

Alaska. The North Slope of Alaska is home to the Department of Energy's Atmospheric Radiation Measurement, or ARM, user facility, which gathers data pertaining to clouds and radiation processes in cold environments and high altitudes.

Given its strengths, NASA has partnered with this DOE facility to conduct research in areas such as aerosols. In addition, any atmospheric data from ARM stands to benefit the Pacific Spaceport Complex on Kodiak Island in my home State of Alaska, which supports commercial and government suborbital and orbital launch missions, as well.

Additionally, H.R. 1368 requires the Secretary and the Administrator to implement research security provisions consistent with the CHIPS and Science Act of 2022. Given the transformational nature of these emerging technologies and their impact on national security, this language is necessary to protect our investments and breakthroughs from hostile powers such as the Chinese Communist Party.

I thank my colleague, Mr. WHITESIDES of California, for working with me on this important legislation and continuing the bipartisan tradition of the Science, Space, and Technology Committee.

Mr. Speaker, H.R. 1368 is a good governance and commonsense bill, and I urge my colleagues to support this legislation.

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

Mr. Speaker, the gentleman from the West, Mr. BEGICH and Mr. WHITESIDES, along with Mr. KENNEDY, who appear to be three freshman Members of Congress, have come together in an important way to introduce H.R. 1368. I continue to urge a "yes" vote on the DOE and NASA Interagency Research Coordination Act.

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

Mr. BABIN. Mr. Speaker, H.R. 1368, the DOE and NASA Interagency Research Act is a smart piece of legislation that will ensure that we stay competitive in the global race to return humans to the Moon and then send crewed missions on to Mars.

Without key partnerships like this, we would be unable to take the crucial steps in energy production and propulsion technologies necessary to extend our reach beyond Earth. I thank Representative BEGICH and Representative WHITESIDES for their leadership in moving this bill forward.

Mr. Speaker, I urge my colleagues to support it, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. BABIN) that the House suspend the rules and pass the bill, H.R. 1368.

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.

# INNOVATIVE MITIGATION PARTNERSHIPS FOR ASPHALT AND CONCRETE TECHNOLOGIES ACT

Mr. BABIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1534) to strengthen and enhance the competitiveness of American industry through the research and development of advanced technologies to improve the efficiency of cement, concrete, and asphalt production, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1534

*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 "Innovative Mitigation Partnerships for Asphalt and Concrete Technologies Act" or the "IMPACT Act".

## SEC. 2. ADVANCED CEMENT, CONCRETE, AND ASPHALT PRODUCTION RESEARCH PROGRAM.

(a) PROGRAM.—Part I of subtitle C of title V of division D of the Infrastructure Investment and Jobs Act (Public Law 117-58) is amended by adding at the end the following new section:

### "SEC. 40523. ADVANCED CEMENT, CONCRETE, AND ASPHALT PRODUCTION RESEARCH PROGRAM.

"(a) DEFINITIONS.—In this section:

"(1) ADVANCED PRODUCTION.—The term 'advanced production' means production of cement, concrete, or asphalt with one or more of the following improvements with respect to the production of commercially available cement, concrete, or asphalt:

"(A) Improved cost-effectiveness.

"(B) Improved quality, durability, engineering performance, and resilience.

"(C) Improved efficiency of resource consumption and material demand.

"(2) ALTERNATIVE FUELS.—The term 'alternative fuels' means any solid, liquid, or gaseous materials, or a combination thereof, used to replace or supplement any portion of fuels used in combustion or pyrolysis for low-emissions cement, concrete, or asphalt.

"(3) COMMERCIALLY AVAILABLE.—The term 'commercially available', with respect to cement, concrete, and asphalt, means that the cement, concrete, or asphalt is—

"(A) readily and widely available for purchase in the United States; and

"(B) produced using a production method of cement, concrete, or asphalt products, as applicable, that is widely in use.

"(4) ELIGIBLE ENTITY.—The term 'eligible entity' means any of the following:

"(A) An institution of higher education.

"(B) An appropriate State or Federal entity, including a federally funded research and development center of the Department.

"(C) A nonprofit research institution.

"(D) A private entity.

"(E) Any other relevant entity the Secretary determines appropriate.

"(F) A partnership or consortium of two or more entities described in subparagraphs (A) through (E).

"(5) ENGINEERING PERFORMANCE-BASED STANDARD.—The term 'engineering performance-based standard' means an existing engineering standard with respect to which the requirements applicable to such standard are stated in terms of required results, with cri-

teria for verifying compliance rather than specific composition, design, or procedure.

