

that complies with the requirements set forth in section 242(a) of the Americans with Disabilities Act of 1990 (42 U.S.C. 12162(a)).

“(2) **BABY CHANGING TABLE.**—The term ‘baby changing table’ means an elevated, freestanding structure generally designed to support and retain a child with a body weight of up to 30 pounds in a horizontal position for the purpose of allowing an individual to change the child’s diaper, including pull-on or drop-down changing surfaces.

“(3) **COVERED PASSENGER RAIL TRAIN.**—The term ‘covered passenger rail train’—

“(A) means a passenger rail train that—

“(i) is owned and operated by the National Railroad Passenger Corporation (commonly known as ‘Amtrak’); and

“(ii) was solicited for purchase after the date of the enactment of the Baby Changing on Board Act for use by Amtrak; and

“(B) does not include any passenger rail train that Amtrak operates, but does not own.

“(b) **BABY CHANGING TABLES.**—

“(1) **IN GENERAL.**—All covered passenger rail trains shall have a baby changing table in at least one restroom in each car, including in an ADA-compliant restroom.

“(2) **SIGNAGE.**—Each restroom described in paragraph (1) shall clearly indicate with signage the presence of a baby changing table and such baby changing tables shall be clearly identified with signage.”

(b) **CLERICAL AMENDMENT.**—The chapter analysis for chapter 243 of title 49, United States Code, is amended by inserting after the item relating to section 24313 the following:

“24314. Baby changing tables.”

The **SPEAKER** pro tempore. Pursuant to the rule, the gentleman from Mississippi (Mr. EZELL) and the gentleman from Washington (Mr. LARSEN) 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 insert extraneous material into the **RECORD** on H.R. 248.

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. 248, the Baby Changing on Board Act is effective, bipartisan legislation intended to help parents better care for their children when traveling.

The bill requires Amtrak to install baby changing tables in all ADA-accessible restrooms on trains owned by Amtrak. These facilities are common on other transportation modes, including airlines. They are likewise necessary on intercity passenger rails.

The bipartisan bill is a long, overdue improvement to Amtrak service.

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

Mr. LARSEN of Washington. Mr. Speaker, I yield myself as much time as I may consume.

Mr. Speaker, I am pleased to support the Baby Changing on Board Act. This bill requires Amtrak to install baby

changing stations in accessible bathrooms on new passenger rail cars and include clear signage indicating the availability of changing stations. This will ensure that parents with young children on Amtrak trains can use accessible, safe, and comfortable changing facilities.

Mr. Speaker, I am pleased to support this legislation to create a safer, cleaner, and more accessible experience for parents and caregivers traveling with young children. I urge my colleagues to support the Baby Changing on Board Act, and I reserve the balance of my time.

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

Mr. LARSEN of Washington. Mr. Speaker, at this time I yield 5 minutes to the gentlewoman from Illinois (Ms. UNDERWOOD), the prime sponsor of the bill.

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Ms. UNDERWOOD. Mr. Speaker, I rise today in support of my bipartisan bill, the Baby Changing on Board Act. This is a simple, commonsense bill, and it is long overdue.

Every parent deserves the basic dignity of a clean, safe space to change their baby’s diaper, no matter how they travel. Right now, many long-distance trains can go for hours without a single stop.

Families riding Amtrak shouldn’t have to change their babies on the floor of a train car or in unsafe, unsanitary conditions. It is simply unacceptable, and it is avoidable.

Mr. Speaker, my bill ensures that every new Amtrak train includes a baby-changing table in at least one restroom per car, including ADA-compliant restrooms, because, let’s be real, babies don’t wait for layovers when they need to be changed.

Mr. Speaker, I will paint the picture: You are holding your baby in one arm, a diaper bag in the other, and probably some other stuff, too. You make your way to the restroom with your kids and your bags, only to realize there is no changing table. What are you supposed to do?

This is not a hypothetical. Millions of Americans ride Amtrak every year, so those trains should work for everyone, including families with young kids. Yet, on many of those trains, parents, usually moms, are forced to make an impossible choice: change their child on a dirty floor or seat, or just sit there and hope for the best.

Mr. Speaker, I have heard from families and parents in my northern Illinois community who rely on Amtrak, and they are tired of getting stuck in this impossible position on trains that don’t have safe facilities for the littlest riders.

Since this is a safety issue for these children, it is a public health issue. Frankly, it is about dignity. These parents aren’t asking for luxury. They are asking for a clean, flat surface and some basic respect.

Mr. Speaker, we all know diaper changes are not optional, which is why safe baby-changing stations shouldn’t be optional, either.

The Baby Changing on Board Act is about building a country where every family has what they need to thrive. That starts with recognizing that caregiving matters, parenting matters, and infrastructure should actually support it.

This bill will not solve every challenge that parents face, but it is a meaningful step toward a more family-friendly future.

