

Since 2007, the National Human Trafficking Hotline has received reports of more than 22,000 sex trafficking cases inside our country. In addition, it has received over 5,000 reports of individuals who have been coerced into forced labor or indentured servitude.

The National Center for Missing and Exploited Children estimates that one of every six runaway children who was reported to them last year had become victims of sex trafficking.

The FMCSA currently prohibits any individual from operating a CMV for life if he or she is convicted of committing specific crimes, including negligent manslaughter and drug trafficking. This bill ensures that the FMCSA also takes action against perpetrators who use their CMV to commit “severe”—and that is the operative word—forms of sex trafficking, as defined by the Trafficking Victims Protection Act.

The Committee on Transportation and Infrastructure reported an identical bill, H.R. 3814, to the House by a voice vote in November. This legislation takes important steps to reduce human trafficking in the transportation sector.

Mr. Speaker, I urge my colleagues to join me in supporting this important bill, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 3 minutes to the gentleman from New York (Mr. KATKO).

Mr. KATKO. Mr. Speaker, I would like to thank my colleague for yielding.

Mr. Speaker, I am proud to rise in favor of S. 1532, the No Human Trafficking on Our Roads Act. This bipartisan, bicameral bill strengthens our Nation’s efforts to combat human trafficking.

As a former organized crime prosecutor for two decades both on the Northern border and on the Southern border, I have seen firsthand the horrors of human trafficking. Too often, human traffickers take advantage of our Nation’s transportation network to transport their victims from one location to the next.

The U.S. Department of Transportation and the transportation industry play a critical role in preventing and stopping these heinous exploitations. I want to commend the trucking industry for their commitment in training drivers to identify instances of human trafficking through organizations like Truckers Against Trafficking.

Truck drivers are often a critical asset in helping law enforcement identify victims who otherwise might go unseen. However, an isolated few individuals have taken advantage of their position to illegally traffic innocent people. We must stop this from occurring.

Earlier this year, alongside my good friend, Congresswoman ESTY, I introduced H.R. 3814, the identical House companion to this bill. While the vast majority of our Nation’s truck drivers

are hardworking, honest men and women, our bill is necessary to ensure that the select few who commit these crimes are brought to justice.

I am grateful for the chairman’s support in moving our bill through the Transportation and Infrastructure Committee and bringing this important issue before the floor of the House. I would also like to thank outside organizations, like the National District Attorneys Association, for supporting this legislation.

Again, I would like to thank Representative ESTY and Senators THUNE and KLOBUCHAR for their bipartisan, bicameral leadership in this matter.

Ms. NORTON. Mr. Speaker, this is another example of what bipartisanship can achieve in the House of Representatives, unlike, sadly, the tax bill that was just passed just before us in the House of Representatives here this afternoon.

Mr. Speaker, I have no further speakers, and I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I would urge my colleagues to join me in supporting this important legislation.

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 Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, S. 1532.

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. GRAVES of Missouri. 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.

#### COMBATING HUMAN TRAFFICKING IN COMMERCIAL VEHICLES ACT

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1536) to designate a human trafficking prevention coordinator and to expand the scope of activities authorized under the Federal Motor Carrier Safety Administration’s outreach and education program to include human trafficking prevention activities, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 1536

*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 “Combating Human Trafficking in Commercial Vehicles Act”.

##### SEC. 2. HUMAN TRAFFICKING PREVENTION COORDINATOR.

The Secretary of Transportation shall designate an official within the Department of Transportation who shall—

(1) coordinate human trafficking prevention efforts across modal administrations in the Department of Transportation and with other departments and agencies of the Federal Government; and

(2) in coordinating such efforts, take into account the unique challenges of combating human trafficking within different transportation modes.

##### SEC. 3. EXPANSION OF OUTREACH AND EDUCATION PROGRAM.

Section 31110(c)(1) of title 49, United States Code, is amended by adding at the end the following: “The program authorized under this subsection may support, in addition to funds otherwise available for such purposes, the recognition, prevention, and reporting of human trafficking, while deferring to existing resources, as practicable.”.

##### SEC. 4. EXPANSION OF COMMERCIAL DRIVER’S LICENSE FINANCIAL ASSISTANCE PROGRAM.

Section 31313(a)(3) of title 49, United States Code, is amended—

(1) in subparagraph (D), by striking “or” at the end;

(2) by redesignating subparagraph (E) as subparagraph (F); and

(3) by inserting after subparagraph (D) the following:

“(E) support, in addition to funds otherwise available for such purposes, the recognition, prevention, and reporting of human trafficking; or”.

