

This legislation will allow the IBWC to access more funding sources so it can maintain these assets and, in turn, help provide cleaner water for our warfighters to train in and strengthen our security posture along our southern border.

Enacting the bill would help advance the Trump administration's priorities as outlined in the President's fiscal year 2026 budget request.

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 such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1948, as amended, bipartisan legislation to assist the U.S. section of the International Boundary and Water Commission, or IBWC, in carrying out its critical water-related missions.

This bill allows IBWC to accept contributed funds from other Federal and State agencies, giving the Commission the authority other Federal infrastructure agencies already have.

This authority will allow the IBWC to partner with other Federal agencies and non-Federal interests to carry out critical water-related projects, including projects for wastewater treatment, water conservation, and flood control. I support H.R. 1948, as amended, and urge my colleagues to do the same.

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

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

Mr. LARSEN of Washington. Mr. Speaker, I yield 5 minutes to the gentleman from California (Mr. PETERS).

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

Mr. Speaker, my bill, H.R. 1948, allows the International Boundary and Water Commission, or IBWC, to accept up to \$5 million per year from other Federal agencies or outside entities like cities, States, and nonprofit organizations for wastewater treatment and flood control projects like those that would fight the cross-border sewage crisis in and around San Diego and Coronado.

The IBWC has jurisdiction over the South Bay International Wastewater Treatment Plant in San Diego, where longstanding operational and maintenance failures have allowed raw sewage to flow from the Tijuana River onto San Diego's beaches. This has created a public health crisis that strains local resources, poses significant environmental risks, and forces servicemembers to train in polluted sewage water.

Under current law, Federal agencies, State governments, and local entities cannot transfer funds to projects under IBWC's jurisdiction. This leaves IBWC solely reliant on annual appropriations or emergency funding to build and maintain its facilities.

My office, along with the rest of the San Diego delegation and our California senators, have worked hard to secure \$360 million in emergency fund-

ing to help address chronic issues at the South Bay International Wastewater Treatment Plant. This bill would provide another tool to ensure that San Diego and Coronado do not need to move from emergency to emergency to secure adequate funding for this plant.

I thank my colleagues on both sides of the aisle who have helped move the ball forward on this issue, including the San Diego delegation, our California senators, and my colleagues who are former Navy SEALs, who understand the harm of training in these polluted waters.

I also thank the cities of San Diego, Coronado, Imperial Beach, the San Diego Regional Chamber of Commerce, San Diego Coastkeeper, WILDCOAST, and other San Diegans who have made stopping this catastrophe a top priority.

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

Mr. LARSEN of Washington. Mr. Speaker, the IBWC plays a crucial role in addressing water needs across the U.S.-Mexico border. I support H.R. 1948, as amended, to ensure the IBWC has the authority necessary to carry out its critical work and urge my colleagues to support this bill, as well.

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

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

Mr. Speaker, H.R. 1948 is a strong, bipartisan bill that advances the Trump administration's priorities that helps the IBWC effectively manage critical water infrastructure along the southern border.

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. 1948, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### SECURE OUR PORTS ACT OF 2025

Mr. EZELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 252) to amend title 46, United States Code, to prohibit certain contracts for port operations and management, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 252

*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 "Secure Our Ports Act of 2025".*

#### SEC. 2. PROHIBITION ON CERTAIN CONTRACTS FOR PORT OPERATION AND MANAGEMENT.

(a) *IN GENERAL.*—Subchapter II of chapter 700 of title 46, United States Code, is amended by adding at the end the following:

##### **"§ 70015. Prohibition on certain contracts for port operation and management**

*"(a) IN GENERAL.*—An owner or operator of a facility for which a facility security plan is required under section 70103(c) of this title may not enter into a contract for the ownership, leasing, or operation of such facility with an entity that is—

*"(1) a Chinese, Russian, North Korean, or Iranian state-owned enterprise; or*

*"(2) a foreign entity for which any percentage is owned by a country listed in paragraph (1).*

*"(b) DEFINITIONS.*—In this section, the terms 'facility', and 'owner or operator' have the meanings given such terms in section 70101 of this title."

