

estimated 204 fishermen have died, and that number has risen to at least 224 in the past 3 years.

Despite these statistics, Congress decreased the Federal share of funding for fishing safety training and research grants in the last Coast Guard reauthorization bill. As a result, local organizations like the Maine Coast Fishermen's Association, the Maine Lobstermen's Association, and the Maine Lobstering Union have been left with higher costs to organize and run these lifesaving safety programs.

That is why the dean of the House, Congressman DON YOUNG, and I introduced the FISH SAFE Act, which restores the Federal share of fishing safety training back to 75 percent, fixing the decrease to 50 percent created in the most recent Coast Guard reauthorization. The bill would also reauthorize the program, as my colleagues have said, at \$3 million per year from fiscal year 2019 through 2021 and make several noncontroversial changes to provisions regarding authorities related to the former United States Lighthouse Service.

From Alaska to Maine, fishermen put their lives on the line every day to provide for their families and our communities. On the fishing piers of Stonington, Jonesport, and Deer Isle, I have met too many fishermen and lobstermen who have sustained serious injuries—lost fingers, deep scars, concussions—or have had close calls on the job.

That is why I am so grateful to organizations like the Maine Coast Fishermen's Association, the Maine Lobstermen's Association, and the Maine Lobstering Union for stepping up and providing fishing communities with the safety training to ensure that guys like Charlie can reduce the risk to life and limb when out at sea.

This bill is a step to make sure that our Nation's workers, including fishermen and -women, know that we have their backs.

I thank Congressman DON YOUNG for working with me on this bill. This, actually, is not the first bill that we have worked together on. I appreciate the opportunity to work with him always, as well as Chairman DEFazio, Ranking Member GRAVES, all the members of the committee, and, in particular, their staffs, as well, for moving this bill quickly through committee. We think it is particularly timely and important for coastal communities.

Mr. Speaker, I urge all of my colleagues to support this important bill.

Mr. BOST. Mr. Speaker, this, too, will likely be dealt with as common-sense legislation, making sure that the grants are delivered and that the proper amount of grants are delivered to make sure proper safety occurs not only in the fishing industry, but we should move forward to try to do that in all of our industries.

Mr. Speaker, I encourage the support of all of my colleagues, and I yield back the balance of my time.

Mrs. FLETCHER. Mr. Speaker, I, too, believe this is commonsense legislation, and I am pleased to see it brought to the floor today. I support H.R. 4719, and I urge my colleagues to join me in passing this important, bipartisan legislation.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Texas (Mrs. FLETCHER) that the House suspend the rules and pass the bill, H.R. 4719, 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.

Mrs. FLETCHER. 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.

SMALL AIRPORT MOTHERS' ROOMS ACT OF 2019

Mrs. FLETCHER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3362) to amend title 49, United States Code, to require small hub airports to construct areas for nursing mothers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3362

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 "Small Airport Mothers' Rooms Act of 2019".

SEC. 2. MOTHERS' ROOMS.

Section 47107(w) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking "In fiscal year 2021" and all that follows through "the Secretary of Transportation" and inserting "The Secretary of Transportation";

(2) in paragraph (1)(B) by striking "one men's and one women's" and inserting "at least one men's and at least one women's";

(3) by striking paragraph (2)(A) and inserting the following:

"(A) AIRPORT SIZE.—The requirements in paragraph (1) shall only apply to applications submitted by the airport sponsor of—

"(i) a medium or large hub airport in fiscal year 2021 and each fiscal year thereafter; and

"(ii) a small hub airport in fiscal year 2023 and each fiscal year thereafter, but only if such airport has been categorized as a small or medium hub airport for the 3 consecutive fiscal years prior to the fiscal year in which the application is submitted.";

(4) in paragraph (2)(B) by striking "the date of enactment of this Act complies with the requirement in paragraph (1)" and inserting "October 5, 2018, complies with the requirement in paragraph (1)(A)"; and

(5) in paragraph (2)(C) by striking "paragraph (1)" and inserting "paragraph (1)(A)".

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

Texas (Mrs. FLETCHER) and the gentleman from Illinois (Mr. BOST) each will control 20 minutes.