"(6) INSTITUTION OF HIGHER EDUCATION.—The term 'institution of higher education' has the meaning given such term in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001).

"(7) LOW-EMISSIONS CEMENT, CONCRETE, AND ASPHALT.—The term 'low-emissions cement, concrete, and asphalt' means cement, concrete, asphalt binder, or asphalt mixture that reduces, to the maximum extent practicable, greenhouse gas or directly-related copollutant emissions to levels below commercially available cement, concrete, or asphalt.

"(8) RURAL AREA.—The term 'rural area' has the meaning given such term in section 343(a) of the Consolidated Farm and Rural Development Act (7 U.S.C. 1991(a)).

"(b) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this section, the Secretary shall establish a program of research, development, demonstration, and commercial application of advanced tools, technologies, and methods for advanced production and use of low-emissions cement, concrete, and asphalt in order to accomplish the following:

"(1) Increase the technological and economic competitiveness of industry and production in the United States.

"(2) Expand and increase the stability of supply chains through enhanced domestic production, nearshoring, and cooperation with allies.

"(3) Achieve measurable greenhouse gas or directly related copollutant emissions reductions in the production processes for cement, concrete, and asphalt products.

"(4) Create quality domestic jobs.

"(c) REQUIREMENTS.—In carrying out the program under subsection (b), the Secretary shall carry out the following:

"(1) Coordinate with the programs and activities authorized under title VI of division Z of the Consolidated Appropriations Act, 2021 (relating to industrial and manufacturing technologies) and the amendments made by such title.

"(2) Coordinate across all relevant program offices of the Department, including the Office of Science, the Advanced Research Projects Agency-Energy, the Office of Clean Energy Demonstrations, the Office of Energy Efficiency and Renewable Energy, the Office of Fossil Energy, the Office of Industrial Efficiency and Decarbonization, the Office of Manufacturing and Energy Supply Chains, and the Office of Nuclear Energy.

"(3) Leverage, to the extent practicable, the research infrastructure of the Department, including scientific computing user facilities, x-ray light sources, neutron scattering facilities, and nanoscale science research centers.

"(4) Conduct research, development, demonstration, and commercial application of the advanced production of low-emissions cement, concrete, and asphalt that have the potential to increase domestic production and employment in both advanced and commercially available processes.

"(d) STRATEGIC PLAN.—

"(1) IN GENERAL.—Not later than 180 days after the establishment of the program under subsection (b), the Secretary shall develop a 5-year strategic plan identifying research, development, demonstration, and commercial application goals for such program. The Secretary shall submit such plan to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Energy and Natural Resources of the Senate.

"(2) CONTENTS.—The strategic plan under paragraph (1) shall—

“(A) identify programs at the Department related to the advanced production of low-emissions cement, concrete, and asphalt that support the research, development, demonstration, and commercial application activities described in this section, and the demonstration projects under subsection (f);

“(B) establish technological and programmatic goals to achieve the requirements specified in subsection (c); and

“(C) include timelines for the accomplishment of such goals developed under the plan.

“(3) UPDATES TO PLAN.—Not less than once every two years, the Secretary shall submit to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Energy and Natural Resources of the Senate an updated version of the strategic plan under paragraph (1).

“(e) FOCUS AREAS.—In carrying out the program under subsection (b), the Secretary shall focus on the following:

“(1) Carbon capture technologies for low-emissions cement, concrete, and asphalt production processes, which may include the following:

“(A) Oxycombustion and chemical looping technologies.

“(B) Precombustion technologies.

“(C) Post combustion technologies.

“(D) Direct carbon dioxide separation technologies.

“(2) Materials, technologies, inputs, and processes that—

“(A) produce fewer greenhouse gas or directly related copollutant emissions during production, use, and end use of cement, concrete, and asphalt; or

“(B) provide quality, durability, resilience, engineering, or other performance metrics equal to or greater than commercially available products.

“(3) Medium- and high-temperature heat-generation technologies used for the advanced production of low-emissions cement, concrete, and asphalt, which may include the following:

“(A) Alternative fuels.

“(B) Renewable heat-generation and storage technology.

“(C) Electrification of heating processes.

“(D) Other clean heat-generation technologies and sources.

“(4) Technologies and practices that increase the efficiency of energy use, natural resource consumption, or material demand, which may include the following:

“(A) Designing products that encourage reuse, refurbishment, remanufacturing, and recycling.

