

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

Mr. VAN DREW. Mr. Speaker, I yield an additional 1 minute to the gentleman from Colorado.

Mr. CRANK. Mr. Speaker, this terrorist was in our country having overstayed his visa. Instead of turning over this illegal alien to ICE and law enforcement, Colorado lawmakers gave him a sanctuary pass. In fact, they even went a step further and gave this terrorist a driver's license.

I am proud to be from El Paso County, a county in Colorado that stands for commonsense immigration policies and a community that works with our law enforcement to give them every tool to protect our community.

We must work with our Federal, State, and local law enforcement professionals and give them every resource to protect our communities and our country. I am proud to cosponsor and to support this resolution for Mr. EVANS.

Mr. GOLDMAN of New York. Mr. Speaker, I yield such time as he may consume to the gentleman from Colorado (Mr. NEGUSE).

#### PARLIAMENTARY INQUIRY

Mr. NEGUSE. Mr. Speaker, I have a parliamentary inquiry.

The SPEAKER pro tempore. The gentleman from Colorado will state his inquiry.

Mr. NEGUSE. Mr. Speaker, very simply, can we amend Mr. GABE EVANS' resolution with the inaccurate information so that it reflects the accurate information about the number of victims? Can we just change the number from 14 to 15 and add the Boulder Police Department and the FBI? Then, the law enforcement agencies in my district, in particular, the Boulder Police Department, can be recognized by this House.

The SPEAKER pro tempore. A pending motion to suspend the rules may not be amended.

Mr. VAN DREW. Mr. Speaker, I would say that had the Biden administration adequately screened this individual, this murderer, if they had screened him the way they should have, if our borders had been operating correctly, if they looked at his social media, they would have known that he consistently posted anti-Semitic videos. He consistently posted violence. He would have been denied, and all this wouldn't have happened.

How simple is that? Is this too complex for us in Washington? Maybe it is just too much simple truth.

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

Mr. GOLDMAN of New York. Mr. Speaker, I yield such time as he may consume to the gentleman from Colorado (Mr. NEGUSE) for a unanimous consent request.

Mr. NEGUSE. Mr. Speaker, there are three Republican Members in the Chamber: Mr. VAN DREW, Mr. CRANK, and Mr. EVANS.

Mr. Speaker, I ask unanimous consent that the House proceed to a vote

on H. Res. 476, the bipartisan resolution condemning the anti-Semitic attack in Boulder.

The SPEAKER pro tempore. Under guidelines consistently issued by successive Speakers, as recorded in section 956 of the House Rules and Manual, the Chair is constrained not to entertain the request unless it has been cleared by the bipartisan floor and committee leaderships.

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

Mr. GOLDMAN of New York. Mr. Speaker, may I inquire as to how much time is remaining.

The SPEAKER pro tempore. The gentleman from New York has 15 seconds remaining.

Mr. GOLDMAN of New York. Mr. Speaker, I yield the balance of my time to the gentleman from Colorado (Mr. NEGUSE).

Mr. NEGUSE. Mr. Speaker, I again simply ask Republican leadership to do the right thing and to bring H. Res. 476, the resolution I have introduced to condemn this attack in my community and in my district, to the floor for a vote. I think what the Republicans have decided to do is shameful. I couldn't be more disappointed.

The SPEAKER pro tempore. The time of the gentleman from New York has expired.

Mr. VAN DREW. Mr. Speaker, I simply ask our Members on both sides of the aisle—I believe there will be Members on the other side of the aisle—to vote for both of these resolutions.

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

Mr. SMITH of New Jersey. Mr. Speaker, I want to thank my good friend, Dan Evans, for introducing this resolution condemning the antisemitic terror attack in Boulder, Colorado in which the attacker threw a Molotov cocktail while shouting an anti-Israel slogan.

This terror attack underlines the importance of ramping up the vetting of everyone who applies to enter the United States, and of vigorously, quickly, and responsibly removing from the U.S. people who violate the terms of their visas.

I've chaired seventeen congressional hearings on antisemitism—my first one was in 1997—so I have seen the sickening rise of left-wing antisemitism in the United States and Europe.