The Chair recognizes the gentlewoman from Texas.

GENERAL LEAVE

Mrs. FLETCHER. 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. 3362, as amended.

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

There was no objection.

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

Mr. Speaker, I rise in support of the bill introduced by the gentlewoman from West Virginia (Mrs. MILLER).

Few things are more sacred than the ability of parents to care for their infant children. However, mothers often face challenges, and potentially public stigma, when attempting to breastfeed, nurse, or change their children while traveling. In fact, a study of 100 airports found that, while 62 percent reported being breastfeeding friendly, only 8 percent met the minimum requirements for a breastfeeding mother: an electrical outlet, a table, and a chair.

The absence of sufficient designated sanitary spaces during travel can cause unnecessary stress, wasted time, and even potential health issues for mothers who are not able to pump.

The FAA Reauthorization Act of 2018 included a requirement that medium and large hub airports maintain nursing rooms and baby changing tables for the convenience of nursing mothers and parents traveling with infants. While that was a step in the right direction, there are still a significant number of commercial service airports—72, to be exact—that the law did not cover.

This bill enhances that mandate by requiring small hub airports to also maintain nursing rooms and baby changing tables in their passenger terminal buildings. Requiring small hub airports to provide private, clean, accessible, and equipped areas for parents to nurse their children will help remove some of the barriers parents face while traveling and provide critical support to families when they need it.

Mr. Speaker, I support this bill, and I urge my colleagues to do the same.

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

□ 1600

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

Mr. Speaker, I rise in support of H.R. 3362, the Small Airport Mothers' Rooms Act of 2019. This bill passed unanimously out of the Committee on Transportation and Infrastructure in June, and I am pleased it is finally being brought to the floor.

While a growing number of airports have designated mothers' rooms, many

nursing mothers still end up in a restroom or on the airport floor. When delays happen, passengers often have no control over how long they will be at the airport. For nursing mothers, these delays can make a difficult trip even more stressful. Making certain accommodations within the airport terminal is essential.

The bill extends the requirements of the bipartisan FAA Reauthorization Act of 2018 by requiring small hub airports to provide clean facilities for mothers to nurse their children. The law requires that the area be located outside of a restroom and include a place to sit, a table, a sink or sanitizing equipment, and an electrical outlet. Importantly, the room must also be fully accessible to passengers with disabilities.

When fully enacted, this bill will ensure that 97 percent of airline passengers will have access to clean, sanitary, and accessible mothers' rooms.

The bill before us today also contains a provision recommended by the Federal Aviation Administration that will give airports that grow into small hubs sufficient time to comply with the law.

The bill has been endorsed by nearly 60 international, national, regional, State, and Tribal organizations.

Mr. Speaker, I include in the RECORD a letter of support from these organizations.

WASHINGTON, DC, JULY 15, 2019.

DEAR CONGRESSWOMAN MILLER: We, the undersigned organizations, thank you for introducing the Small Airports Mothers' Rooms Act of 2019. By leading Congress to protect and support breastfeeding, you demonstrate a commitment to our nation's families. Breastfeeding is a proven primary prevention strategy, building a foundation for life-long health and wellness. Breastfeeding parents who choose or need to travel should not have to struggle to find lactation spaces—no matter the size of the airport, risking their milk supply and thereby their ultimate breastfeeding success.

Building on the success of the Friendly Airports for Mothers (FAM) Act, already being implemented in airports across the nation well ahead of the required 2021 implementation date, the Small Airport Mothers' Room Act of 2019 (H.R. 3362) would extend these provisions to small airports. Small airports would have two additional years to come into compliance, and would be able to use Airport Improvement Program funds for the purpose of complying with the new requirement.

Small hub airports would be required to provide a private, non-bathroom space in each terminal for breastfeeding people to express breast milk. The space must be accessible to persons with disabilities, available in each terminal building after the security checkpoint, and include a place to sit, a table or other flat surface, and an electrical outlet.

Human milk is the preferred and most appropriate "First Food," adapting over time to meet the changing needs of the growing child. The United States Breastfeeding Committee joins the U.S. Department of Health and Human Services and all major medical authorities in recommending that infants get no food or drink other than human milk for their first six months and continue to receive human milk for at least the first 1-2 years of life.

