

Association of State Departments of Agriculture, National Cattlemen's Beef Association, National Christmas Tree Association, National Council of Farmer Cooperatives, National Customs Brokers and Forwarders Association of America.

National Grain and Feed Association, National Milk Producers Federation, National Pork Producers Council, National Potato Council, National Sorghum Producers, National Treasury Employees Union, National Turkey Federation, Nebraska Pork Producers Association, Inc., North American Meat Institute, North American Renderers Association, North Carolina Pork Council, North Dakota Pork Council, Northeast Dairy Farmers Cooperatives, Northwest Chicken Council, Oklahoma Pork Council, Oregon Dairy Farmers Association, Oregon Pork Producers, Oregon Women for Agriculture, Pennsylvania Pork Producers Council, Pet Food Institute.

Rural & Agriculture Council of America, South Dakota Pork Producers Council, Tennessee Pork Producers Association, Texas Broiler Council, Texas Citrus Mutual, Texas Egg Council, Texas International Produce Association, Texas Pork Producers Association, Texas Poultry Federation, Texas Rice Producers Legislative Group, Texas Turkey Federation, United Egg Producers, United Fresh Produce Association, United States Cattlemen's Association, United States Chamber of Commerce, USA Rice Federation, Utah Pork Producers, Virginia Pork Council, Inc., Washington State Dairy Federation, Washington State Potato Commission, Wisconsin Pork Association.

Mr. VELA. The U.S. agriculture sector is crucial to our economy and generates more than \$1 trillion in annual economic activity.

In 2017, Texas farms sold \$24.9 billion in agricultural products, a significant contribution to the State's economy. However, with increasing levels of trade, threats to the United States' agricultural sector are growing. Foreign pests and diseases cost our economy tens of billions of dollars per year.

Agricultural specialists at our ports of entry intercept thousands of invasive pests and prevent the introduction of foreign animal diseases, such as the African swine fever, into the United States, protecting our natural resources and our economy.

Unfortunately, a shortage of agricultural specialists exists at our U.S. ports of entry, which is why this legislation is so important. This bill would ensure that we have enough agricultural specialists, technicians, and K-9 teams to adequately perform agricultural quarantine inspections at our international ports of entry.

I ask my colleagues to support swift passage of the Protecting America's Food and Agriculture Act of 2019. I thank my colleague, Senator PETERS, for his collaboration on this crucial bill and our Texas colleagues in the Senate, Senators CORNYN and CRUZ, and Representative CRENSHAW for their leadership in this effort.

Mr. CRENSHAW. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. HAGEDORN).

Mr. HAGEDORN. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I rise in strong support of the Protecting America's Food and

Agriculture Act. I think this bill is a great example of how the House can work together, particularly across committee lines. Here, we have Homeland Security Committee and Agriculture Committee folks working together in the House and the Senate.

This is a critical piece of legislation in order to make sure we do everything possible to protect our food supply, our farmers, and agribusiness.

I have been focused very intently on this whole African swine fever threat for many months. When you look at it in China, it has ravaged their hog supply. Literally, over 50 percent of the hogs in China have had to be slaughtered because of it.

That disease has moved to Thailand, Vietnam, and the Philippines. It is in Poland, moving toward Germany and the European Union. It is an incredible threat, and it has caused a lot of destruction.

In my district in southern Minnesota, I happen to represent some of the finest agricultural producers in all the world, including livestock producers and many in pork production. Our district is number two in the whole country for pork production.

When you look at what is going on with African swine fever, it is obviously both an opportunity and a challenge. The opportunity is that there is going to be a need for our products—our pork supply, poultry, and other things. Our producers are going to have a chance to export around the world, perhaps even enhance and expand their operations.

Of course, the challenge is: What happens if the African swine fever gets in the United States? If African swine fever enters the United States, it is not going to hurt just our pork producers. It is going to hurt our corn and soybean growers, and the people who pack the meat, transport the meat, all the people down the line to Main Street. It is going to drive up the prices for our consumers, and we can't let that happen.