“(B) Minimizing waste, including waste heat, from low-emissions cement, concrete, and asphalt production processes, including through the reuse of waste as a resource in other industrial processes for mutual benefit.

“(C) Increasing the overall energy efficiency of low-emissions cement, concrete, and asphalt production processes, including through life cycle assessments.

“(5) Technologies and approaches to reduce greenhouse gas or directly related copollutant emissions from the advanced production of cement, concrete, and asphalt.

“(6) High-performance computing to develop advanced materials and production processes that may contribute to the focus areas described in paragraphs (1) through (5), including the following:

“(A) Modeling, simulation, and optimization of the design of cost-effective and energy-efficient products and processes.

“(B) The use of digital prototyping and additive production to enhance product design.

“(7) Advanced sensor technologies and methods to monitor and quantify the performance of low-emissions cement, concrete,

and asphalt materials at scale and under a variety of conditions.

“(8) Technologies that can be retrofitted at cement, concrete, and asphalt plants that represent the most common facility types in the United States and in other countries, with consideration for field validation of such retrofits.

“(9) Best practices for data standardization and data sharing tools and technologies, in coordination with relevant Federal agencies.

“(10) Fundamental research in chemistry and materials science to identify the following:

“(A) Novel materials and alternative domestic feedstocks and processing operations for the advanced production of low-emissions cement, concrete, and asphalt.

“(B) Improved understanding by eligible entities of the mechanisms that determine the performance and durability of low-emissions cement, concrete, and asphalt over time.

“(f) DEMONSTRATIONS.—

“(1) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this section, the Secretary, in carrying out the program under subsection (b), and in collaboration with the Secretary of Transportation, the Administrator of General Services, industry partners, institutions of higher education, and National Laboratories, shall support demonstrations of advanced production of low-emissions cement, concrete, and asphalt that uses either—

“(A) a single technology or practice; or

“(B) a combination of multiple technologies or practices.

“(2) SELECTION REQUIREMENTS.—In carrying out the demonstrations under paragraph (1), the Secretary shall select eligible entities to carry out demonstration projects and to the maximum extent practicable—

“(A) encourage regional diversity among eligible entities, including participation by entities located in rural areas;

“(B) encourage technological diversity among eligible entities; and

“(C) ensure that specific projects selected—

“(i) expand on the existing technology demonstration programs of the Department;

“(ii) are based on the extent of greenhouse gas emissions reductions achieved; and

“(iii) prioritize leveraging matching funds from non-Federal sources.

“(3) REPORTS.—The Secretary shall submit to the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Energy and Natural Resources of the Senate—

“(A) not less frequently than once every two years for the duration of the demonstrations under paragraph (1), a report describing the performance of such demonstrations; and

“(B) if any such demonstration is terminated, an assessment of the success of, and education provided by, the measures carried out by such demonstration.

“(4) TERMINATION.—The Secretary may terminate the demonstrations under paragraph (1) if the Secretary determines that sufficient low-emissions cement, concrete, and asphalt produced through advanced production are commercially available domestically at a price comparable to the price of cement, concrete, and asphalt produced through traditional methods of production.

“(g) TECHNICAL ASSISTANCE PROGRAM.—

“(1) IN GENERAL.—The Secretary, in consultation with the Secretary of Transportation, the Secretary of Commerce (acting through the Director of the National Institute of Standards and Technology), the Administrator of General Services, the Administrator of the Environmental Protection Agency, and appropriate representatives of relevant standards development organiza-

tions, shall provide technical assistance to eligible entities to carry out an activity described in paragraph (2) to promote the commercial application of technologies for the production and use of low-emissions cement, concrete, and asphalt.

“(2) ACTIVITIES DESCRIBED.—An activity referred to in paragraph (1) is any of the following:

“(A) Efforts related to collecting data that could be used in the updating of local codes, specifications, and standards to engineering performance-based standards.

“(B) A lifecycle assessment of the final product.

“(C) An environmental impact comparison between different cements, concretes, and asphalts.

“(D) A techno-economic assessment.

“(E) An environmental permitting or other regulatory process.

“(F) An evaluation or testing activity.

“(G) Any other activity that promotes the commercial application of technologies developed through the program under subsection (b).

“(3) APPLICATIONS.—The Secretary shall seek applications for technical assistance under this subsection—

“(A) on a competitive basis; and

“(B) on a periodic basis, but not less frequently than once every 12 months.