The evidence for the value of breastfeeding to children's and mother's health is scientific, solid, and continually being reaffirmed by new research. Compared with formula-fed children, those who are breastfed have a reduced risk of ear, skin, stomach, and respiratory infections; diarrhea; sudden infant death syndrome; and necrotizing enterocolitis. In the longer term, breastfed children have a reduced risk of obesity, type 1 and 2 diabetes, asthma, and childhood leukemia. Women who breastfed their children have a reduced long-term risk of diabetes, cardiovascular disease, and breast and ovarian cancers.

Breastfeeding also provides a range of benefits for employers and society. A 2016 study of both maternal & pediatric health outcomes and associated costs based on 2012 breastfeeding rates showed that, if 90% of infants were breastfed according to medical recommendations, 3,340 deaths, \$3 billion in medical costs, and \$14.2 billion in costs of premature death would be prevented, annually!

For all of these reasons, The Surgeon General's Call to Action to Support Breastfeeding; the Institute of Medicine report, Accelerating Progress in Obesity Prevention; and the National Prevention Strategy each call for promotion of breastfeeding-friendly environments. Yet in spite of this tremendous recognition—and laws in 50 states that specifically allow women to breastfeed in any public or private location—lactating people continue to face barriers, even harassment, when breastfeeding in public. And when away from their babies, airports are just one of many public places where they face challenges finding a clean, private space to pump.

We know that 80% of mothers intend to breastfeed, and 82.5% actually do breastfeed at birth. Yet only 25% of U.S. infants are still exclusively breastfed at six months of age. Most families today choose to breastfeed, but a range of obstacles can make it difficult to fit breastfeeding into parents' lives.

No matter what they're doing or where they are, breastfeeding people need to express milk every few hours in order to keep up their supply. Missing even one needed pumping session can have several undesirable consequences, including discomfort, leaking, inflammation and infection, decreased supply, and ultimately, breastfeeding cessation. As a result, returning to work often presents a significant barrier to breastfeeding.

Current federal law requires employers to provide nursing mothers who are nonexempt employees a private, non-bathroom location to express breast milk. Airport lactation spaces are therefore an important step to support employers that need to accommodate lactating travelers as well as lactating employees of the airport.

A growing number of airports have designated lactation spaces, yet many lactating people still end up in restrooms or on airport floors. Travelers rarely have control over how long they are in transit, making accessible accommodations within airports a critical priority. We are heartened to see the implementation of the FAM Act in large and medium hub airports and look forward to expanding similar requirements to small airports. This expansion supports, promotes, and protects breastfeeding in rural areas, further contributing to national public health goals.

The Small Airports Mothers' Rooms Act would help keep our nation's families healthy by ensuring that breastfeeding travelers and airport employees (in airports of all sizes) have access to appropriate facilities. This is an important step toward ensur-

ing all families have the opportunity to reach their personal breastfeeding goals.

Again, we applaud your leadership in introducing the Small Airports Mothers' Rooms Act and stand ready to help you achieve its passage.

Sincerely,

CO-SIGNERS

International, National, & Tribal Organizations: 1000 Days; Academy of Breastfeeding Medicine; American Academy of Nursing; American Academy of Pediatrics; American Breastfeeding Institute; American College of Nurse-Midwives; American College of Obstetricians and Gynecologists; Association of Maternal & Child Health Programs; Association of State Public Health Nutritionists; Association of Women's Health, Obstetric and Neonatal Nurses; Baby-Friendly USA, Inc.; CHEER (Center for Health Equity, Education, and Research); Every Mother, Inc.; HealthConnect One; Healthy Children Project, Inc.

Human Milk Banking Association of North America; International Board of Lactation Consultant Examiners; Lamaze International; La Leche League Alliance for Breastfeeding Education; La Leche League USA, MomsRising; National Association of Pediatric Nurse Practitioners; National WIC Association; Prairie Band Potawatomi Nation Breastfeeding Coalition; Reaching Our Sisters Everywhere, Inc.; United States Breastfeeding Committee; United States Lactation Consultant Association; Women-Inspired Systems' Enrichment.