That is why this bill is so important, to enhance the inspectors at these ports of entry and to make sure that the Beagle Brigades, as they are called, are upgraded. They do a terrific job of sniffing out the pork.

I completely support this legislation, and I would ask my colleagues to consider this thought in the future, of perhaps putting together a task force between the Department of Agriculture and the Department of Homeland Security to make sure that they are working in cooperation.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. CRENSHAW. Mr. Speaker, I yield an additional 30 seconds to the gentleman from Minnesota.

Mr. HAGEDORN. Mr. Speaker, I think a task force would be great, in order to make sure that these Departments are coordinating and working together. Then we in the Congress can interact with them in a better fashion.

We have to do every last thing we can to protect our food production and our American agricultural producers from this and other infectious diseases. I encourage everyone to support this bill.

Mr. Speaker, I rise today in support of the Protecting America's Food and Agriculture Act.

Agriculture is key to southern Minnesota's economy, but a shortage of Agricultural inspectors at America's ports of entries puts our production at risk from infectious diseases.

African Swine Fever has torn through China's hog population and is currently spreading throughout Europe and Asia—with recent outbreaks reported in the Philippines and Greece.

Foreign Ag Diseases like the High Path Avian Influenza outbreak in 2014 cost the poultry industry \$1.6 billion. Foreign Ag Diseases affect the whole food supply chain, reducing demand and prices for crops like corn and soybeans, and increasing the price of food at the supermarket.

With the recent outbreak of the Coronavirus, it is critical that we protect our American food and agriculture from pests and foreign-born diseases, so that we can continue to supply high quality products around the world.

Our farmers are ready to meet this challenge. Minnesota's agriculture exports skyrocketed by 263 percent in the past ten years. And pork products alone account for 10 percent of all Minnesota Ag exports, therefore an outbreak of the ASF would have a significant impact on our economy.

This legislation will help CBP acquire the necessary resources to hire, train and assign agricultural specialists and support staff for canine teams that will detect and prevent the spread of ASF and other foreign-born diseases at our ports of entry. I urge my colleagues to join me in support of this bill in the name of protecting our food supply.

Mr. CRENSHAW. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

Ms. TORRES SMALL of New Mexico. Mr. Speaker, agricultural inspectors at our ports of entry play a vital role in protecting one of the most important things there is: the food we eat.

This bill will help protect every American as they sit down at the dinner table. I commend my colleagues, Congressman VELA and Senator PETERS, for their work on this important bipartisan legislation.

Mr. Speaker, I urge my colleagues to support this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from New Mexico (Ms. TORRES SMALL) that the House suspend the rules and pass the bill, S. 2107.

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.

SECURING AMERICA'S PORTS ACT

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5273) to require the Secretary of Homeland Security to develop a plan to increase to 100

percent the rates of scanning of commercial and passenger vehicles entering the United States at land ports of entry along the border using large-scale non-intrusive inspection systems to enhance border security, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5273

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 America’s Ports Act”.

SEC. 2. LARGE-SCALE NON-INTRUSIVE INSPECTION SCANNING PLAN.

(a) *IN GENERAL.*—Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate a plan to increase to 100 percent the rates of expeditious scanning of commercial and passenger vehicles entering the United States at land ports of entry along the border using large-scale non-intrusive inspection systems or similar technology to enhance border security.

(b) *BASILINE INFORMATION.*—At a minimum, the plan required under subsection (a) shall include the following information regarding large-scale non-intrusive inspection systems or similar technology operated by U.S. Customs and Border Protection at land ports of entry as of the date of the enactment of this Act:

(1) An inventory of large-scale non-intrusive inspection systems or similar technology in use at each land port of entry.

(2) For each system or technology identified in the inventory required under paragraph (1), the following information:

(A) The scanning method of such system or technology.

(B) The location of such system or technology at each land port of entry that specifies whether in use in pre-primary, primary, or secondary inspection area, or some combination thereof.

(C) The percentage of commercial and passenger vehicles scanned by such system or technology.

(D) Seizure data directly attributed to scanned commercial and passenger vehicles.