##### SEC. 5. ESTABLISHMENT OF THE DEPARTMENT OF TRANSPORTATION ADVISORY COMMITTEE ON HUMAN TRAFFICKING.

(a) ESTABLISHMENT.—The Secretary shall establish an advisory committee on human trafficking.

(b) MEMBERSHIP.—

(1) COMPOSITION.—The Committee shall be composed of not more than 15 external stakeholder members whose diverse experience and background enable them to provide balanced points of view with regard to carrying out the duties of the Committee.

(2) SELECTION.—The Secretary shall appoint the external stakeholder members to the Committee, including representatives from—

(A) trafficking advocacy organizations;

(B) law enforcement; and

(C) trucking, bus, rail, aviation, maritime, and port sectors, including industry and labor.

(3) PERIODS OF APPOINTMENT.—Members shall be appointed for the life of the Committee.

(4) VACANCIES.—A vacancy in the Committee shall be filled in the manner in which the original appointment was made and shall not affect the powers or duties of the Committee.

(5) COMPENSATION.—Committee members shall serve without compensation.

(c) AUTHORITY.—Not later than 9 months after the date of enactment of this Act, the Secretary shall establish and appoint all members of the Committee.

(d) DUTIES.—

(1) RECOMMENDATIONS FOR THE DEPARTMENT OF TRANSPORTATION.—Not later than 18 months after the date of enactment of this Act, the Committee shall make recommendations to the Secretary on actions the Department can take to help combat human trafficking, including the development and implementation of—

(A) successful strategies for identifying and reporting instances of human trafficking; and

(B) recommendations for administrative or legislative changes necessary to use programs, properties, or other resources owned, operated, or funded by the Department to combat human trafficking.

(2) BEST PRACTICES AND RECOMMENDATIONS.—

(A) IN GENERAL.—The Committee shall develop recommended best practices for States and State and local transportation stakeholders to follow in combating human trafficking.

(B) DEVELOPMENT.—The best practices shall be based on multidisciplinary research and promising, evidence-based models and programs.

(C) CONTENT.—The best practices shall be user-friendly, incorporate the most up-to-date technology, and include the following:

- (i) Sample training materials.
- (ii) Strategies to identify victims.
- (iii) Sample protocols and recommendations, including—
  - (I) strategies to collect, document, and share data across systems and agencies;
  - (II) strategies to help agencies better understand the types of trafficking involved, the scope of the problem, and the degree of victim interaction with multiple systems; and
  - (III) strategies to identify effective pathways for State agencies to utilize their position in educating critical stakeholder groups and assisting victims.

(D) INFORMING STATES OF BEST PRACTICES.—The Secretary shall ensure that State Governors and State departments of transportation are notified of the best practices and recommendations.

(e) REPORTS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall—

(1) submit a report on the actions of the Committee described in subsection (d) to—

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

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

(2) make the report under paragraph (1) publicly available both physically and online.

(f) DEFINITIONS.—In this section:

(1) COMMITTEE.—The term “Committee” means the Department of Transportation Advisory Committee on Human Trafficking established under subsection (a).

(2) HUMAN TRAFFICKING.—The term “human trafficking” means an act or practice described in paragraph (9) or paragraph (10) of section 103 of the Trafficking Victims Protection Act of 2000 (22 U.S.C. 7102).

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

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

#### GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include extraneous material on S. 1536.

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

There was no objection.

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Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, S. 1536 empowers the Department of Transportation to play

an important role in combating human trafficking. Specifically what this bill does is it directs the Secretary of Transportation to designate a human trafficking prevention coordinator from within the Department; it expands the scope of activities authorized under the Federal Motor Carrier Safety Administration’s outreach and education program and under the Commercial Driver’s License program implementation grants to include human trafficking prevention activities; and it requires the Secretary to establish an advisory committee on human trafficking.

S. 1536 is supported by Members on both sides of the aisle, and it passed the Senate with unanimous consent.

I would like to commend Ms. ESTY for her leadership on the House version of this bill. Because of her work and her partnership on this with Mr. KATKO, the House version passed through committee unanimously.

Mr. Speaker, I urge my colleagues to support S. 1536, and I reserve the balance of my time.

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

Mr. Speaker, I rise in strong support of this bill as well. S. 1536 will help ensure that the U.S. Department of Transportation has the necessary tools to reduce the prevalence of human trafficking in commercial vehicles.

In 2016, more than 7,000 cases of human trafficking were reported to the National Human Trafficking Hotline. With this legislation, Congress is stepping in to ensure DOT has additional authority and resources to combat this egregious crime.