Regional, State, & Local Organizations: Alabama Breastfeeding Committee; Alaska Breastfeeding Coalition; Alimentacion Segura Infantil (ASI); Appalachian Breastfeeding Network; Baobab Birth Collective; The Breastfeeding Center of Pittsburgh; Breastfeeding Coalition of Delaware; Breastfeeding Coalition of South Central Wisconsin; BreastfeedLA; Coalition of Oklahoma Breastfeeding Advocates; Colorado Breastfeeding Coalition; Colorado Lactation Consultant Association; Connecticut Breastfeeding Coalition; Wright State University, Boonshoft School of Medicine, Department of Pediatrics; Indiana Breastfeeding Coalition.

The Institute for the Advancement of Breastfeeding and Lactation Education; Kentuckiana Lactation Improvement Coalition; Lactation Improvement Network of Kentucky; Maine State Breastfeeding Coalition; Maryland Breastfeeding Coalition; Michigan Breastfeeding Network; Minnesota Breastfeeding Coalition; Missouri Breastfeeding Coalition; Montana State Breastfeeding Coalition; Mothers' Milk Bank Northeast; New Hampshire Breastfeeding Task Force; New Mexico Breastfeeding Task Force; New York City Breastfeeding Leadership Council, Inc.; New York Statewide Breastfeeding Coalition, Inc.; Ohio Breastfeeding Alliance; Southern Nevada Breastfeeding Coalition; Wisconsin Breastfeeding Coalition; Women's Rights and Empowerment Network.

Mr. BOST. Mr. Speaker, H.R. 3362 is a good bill and will make it easier for mothers traveling by air.

I want to thank the sponsor of this legislation, Mrs. MILLER, for her leadership on this issue. I also want to thank Chairman DEFAZIO and Chairman LARSEN of the Aviation Subcommittee for their bipartisan effort to bring this legislation to the floor.

I urge all Members to support H.R. 3362.

Mr. Speaker, I again want to thank Representative MILLER for introducing

this important bill that ensures mothers are accommodated, whether they are traveling to or from large, medium, or small hub airports.

As a father of two daughters and a grandfather of seven granddaughters, I believe it is vitally important that, when traveling, the stress level can be reduced tremendously if these rooms are available.

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

Mrs. FLETCHER. Mr. Speaker, I, too, thank my colleague, Mrs. MILLER, for introducing this bill. And I thank Chairman DEFAZIO and the subcommittee chairman, Mr. LARSEN, for moving this bill through the process. It is important to families across America.

And, once again, we are seeing bipartisan, commonsense legislation that is important to traveling families. For that reason, I urge my colleagues to support this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Texas (Mrs. FLETCHER) that the House suspend the rules and pass the bill, H.R. 3362, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

SECURE AND TRUSTED COMMUNICATIONS NETWORKS ACT OF 2019

Mr. MICHAEL F. DOYLE of Pennsylvania. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4998), to prohibit certain Federal loans, grants, and subsidies from being used to purchase communications equipment or services posing national security risks, to provide for the establishment of a reimbursement program for the replacement of communications equipment or services posing such risks, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4998

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 “Secure and Trusted Communications Networks Act of 2019”.

SEC. 2. DETERMINATION OF COMMUNICATIONS EQUIPMENT OR SERVICES POSING NATIONAL SECURITY RISKS.

(a) PUBLICATION OF COVERED COMMUNICATIONS EQUIPMENT OR SERVICES LIST.—Not later than 1 year after the date of the enactment of this Act, the Commission shall publish on its website a list of covered communications equipment or services.

(b) PUBLICATION BY COMMISSION.—The Commission shall place on the list published under subsection (a) any communications equipment or service, if and only if such equipment or service—

(1) is produced or provided by any entity, if, based exclusively on the determinations described in paragraphs (1) through (4) of subsection (c), such equipment or service produced or provided by such entity poses an unacceptable risk to the national security of the United States or the security and safety of United States persons; and

(2) is capable of—

(A) routing or redirecting user data traffic or permitting visibility into any user data or packets that such equipment or service transmits or otherwise handles;

(B) causing the network of a provider of advanced communications service to be disrupted remotely; or

(C) otherwise posing an unacceptable risk to the national security of the United States or the security and safety of United States persons.