(b) *CLERICAL AMENDMENT.*—The analysis for chapter 700 of title 46, United States Code, is amended by inserting after the item relating to section 70014 the following:

*"70015. Prohibition on certain contracts for port operation and management."*

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. 252, 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, H.R. 252 takes important steps to strengthen the security of our supply chains by limiting the ability of the Chinese, Russian, North Korean, or Iranian state-owned entities to own, lease, or operate port terminals in this country.

This legislation will ensure that our ports remain safe from both cyber and physical threats, which increases our national security posture.

I commend my colleague from California (Mr. CALVERT) for leading on this issue and working to strengthen our Nation's posture against our 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, if the port congestion and vessel backlogs associated with the COVID-19 pandemic taught us anything, it is the importance of a resilient supply chain.

H.R. 252, the Secure Our Ports Act, works to minimize interference in U.S. ports from foreign adversaries. In order to ensure the free flow of cargo into and out of our country, we must ensure full control over and investment in our ports.

I am proud to have voted in support of the bipartisan infrastructure law, which provided \$2.5 billion of investment in port infrastructure.

We all now understand the importance of a strong resilient supply chain, and this bill is a step in the right direction.

I look forward to working with my colleagues to ensure robust funding for the maritime industry. For this reason, I will vote "yes" on H.R. 252.

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

Mr. EZELL. Mr. Speaker, I yield 5 minutes to the gentleman from California (Mr. CALVERT).

Mr. CALVERT. Mr. Speaker, I rise today to urge my colleagues to approve my bipartisan legislation, H.R. 252, the Secure Our Ports Act.

This bill is designed to strengthen our national security by prohibiting foreign adversaries from owning and operating critical infrastructure in the United States.

China's influence and access to critical infrastructure around the world continues to grow. Some reports indicate China owns or operates ports and terminals at nearly 100 locations in over 50 countries.

Last year, the Select Committee on the Chinese Communist Party issued a report highlighting its national security concerns over the influence of critical port infrastructure by Chinese-owned enterprise.

More recently, the Defense Department included a number of Chinese shipping firms to a list of companies it identifies as military in nature.

America's ports are essential gateways for trade and commerce which provide the foundation of our economy as well as our national security. Allowing foreign adversaries like China, Russia, North Korea, and Iran to own and operate port infrastructure would threaten that very foundation and creates a serious liability. Congress must take action and protect this vital infrastructure by passing the Secure Our Ports Act.

In closing, I thank my California colleague, JOHN GARAMENDI, for cosponsoring this bill and making the bipartisan effort as well as CARLOS GIMENEZ of Florida.

I also thank the chairman of the Transportation and Infrastructure Committee, my friend SAM GRAVES, for steering this bill through the Committee.

America's ports are vital to our economic and national security, and I urge all my colleagues to approve this bill.

Mr. CARBAJAL. Mr. Speaker, to close, I support H.R. 252 and urge my colleagues to do the same.

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

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

Mr. Speaker, this bill creates a vital safeguard for some of our Nation's most critical infrastructure. H.R. 252 prevents certain foreign entities from

entering into contracts for the ownership, leasing, or operation of port facilities that are subject to security plans. This, in turn, reduces vulnerabilities at our ports and bolsters national security.

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. 252, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

## RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 6 o'clock and 13 minutes p.m.), the House stood in recess.

□ 1830

## AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. MORAN) at 6 o'clock and 30 minutes p.m.

## ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed. Votes will be taken in the following order:

Motions to suspend the rules with respect to the following measures:

H.R. 2035;

H. Res. 488; and

H. Res. 481.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, remaining electronic votes will be conducted as 5-minute votes.

## AMERICAN CARGO FOR AMERICAN SHIPS ACT

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion 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, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

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.