This bill provides the Federal Motor Carrier Safety Administration, FMCSA, more flexibility to combat human trafficking by authorizing funding from two existing grant programs to be used to support the reporting and the prevention of human trafficking. The bill will also help DOT coordinate efforts to fight human trafficking with other Federal agencies, and it establishes an advisory committee on human trafficking.

The advisory committee will convene experts from law enforcement, victim advocacy organizations, and the transportation industry to advise DOT of concrete steps it can take to improve the recognition and the prevention of trafficking.

The advisory committee will also develop and share best practices with State and local stakeholders so that they are better equipped to combat the trafficking in their own communities.

The Committee on Transportation and Infrastructure reported an identical bill, H.R. 3813, authored by the gentlewoman from Connecticut (Ms. ESTY), to the House in November.

Mr. Speaker, I urge my colleagues to join me in supporting this bill, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I don’t have any speakers, and I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield 3 minutes to the gentlewoman from Connecticut (Ms. ESTY), the author of the bill.

Ms. ESTY of Connecticut. Mr. Speaker, I thank the gentlewoman for yielding.

Mr. Speaker, I rise to strongly support the passage of S. 1536, the Combating Human Trafficking in Commercial Vehicles Act. This bipartisan, bicameral bill is an important step in combating the terrible crime of human trafficking.

The Combating Human Trafficking in Commercial Vehicles Act will help stem the tide of trafficking by providing training to commercial truck drivers through the Department of Transportation to recognize and report trafficking, further empowering them to prevent this horrendous crime.

Specifically, this bill designates a human trafficking prevention coordinator at the U.S. Department of Transportation and increases outreach, education, and reporting efforts at the Federal Motor Carrier Safety Administration.

Mr. Speaker, human trafficking is an appalling and inhumane crime, and it is occurring in communities all over my home State of Connecticut and throughout the entire United States. As I learned when a human trafficking ring was broken up in my small hometown, anyone can become a victim of this crime regardless of race, age, gender, or socioeconomic status.

This appalling crime takes many forms, the vast majority of which are sexually exploitative in nature. Shockingly, the average age a teen enters the sex trade in the United States is 12 to 14 years old, and many victims are runaway girls who were sexually abused as children.

Truckers and commercial drivers are often the first line of defense against human trafficking in the United States. Their eyes and ears are on the roads, where victims are being moved across borders and from city to city.

The Combating Human Trafficking in Commercial Vehicles Act is supported by Truckers Against Trafficking, the National District Attorneys Association, the Commercial Vehicle Safety Alliance, the Owner Operator Independent Drivers Association, and ECPAT-USA.

I am proud to be the coauthor of the House companion to the No Human Trafficking on Our Roads Act along with my friend, JOHN KATKO of New York.

I am also pleased that we will be voting today on another bill that Congressman KATKO and I coauthored, the No Human Trafficking on Our Roads Act.

Both bills were originally introduced in the Senate by Senators KLOBUCHAR and THUNE and passed unanimously. Both bills were also passed unanimously out of the House Transportation and Infrastructure Committee.

Mr. Speaker, I urge my friends and colleagues to join me in voting “yes”

on the Combating Human Trafficking in Commercial Vehicles Act and the No Human Trafficking on Our Roads Act today so we can send these very important pieces of legislation to the President's desk for his swift signature.

Mr. Speaker, again, I want to thank my Republican and Democratic colleagues both in the House and the Senate for their work on these two important bills.

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

Ms. NORTON. Mr. Speaker, I yield 2 minutes to the gentlewoman from Michigan (Mrs. LAWRENCE).

Mrs. LAWRENCE. Mr. Speaker, I want to thank my colleague, Ms. NORTON, for having this amazing interest to our country put before us for a vote.

Mr. Speaker, I rise in support of S. 1532, No Human Trafficking on Our Roads, and S. 1536, the Combating Human Trafficking in Commercial Vehicles Act.

As the vice chair of the congressional bipartisan Caucus for Women's Issues and a member of the Transportation and Infrastructure Committee, I am pleased that we are solving these issues of real concern.

Human trafficking is an inexcusable crime. According to the National Human Trafficking Resource Center, about 8 in 10 reported victims are women. It is a crime that exploits women more than anyone else, and especially young girls.

Mr. Speaker, combating human trafficking is a serious concern of mine. Unfortunately, in my district—I represent the Metro Detroit area—a major international transportation and shipping hub in southeast Michigan, we rank number seven in total human trafficking cases reported in our country.

These bills mark progress toward combating human trafficking. We are improving our systems to better recognize and report this crime. We are closing loopholes in our transportation system that traffickers have taken advantage of for far too long.

I am proud to support these bills, and I urge my colleagues to support them as well.