At a Congressional hearing I chaired in 2002, Dr. Shimon Samuels of the Wiesenthal Center in Paris testified and said, "The Holocaust for 30 years after the war acted as a protective Teflon against blatant anti-Semitic expression (especially in Europe). That Teflon has eroded, and what was considered distasteful and politically incorrect is becoming simply an opinion. But," he warned ominously, "cocktail chatter at fine English dinners can end as Molotov cocktails against synagogues."

He was sadly right—we saw in the following years how antisemitism spread through the political elites of progressive Europe, and was followed by dramatic and terrifying increases in antisemitism throughout European societies—and then the increase in murderous attacks.

Now we see something like what Dr. Samuels talked about is happening in our country—the antisemitism that has crept into progressive America opened the door to more aggressive forms of antisemitism at American universities. And the antisemitic riots at universities, excused or condoned by America's educational elite, has empowered a murderous breed antisemitic extremists that perpetrated the recent wave of attacks.

Our response has to challenge this antisemitism at every stage—as elected officials, we have a responsibility to denounce antisemitism whenever it rears its ugly head, whenever it tries to marginalize or humiliate or exclude a Jewish person due to his or her faith. We have to fight it at the university level, at the administration is gearing, up to do, by preventing public universities from being turned into sanctuaries for antisemitic riots and threats. And we have to fight it at the law enforcement and immigration level, by providing community security and rigorously vetting people coming in to our country.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. VAN DREW) that the House suspend the rules and agree to the resolution, H. Res. 488.

The question was taken.

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

Mr. VAN DREW. 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.

#### AMERICAN CARGO FOR AMERICAN SHIPS ACT

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2035) to amend title 46, United States Code, to direct the Secretary of Transportation to ensure that all cargoes procured, furnished, or financed by the Department of Transportation are transported on privately-owned commercial vessels of the United States, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2035

*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 "American Cargo for American Ships Act".

#### SEC. 2. CARGOES PROCURED, FURNISHED, OR FINANCED BY UNITED STATES GOVERNMENT.

Section 55305 of title 46, United States Code, is amended—

(1) in subsection (a) by striking "When the United States Government" and inserting "Except as provided in subsection (c), when the United States Government";

(2) by redesignating subsections (c) through (f) as subsections (d) through (g), respectively; and

(3) by inserting after subsection (b) the following:

"(c) EXCEPTION.—When the Department of Transportation procures, contracts for, or

otherwise obtains for its own account, or provides financing in any way with Federal funds or advances funds or credits, for the furnishing or obtaining of the equipment, materials, or commodities, the Secretary of Transportation or recipient of such financing shall take steps necessary and practicable to ensure that 100 percent of the gross tonnage of the equipment, materials, or commodities (computed separately for dry bulk carriers, dry cargo liners, and tankers) which may be transported on ocean vessels is transported on privately-owned commercial vessels of the United States, as provided under subsection (b), to the extent those vessels are available at fair and reasonable rates for commercial vessels of the United States, in a manner that will ensure a fair and reasonable participation of commercial vessels of the United States in those cargoes by geographic areas.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Mississippi (Mr. EZELL) and the gentleman from California (Mr. CARBAJAL) each will control 20 minutes.

The Chair recognizes the gentleman from Mississippi.

#### GENERAL LEAVE

Mr. EZELL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on H.R. 2035.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 2035, the American Cargo for American Ships Act.

This measure focuses on strengthening the United States maritime industry by mandating that cargo procured, furnished, or financed by the Department of Transportation must be transported on United States-owned, -flagged, and -crewed commercial vehicles.

This bill ensures that the United States carriers will play a more significant role in the transportation of goods funded by the Federal Government, which will fuel economic growth and bolster United States maritime jobs.

H.R. 2035 also helps ensure that our Nation has a ready fleet of vessels and mariners that we can mobilize in national times of emergency.

I am proud to co-lead this legislation, and I thank the gentleman from California (Mr. CARBAJAL) for introducing this bill.

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

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

Mr. Speaker, I am pleased to rise in support of my bill, the American Cargo for American Ships Act, and to express my thanks for the bipartisan leadership of Chair SAM GRAVES, Ranking Member LARSEN, and also Coast Guard and Maritime Transportation Subcommittee Chair EZELL, who cosponsored this important legislation.

