

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

my colleagues in Michigan, General BERGMAN, along with Representatives SCHOLTEN and KILDEE, for cosponsoring this very important legislation.

H.R. 3399, the Soo Locks Security and Economic Report Act of 2023, is proof that fortifying our national security and strengthening our economy transcends partisan politics.

The Soo Locks are a feat of human ingenuity and a point of pride for all Michiganders. The Army Corps of Engineers has nicknamed the Soo Locks the “linchpin of the Great Lakes,” and for good reason. The locks connect both Lake Superior and Lake Huron.

They play a vital role in transporting goods and resources not just throughout the Great Lakes, but all around the world. An average of 7,000 vessels pass through the locks every single year, and with it, over 90 percent of the world’s iron ore.

As the hub of America’s vehicle industry and one of the most critical States for our military industry, Michigan relies on the locks to get necessary materials in and out of the State. The Soo Locks aren’t just important for my home State, they are also critical for every State and for our national security.

As stated above, over 90 percent of the world’s iron ore flows through the Soo Locks. Michigan is home to the third largest land border in the country. As a member of the House Transportation and Infrastructure Committee and the congressman representing Michigan’s 10th Congressional District, America’s number one manufacturing district, it is my job to safeguard our national defense and vital commerce by finding ways to secure our essential infrastructure. An unexpected closure of the Soo Locks would threaten both.

In 2015, the Department of Homeland Security found that a 6-month shutdown would be disastrous: Recession, closed factories, shuttered mines, a pause in U.S. auto and appliance production for most of the year. Around 11 million jobs could be lost nationwide. That is the entirety of Michigan’s population.

Let’s think of that. Our economy would be critically harmed and might never recover.

A 2018 study concluded that an unexpected outage in the 1,200-foot-long Poe lock would create a bottleneck that would disrupt the supply chain for steel production and wreak havoc in Michigan manufacturing, particularly in the automotive industry.

That is why I introduced the Soo Locks Security and Economic Reporting Act of 2023, and this is why we must together pass this legislation. This is a commonsense measure that simply asks the Secretaries of Transportation and Defense, along with the commandant of the Coast Guard, to study potential security risks of the Soo Locks.

It would examine the economic consequences in the event of operational

failure. Finally, it asks these departments to provide recommendations, as well as the cost of these recommendations to Congress.

This legislation is a commonsense step toward protecting the infrastructure that keeps this country running. Failing to move forward on this bill doesn’t just jeopardize America’s national security, it leaves our country vulnerable to an economic crisis that is unacceptable.

Mr. Speaker, I urge my colleagues to join me in supporting H.R. 3399, the Soo Lock Security and Economic Reporting Act of 2023, and I reserve the balance of my time.

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

I rise in support of H.R. 3399, which, like my bill that is also under suspension today, will help to ensure a safe and resilient American supply chain.

The Soo Locks, which are located on the St. Mary’s River and connect Lake Superior to the rest of the Great Lakes system, facilitate the passage of 7,000 cargo ships per year. The locks connect the Great Lakes and are directly on the border with Canada, making them an important fixture for our national security. If something were to happen to the Soo Locks, 11 million jobs would be affected nationwide.

This bill directs the Department of Transportation to conduct a study on any domestic or international threats to the Soo Locks, as well as the economic effect of an operational failure.

This bill was reported out of the Transportation and Infrastructure Committee unanimously on May 23 of this year because my colleagues understand that economic resilience and national security are intertwined.

A robust and resilient supply chain is the result of deliberate construction, maintenance, and operational security of locks, ports, waterways, roads, railways, and airports.

As proponents of the Bipartisan Infrastructure Law understood, maintenance of and investment in our ports and waterways is paramount. That law provided \$17 billion for ports and waterways, which will go a long way to ensuring the viability of infrastructure like the Soo Locks and maritime transportation in the Great Lakes. This bill builds upon the Bipartisan Infrastructure Law by understanding the vulnerabilities from a national security standpoint, and, thus, better protecting our investments.

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

Mr. JAMES. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. STAUBER), a Lake Superior State University graduate.