(c) *ELEMENTS.*—The plan required under subsection (a) shall include the following information:

(1) Benchmarks for achieving incremental progress towards 100 percent expeditious scanning of commercial and passenger vehicles entering the United States at land ports of entry along the border with corresponding projected incremental improvements in scanning rates by fiscal year and rationales for the specified timeframes for each land port of entry.

(2) Estimated costs, together with an acquisition plan, for achieving the 100 expeditious percent scanning rate within the timeframes specified in paragraph (1), including acquisition, operations, and maintenance costs for large-scale non-intrusive inspection systems or similar technology, as well as associated costs for any necessary infrastructure enhancements or configuration changes at each port of entry. To the extent practicable, such acquisition plan shall promote opportunities for entities that qualify as small business concerns (as such term is described under section 3 of the Small Business Act (15 U.S.C. 632)).

(3) Any projected impacts, as identified by the Commissioner of U.S. Customs and Border Protection, on the total number of commercial and passenger vehicles entering at land ports of entry where such systems are in use, and average wait times at peak and non-peak travel times, by lane type if applicable, as scanning rates are increased.

(4) Any projected impacts, as identified by the Commissioner of U.S. Customs and Border Protection, on land ports of entry border security operations as a result of implementation actions, including any changes to the number of U.S. Customs and Border Protection officers or their duties and assignments.

(d) *RESEARCH AND DEVELOPMENT.*—In furtherance of the plan required under subsection (a), the Secretary of Homeland Security, acting through the Under Secretary for Science and Technology, shall conduct research and development, in coordination with the Commissioner of U.S. Customs and Border Protection, to enhance large-scale non-intrusive inspections systems or similar technology and refine the operational use or configuration of such systems or technology in pre-primary, primary, and secondary inspection areas of land ports of entry. Such research and development shall include consideration of emerging large-scale non-intrusive inspection systems or similar technology and modeling the use of such systems or technology that takes into account the variations in infrastructure, configurations, and sizes of land ports of entry.

(e) *ANNUAL REPORT.*—Not later than one year after the submission of the plan required under subsection (a) and annually thereafter until such time as U.S. Customs and Border Protection has achieved 100 percent expeditious scanning of commercial and passenger vehicles entering the United States at land ports of entry along the border using large-scale non-intrusive inspection systems or similar technology in accordance with such plan, the Secretary of Homeland Security shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate on progress implementing the plan. Each such report at a minimum shall include the following information:

(1) An inventory of large-scale non-intrusive inspection systems or similar technology operated by U.S. Customs and Border Protection at each land port of entry.

(2) For each system or technology identified in the inventory required under paragraph (1), the following information:

(A) The scanning method of such system or technology.

(B) The location of such system or technology at each land port of entry that specifies whether in use in pre-primary, primary, or secondary inspection area, or some combination thereof.

(C) The percentage of commercial and passenger vehicles scanned by such system or technology.

(D) Seizure data directly attributed to scanned commercial and passenger vehicles.

(3) The total number of commercial and passenger vehicles entering at each land port of entry where each system or technology is in use, and information on average wait times at peak and non-peak travel times, by lane type if applicable.

(4) Progress with respect to the benchmarks specified in subsection (c)(1), and an explanation if any of such benchmarks are not achieved as planned.

(5) A comparison of actual costs (including information on any awards of associated contracts) to estimated costs set forth in subsection (c)(2).

(6) Any realized impacts, as identified by the Commissioner of U.S. Customs and Border Protection, on land ports of entry operations as a result of implementation actions, including any changes to the number of U.S. Customs and Border Protection officers or their duties and assignments.

(7) Any proposed changes to the plan and an explanation for such changes, including changes made in response to any Department of Homeland Security research and development findings, including findings resulting from the research and development conducted pursuant

to subsection (d), or changes in terrorist or transnational criminal organizations tactics, techniques, or procedures.

(8) Any challenges to implementing the plan or meeting the benchmarks, and plans to mitigate any such challenges.