My bill strengthens the American merchant marine by guaranteeing that 100 percent of U.S. cargo generated by the Department of Transportation will be transported on U.S.-flagged ships. It is that simple.

This bill is the maritime industry's version of Buy American. If the government is shipping cargo, it should be on American vessels.

Starting with the end of World War II, the U.S. merchant marine has shrunk to an unacceptable level. My bill is an actionable step that we can take right now to improve the maritime industry, grow the U.S. mariner pool, and increase the number of U.S.-flagged ships.

From a national security perspective, cargo preference remains an effective shipping strategy in maintaining our Nation's presence and economic viability in the international market.

As the Department of Transportation is responsible for overseeing the majority of American maritime shipping, both domestically and globally, there is no reason why the Department cannot and should not set an example that is meaningful.

Mr. Speaker, I encourage my colleagues to support passage of H.R. 2035, the American Cargo for American Ships Act, and I yield back the balance of my time.

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

American shipping has been severely undermined over the past several decades, largely due to the dominance of foreign-flagged vessels that operate at lower cost by sidestepping United States labor, safety, and environmental standards.

H.R. 2035 is critical to restoring our Nation's maritime industry and ushering in a new era of American maritime dominance.

□ 1715

Mr. Speaker, I am honored to co-lead this legislation, and I would like to express my gratitude, again, to Representative CARBAJAL for introducing the bill.

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

The SPEAKER pro tempore (Mr. VAN DREW). The question is on the motion offered by the gentleman from Mississippi (Mr. EZELL) that the House suspend the rules and pass the bill, H.R. 2035.

The question was taken.

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

Mr. EZELL. 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.

## CONTROLLED SUBSTANCE ONBOARD VESSELS

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2351) to direct the Commandant of the Coast Guard to update the policy of the Coast Guard regarding the use of medication to treat drug overdose, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2351

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

### SECTION 1. CONTROLLED SUBSTANCE ONBOARD VESSELS.

Section 70503(a) of title 46, United States Code, is amended—

(1) in the matter preceding paragraph (1) by striking “While on board a covered vessel, an” and inserting “An”;

(2) by amending paragraph (1) to read as follows:

“(1) manufacture or distribute, possess with intent to manufacture or distribute, or place or cause to be placed with intent to manufacture or distribute a controlled substance on board a covered vessel;”;

(3) in paragraph (2) by inserting “on board a covered vessel” before the semicolon; and

(4) in paragraph (3) by inserting “while on board a covered vessel” after “such individual”.

### SEC. 2. POLICY AND BRIEFING ON AVAILABILITY OF NALOXONE TO TREAT OPIOID OVERDOSES.

(a) POLICY.—Not later than 1 year after the date of enactment of this Act, the Commandant of the Coast Guard shall update the policy of the Coast Guard regarding the use of medication to treat drug overdoses, including the use of naloxone or other similar medication to treat opioid, including fentanyl, overdoses.

(b) AVAILABILITY.—The updated policy required under subsection (a) shall require naloxone or other similar medication be available for members of the Coast Guard—

(1) on all Coast Guard installations; and

(2) in each operational environment.

(c) PARTICIPATION IN TRACKING SYSTEM.—Not later than 1 year after the earlier of the date of enactment of this Act or the date on which the tracking system established under section 706 of the National Defense Authorization Act for Fiscal Year 2024 (10 U.S.C. 1090 note) is established, the Commandant shall ensure the participation of the Coast Guard in the such tracking system.

(d) MEMORANDUM OF UNDERSTANDING.—Not later than 1 year after the earlier of the date of enactment of this Act or the date on which the tracking system established under section 706 of the National Defense Authorization Act for Fiscal Year 2024 (10 U.S.C. 1090 note) is established, the Secretary of the department in which the Coast Guard is operating when not operating as a service in the Navy and the Secretary of Defense shall finalize a memorandum of understanding to facilitate Coast Guard access such tracking system.

(e) BRIEFING.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Commandant shall provide the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a briefing on the use, by members and personnel of the Coast Guard at Coast Guard facilities, onboard Coast Guard assets, and during Coast Guard operations, of—