

terrorism around the world? You absolutely would.

This bill would require the State Department to report to Congress every year on any efforts by the PRC government to undermine Taiwan's participation in international organizations.

It would also require the State Department to report on any PRC government effort to undermine Taiwan's relationships with other countries. This information we receive will be critical to holding the PRC government accountable for any efforts to undermine Taiwan's contributions to the international community.

Mr. BARR. Mr. Speaker, I reserve the right to close. I reserve the balance of my time.

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

Again, I thank my friend from Kentucky (Mr. BARR) for his leadership and cosponsorship, and my partner, Mr. CURTIS, for his enormous effort in trying to bring this bill before our committee for markup and to the floor.

Mr. Speaker, acting on this bill is not a nice thing to do to recognize an allied partner, but it is actually for practical reasons. There are consequences when Taiwan, with independent capability, and enormous scientific and technical expertise, cannot participate in deliberations about world public health during a pandemic.

There are consequences when it cannot participate in INTERPOL and help us in that fentanyl drug trafficking coming from the big country just to its north, China.

There are consequences when we deny Taiwan its legitimate place and voice in international deliberations.

Mr. Speaker, passing this bill, I hope, will have positive and practical consequences. It will remind our friends and allies and our adversaries that this Congress believes Taiwan is entitled to its voice and its seat at the table in important international organizations that are operational and that have consequences, good and bad, for the world's population.

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

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

Mr. Speaker, I, once again, commend my colleagues, the gentleman from Virginia and the gentleman from Utah, for their leadership in introducing the Taiwan International Solidarity Act for standing with the people of Taiwan.

Obviously, Taiwan does hold some status in some regional organizations, international organizations, and it holds observer or other status in several other bodies. But Taiwan cannot participate in organizations that are key to transnational issues, such as the World Health Organization, the International Civil Aviation Organization, or INTERPOL, as has been pointed out. China continues to advocate for Taiwan's exclusion in these international organizations and blocks Tai-

wan's participation in the United Nations.

This bill would amend the Taiwan Allies International Protection and Enhancement Initiative Act, or the TAIPEI Act of 2019, to reiterate that the United States, as a member of any international organization, should oppose attempts by the People's Republic of China to resolve Taiwan's status by distorting the decisions, language, policies, or procedures, of international organizations.

This bill encourages U.S. allies and partners to oppose the Chinese Communist efforts to undermine Taiwan's official diplomatic relationships and its partnerships with countries with which it does not maintain diplomatic relations.

The bill adds an additional requirement to report to Congress on the PRC's attempts to promote its One China position in undermining Taiwan's membership or observer status in international organizations and Taiwan's ties and relationships with other countries.

Mr. Speaker, I traveled to Taipei back in September of last year. This was a major topic of discussion, Taiwan's systematic exclusion from international organizations, and the coercive actions of the Chinese Communist Party in working against Taiwan being a participant in the international community. This is wrong.

The United States needs to stand with the Taiwan people and the democracy, that island of democracy and stability. That is why every Member of this body should support this important legislation and stand for Taiwan's inclusion and constructive participation in international organizations.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Kentucky (Mr. BARR) that the House suspend the rules and pass the bill, H.R. 1176.

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.

U.S. SUPPLY CHAIN SECURITY REVIEW ACT OF 2023

Mr. JAMES. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3395) to direct the Chairman of the Federal Maritime Commission to seek to enter into an agreement with a federally funded research and development center to evaluate foreign ownership of marine terminals at the 15 largest United States container ports, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3395

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 "U.S. Supply Chain Security Review Act of 2023".

SEC. 2. STUDY ON FOREIGN PORTS.

(a) *IN GENERAL.*—Not later than 90 days after the date of enactment of this Act, the Chairman of the Federal Maritime Commission shall seek to enter into an agreement with a federally funded research and development center to evaluate how foreign ownership of marine terminals at the 15 largest United States container ports affects or could affect United States economic security.

(b) *CONTENTS.*—In carrying out the study under subsection (a), the center selected under such subsection shall—

(1) *consider—*

(A) *changes in ownership of the 15 largest United States container ports over the past 10 years as well as announced ownership changes from 2023 and 2024;*

(B) *instances of ownership in individual marine terminals and cumulative ownership by Chinese or Russian entities or nationals;*

(C) *instances of ownership in individual marine terminals and cumulative ownership by any foreign entity;*

(D) *the amount of—*

(i) *Port Infrastructure Development Grant funds since fiscal year 2018 that have gone to ports and marine terminals that are owned wholly or partially foreign owned; and*

(ii) *Port Security Grant funds since fiscal year 2003 that have gone to ports and marine terminals that are owned wholly or partially foreign owned; and*

(E) *where ownership exists, a detailed description of foreign operational control including both affirmative and negative control; and*

(2) *offer recommendations on—*

(A) *policies by ports and marine terminal operators to prevent excessive foreign ownership that could threaten United States economic security;*

(B) *whether ownership affords the foreign owner access to operational technology and information unique to the United States and otherwise unavailable; and*

(C) *whether foreign ownership has or could affect the supply chain and policies related to the prioritization of certain cargoes.*

(c) *REPORT.*—Not later than 1 year after the initiation of the evaluation under subsection (a), the Chairman of the Federal Maritime Commission shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives the results of such evaluation.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. JAMES) and the gentleman from Massachusetts (Mr. AUCHINCLOSS) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. JAMES. Mr. Speaker, I ask unanimous consent that Members have 5 legislative days in which to revise and extend their remarks and insert extraneous material in the RECORD on H.R. 3395, as amended.