(f) *DEFINITIONS.*—In this section:

(1) *LARGE-SCALE NON-INTRUSIVE INSPECTION SYSTEM.*—The term “large-scale non-intrusive inspection system” means a technology, including x-ray and gamma-ray imaging systems, capable of producing an image of the contents of a commercial or passenger vehicle in one pass of such vehicle.

(2) *SCANNING.*—The term “scanning” means utilizing technology to produce an image of the contents of a commercial or passenger vehicle without engaging in a physical inspection of such vehicle.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from New Mexico (Ms. TORRES SMALL) and the gentleman from Texas (Mr. CRENSHAW) each will control 20 minutes.

The Chair recognizes the gentlewoman from New Mexico.

GENERAL LEAVE

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from New Mexico?

There was no objection.

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 5273 aims to improve border security by increasing the inspection rate of vehicles entering the United States with nonintrusive inspection systems or similar technology.

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For years, Customs and Border Protection has used NII systems to “see” inside vehicles for potential contraband, such as drugs, without physically opening or unloading them.

This is critical since the majority of highly addictive and lethal drugs being smuggled into our country are being smuggled through our ports of entry, not between them.

According to the 2019 National Drug Threat Assessment released by the Drug Enforcement Administration, passenger vehicles and commercial trucks continue to be the primary method used by Mexican transnational criminal organizations to traffic drugs such as cocaine, heroin, and fentanyl into the United States.

However, CBP currently only scans about 15 percent of commercial trucks and just 1 percent of passenger vehicles with NII systems.

In fiscal year 2019, Congress provided \$570 million to CBP to install additional systems on the southwest border.

CBP has indicated that these additional systems will primarily be installed at large ports of entry.

CBP expects these additional systems to increase NII scanning rates of commercial trucks to 72 percent and passenger vehicles to 40 percent by fiscal year 2024.

While this will undoubtedly improve security, it will also increase the risk that transnational criminal organizations will shift their smuggling efforts to smaller ports of entry that lack NII equipment, such as those in my district.

This is a concern that I raised with CBP and port officials during a field hearing I held with my colleague, Congressman CRENSHAW, in my district in Santa Teresa, New Mexico, last December.

My legislation aims to ensure that all land ports of entry are appropriately equipped to combat smuggling.

Specifically, H.R. 5273 requires the Secretary of Homeland Security to develop a plan to expeditiously scan 100 percent of vehicles with NII systems or other similar technology at each port of entry.

It will also require the Secretary to report annually on the Department's progress implementing the plan until 100 percent of commercial and passenger vehicles are scanned.

Mr. Speaker, I am proud of the bipartisan work that went into developing this legislation. Specifically, I want to thank my colleague, Mr. CRENSHAW, for his support on the bill.

H.R. 5273, if enacted, will help keep our communities more secure by ensuring that CBP has the tools in place to do a more effective job at interdicting dangerous narcotics and dangerous materials.

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

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

I rise today in support of H.R. 5273, the Securing America's Ports Act. I am proud to be an original cosponsor of this legislation, and I thank my colleague from New Mexico for her work on this legislation.

Our ports of entry continue to be a preferred avenue for transnational criminal organizations and drug smugglers to transport narcotics and contraband into the United States.

In fact, U.S. Customs and Border Protection seized more than 455,000 pounds of narcotics at our ports in fiscal year 2019 alone.

The amount of fentanyl seized in 2019 was enough for more than 577 million lethal doses. That is more than the entire population of the United States.

H.R. 5273 forces the Department to act on securing the ports of entry by requiring the Secretary to develop a plan to scan all commercial and passenger vehicles entering the United States through land ports using non-intrusive inspection systems or similar systems within 180 days.

This bill encourages continued research and development, including con-

sideration of emerging technology, to meet the inspection system plan requirements.

H.R. 5273 also requires the Secretary to establish benchmarks to evaluate progress toward 100 percent scanning, estimated costs, anticipated impacts on commerce, and anticipated impacts on border security operations, including staffing considerations.

Last year, Congress made a significant investment in funding nonintrusive inspection equipment for implementation across the land borders over a 5-year period, and this bill would ensure an appropriate plan is in place so that rollout runs smoothly, and taxpayer dollars are well spent.

