

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.

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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—

(A) naloxone or other similar medication to treat opioid, including fentanyl, overdoses; and

(B) opioids, including fentanyl.

(2) ELEMENTS.—The briefing required under paragraph (1) shall include the following:

(A) A description of—

(i) the progress made in the implementation of the updated policy required under subsection (a);

(ii) the prevalence and incidence of the illegal use of fentanyl and other controlled substances in the Coast Guard during the 5-year period preceding the briefing;

(iii) processes of the Coast Guard to mitigate substance abuse in the Coast Guard, particularly with respect to fentanyl; and

(iv) the status of the memorandum of understanding required under subsection (d).

(B) For the 5-year period preceding the briefing, a review of instances in which naloxone or other similar medication was used to treat opioid, including fentanyl, overdoses at a Coast Guard facility, onboard a Coast Guard asset, or during a Coast Guard operation.

(f) PRIVACY.—In carrying out the requirements of this section, the Commandant shall ensure compliance with all applicable privacy law, including section 552a of title 5, United States Code (commonly referred to as the “Privacy Act”), and the privacy regulations promulgated under section 264(c) of the Health Insurance Portability and Accountability Act (42 U.S.C. 1320d–2 note).

(g) RULE OF CONSTRUCTION.—For purposes of the availability requirement under subsection (b), with respect to a Coast Guard installation comprised of multiple Coast Guard facilities or units, naloxone or other similar medication available at a single Coast Guard facility within the installation shall be considered to be available to all Coast Guard facilities or units on the installation if appropriate arrangements are in place to ensure access, at all times during operations, to the naloxone or other similar medication contained within such single Coast Guard facility.

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 Members have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD for H.R. 2351.

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, H.R. 2351 directs the Commandant of the Coast Guard to update the services policy regarding use of medication to treat drug overdoses.

This bill also strengthens the Coast Guard's ability to go after drug traffickers and respond to opioid overdoses. H.R. 2351 amends the Maritime Drug Law Enforcement Act, removing ambiguities in the current law which prohibits the prosecution of cases involving unmanned or autonomous vessels. This bill will therefore ensure that drug traffickers respon-

sible can be charged, tried, and convicted.

Mr. Speaker, I thank T&I Committee member, Representative McDOWELL, for his leadership on this bipartisan legislation.

Mr. Speaker, I urge support of H.R. 2351, and I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 2351, a bill requiring the Coast Guard to have a substantive policy on treating drug overdoses onboard vessels and also ensuring that the Coast Guard has the legal authority to prosecute certain drug smuggling cases.

I would also like to express my thanks for the bipartisan leadership of Chair SAM GRAVES, Ranking Member LARSEN, and Subcommittee Chair EZELL.

This bill will strengthen the Coast Guard's ability to meet a core mission, saving lives. As we all know, the Coast Guard is involved in high-risk drug interdiction missions, as well as recreational boating oversight where drugs may also be present.

This bill requires the Coast Guard to update its policy on carrying and utilizing medications to treat drug overdoses such as naloxone.

Further, the bill ensures access to these medications at every installation and operational unit. As we all understand, handling drugs like cocaine and fentanyl is an exceptionally risky endeavor, and ensuring the Coast Guard has the necessary medication to prevent someone from losing a life is critical.

In addition, this bill also provides the Coast Guard with the ability to prosecute drug smuggling cases when the vessel operator is not physically onboard.

As technology continues to evolve and transnational criminal organizations get savvier and more sophisticated with their operations, this levels the playing field and helps the United States hold these unmanned vessel operators accountable.

Mr. Speaker, I am proud to support my colleagues who have worked on this important bipartisan legislation, and I look forward to seeing it passed into law.

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

Mr. EZELL. Mr. Speaker, I yield 5 minutes to the gentleman from North Carolina (Mr. McDOWELL).

Mr. McDOWELL. Mr. Speaker, I thank Mr. EZELL for yielding.

Mr. Speaker, I rise today in support of my bill, H.R. 2351, which will strengthen the ability of the United States Coast Guard to respond effectively to opioid overdose situations.

The Coast Guard is on the front lines of the fight against fentanyl, working to stop traffickers at sea and saving lives in the process. This bill will ensure that they have the tools needed to do just that, because when an overdose happens, there is no time to wait.

This bill will give the Coast Guard broader authority to prosecute cases where illicit drugs are discovered on unmanned vessels or smuggled onboard without the knowledge of the crew.

This bill also ensures that Coast Guard facilities have naloxone and other similar medications on hand to treat overdoses, bringing the Coast Guard in line with other branches of the military.

By giving our coastguardsmen and -women access to naloxone, we are giving them the ability to save lives at sea and protect themselves should they come into contact with these deadly drugs. Put simply, we have their backs, and they have ours.

This commonsense bill will make it easier and safer for our servicemembers to protect our maritime borders with confidence when intercepting these poisons before they reach our communities.

Mr. Speaker, I urge all my colleagues to vote “yes.”

Mr. CARBAJAL. Mr. Speaker, I support H.R. 2351, I encourage my colleagues to do the same, and I yield back the balance of my time.

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

Mr. Speaker, this bill will ensure drug traffickers face justice as they employ new technology and methods to flood our country with dangerous drugs. It will also give the Coast Guard the parity to police other armed services with regard to rapid treatment of drug overdoses, keeping guardsmen safe from accidental exposure.

H.R. 2351 implements changes that will help secure our maritime border and increase safety on our seas.

Mr. Speaker, I urge support of this 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 Mississippi (Mr. EZELL) that the House suspend the rules and pass the bill, H.R. 2351.

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.

MARITIME SUPPLY CHAIN SECURITY ACT

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2390) to amend title 46, United States Code, to clarify that port infrastructure development program funds may be used to replace Chinese port crane hardware or software, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2390

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 “Maritime Supply Chain Security Act”.