving, very, very dangerous fires.

It should bring to the attention of all Americans the need for us to address