Mr. Speaker, today I needed a vote and a voice for something that is good for this country, and so I stand here in support.

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

Mr. GRAVES of Missouri. Mr. Speaker, I urge my colleagues to join me in supporting this important legislation.

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

The SPEAKER pro tempore (Mr. YODER). The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, S. 1536.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. GRAVES of Missouri. 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.

#### SYSTEMIC RISK DESIGNATION IMPROVEMENT ACT OF 2017

Mr. HENSARLING. Mr. Speaker, pursuant to House Resolution 667, I call up the bill (H.R. 3312) to amend the Dodd-Frank Wall Street Reform and Consumer Protection Act to specify when bank holding companies may be subject to certain enhanced supervision, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 667, in lieu of the amendment recommended by the Committee on Financial Services printed in the bill, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 115-49, modified by the amendment printed in House Report 115-474, is adopted, and the bill, as amended, is considered read.

The text of the bill, as amended, is as follows:

H.R. 3312

*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 "Systemic Risk Designation Improvement Act of 2017".*

#### SEC. 2. REVISIONS TO COUNCIL AUTHORITY.

(a) *PURPOSES AND DUTIES.*—Section 112 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5322) is amended in subsection (a)(2)(I) by inserting before the semicolon “, which have been identified as global systemically important bank holding companies pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”.

(b) *ENHANCED SUPERVISION.*—Section 115 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5325) is amended—

(1) in subsection (a)(1), by striking “large, interconnected bank holding companies” and inserting “bank holding companies which have been identified as global systemically important bank holding companies pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”; and

(2) in subsection (a)(2)—

(A) in subparagraph (A), by striking “; or” at the end and inserting a period;

(B) by striking “the Council may” and all that follows through “differentiate” and inserting “the Council may differentiate”; and

(C) by striking subparagraph (B).

(c) *REPORTS.*—Section 116(a) of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5326(a)) is amended by striking “with total consolidated assets of \$50,000,000,000 or greater” and inserting “which has been identified as a global systemically important bank holding company pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”.

(d) *MITIGATION.*—Section 121(a) of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5331) is amended by striking “with total consolidated assets of \$50,000,000,000

or more” and inserting “which has been identified as a global systemically important bank holding company pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”.

(e) *OFFICE OF FINANCIAL RESEARCH.*—Section 155 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5345) is amended in subsection (d) by striking “with total consolidated assets of 50,000,000,000 or greater” and inserting “which have been identified as global systemically important bank holding companies pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”.

#### SEC. 3. REVISIONS TO BOARD AUTHORITY.

(a) *ACQUISITIONS.*—Section 163 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5363) is amended by striking “with total consolidated assets equal to or greater than \$50,000,000,000” each place such term appears and inserting “which has been identified as a global systemically important bank holding company pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”.

(b) *MANAGEMENT INTERLOCKS.*—Section 164 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5364) is amended by striking “with total consolidated assets equal to or greater than \$50,000,000,000” and inserting “which has been identified as a global systemically important bank holding company pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l) of section 165”.

(c) *ENHANCED SUPERVISION AND PRUDENTIAL STANDARDS.*—Section 165 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5365) is amended—

(1) in subsection (a), by striking “with total consolidated assets equal to or greater than \$50,000,000,000” and inserting “which have been identified as global systemically important bank holding companies pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l)”; and

(2) in subsection (a)(2)—

(A) by striking “(A) IN GENERAL.—”;

(B) in subparagraph (A), by striking “may” and inserting “shall”; and

(C) by striking subparagraph (B);

(3) in subsection (j), by striking “with total consolidated assets equal to or greater than \$50,000,000,000” and inserting “which has been identified as a global systemically important bank holding company pursuant to section 217.402 of title 12, Code of Federal Regulations, or subjected to a determination under subsection (l)”; and

(d) *ADVANCED TAILORING.*—Section 165 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (12 U.S.C. 5365) is amended by adding at the end the following:

“(1) *ADDITIONAL BANK HOLDING COMPANIES SUBJECT TO ENHANCED SUPERVISION AND PRUDENTIAL STANDARDS BY TAILORED REGULATION.*—

“(1) *DETERMINATION.*—The Board of Governors may, within the limits of its existing resources—

“(A) determine that a bank holding company that has not been identified as a global systemically important bank holding company pursuant to section 217.402 of title 12, Code of Federal Regulations, shall be subject to certain enhanced supervision or prudential standards under this section, tailored to the risks presented, based on the considerations in paragraph (3), where material financial distress at the bank holding company, or the nature, scope, size, scale, concentration, interconnectedness, or mix of the activities of the individual bank holding company, could pose a threat to the financial stability of the United States; or