Mr. Speaker, I thank my colleagues on both sides of the aisle for their support of this bill. In particular, I thank the gentleman from New Jersey (Mr. VAN DREW) for working to introduce it with me. I urge everyone in this Chamber to vote ‘yes.’

Let’s make changing a diaper on a train a little less gross and a lot more humane.

Mr. EZELL. Mr. Speaker, I have no further speakers. I am prepared to close, and I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I am pleased to support the Baby Changing on Board Act, and I encourage my colleagues to do the same. I yield back the balance of my time.

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

Mr. Speaker, H.R. 248 is long overdue. It provides help for American families traveling with young children. It simply makes sense for Amtrak to comply with ADA requirements, especially as a recipient of Federal funding.

I was glad to see the Committee on Transportation and Infrastructure favorably report this measure, and I look forward to the House doing so, as well.

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. 248.

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.

COMPRESSED GAS CYLINDER SAFETY AND OVERSIGHT IMPROVEMENTS ACT OF 2025

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1182) to require the Secretary of Transportation to promulgate regulations relating to the approval of foreign manufacturers of cylinders, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1182

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 “Compressed Gas Cylinder Safety and Oversight Improvements Act of 2025”.

SEC. 2. REGULATION OF FOREIGN MANUFACTURERS OF CYLINDERS USED IN TRANSPORTING HAZARDOUS MATERIALS.

(a) **DEFINITIONS.**—In this section:

(1) **CYLINDER.**—The term “cylinder” means any cylinder specified under any of sections 178.36 through 178.68 of title 49, Code of Federal Regulations (or successor regulations).

(2) **FOREIGN MANUFACTURER OF CYLINDERS; FMOC.**—The term “foreign manufacturer of cylinders” or “FMOC” means an entity that manufactures cylinders outside of the United States that are intended to be represented, marked, certified, or sold as qualified for use in transporting a hazardous material in commerce in the United States.

(3) **IN GOOD STANDING.**—The term “in good standing”, with respect to an FMOC, means that the FMOC—

(A) is approved by the Secretary pursuant to section 107.807 of title 49, Code of Federal Regulations (or a successor regulation); and

(B) has demonstrated 3 years of compliance with—

(i) part 107 of title 49, Code of Federal Regulations (or successor regulations); and

(ii) chapter 51 of title 49, United States Code.

(4) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(b) **APPROVAL OF FOREIGN MANUFACTURERS OF CYLINDERS.**—

(1) **IN GENERAL.**—The Secretary shall promulgate regulations to provide that an approval provided to an FMOC pursuant to section 107.807 of title 49, Code of Federal Regulations (or a successor regulation), shall be for a period of not longer than 1 year, except as provided under paragraph (2).

(2) **5-YEAR APPROVAL.**—The Secretary may provide a 5-year approval of an FMOC pursuant to section 107.807 of title 49, Code of Federal Regulations (or a successor regulation), if the following requirements are met:

(A) The FMOC attests that none of the cylinders made by the FMOC are prohibited from entry to the United States under section 307 of the Tariff Act of 1930 (19 U.S.C. 1307).

(B) The FMOC certifies that—

(i) the information provided pursuant to subsection (e) is accurate; and

(ii) the FMOC has a proactive responsibility to inform the Secretary if any such information materially changes.

(C) The Secretary determines that the FMOC is in good standing.

(3) **FACILITY INSPECTIONS.**—

(A) **DEFINITION OF OBSTRUCTS.**—In this paragraph, the term “obstructs” means taking actions that are known, or reasonably should be known, to prevent, hinder, or impede an inspection.

(B) **PENALTIES.**—The Secretary may suspend or terminate an approval of an FMOC if the FMOC obstructs or prevents the Secretary from carrying out an inspection under section 107.807(c) of title 49, Code of Federal Regulations (or a successor regulation).

(4) **INTERACTION WITH OTHER STATUTES, AGREEMENTS, REGULATIONS.**—Nothing in this section may be construed to prevent the harmonization of cylinder standards otherwise authorized by law.

(5) **OTHER CAUSE FOR SUSPENSION OR TERMINATION.**—The Secretary may suspend or terminate an approval of an FMOC on determination that the FMOC knowingly or intentionally misrepresented responses to the Secretary required by law, including under subsection (e).

(c) **REEVALUATION BY REQUEST FOR RELATED VIOLATIONS.**—

(1) **IN GENERAL.**—Not later than 1 year after the date of enactment of this Act, the Secretary shall promulgate such regulations as are necessary to establish a process, as determined by the Secretary, for any interested party to request a reevaluation of the approval of FMOC cylinders under section 107.807 of title 49, Code of Federal Regulations (or a successor regulation), to review the accuracy and safety of the actions of the FMOC.