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

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I have no more speakers and am prepared to close after the gentleman from Texas closes.

Mr. Speaker, I reserve the balance of my time.

Mr. CRENSHAW. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

Ms. TORRES SMALL of New Mexico. Mr. Speaker, again, it is vital that all vehicles entering the United States are scanned with NII systems or similar technology to combat the smuggling of drugs and other contraband into the country.

My legislation would help do just that by requiring the Secretary of Homeland Security to develop a plan to achieve 100 percent scanning rate of vehicles at each port of entry and reporting on progress annually until that goal is achieved.

Mr. Speaker, I thank my colleagues on the Committee of Homeland Security for their unanimous support to favorably report my bill to the floor.

Mr. Speaker, I strongly urge all of my colleagues to support H.R. 5273, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from New Mexico (Ms. TORRES SMALL) that the House suspend the rules and pass the bill, H.R. 5273, 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.

DHS FIELD ENGAGEMENT ACCOUNTABILITY ACT

Ms. TORRES SMALL of New Mexico. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 504) to amend the Homeland Security Act of 2002 to require the Department of Homeland Security to develop an engagement strategy with fusion centers, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the "DHS Field Engagement Accountability Act".

SEC. 2. ENGAGEMENT STRATEGY WITH FUSION CENTERS.

Section 210A of the Homeland Security Act of 2002 (6 U.S.C. 124h) is amended by—

(1) redesignating subsections (j) and (k) as subsections (k) and (l), respectively; and

(2) inserting after subsection (i) the following:

"(j) FUSION CENTER INFORMATION SHARING STRATEGY.—Not later than 1 year after the date of the enactment of the DHS Field Engagement Accountability Act, and not less frequently than once every 5 years thereafter, the Secretary shall develop or update a strategy for Department engagement with fusion centers. Such strategy shall be developed and updated in consultation with the heads of intelligence components of the Department, the Chief Privacy Officer, the Officer for Civil Rights and Civil Liberties, officials of fusion centers, officers designated as Homeland Security Advisors, and the heads of other relevant agencies, as appropriate. Such strategy shall include the following:

"(1) Specific goals and objectives for sharing information and engaging with fusion centers—

"(A) through the direct deployment of personnel from intelligence components of the Department;

"(B) through the use of Department unclassified and classified information sharing systems, including the Homeland Security Information Network and the Homeland Secure Data Network, or any successor systems; and

"(C) through any additional means.

"(2) The performance metrics to be used to measure success in achieving the goals and objectives referred to in paragraph (1).

"(3) A 5-year plan for continued engagement with fusion centers."

SEC. 3. OFFICE OF INTELLIGENCE AND ANALYSIS FIELD PERSONNEL SUPPORT TO FUSION CENTERS.

(a) PERFORMANCE METRICS.—Not later than 180 days after the date of the enactment of this Act, the Under Secretary for Intelligence and Analysis shall—

(1) consider the effectiveness of existing processes to identify and prepare field personnel for deployment to support fusion centers and internal mechanisms to ensure oversight and accountability of such field personnel, including field personnel assigned to one center and field personnel assigned to multiple centers; and

(2) publish and disseminate performance metrics, taking into account, as appropriate, regional and threat diversity, for—

(A) field personnel from the Office of Intelligence and Analysis assigned to an individual fusion center;

(B) field personnel from the Office of Intelligence and Analysis assigned to multiple fusion centers; and

(C) Regional Directors of the Office of Intelligence and Analysis to ensure accountability for monitoring all field personnel under the supervision of such Regional Directors.

(b) TRAINING.—In consultation with the Chief Information Officer, the Under Secretary for Intelligence and Analysis shall develop and implement a formalized training module for fusion center personnel regarding the classified Homeland Secure Data Network, or any successor system.

(c) FUSION CENTER DEFINED.—In this section, the term "fusion center" has the meaning given such term in section 210A(k) of the Homeland Security Act of 2002, as so redesignated by section 2.

SEC. 4. DHS COMPONENT USAGE OF THE HOMELAND SECURITY INFORMATION NETWORK.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the