

“(g)(1) There shall be within the Coast Guard an office that conducts comprehensive and targeted oversight of all recognized organizations that act on behalf of the Coast Guard.

“(2) The staff of the office shall include subject matter experts, including inspectors, investigators, and auditors, who possess the capability and authority to audit all aspects of such recognized organizations.

“(3) In this subsection the term ‘recognized organization’ has the meaning given that term in section 2.45-1 of title 46, Code of Federal Regulations, as in effect on the date of the enactment of the Hamm Alert Maritime Safety Act of 2018.”.

(b) **DEADLINE FOR ESTABLISHMENT.**—The Commandant of the Coast Guard shall establish the office required by the amendment made by subsection (a) by not later than 2 years after the date of the enactment of this Act.

**SEC. 216. TIMELY WEATHER FORECASTS AND HAZARD ADVISORIES FOR MERCHANT MARINERS.**

Not later than 1 year after the date of enactment of this Act, the Commandant shall seek to enter into negotiations through the International Maritime Organization to amend the International Convention for the Safety of Life at Sea to require that vessels subject to the requirements of such Convention receive—

(1) timely synoptic and graphical chart weather forecasts; and

(2) where available, timely hazard advisories for merchant mariners, including broadcasts of tropical cyclone forecasts and advisories, intermediate public advisories, and tropical cyclone updates to mariners via appropriate technologies.

**SEC. 217. ANONYMOUS SAFETY ALERT SYSTEM.**

(a) **PILOT PROGRAM.**—Not later than 1 year after the date of enactment of this Act, the Commandant shall establish an anonymous safety alert pilot program.

(b) **REQUIREMENTS.**—The pilot program established under subsection (a) shall provide an anonymous reporting mechanism to allow crew members to communicate urgent and dire safety concerns directly and in a timely manner with the Coast Guard.

**SEC. 218. MARINE SAFETY IMPLEMENTATION STATUS.**

(a) **IN GENERAL.**—Not later than December 19 of 2018, and of each of the 2 subsequent years thereafter, the Commandant shall provide to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a briefing on the status of implementation of each action outlined in the Commandant’s final action memo dated December 19, 2017, regarding the sinking and loss of the vessel *El Faro*.

(b) **REPORT.**—Not later than 2 years after the date of enactment of this Act, the Department of Homeland Security Inspector General shall report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives on the status of the Coast Guard’s implementation of each action outlined in the Commandant’s final action memo dated December 19, 2017, regarding the sinking and loss of the vessel *El Faro*.

**SEC. 219. DELEGATED AUTHORITIES.**

(a) **IN GENERAL.**—Not later than 1 year after the date of the enactment of this Act, the Commandant shall review the authorities that have been delegated to recognized organizations for the alternative compliance program as described in subpart D of part 8 of title 46, Code of Federal Regulations, and, if necessary, revise or establish policies and

procedures to ensure those delegated authorities are being conducted in a manner to ensure safe maritime transportation.

(b) **BRIEFING.**—Not later than 1 year after the date of the enactment of this Act, the Commandant shall provide to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a briefing on the implementation of subsection (a).

**TITLE III—CENTER OF EXPERTISE**

**SEC. 301. SHORT TITLE.**

This title may be cited as the “Coast Guard Blue Technology Center of Expertise Act”.

**SEC. 302. COAST GUARD BLUE TECHNOLOGY CENTER OF EXPERTISE.**

(a) **ESTABLISHMENT.**—Not later than 1 year after the date of the enactment of this Act and subject to the availability of appropriations, the Commandant may establish under section 58 of title 14, United States Code, a Blue Technology center of expertise.

(b) **MISSIONS.**—In addition to the missions listed in section 58(b) of title 14, United States Code, the Center may—

(1) promote awareness within the Coast Guard of the range and diversity of Blue Technologies and their potential to enhance Coast Guard mission readiness, operational performance, and regulation of such technologies;

(2) function as an interactive conduit to enable the sharing and dissemination of Blue Technology information between the Coast Guard and representatives from the private sector, academia, nonprofit organizations, and other Federal agencies;

(3) increase awareness among Blue Technology manufacturers, entrepreneurs, and vendors of Coast Guard acquisition policies, procedures, and business practices;

(4) provide technical support, coordination, and assistance to Coast Guard districts and the Coast Guard Research and Development Center, as appropriate; and

(5) subject to the requirements of the Coast Guard Academy, coordinate with the Academy to develop appropriate curricula regarding Blue Technology to be offered in professional courses of study to give Coast Guard cadets and officer candidates a greater background and understanding of Blue Technologies.