(2) **PETITION FOR REEVALUATION.**—The regulations promulgated under paragraph (1) shall allow an interested party to file a petition if that party has evidence of inaccurate, changed, or fraudulent attestations or responses made by an FMOC to the Secretary under subsection (e).

(d) **NOTICE AND COMMENT FOR APPLICATIONS BY FOREIGN MANUFACTURERS OF CYLINDERS.**—On receipt of an application for approval under section 107.807 of title 49, Code of Federal Regulations (or a successor regulation), the Secretary shall—

(1) timely publish notification of the application on the website of the Pipeline and Hazardous Materials Safety Administration; and

(2) provide 30 days for public comment on the application prior to approval.

(e) **ADDITIONAL QUESTIONS TO ENSURE SAFETY AND COMPLIANCE WITH DOT PROCESSES.**—

(1) **ADDITIONAL QUESTIONS.**—The Secretary shall require, as part of an application for approval pursuant to section 107.807 of title 49, Code of Federal Regulations (or a successor regulation), that the applicant answer the following questions:

(A) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, has ever been subject to a civil monetary penalty under title 49, United States Code, relating to any actions carried out as an approved FMOC or during the application for approval under that section.

(B) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, has been delinquent in the payment of any civil monetary penalties or other fines or fees under title 49, United States Code.

(C) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, is subject to the Do Not Pay Initiative established under section 3354 of title 31, United States Code, as of the date of the application.

(D) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, is listed in the Military End User List of the Department of Commerce as of the date of the application.

(E) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, is identified by the Department of Defense as an entity listed under section 1237 of the Strom Thurmond National Defense Authorization Act for Fiscal Year 1999 (50 U.S.C. 1701 note; Public Law 105-261) as of the date of application.

(F) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, has been found guilty of a criminal penalty or assessed a civil penalty under section 1760 of division A of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (50 U.S.C. 4819).

(G) Whether the FMOC applying, or any entity controlling more than 10 percent of that FMOC, is subject to a final antidumping or countervailing duty order from the Department of Commerce as of the date of application.

(2) **DENIAL OF APPLICATION.**—The Secretary may deny under section 107.709 of title 49, Code of Federal Regulations (or a successor regulation), an application for approval

under section 107.807 of that title (or a successor regulation) based on the responses to the questions required under paragraph (1).

(f) **FOREIGN MANUFACTURERS LISTING APPROVALS.**—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary shall publish and maintain on the website of the Pipeline and Hazardous Materials Safety Administration a list of approved foreign manufacturers of cylinders and the duration of those approvals.

(g) **AUTHORIZING FOREIGN INSPECTIONS.**—Not later than 18 months after the date of enactment of this Act, the Secretary shall revise section 107.807(d) of title 49, Code of Federal Regulations—

(1) to require that in any case in which the Secretary determines there is good cause, an inspection under that section shall be carried out annually for such duration as the Secretary determines appropriate;

(2) to specify that a refusal of inspection under that section shall result in a loss of the status of in good standing;

(3) to allow the Secretary to request, at the discretion of the Secretary—

(A) production of test and production records; and

(B) random sample testing; and

(4) to allow for the recovery of all associated costs of foreign inspections to include travel, time, and other costs, as determined by the Secretary.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Mississippi (Mr. EZELL) and the gentleman from Washington (Mr. LARSEN) 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. 1182.

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, in recent years, foreign-produced gas cylinders from countries like China have entered the United States market despite failing to meet Department of Transportation safety standards and specifications.

In addition to threatening public safety, these dangerous imported cylinders take market share from the gas cylinder manufacturers in the United States.

H.R. 1182 is bipartisan legislation that will improve safety while also providing a level playing field for American cylinder manufacturers. Importantly, this legislation will apply the same safety standards to foreign-produced cylinders as those manufactured in the United States.

Finally, the bill will increase the capacity of PHMSA to conduct foreign inspections without cost to the United States taxpayers by allowing for more adequate cost recovery from applicants.

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

Mr. LARSEN of Washington. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1182, the Compressed Gas Cylinder Safety and Oversight Improvements Act.

The bill requires the Secretary of Transportation to advance a rule-making to make the standards for foreign manufacturers of compressed gas cylinders sold in the U.S. the same as standards for the domestic makers of these same cylinders.

Compressed gas cylinders are used every day in life for medical, auto, defense, oil and gas, residential, firefighting, and other purposes.

In January, the Pipeline and Hazardous Materials Safety Administration issued a safety advisory notice regarding unsafe cylinders being sold online to consumers, shippers, and heating, ventilation, and air-conditioning folks. These were not manufactured to American or even United Nations standards and lacked certification markings.

Using these unsafe compressed gas cylinders could cause significant damage to property, physical injury, or even death. PHMSA determined that the unmarked empty cylinders being sold in the United States on major commercial websites are primarily manufactured by non-U.S. companies. This bill requires a consistent standard for both domestic and foreign manufacturers of compressed gas cylinders.