“(4) REGIONAL CENTERS.—The Secretary may designate or establish one or more regional centers to provide technical assistance to eligible entities to carry out the activity described in paragraph (2)(A).

“(h) ADDITIONAL COORDINATION.—

“(1) MANUFACTURING USA.—In carrying out this section the Secretary shall consider the following:

“(A) Leveraging the resources of relevant existing Manufacturing USA Institutes described in section 34(d) of the National Institute of Standards and Technology Act (15 U.S.C. 278s(d)).

“(B) Integrating program activities into a relevant existing Manufacturing USA Institute.

“(C) Awarding financial assistance, consistent with section 34(e) of the National Institute of Standards and Technology Act (15 U.S.C. 278s(e)), to a person or group of persons to assist the person or group of persons in planning, establishing, or supporting a Manufacturing U.S.A. Institute focused on advanced production of low-emissions cement, concrete, and asphalt.

“(2) OTHER FEDERAL AGENCIES.—In carrying out this section, the Secretary shall coordinate with other Federal agencies, including the Department of Defense, the Department of Transportation, and the National Institute of Standards and Technology, that are carrying out research and development initiatives to increase industrial competitiveness and achieve measurable greenhouse gas or directly related copollutant emissions reductions through the advanced production of cement, concrete, and asphalt.

“(i) SUNSET.—This section shall terminate seven years after the date of the enactment of this section.

“(j) RESEARCH SECURITY.—The activities authorized under this section shall be applied in a manner consistent with subtitle D of title VI of the Research and Development, Competition, and Innovation Act (enacted as division B of Public Law 117-167 (42 U.S.C. 19231 et seq.)).

“(k) RULE OF CONSTRUCTION.—Nothing in this section may be construed to amend, alter, or affect the authorities of the Secretary to define, establish, or enforce new environmental industry standards for, or related to, cement, concrete, or asphalt.”

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Infrastructure

Investment and Jobs Act is amended by inserting after the item relating to section 40522 the following new item:

“Sec. 40523. Advanced cement, concrete, and asphalt production research program.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. BABIN) and the gentlewoman from Michigan (Ms. STEVENS) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

#### GENERAL LEAVE

Mr. BABIN. 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 on H.R. 1534, the bill now under consideration.

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

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 1534, the Innovative Mitigation Partnerships for Asphalt and Concrete Technologies Act, or IMPACT Act.

Today, much of the world is reliant on cement and concrete produced in China, which is home to the world's largest cement industry. It should go without saying that it is a big problem to be at the whims of the Chinese Communist Party when it comes to materials that are absolutely critical to our national defense, economic security, and our energy independence.

Beyond that, this reliance comes with severe negative environmental impacts. China's greenhouse gas emissions exceed all of the developed nations in the world combined. In fact, U.S. industrial manufacturing is nearly 28 percent cleaner than our competitors, including China.

If we want a cleaner, healthier environment and global security, U.S. leadership in this sector is an absolute must. The IMPACT Act ensures this by propelling America to the front in the cement, concrete, and asphalt industries. It will increase our Nation's competitiveness against global adversaries while also achieving significant reductions in emissions from manufacturing processes.

Specifically, this bill supports the research and development of innovative technologies, primarily at the Department of Energy. It builds off the cross-cutting Industrial Emissions Reduction Technology Development program established by the Energy Act of 2020 and provides specific direction for the advancement of tools, technologies, and methods related to cement, concrete, and asphalt production.

Concrete is the second most commonly used material on Earth, surpassed only by water. The demand is unlikely to decrease soon, making it crucial to allocate the Federal Government's top scientific resources to assist manufacturers in meeting our strategic goals, while ensuring the concrete sup-

ply that supports our economy continues to grow and thrive.

The IMPACT Act positions our country to rise to that challenge and become a resource for the entire world.

I thank Science, Space, and Technology Committee members, Mr. MILLER and Mrs. FOUSHEE, for cosponsoring this bill and working in a bipartisan fashion.

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

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

Mr. Speaker, I enthusiastically rise in support of the Innovation Mitigation Partnerships for Asphalt and Concrete Technologies Act, or the IMPACT Act, H.R. 1534.

A good gentleman from Ohio (Mr. MILLER) and a fantastic gentlewoman from North Carolina (Mrs. FOUSHEE) have reintroduced this bipartisan bill, and I salute them.

Mrs. FOUSHEE is very much a leader on the Science, Space, and Technology Committee, a cutting-edge voice in artificial intelligence, a ranking member on the Space and Aeronautics Subcommittee, and we are very grateful for her leadership and acumen here.