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

There was no objection.

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

H.R. 3395, as amended, requires a study on the implication of foreign ownership of marine terminals at United States container ports.

Not only will the study examine the nationality of the firms owning marine terminals at 15 of the largest United States ports, but it will also specifically focus on whether ownership is held by entities or nationals of countries adversarial to our Nation, including affiliations with China or Russia.

Further, the study will assess whether Port Infrastructure Development Grant and Port Security Grant funds have been awarded to ports that are wholly or partially foreign-owned.

These findings will help the Committee on Transportation and Infrastructure hold the administration accountable for how Federal funds are allocated and inform the committee's work on the efficient movement of goods through the supply chain.

I thank the gentleman from Massachusetts (Mr. AUCHINCLOSS) for introducing this bill.

As a supply chain logistics professional in my prior life, I understand how critical this is to our Nation's infrastructure and to our economic prosperity moving forward in the future.

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

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

Today, I rise in support of my bill, H.R. 3395, the U.S. Supply Chain Security Review Act. I thank Coast Guard and Maritime Transformation Committee Chair WEBSTER for his support on this legislation.

Securing our maritime supply chain is critically important to American consumers and to our economic resilience. COVID-19, Russia's war of aggression in Ukraine, and the increasing economic and security challenges from the Chinese Communist Party emphasize the need for the United States to better understand the influence, incentives, and dependencies at critical nodes in our supply chains, especially our ports.

The U.S. Supply Chain Security Review Act would direct the Federal Maritime Commission to work with an independent academic or federally funded research center to evaluate the ownership of marine terminals at the 15 largest U.S. container ports.

This study will consider the changes in ownership of marine terminals in these ports over the last 10 years, as well as any announced ownership changes anticipated in 2023 or 2024, with a specific focus on ownership by Chinese or Russian entities. These ports are critical to our economic and national security, and it is imperative that we have a real-time understanding of who is in charge.

The study will also examine the amount of Federal grant funds that have gone to ports and marine terminals wholly or partially owned by foreign entities and a detailed analysis on the foreign operational control of these marine terminals.

Lastly, the study will offer recommendations on policies to prevent

malign foreign ownership of ports and terminal operators, whether ownership of the port gives the foreign entity unique access to operational technology and information, or if foreign ownership of the entity could have an impact on our supply chains.

Understanding how our supply chains are and will be impacted by foreign ownership of marine terminals is a key aspect of our economic competition and will help the United States develop supply chains that are resilient against adversaries.

This bipartisan legislation passed unanimously out of the Transportation and Infrastructure Committee, and I thank Chair GRAVES and Ranking Member LARSEN for their leadership and support on this important issue.

I urge my colleagues to support this legislation so we can begin to address this critical issue and ensure the security of our maritime supply chains.

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

Mr. JAMES. Mr. Speaker, I have no more speakers. I am prepared to close. I reserve the balance of my time.

Mr. AUCHINCLOSS. Mr. Speaker, I urge my colleagues to support H.R. 3395, and I yield back the balance of my time.

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

The report directed by this bill will help inform the committee's work and protect our ports and supply chains against foreign adversaries.

As we have seen these past few years, disruptions in the supply chain have a widespread impact across our Nation. We should take the necessary steps to understand the potential vulnerabilities in our supply chain and work to address them.

Mr. Speaker, I again, thank the sponsor of this bill for his work, and I urge support. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. JAMES) that the House suspend the rules and pass the bill, H.R. 3395, as amended.

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. JAMES. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

SOO LOCKS SECURITY AND ECONOMIC REPORTING ACT OF 2023

Mr. JAMES. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3399) to study the security of the Soo Locks and effects on the supply

chain resulting from a malfunction or failure of the Soo Locks, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3399

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 "Soo Locks Security and Economic Reporting Act of 2023".

SEC. 2. REPORT ON SECURITY AND ECONOMIC EFFECTS ON SUPPLY CHAIN OF SOO LOCKS, MICHIGAN.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation, in coordination with the Commandant of the Coast Guard and the Secretary of Defense, shall submit to the appropriate committees of Congress a report that—

(1) highlights any security deficiencies that exist with respect to the Soo Locks in Sault Ste. Marie, Michigan;

(2) highlights the supply chain, logistical, and economic effects that would result in the event of a malfunction or failure of the Soo Locks and how such effects would impact the region surrounding the Soo Locks and the United States;

(3) highlights any potential domestic or international threats to the integrity of the Soo Locks;

(4) details the current security structure of the Coast Guard and any other relevant Federal, State, or local agency to protect the Soo Locks; and

(5) provides any recommendations, and cost estimates for such recommendations, for—

(A) strengthening the security of the Soo Locks; and

(B) reducing the impacts to the supply chain of the United States that would result in the event of a malfunction or failure of the Soo Locks.

(b) APPROPRIATE COMMITTEES OF CONGRESS DEFINED.—In this Act, the term "appropriate committees of Congress" means—

(1) the Committee on Transportation and Infrastructure of the House of Representatives;

(2) the Committee on Commerce, Transportation, and Science of the Senate; and

(3) the Committee on Environment and Public Works of the Senate.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. JAMES) and the gentleman from Massachusetts (Mr. AUCHINCLOSS) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

□ 1700

GENERAL LEAVE

Mr. JAMES. 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. 3399.

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

There was no objection.

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

Mr. Speaker, first and foremost, I am grateful for the bipartisan support of