Mr. STAUBER. Mr. Speaker, I spent the last 2 years of my college experience living in dorm rooms that were about 250 yards from the Soo Locks at the beautiful Lake Superior State University.

Mr. Speaker, I rise today in support of H.R. 3399, the Soo Locks Security and Economic Reporting Act, sponsored by my good friend from Michigan, Congressman JOHN JAMES.

Each year, vessels passing through the Soo Locks haul an estimated 70 million tons of cargo to critical industries in the United States and Canada. In total, the infrastructure supports more than 123,000 jobs and has a \$22.6 billion economic activity price tag.

In my first year in Congress, I joined Congressman JACK BERGMAN from Michigan on a tour of the Soo Locks to see the critical infrastructure firsthand.

Nearly all of the iron ore pellets essential for the American steel industry travel through the Great Lakes. A report by the Department of Homeland Security in 2015 found no alternative transportation mode exists for getting iron ore from the Minnesota mines to steel mills on the lower Great Lakes. The Iron Range of Minnesota produces almost 82 percent of the taconite pellets that make up the steel industry in our Nation.

National security experts and economists have warned that sustained closure of any of the locks would cripple our supply chain and plunge our economy into a recession.

It is abundantly clear: The protection and modernization of the Soo Locks is not only a supply chain issue, but a national security issue. The Soo Locks infrastructure needs significant investment, and it needs it now.

H.R. 3399 directs the Secretary of Transportation to study the security risks of the Soo Locks in Sault Ste. Marie, Michigan, and the economic ramifications in the event of their operational failure. This will provide us with concrete evidence of the importance of the Soo Locks and demonstrate our need for unwavering support.

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

Mr. JAMES. Mr. Speaker, I thank the gentleman from Minnesota for his leadership on this matter, as well as his remarks, and I reserve the balance of my time.

Mr. AUCHINCLOSS. Mr. Speaker, I urge my colleagues to support H.R. 3399, and I yield back the balance of my time.

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

Mr. Speaker, the Soo Locks are critical to international commerce and to our supply chain, and the report directed by this bill would provide important information to ensure their continued funding and operation.

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 Michigan (Mr. JAMES) that the House suspend the rules and pass the bill, H.R. 3399.

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.

## NTIA POLICY AND CYBERSECURITY COORDINATION ACT

Mr. LATTA. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1345) to amend the National Telecommunications and Information Administration Organization Act to establish the Office of Policy Development and Cybersecurity, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1345

*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 “NTIA Policy and Cybersecurity Coordination Act”.

### SEC. 2. POLICY DEVELOPMENT AND CYBERSECURITY.

(a) OFFICE OF POLICY DEVELOPMENT AND CYBERSECURITY.—Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.) is amended by adding at the end the following:

#### “SEC. 106. OFFICE OF POLICY DEVELOPMENT AND CYBERSECURITY.

“(a) ESTABLISHMENT.—There shall be within the NTIA an office to be known as the Office of Policy Development and Cybersecurity (in this section referred to as the ‘Office’).

“(b) ASSOCIATE ADMINISTRATOR.—The head of the Office shall be an Associate Administrator for Policy Development and Cybersecurity (in this section referred to as the ‘Associate Administrator’), who shall report to the Assistant Secretary.

“(c) DUTIES.—

“(1) IN GENERAL.—The Associate Administrator shall oversee and conduct national communications and information policy analysis and development for the internet and communications technologies.

“(2) PARTICULAR DUTIES.—In carrying out paragraph (1), the Associate Administrator shall—

“(A) develop, analyze, and advocate for market-based policies that promote innovation, competition, consumer access, digital inclusion, workforce development, and economic growth in the communications, media, and technology markets;

“(B) conduct studies, as delegated by the Assistant Secretary or required by Congress, on how individuals in the United States access and use the internet, wireline and wireless telephony, mass media, other digital services, and video services;

“(C) coordinate transparent, consensus-based, multistakeholder processes to create guidance for and to support the development and implementation of cybersecurity and privacy policies with respect to the internet and other communications networks;

“(D) promote increased collaboration between security researchers and providers of communications services and software system developers;