As our chair just extrapolated, the United States produces approximately 95 million metric tons of cement each year, representing nearly 400 million cubic yards of concrete, with another 454 million metric tons of asphalt pavement materials produced per year.

Now, as a Member of Congress, I am not fully in the composites business, but we must understand where our materials come from and how they are procured and produced. We must look it squarely in the face as to how we do not remain overly reliant on competitive countries for access.

A byproduct of these industrial processes are certainly greenhouse gas emissions. There is a State representative from Michigan, State Representative Kelly Breen of Novi, who has, on occasion, spoken to me at length about the materials used in our roads. We know right now that the byproduct of the industrial processes for these cement applications accounts for 8 percent of human-induced carbon dioxide emissions.

Now, I come from the Motor City. We like our paved roads. We like access to cement. Demand is not decreasing. It is going up. Demand is expected to increase by 12 percent when we hit the mid-21st century mark.

We here in the United States of America are building roads, bridges, factories, schools, so many things. It is really quite exciting, and the IMPACT Act can play a role. The bill will improve cost-effectiveness, durability, and material demand efficiency of widely used cement, and similar materials while achieving measurable greenhouse gas emissions reductions in their production processes. We like to call this a win-win.

H.R. 1534 would also accomplish this goal by directing the Secretary of En-

ergy to support research, development, and demonstration of innovative technologies that could become commercially viable.

□ 1545

Again, the State representative from Michigan, Kelly Breen, has talked to me about her desire to see this in Oakland County, Michigan. We have been working on this in the Motor City.

My colleagues from North Carolina and Ohio have put forward national legislation that will benefit us all, and we have got next-generation technologies that are a significant improvement over the processes used by these industries today, ensuring that we can continue to build while reducing negative environmental impacts that come about from producing building materials.

We have a good, practical bill to maximize our production capabilities while minimizing any negative impacts, and we have research and development and demonstration of novel cement, concrete, and asphalt processes.

Mr. Speaker, I urge my colleagues to vote “yes” on a bill I am very excited about, H.R. 1534, and I reserve the balance of my time.

Mr. BABIN. Mr. Speaker, I yield such time as he may consume to the gentleman from Ohio (Mr. MILLER).

Mr. MILLER of Ohio. Mr. Speaker, I rise in strong support of H.R. 1534, the Innovative Mitigation Partnerships for Asphalt and Concrete Technologies Act, or more simply known as the IMPACT Act, which is a lot easier to say.

I introduced this bill with my Science Committee colleague Mrs. FOUSHEE because we understand that the production of cement, concrete, and asphalt play a fundamental role in supporting United States infrastructure, national defense, and economic security.

The cement and concrete industry contributes over \$130 billion to the United States economy and employs over 577,000 people. In Ohio alone, this industry has an economic contribution of \$4.6 billion to the State.

It is no secret that the processes behind these products are extremely difficult to decarbonize and that American cement and concrete manufacturers must compete in a market that increasingly values lower carbon products. The leading companies and associations of this industry have committed to achieving net-zero emissions by 2050 and have made impressive progress thus far, reducing their carbon footprint by 21 percent since 2014.

However, more progress can be made. With projected demand for cement expected to increase 12 percent by 2050, utilizing the best scientific resources of the Federal Government will help manufacturers further reduce emissions of the products essential to our economy and civilization.

The IMPACT Act will support those resources while strengthening and enhancing the competitiveness of American manufacturing through advanced

technologies that can be exported around the globe.

We all want to see cement, concrete, and asphalt production continue to rise and help grow our country. That is critical to our economic well-being. We all want to see this growth go hand in hand with environmental stewardship, leaving our air and water just as pristine for the next generation.

The IMPACT Act builds on previous industrial decarbonization efforts by focusing specifically on cement, concrete, and asphalt. It enables industry and the Department of Energy to work collaboratively on fundamental research that will enhance existing production methods and unlock new, innovative techniques. This will ensure that the world-class tools and technologies at DOE are being used by the very taxpayers who funded them.

It also enables DOE, in consultation with other Federal agencies, to offer technical assistance to entities seeking to promote the commercial application of low-emission cement, concrete, and asphalt. This ensures that industry can continue their cutting-edge research unencumbered, but if they do hit a roadblock, there are subject matter experts available to assist them.

This bill is the perfect example of how the Federal Government can advance tangible environmental goals for construction material production without sacrificing material performance or, more importantly, economic growth that benefits every single citizen throughout our country.