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

Mr. EZELL. Mr. Speaker, I yield 5 minutes to the gentleman from Ohio (Mr. BALDERSON).

Mr. BALDERSON. Mr. Speaker, I rise today in support of my bill, the Compressed Gas Cylinder Safety and Oversight Improvements Act.

Mr. Speaker, for far too long, manufacturers in Ohio and across the Nation have had to compete on an unfair playing field. This bill restores fairness for American producers by cracking down on the import of counterfeit and dangerous gas cylinders into the United States.

My bill also holds foreign manufacturers to the same safety and inspection standards that domestic manufacturers are already required to meet.

Simply put, there is no reason that the United States Government should make it easier to manufacture these critical products abroad than it is to produce them here at home.

To be sold in interstate commerce, the Department of Transportation requires compressed gas cylinders to be manufactured to specific standards and properly stamped. Currently, the Department of Transportation's Pipeline and Hazardous Materials Safety Administration, or PHMSA, inspects facilities in the United States at least once per year to ensure compliance with safety requirements. However, for

cylinders manufactured in foreign countries and then sold and imported into the United States, PHMSA only inspects those facilities once every 5 years.

Over time, certain foreign producers have deliberately evaded safety and regulatory standards to gain a competitive advantage over domestic producers, potentially jeopardizing public safety in the process.

This bill ensures that PHMSA has the necessary tools to conduct more frequent inspections at foreign manufacturing facilities and to hold bad actors accountable.

I thank my friend, the chairman of the Transportation and Infrastructure Committee, for his support in moving this bill forward. I also thank my colleague from Illinois (Mr. KRISHNAMOORTHY), my co-lead on this legislation, for his partnership and commitment to advancing this important legislation.

Mr. LARSEN of Washington. Mr. Speaker, I will close by saying that I support the Compressed Gas Cylinder Safety and Oversight Improvements Act. 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.

Mr. Speaker, H.R. 1182 will better protect the public from the dangers of poorly manufactured and mislabeled compressed gas cylinders.

This legislation will also better ensure fair competition for American manufacturers and workers.

Further, H.R. 1182 improves transparency by requiring all applications to be subject to public review and input. It ensures that the United States regulators have access to any and all pertinent information regarding applicants.

Mr. Speaker, I thank my colleague from Ohio (Mr. BALDERSON) for leading this important bipartisan effort.

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. 1182.

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.

TENNESSEE VALLEY AUTHORITY TRANSPARENCY ACT OF 2025

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1373) to require certain meetings of the Tennessee Valley Authority to be transparent and open to the public, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1373

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 "Tennessee Valley Authority Transparency Act of 2025".

SEC. 2. TRANSPARENCY AND AVAILABILITY OF MEETINGS.

Section 2(g)(2) of the Tennessee Valley Authority Act of 1933 is amended to read as follows:

"(2) MEETINGS.—

"(A) IN GENERAL.—The Board shall meet at least 4 times each year.

"(B) TRANSPARENCY.—

"(i) OPEN MEETINGS.—For purposes of applying the requirements of section 552b of title 5, United States Code, to the Board, the term 'meeting' shall include all deliberations of the members of the Board, a committee of the Board, and a subcommittee of the Board, including any such deliberations that are not scheduled for the purpose of taking an action that will determine or result in the joint conduct or disposition of official business of the Corporation, notwithstanding subsection (a)(2) of such section.

"(ii) NOTICE OF MEETINGS.—

"(I) PUBLICATION.—For purposes of section 552b of title 5, United States Code, public announcement of meetings shall include publication on the website of the Board.

"(II) EMERGENCY MEETINGS.—Notwithstanding section 552b(e)(1) of title 5, United States Code, the requirement to make public announcement at least one week prior to a meeting shall not apply if the chairman of the Board designates the meeting as an emergency special meeting.

"(iii) PUBLICLY AVAILABLE INFORMATION.—The Board shall publish on the website of the Board any information required to be disclosed or made available to the public, or publicly certified, under section 552b of title 5, United States Code.

"(iv) EXEMPTIONS.—For purposes of applying section 552b of title 5, United States Code, to any portion of a meeting of the Board, and to any information pertaining to such portion of a meeting, the Board may make a determination in accordance with such section not to disclose to the public under such section the following information:

"(I) Information containing or relating to power availability requests.

"(II) Information containing or relating to contract negotiations, including labor relations and procurement actions, the disclosure of which would imperil or compromise the competitive position of the Corporation."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Mississippi (Mr. EZELL) and the gentleman from Washington (Mr. LARSEN) 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. 1373, as amended.

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 thank Congressmen BURCHETT and COHEN for their continued work in the Transportation and Infrastructure Committee to make the