

EXTENSIONS OF REMARKS

HONORING DR. ADORA OBI NWEZE

HON. MAXWELL FROST

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 4, 2025

Mr. FROST. Mr. Speaker, today, I honor the work and advocacy of Dr. Adora Obi Nweze, affectionately known as “Mother Nweze”. She has dedicated her life to education, civil rights, justice and community empowerment and today is retiring as Florida State Conference NAACP President after 25 years of service.

A Diamond Life Member of the NAACP, she has served with distinction as President of the Florida State Conference NAACP, as well as a member of the National Board of Directors and numerous national committees, including ACT-SO and Education.

Under her leadership, the Florida NAACP spearheaded landmark lawsuits challenging voter disenfranchisement, affirmative action rollbacks, school vouchers, and felony disenfranchisement, leaving a lasting imprint on the struggle for justice and equity.

Mother Nweze, a devoted mother and grandmother, is a true public servant-leader and I am grateful for her leadership and unwavering commitment to improving the quality of life for all people.

In her retirement, Mother Nweze will have more time to focus on the things that truly matter most and know that we will continue to proudly carry the mantle of the NAACP mission.

I am happy to congratulate Mother Nweze on her retirement and for her incredible contributions and service.

HIGHLIGHTING ADVANCES IN CHINESE ELECTRIC VEHICLE TECHNOLOGY AND THE NEED FOR AMERICAN INVESTMENT IN BATTERY TECHNOLOGY

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 4, 2025

Ms. KAPTUR. Mr. Speaker, I rise to highlight a discussion of the advances in Chinese electric vehicle technology and the importance of American investment in battery technology. While the Republicans scale back their ambitions for American leadership in energy technology, Communist China is racing into the future. We all know that they stole American technology to get where they are, but now they’re lapping us—especially in batteries where they control 85 percent of the global market.

Further, the Chinese automaker, BYD, is making electric vehicles that cost as little as \$8,000, and they are gobbling up the global market share.

Even more troubling, BYD and another Chinese firms have announced that they will soon

be selling EVs that can recharge in 5 minutes to travel as much as 320 miles—equivalent to a typical traditional gas-powered car. Another Chinese battery firm has announced the development of a battery they claim will be able to go 3,000 kilometers on only a 5-minute charge.

Now, not everyone loves electric vehicles—my car has a traditional internal combustion engine—but think of the national security implications of falling behind in batteries and advanced manufacturing. We see in Ukraine that the future battlefield is electrified.

We need to be pressing forward, not just in electric vehicles and batteries, but on all fronts. We should be investing in new forms of transportation, more in biofuels, and more in sustainable aviation fuels. We cannot retreat from the future of energy and transportation, and certainly not from our history of leading the world at the forefront of new technologies.

I would like to include in the RECORD a Wall Street Journal article from April, “Five-Minute EV Charging Is Here, but Not for U.S.-Made Cars”. I would also point my colleagues to the following articles on this topic: Electryk’s “BYD’s low-cost Seagull EV now starts at under \$8,000 in China,” and “Breakthrough EV Battery Patent Could Charge in Minutes and Cross a Continent,” by Carscoops.

FIVE-MINUTE EV CHARGING IS HERE, BUT NOT FOR U.S.-MADE CARS

CATL’S AND BYD’S RAPID-CHARGING TECHNOLOGIES UNDERSCORE CHINA’S DOMINANCE IN THE EV SECTOR, A TECHNOLOGICAL PRIORITY FOR XI JINPING

(By Yoko Kubota, April 23, 2025)

SHANGHAI.—Two of the world’s leading battery developers are locked in a technological race that has brought the charging time for an electric vehicle to just five minutes—about the amount of time it takes to refuel a traditional gasoline-powered car.

And, in a twist with geopolitical ramifications, both of the technological leaders are Chinese. It is a show of prowess that underscores just how far China has extended its global dominance over next-generation technologies, in some cases leaving the U.S. years behind.

The claimed leap forward on EV batteries is merely the latest technological feat for a country that has stunned Western governments with a string of breakthroughs on artificial intelligence, semiconductors and EVs—a vindication of leader Xi Jinping’s ambitions of turning China into a global technological powerhouse.

Contemporary Ampere Technology, the world’s biggest automotive battery maker, said this week on the sidelines of Auto Shanghai, China’s biggest auto show, that it has developed a new fast-charging system that, within five minutes, can power a car for 320 miles of driving. By getting the charging time down to roughly the same time as it takes to refuel a gasoline-powered car, the Ningde, China-based company, known as CATL, appears to have further eroded a major obstacle to wider EV adoption.

CATL’s announcement came just after that of fellow Chinese battery maker BYD which also manufactures its own EVs that

rival Tesla’s products. In March, BYD, based in the southern Chinese technology hub of Shenzhen, said that its new charging technology is capable of providing 250 miles of range in five minutes.