The vote was taken by electronic device, and there were—yeas 373, nays 14, not voting 44, as follows:

[Roll No. 157]

YEAS—373

Adams	Ellzey	Kean
Aderholt	Emmer	Keating
Aguilar	Espallat	Kelly (IL)
Alford	Estes	Kelly (MS)
Allen	Evans (CO)	Kelly (PA)
Amo	Evans (PA)	Kennedy (NY)
Amodei (NV)	Ezell	Kennedy (UT)
Ansari	Fallon	Khanna
Babin	Feenstra	Kiley (CA)
Bacon	Fields	Kim
Baird	Figures	Knott
Balderson	Fine	Krishnamoorthi
Balint	Finstad	Kustoff
Barragan	Fischbach	LaHood
Barrett	Fitzgerald	LaLota
Baumgartner	Fitzpatrick	LaMalfa
Bean (FL)	Fleischmann	Landsman
Beatty	Fletcher	Larsen (WA)
Begich	Flood	Larson (CT)
Bell	Fong	Latimer
Bentz	Foster	Latta
Bera	Fox	Lawler
Bergman	Frankel, Lois	Lee (NV)
Beyer	Franklin, Scott	Lee (PA)
Bice	Friedman	Leger Fernandez
Biggs (SC)	Frost	Letlow
Bilirakis	Fry	Levin
Bishop	Fulcher	Liccardo
Bonamici	Garamendi	Lieu
Bost	Garbarino	Lofgren
Bresnahan	Garcia (CA)	Loudermilk
Brown	Garcia (IL)	Lucas
Brownley	Garcia (TX)	Luna
Buchanan	Gill (TX)	Luttrell
Budzinski	Gillen	Lynch
Burchett	Gimenez	Mace
Bynum	Golden (ME)	Mackenzie
Calvert	Goldman (NY)	Magaziner
Cammack	Goldman (TX)	Malliotakis
Carbajal	Gonzales, Tony	Maloy
Carey	Gonzalez, V.	Mann
Carson	Gooden	Mannion
Carter (TX)	Goodlander	Massie
Casas	Graves	Mast
Casten	Gray	Matsui
Castor (FL)	Green, Al (TX)	McBath
Castro (TX)	Greene (GA)	McBride
Cherfilus-	Griffith	McClain
McCormick	Grothman	McClain Delaney
Chu	Guest	McClellan
Ciscomani	Guthrie	McCollum
Cisneros	Hageman	McCormick
Clark (MA)	Hamadeh (AZ)	McDonald Rivet
Clarke (NY)	Harder (CA)	McDowell
Cleaver	Haridopolos	McGarvey
Cline	Harrigan	McGovern
Clyburn	Harris (MD)	McIver
Clyde	Harris (NC)	Menendez
Cole	Harshbarger	Meng
Collins	Hayes	Messmer
Comer	Hern (OK)	Mfume
Conaway	Higgins (LA)	Miller (IL)
Correa	Hill (AR)	Miller (OH)
Courtney	Himes	Miller (WV)
Craig	Hinson	Miller-Meeks
Crank	Horsford	Mills
Crawford	Houchin	Min
Crenshaw	Houlahan	Moolenaar
Crow	Hoyer	Moore (AL)
Cuellar	Hoyle (OR)	Moore (NC)
Davids (KS)	Hudson	Moore (UT)
Davidson	Huizenga	Moore (WV)
Davis (NC)	Issa	Moran
De La Cruz	Ivey	Morelle
DeGette	Jack	Morrison
DeLauro	Jackson (IL)	Moskowitz
DelBene	Jackson (TX)	Moulton
Deluzio	Jacobs	Mrvan
DeSaulnier	Jayapal	Mullin
DesJarlais	Jeffries	Nadler
Dexter	Johnson (GA)	Neal
Diaz-Balart	Johnson (SD)	Neguse
Dingell	Johnson (TX)	Nehls
Doggett	Jordan	Newhouse
Donalds	Joyce (OH)	Nunn (IA)
Dunn (FL)	Joyce (PA)	Oberholte
Edwards	Kamlager-Dove	Ocasio-Cortez
Elfreth	Kaptur	Ogles