

(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”.

**SEC. 2. AMENDMENTS TO CLARIFY THAT PORT INFRASTRUCTURE DEVELOPMENT PROGRAM FUNDS MAY BE USED TO REPLACE CHINESE PORT CRANE HARDWARE OR SOFTWARE.**

Section 54301(a)(3)(A)(ii)(III) of title 46, United States Code, is amended—

(1) by striking “including projects to improve port resilience;” and inserting “including—”;

(2) by adding at the end the following:

“(aa) projects to improve port resilience; and

“(bb) projects to upgrade or replace port cranes or parts of port cranes (including hardware and software) that—

“(AA) were installed or provided by the People’s Republic of China or any department, ministry, center, agency, or instrumentality of the Government of the People’s Republic of China; or

“(BB) are maintained, controlled, or sponsored by the People’s Republic of China or any department, ministry, center, agency, or instrumentality of the Government of the People’s Republic of China;”.

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. 2390.

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. 2390, the Maritime Supply Chain Security Act. This bill strengthens the ability of ports to confront threats by Chinese software and hardware.

H.R. 2390 clarifies that funds from maritime port infrastructure development programs can be used for projects focused on upgrading or replacing port cranes that were either installed or supplied by the People’s Republic of China or any of its related government entities.

I want to thank Representative ROUZER, leader on the T&I Committee, for his work on this legislation that ensures Federal funds can be used to counter threats posed by our Nation’s adversaries.

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 rise in support of H.R. 2390, the Maritime Supply Chain Security Act, legislation that clarifies that funding provided by the port infrastructure development program can be used to replace or upgrade Chinese-made cranes at ports.

In 2024, over 80 percent of ship-to-shore cranes at ports in the United States were manufactured in China. There is currently no U.S. domestic

production of ship-to-shore cranes, leaving some of the most valuable equipment at our ports vulnerable to cyberattacks and dependent upon Chinese manufacturing.

This is just one example of the type of manufacturing that needs to be brought back to the United States, not through the tariffs that pass along costs to the consumer but rather by working with companies and incentivizing change.

This bill serves as a prime example of the importance of the port infrastructure development program, a bipartisan program that invests in our ports and supply chain.

Since 90 percent of everything we wear, eat, and consume is carried by water, ports are the bedrock of our supply chain. The bipartisan infrastructure law provided \$2.25 billion in advanced appropriations for PIDP.

I welcome the increase to the program in the fiscal year 2026 budget request and hope the appropriators follow suit.

H.R. 2390 continues the work of President Biden to replace Chinese cranes and bolster the cybersecurity of U.S. ports. For that reason, I urge my colleagues to support this legislation.

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

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

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

Mr. Speaker, H.R. 2390, the Maritime Supply Chain Security Act, takes a critical step toward strengthening our port infrastructure and national security by expanding the eligible use of the port infrastructure development program to include the replacement of Chinese port hardware and software, most notably Chinese cranes and the software used to operate them.

As we all know, our country’s ports serve an absolutely critical role in our national supply chain, moving millions of tons of goods each year, facilitating trade, which supports American businesses and consumers across the country. Any disruption to these supply chains results in increased costs for American families and shortages of essential goods, just as we witnessed during and after the outbreak of COVID.

For economic and national security reasons, we must ensure our maritime infrastructure is not only state of the art and efficient but also secure from foreign threats.

Unfortunately, too many of our Nation’s largest ports rely on ship-to-shore cranes manufactured by Chinese state-owned companies with Chinese-owned software. Reports indicate the software used in these cranes can be exploited for espionage, potentially transmitting sensitive data such as the location and movement of cargo back to Communist China. This information could easily be used to disrupt trade, track shipments of military equipment, or gain intelligence on U.S. sup-

ply chains, among many other concerns.

The port infrastructure development program, a competitive grant program administered by the Maritime Administration, can help address these concerns. Therefore, my bill, the Maritime Supply Chain Security Act, provides a clear directive allowing funds from this competitive grant program to be used to replace these Chinese-manufactured cranes and their associated software.

Taking this step is not just about upgrading infrastructure, it is about protecting our economy, safeguarding national security, and ensuring American ports remain under American control.

Mr. Speaker, I urge my colleagues to support this very important piece of legislation.

Mr. CARBAJAL. In closing, Mr. Speaker, I support H.R. 2390, I urge my colleagues to do the same, and I yield back the balance of my time.

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

Mr. Speaker, I rise today in support of H.R. 2390. It is an important next step in securing American ports and reducing the potential threat from foreign equipment and software. We must continue to take action to protect our transportation system from both physical and cyber threats.

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. 2390.

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.

□ 1730

**DESIGNATING THE HOUSE PRESS GALLERY IN THE UNITED STATES CAPITOL AS THE “FREDERICK DOUGLASS PRESS GALLERY”**

Mr. GRAVES. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 137) designating the House Press Gallery, Rooms H-315, H-316, H-317, H-318, and H-319 in the United States Capitol, as the “Frederick Douglass Press Gallery”, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 137

【Whereas Frederick Douglass was born to an enslaved family in 1818;

【Whereas Douglass bravely escaped slavery in 1838, and spent much of his adult life as a journalist in Rochester, New York;

【Whereas Douglass published his first newspaper, The North Star, using his own money in the pre-Civil War era;