(c) **BLUE TECHNOLOGY EXPOSITION; BRIEFING.**—Not later than 6 months after the date of the enactment of this Act, the Commandant shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a briefing on the costs and benefits of hosting a biennial Coast Guard Blue Technology exposition to further interactions between representatives from the private sector, academia, and nonprofit organizations, and the Coast Guard and examine emerging technologies and Coast Guard mission demands.

(d) **DEFINITIONS.**—In this section:

(1) **CENTER.**—The term “Center” means the Blue Technology center of expertise established under this section.

(2) **COMMANDANT.**—The term “Commandant” means the Commandant of the Coast Guard.

(3) **BLUE TECHNOLOGY.**—The term “Blue Technology” means any technology, system, or platform that—

(A) is designed for use or application above, on, or below the sea surface or that is otherwise applicable to Coast Guard operational needs, including such a technology, system, or platform that provides continuous or persistent coverage; and

(B) supports or facilitates—

(i) maritime domain awareness, including—

(I) surveillance and monitoring;

(II) observation, measurement, and modeling; or

(III) information technology and communications;

(ii) search and rescue;

(iii) emergency response;

(iv) maritime law enforcement;

(v) marine inspections and investigations;

or

(vi) protection and conservation of the marine environment.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

**REQUIRING FEDERAL RAILROAD ADMINISTRATION TO PROVIDE CONGRESSIONAL NOTICE OF SAFETY ASSESSMENTS**

Mr. DENHAM. Mr. Speaker, I ask unanimous consent to take from the Speaker’s table the bill (H.R. 1093) to require the Federal Railroad Administration and the Federal Transit Authority to provide appropriate Congressional notice of safety audits conducted with respect to railroads and rail transit agencies, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

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

There was no objection.

The text of the bill is as follows:

H.R. 1093

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. NOTICE OF SAFETY AUDITS.**

(a) **INITIAL NOTICE.**—Not later than 10 days after beginning a safety audit of a railroad or rail transit agency, the Federal Railroad Administration or the Federal Transit Authority shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and each member of Congress representing a State through which the railroad or transit agency operates service, of the beginning of that audit.

(b) **REPORT.**—Not later than 90 days after completion of a safety audit described in subsection (a), the Federal Railroad Administration or the Federal Transit Authority shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and to each member of Congress representing a State through which the railroad or transit agency operates service, a report describing the results of that audit.

COMMITTEE AMENDMENT IN THE NATURE OF A SUBSTITUTE

Mr. DENHAM. Mr. Speaker, I have an amendment at the desk.

The SPEAKER pro tempore. The Clerk will report the committee amendment.

The Clerk read as follows:

Strike out all after the enacting clause and insert the following:

**SECTION 1. NOTICE OF COMPREHENSIVE SAFETY ASSESSMENTS.**

(a) **INITIAL NOTICE.**—Not later than 10 business days after the Federal Railroad Administration initiates a comprehensive safety assessment of an entity providing regularly scheduled

intercity or commuter rail passenger transportation, the Federal Railroad Administration shall notify in electronic format the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and each member of Congress representing a State in which the service that is the subject of the assessment being conducted is located, of the initiation of that assessment.

(b) FINDINGS.—Not later than 90 days after completion of a comprehensive safety assessment described in subsection (a), the Federal Railroad Administration shall transmit in electronic format to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and to each member of Congress representing a State in which the service that is the subject of the assessment being conducted is located, its findings of that assessment, including identified defects and any recommendations.

(c) DEFINITION.—For purpose of this section, the term “comprehensive safety assessment” means a focused review of the safety-related processes and procedures, compliance with safety regulations and requirements, and overall safety culture of an entity providing regularly scheduled intercity or commuter rail passenger transportation.

Mr. DENHAM (during the reading). Mr. Speaker, I ask unanimous consent to dispense with the reading.

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

There was no objection.

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

The title of the bill was amended so as to read: “A bill to require the Federal Railroad Administration to provide appropriate congressional notice of comprehensive safety assessments conducted with respect to intercity or commuter rail passenger transportation.”

A motion to reconsider was laid on the table.

#### MOMENT OF SILENCE IN REMEMBRANCE OF CAPTAIN CONNOR BEDNARZYK

(Mr. FITZPATRICK asked and was given permission to address the House for 1 minute.)

Mr. FITZPATRICK. Mr. Speaker, it is with profound sadness that I rise today with my colleagues to honor the life and the memory of Connor Bednarzyk, who tragically passed away on September 7 in an armored vehicle accident near Fort Benning, Georgia. Connor was 25 years old.