The technologies won’t be introduced on a wide scale right away. The batteries can only be charged at a network of superfast charging stations that is still being built out.

Still, CATL’s and BYD’s technologies serve as the latest example of how China is years ahead of the U.S. in EV technology, even as the Trump administration intensifies efforts to curtail Chinese companies’ access to cutting-edge technology.

China, under Xi, has long positioned EVs as a technological priority, while in Washington, concerns have grown among officials and lawmakers about energy security.

CATL is now responsible for making more than one-third of the EV batteries on the global market, including those inside made-in-China Teslas.

CATL and BYD’s claimed technological advancements are unlikely to benefit American consumers, at least in the near term, given sky-high tariffs levied by the U.S. against Chinese goods—and in particular EVs manufactured in China.

It is a reminder of how divergent the automotive landscape, and the consumer experience, have become between China and the U.S., the world’s two biggest economies and auto markets.

Chinese electric cars are an exceedingly rare sight on U.S. roads because of tariffs that were already at around 100% last year under import taxes levied by the Biden administration. Then, in a string of recent moves, President Trump slapped additional tariffs on most Chinese goods, including cars, of 145%.

Meanwhile, within China, Xi’s top-down push has been broadly embraced by ordinary consumers, who are now as likely to buy electric and plug-in vehicles as traditional gas-powered cars, aided by relatively low electricity costs and a batch of consumption-related subsidies.

In March, 52% of passenger cars sold in the country were battery-electric vehicles, plug-in hybrids of range-extended vehicles, according to the China Passenger Car Association.

As adoption rapidly increased in China, homegrown players came to dominate the global EV supply chain—including, crucially, batteries, perhaps the single most important technology underpinning EV performance. Many of these players got a big boost working alongside Tesla, the American EV pioneer that started making cars at its Shanghai plant in late 2019.

Now, global dependence on Chinese battery suppliers, paired with concerns that Chinese EVs could flood overseas markets and pose a threat to domestic players, have raised alarms in the U.S. and other Western markets.

In a bid to catch up, Ford Motor is building—a battery plant in the U.S. where it plans to manufacture batteries using CATL technology.

Chinese battery makers are leading producers of lithium-iron-phosphate, or LFP batteries. These iron-based battery cells cost less than the nickel-and-cobalt combination used widely in North America and Europe.

• This “bullet” symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

CATL's newest fast-charging battery, the second generation of its Shenxing lineup, is an LFP battery with a range of about 500 miles. CATL said it improved electron transmission efficiency to avoid overheating during rapid charging.

How quickly such batteries will be adopted on a wide scale is another matter, because of the need to develop the charging infrastructure. BYD has said that it is working to build 4,000 compatible stations in China and that its charging system will be initially available only for two models, limiting its uptake in the near term.

Lihong Qin, president of Chinese EV maker NIO, which uses CATL's battery cells and offers its own battery-swap system, said carmakers need to see how quickly the rapid-charging technology scales up, referring to the infrastructure build-out. "There is still a big difference between theoretical calculations and practical applications," Qin said.

Mike Dunne, who runs a namesake automotive consulting firm, said CATL's and BYD's superfast charging technologies are a genuine breakthrough, but several challenges remain.

The new technology will cost more, and frequent usage will wear out the battery cells, he said.

"It's more sizzle than steak," Dunne said. China has more than 13 million EV-charging facilities nationwide, counting both publicly and privately operated ones, state media has reported. The U.S. has around 77,300 charging locations with about 230,000 EV-charging points in total, data from the Joint Office of Energy and Transportation showed. It is unclear if the two figures are directly comparable, but industry experts widely regard China's EV-charging environment to be far ahead of the U.S.'s.

Separately on Monday, CATL introduced a new sodium-ion battery that it calls Naxtra. At the moment, mainstream EV batteries are reliant on lithium, creating a potential bottleneck around supplies of the material. CATL says sodium-ion batteries, if mass-produced, could help reduce its dependence on lithium.

Sodium-ion batteries are made from a sodium compound called soda ash, which can be produced using table salt. Unlike lithium, sodium is easily accessible everywhere. The U.S. has also been working on developing this technology.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2026

SPEECH OF

HON. ROBERT C. "BOBBY" SCOTT

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 3, 2025

Mr. SCOTT of Virginia. Mr. Chair, I rise in support of my amendments to H.R. 4553, the Energy and Water Development and Related Agencies Appropriations Act for Fiscal Year 2026, and in opposition to the underlying bill.

The bill itself cuts over \$750 million from the FY25 spending levels, revokes \$5 billion from the Bipartisan Infrastructure Law, zeroes out Army Corps programs that clean up radioactive waste and blocks clean energy initiatives. My four amendments support essential funding for our National Labs and our continued goal to restore the Chesapeake Bay. Specifically, three of my amendments support the Continuous Electron Beam Accelerator Facility

and the High Performance Data Facility at the Thomas Jefferson National Accelerator Facility, commonly known as JLab, in Newport News, Virginia, and my fourth amendment supports the U.S. Army Corps of Engineers' ongoing oyster restoration work in the Chesapeake Bay. Unfortunately, only one of these amendments will be considered on the floor.