I thank the gentlewoman from North Carolina (Mrs. FOUSHEE) for cosponsoring this bill and working in a bipartisan fashion to get it here today. I urge all my colleagues to support this bill.

Ms. STEVENS. Mr. Speaker, I yield 4 minutes to the gentlewoman from North Carolina (Mrs. FOUSHEE) to speak on behalf of H.R. 1534.

Mrs. FOUSHEE. Mr. Speaker, I rise today in support of H.R. 1534, the bipartisan Innovative Mitigation Partnerships for Asphalt and Concrete Technologies Act, or the IMPACT Act, which will strengthen the competitiveness of American manufacturing through innovation and development of technologies to decarbonize and improve the efficiency of cement, concrete, and asphalt production.

U.S. producers are leading the way in the innovation of critical building materials production, and we have a real opportunity in front of us to bolster our Nation's infrastructure while making significant strides to reduce global emissions.

The climate crisis remains one of the most pressing issues of our lifetime, and it is vital that we take action now by investing in clean technologies and creating pathways here at home to accelerate and commercialize these new opportunities to reduce harmful emissions.

Globally, cement manufacturing accounts for nearly 8 percent of all car-

bon emissions, and we have a unique opportunity to reduce pollution in industrial emissions by creating new manufacturing opportunities here at home that can take the place of aging processes based on fossil fuels.

This bill will enable partnerships between industry, innovators, and the U.S. Government that will enhance existing production methods, unlock new and innovative techniques, and offer technical assistance to entities seeking to promote the application of low-emission cement, concrete, and asphalt.

Together, the IMPACT Act—alongside IMPACT Act 2.0, introduced in the House earlier this month by Congressman MILLER and me, and the Senate's Concrete and Asphalt Innovation Act, led by Senators COONS and TILLIS—will bolster U.S.-led efforts to deploy clean technologies in the industrial sector while enhancing the global competitiveness of American innovation.

The United States is leading the way into the 21st century, and this can be seen in my own district, North Carolina's Fourth, where local startup Biomason is revolutionizing the cement industry through its use of biotechnology to manufacture low-carbon concrete.

With global demand for building materials set to rise through this century, we must prioritize investments in advanced materials science and scale-up domestic manufacturing by fostering an innovation pipeline that creates jobs and enhances our competitiveness on the world stage. This bill does just that.

With this commonsense piece of legislation, everyone wins. It will help us achieve measurable and meaningful emissions reductions, modernize manufacturing, and improve workers' health and public health, all while creating good-paying jobs across America.

I am proud to join Representative MAX MILLER in introducing the IMPACT Act, which passed the House last Congress and through the House Science Committee unanimously. It has received strong and bicameral support from industry and industry partners, innovators, climate organizations, manufacturing, and trade associations nationwide.

I encourage my colleagues to support this bipartisan and commonsense legislation, which will unlock innovation and clean manufacturing in the United States, create domestic job opportunities, and protect our planet.

Mr. BABIN. Mr. Speaker, I have no further requests for time, and I am prepared to close. I continue to reserve the balance of my time.

Ms. STEVENS. Mr. Speaker, I also have no further requests for time to speak on this bill, and I yield myself the balance of my time to close.

Mr. Speaker, I again thank my colleagues from the committee, Mr. MILLER and Mrs. FOUSHEE, for their work on this bill. I urge a "yes" vote on H.R. 1534. Mr. Speaker, I yield back the balance of my time.

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

Mr. Speaker, H.R. 1534 is commonsense legislation that passed unanimously last Congress. It has the support of major industry associations, including the Portland Cement Association, the National Asphalt Pavement Association, and the National Ready Mixed Concrete Association. It also has the endorsement of those groups affected by downstream impacts, like the U.S. Tire Manufacturers Association and Citizens for Responsible Energy Solutions.

This diverse support is a testament to just how important it is for the United States to retain its global competitive edge when it comes to advanced industrial technologies.

I urge my colleagues to join me in backing 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 Texas (Mr. BABIN) that the House suspend the rules and pass the bill, H.R. 1534.

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. BABIN. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

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

## RECESS

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

Accordingly (at 3 o'clock and 55 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. MURPHY) at 6 o'clock and 30 minutes p.m.

## MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Matthew Hanley, one of his secretaries.

## 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 and pass:

H.R. 359; and,  
H.R. 1326.

The first electronic vote will be conducted as a 15-minute vote. Pursuant