Captain Bednarzyk grew up in Doylestown, Pennsylvania, where, even at a young age, he demonstrated superb leadership. A 2011 graduate of Central Bucks East High School, where he lettered in football, baseball, and wrestling, he went on to attend Penn State University on an ROTC scholarship. He graduated with a degree in security risk analysis, graduating in the top 10 percent of ROTC graduates in the entire United States.

An Army Ranger, Captain Bednarzyk was assigned to the 3rd Battalion, 75th Ranger Regiment, at Fort Benning. In his time in the Army, he was awarded the Ranger Tab, the Air Assault Badge, the Army Parachutist Badge, and the Expert Infantryman’s Badge.

He previously deployed to Kosovo, where he conducted training exercises and led U.S. troops on a peacekeeping mission with NATO forces and local military.

Captain Bednarzyk is an American hero. While his life was tragically cut short, his service to our community and to our Nation will forever live on. His courage and his determination to succeed are truly inspirational.

We send our deepest condolences to Captain Bednarzyk’s parents, Casey and Ruth, along with his brother Kevin and grandfather Francis.

Thank you for sharing his life with us.

Rangers lead the way. Connor Bednarzyk led the way.

I now ask my colleagues to join me in a moment of silence for an American hero, Connor Bednarzyk.

#### HONORING MS. LAURA WOOTEN

(Mr. PAYNE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PAYNE. Mr. Speaker, I rise today to honor Ms. Laura Wooten for her dedication and service to America’s voters.

Ms. Wooten has been a poll worker in New Jersey for 79 consecutive years. She has dedicated her life to helping people vote, regardless of their party or position.

Ms. Wooten is the longest serving poll worker in New Jersey. She is likely the longest serving poll worker in our Nation. In fact, she has helped administer elections through the administration of 14 Presidents, from Franklin Delano Roosevelt to Donald J. Trump.

Ms. Wooten is 97 years old, and she will once again perform her duties as a poll worker in New Jersey in November with her characteristic pride, grace, and smile.

Ms. Wooten is a role model for all people and a reminder that every vote counts. And, as she likes to say, voting is important.

Mr. Speaker, I ask my colleagues to join me in honoring Ms. Laura Wooten by reminding all Americans, regardless of party or position, to just vote.

#### WORLD PHARMACISTS DAY

(Mr. CARTER of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CARTER of Georgia. Mr. Speaker, I rise today to celebrate September 25 as World Pharmacists Day 2018.

I am glad we have a day to recognize the pharmacy profession, which plays a

crucial role in keeping American people healthy.

Across our country, there are around 67,000 pharmacies that fill an average of 12.2 million prescriptions every day.

Further, pharmacists are consistently ranked among the most trusted healthcare providers, an important statistic because of the responsibility the profession carries.

With the current opioid epidemic, pharmacists are possibly more important than ever before because of their position on the frontlines of patients’ access to prescription drugs.

As the only pharmacist currently serving in Congress, I am glad to see the growing number of young people entering the pharmacy profession, working to make people healthier every day.

Thank you to all our pharmacists across the country.

□ 1630

#### NATIONAL CYBERSECURITY AWARENESS MONTH

(Mr. LANGEVIN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LANGEVIN. Mr. Speaker, I rise to commemorate National Cybersecurity Awareness Month, which begins October 1. As the cofounder and co-chair of the Congressional Cybersecurity Caucus with my good friend Chairman MIKE McCaul, I firmly believe that cybersecurity is the national and economic security challenge of the 21st century. I also believe that each of us has a role to play in staying safe online.

During each of the 4 themed weeks of Cybersecurity Awareness Month, the Department of Homeland Security and its partners across the government and the private sector will highlight different aspects of cybersecurity, from the challenges faced by our critical infrastructure to the steps individuals can take to make their homes a safe haven for online safety.

I encourage all my colleagues to take the opportunity to bring these messages back to their home districts. From senior centers to local chambers of commerce, the cybersecurity awareness events that I hold with our State cybersecurity officer, Mike Steinmetz, and the great team at the Rhode Island Joint Cyber Task Force have helped people across the Ocean State better protect themselves online.

I look forward to another successful Cybersecurity Awareness Month.

#### TAX REFORM PACKAGE

(Mr. WILLIAMS asked and was given permission to address the House for 1 minute.)

Mr. WILLIAMS. Mr. Speaker, I take this time to speak about a piece of legislation on the floor tomorrow, H.R. 6760, the Protecting Family and Small Business Tax Cuts Act of 2018.