My first amendment No. 41, included in the bipartisan en bloc, highlights the importance of an optimal runtime for the Continuous Electron Beam Accelerator Facility, or CEBAF. CEBAF is a world-leading facility studying the inner properties of nuclei, such as the quark and gluon structure of protons and neutrons. The research conducted at this facility has vastly improved our understanding of the fundamental make-up of matter and is actively supporting collaborative research globally in medium energy physics. Currently, numerous PhD students and researchers are waiting to use the facility for experiments, and the backlog continues to grow as more scientists hope to use this critical technology. To meet the research needs and to optimize the use of this facility, CEBAF requires an additional \$11 million to operate for an optimal runtime of 34 weeks. The current level included in the bill seriously underfunds CEBAF's operations. A funding level of \$166 million for CEBAF operations should be included in the final legislation.

My second amendment No. 42, emphasizes the need for funding critically needed infrastructure improvements at CEBAF. The workforce at JLab is rapidly growing with the increased use of CEBAF and the installation of the Department of Energy's High Performance Data Facility. For JLab to effectively support its employees and researchers, the lab needs increased funding to build a modern workspace to match the research conducted at this facility. The final appropriations bill should include \$38 million for JLab to update its CEBAF infrastructure.

My third amendment No. 44, highlights the importance of the planning and construction of the High Performance Data Facility. The High Performance Data Facility will serve as a state-of-the-art computing facility supporting the Department of Energy's Office of Science Scientific User facilities. In collaboration with Lawrence Berkeley National Lab, this project will address the forthcoming increased volume of data that will need to be processed in real time and ensure researchers have the ability to manage large quantities of data reliably and efficiently. As a result of lower than anticipated funding in fiscal year 2025, this project, which will serve the rapidly growing data infrastructure needs across the National Labs, requires additional funding and support. The final appropriations bill should include at least \$25 million to ensure that the High Performance Data Facility is completed by 2030.

My fourth amendment No. 39 emphasizes the important work being conducted by the U.S. Army Corps of Engineers to create new oyster habitats in the Chesapeake Bay. Oysters' natural ability to filter pollutants out of water make them an ideal partner in cleaning our Bay. The Corps serves as the lead agency for this endeavor and providing them with the necessary resources to continue growing the oyster population in the Chesapeake Bay will enable us to meet our water quality goals. The final appropriations bill should include \$7.5 million for the Corps' oyster restoration work.

I would like to thank Representatives ROBERT WITTMAN and JENNIFER KIGGANS for co-sponsoring my amendments supporting JLab, and I would like to thank Representatives ROBERT WITTMAN and SARAH ELFRETH for co-sponsoring my amendment supporting oyster restoration in the Chesapeake Bay. While I was glad to see the inclusion of my first amendment to the bipartisan en bloc, the underlying bill does not adequately fund the important work being conducted at our national labs and by the Army Corps of Engineers. This bill abandons critical research in science, diminishes the importance of clean energy, and weakens the government's ability to restore and conserve our environment. For that reason, I oppose passage of this legislation.

RECOGNIZING THE MINNESOTA ASSISTANCE COUNCIL FOR VETERANS

HON. ILHAN OMAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 4, 2025

Ms. OMAR. Mr. Speaker, I rise today in recognition of the Minnesota Assistance Council for Veterans (MACV) for their grand opening of the newly renovated Robin property. Formerly the Robin Hotel, MACV has transformed the century-old property into 14 units of safe, stable housing for Veterans working to rebuild their lives.

I am immensely proud to have secured \$750,000 in Community Project Funding to support this endeavor. The Robin offers flexible housing options, ranging from transitional stays to long-term accommodation. The project is committed to providing equitable access to transportation and is thus located along the Metro Transit line to ensure easy and reliable access to community services.

For decades MACV has been unwavering in their commitment to end Veteran homelessness in Minnesota. This project is only one example of the way their work and collaboration can change lives. I want to extend my deep appreciation to Hennepin County, the Minnesota Department of Veterans Affairs, and the many community organizations that helped make this project possible.

At a time when VA benefits and the workers who serve our veterans are under attack, I am honored to work alongside MACV to support those who have served our country. Please join me in recognizing the Minnesota Assistance Council for Veterans for their outstanding efforts and in expressing our deepest gratitude to all of those who contributed to this incredible project.

RECOGNIZING JEFF NELSON ON HIS RETIREMENT

HON. ERIC SORENSEN

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 4, 2025

Mr. SORENSEN. Mr. Speaker, I rise today to recognize Mr. Jeff Nelson, CEO and Managing Director of MetroLINK, on the occasion of his retirement in September 2025 after more than 35 years of dedicated service to the Quad Cities.