“(E) perform such duties as the Assistant Secretary considers appropriate relating to the program for preventing future vulnerabilities established under section 8(a) of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1607(a));

“(F) advocate for policies that promote the security and resilience to cybersecurity incidents of communications networks while fostering innovation, including policies that promote secure communications network supply chains;

“(G) at the direction of the Assistant Secretary, present security of the digital economy and infrastructure and cybersecurity policy efforts before the Commission, Congress, and elsewhere;

“(H) provide advice and assistance to the Assistant Secretary in carrying out the policy responsibilities of the NTIA with respect to cybersecurity policy matters, including the evaluation of the impact of cybersecurity matters pending before the Commission, other Federal agencies, and Congress;

“(I) in addition to the duties described in subparagraph (H), perform such other duties regarding the policy responsibilities of the NTIA with respect to cybersecurity policy matters as the Assistant Secretary considers appropriate;

“(J) develop policies to accelerate innovation and commercialization with respect to advances in technological understanding of communications technologies;

“(K) identify barriers to trust, security, innovation, and commercialization with respect to communications technologies, including access to capital and other resources, and ways to overcome such barriers;

“(L) provide public access to relevant data, research, and technical assistance on innovation and commercialization with respect to communications technologies, consistent with the protection of classified information;

“(M) strengthen collaboration on and coordination of policies relating to innovation and commercialization with respect to communications technologies, including policies focused on the needs of small businesses and rural communities—

“(i) within the Department of Commerce;

“(ii) between the Department of Commerce and State government agencies, as appropriate; and

“(iii) between the Department of Commerce and the Commission or any other Federal agency the Assistant Secretary determines to be necessary; and

“(N) solicit and consider feedback from small and rural communications service providers, as appropriate.”.

(b) TRANSITIONAL RULES.—

(1) REDESIGNATION OF ASSOCIATE ADMINISTRATOR; CONTINUATION OF SERVICE.—

(A) REDESIGNATION.—The position of Associate Administrator for Policy Analysis and Development at the NTIA is hereby redesignated as the position of Associate Administrator for Policy Development and Cybersecurity.

(B) CONTINUATION OF SERVICE.—The individual serving as Associate Administrator for Policy Analysis and Development at the NTIA on the date of the enactment of this Act shall become, as of such date, the Associate Administrator for Policy Development and Cybersecurity.

(2) NTIA DEFINED.—In this subsection, the term “NTIA” means the National Telecommunications and Information Administration.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Ohio (Mr. LATTA) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio.

#### GENERAL LEAVE

Mr. LATTA. 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 the bill.

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

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 1345, the NTIA Policy and Cybersecurity Coordination Act, led by the gentleman from Utah's Third District and the gentlewoman from Pennsylvania's Seventh District.

As our world becomes more increasingly digitized and interconnected, the importance of robust cybersecurity measures cannot be overstated. Cybersecurity threats, whether originating from State actors, criminal organizations, or malicious hackers, pose significant risks to our national security, economy, and the privacy of our citizens.

The increasing frequency and sophistication of cyberattacks underscore the urgency of addressing this ever-evolving challenge. The NTIA Policy and Cybersecurity Coordination Act bolsters our Nation's cybersecurity posture by strengthening the coordination between the National Telecommunications and Information Administration, or NTIA, and other relevant Federal agency.

The bill renames the existing NTIA Office of Policy and Analysis and Development to the Office of Policy Development and Cybersecurity and codifies the existing activities of the office.

H.R. 1345 seeks to promote effective information sharing, collaboration, and response efforts established in the Secure and Trusted Communications Networks Act.

Moreover, the legislation facilitates public-private partnerships to develop and implement cybersecurity policies related to the communication networks.

By encouraging collaboration between government agencies and stakeholders, we can work together to address cyber threats and vulnerabilities more effectively.

This bipartisan legislation passed out of the Energy and Commerce Committee by a vote of 44–0, and I urge my colleagues to support H.R. 1345.

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

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

Mr. Speaker, I rise in support of H.R. 1345, the NTIA Policy and Cybersecurity Coordination Act.

Protecting our Nation's communications networks is of vital importance