(c) RELIANCE ON CERTAIN DETERMINATIONS.—In taking action under subsection (b)(1), the Commission shall place on the list any communications equipment or service that poses an unacceptable risk to the national security of the United States or the security and safety of United States persons based solely on one or more of the following determinations:

(1) A specific determination made by any executive branch interagency body with appropriate national security expertise, including the Federal Acquisition Security Council established under section 1322(a) of title 41, United States Code.

(2) A specific determination made by the Department of Commerce pursuant to Executive Order 13873 (84 Fed. Reg. 22689; relating to securing the information and communications technology and services supply chain).

(3) The communications equipment or service being covered telecommunications equipment or services, as defined in section 889(f)(3) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Public Law 115-232; 132 Stat. 1918).

(4) A specific determination made by an appropriate national security agency.

(d) UPDATING OF LIST.—

(1) IN GENERAL.—The Commission shall periodically update the list published under subsection (a) to address changes in the determinations described in paragraphs (1) through (4) of subsection (c).

(2) MONITORING OF DETERMINATIONS.—The Commission shall monitor the making or reversing of the determinations described in paragraphs (1) through (4) of subsection (c) in order to place additional communications equipment or services on the list published under subsection (a) or to remove communications equipment or services from such list. If a determination described in any such paragraph that provided the basis for a determination by the Commission under subsection (b)(1) with respect to any communications equipment or service is reversed, the Commission shall remove such equipment or service from such list, except that the Commission may not remove such equipment or service from such list if any other determination described in any such paragraph provides a basis for inclusion on such list by the Commission under subsection (b)(1) with respect to such equipment or service.

(3) PUBLIC NOTIFICATION.—For each 12-month period during which the list published under subsection (a) is not updated, the Commission shall notify the public that no updates were necessary during such period to protect national security or to address changes in the determinations described in paragraphs (1) through (4) of subsection (c).

SEC. 3. PROHIBITION ON USE OF CERTAIN FEDERAL SUBSIDIES.

(a) IN GENERAL.—

(1) PROHIBITION.—A Federal subsidy that is made available through a program administered by the Commission and that provides funds to be used for the capital expenditures necessary for the provision of advanced communications service may not be used to—

(A) purchase, rent, lease, or otherwise obtain any covered communications equipment or service; or

(B) maintain any covered communications equipment or service previously purchased, rented, leased, or otherwise obtained.

(2) TIMING.—Paragraph (1) shall apply with respect to any covered communications equipment or service beginning on the date that is 60 days after the date on which the Commission places such equipment or service on the list required by section 2(a). In the case of any covered communications equipment or service that is on the initial list published under such section, such equipment or service shall be treated as being placed on the list on the date on which such list is published.

(b) COMPLETION OF PROCEEDING.—Not later than 180 days after the date of the enactment of this Act, the Commission shall adopt a Report and Order to implement subsection (a). If the Commission has, before the date of the enactment of this Act, taken action that in whole or in part implements subsection (a), the Commission is not required to revisit such action, but only to the extent such action is consistent with this section.

SEC. 4. SECURE AND TRUSTED COMMUNICATIONS NETWORKS REIMBURSEMENT PROGRAM.

(a) IN GENERAL.—The Commission shall establish a reimbursement program, to be known as the “Secure and Trusted Communications Networks Reimbursement Program”, to make reimbursements to providers of advanced communications service to replace covered communications equipment or services.

(b) ELIGIBILITY.—The Commission may not make a reimbursement under the Program to a provider of advanced communications service unless the provider—

(1) has 2,000,000 or fewer customers; and

(2) makes all of the certifications required by subsection (d)(4).

(c) USE OF FUNDS.—

(1) IN GENERAL.—A recipient of a reimbursement under the Program shall use reimbursement funds solely for the purposes of—

(A) permanently removing covered communications equipment or services purchased, rented, leased, or otherwise obtained before—

(i) in the case of any covered communications equipment or services that are on the initial list published under section 2(a), August 14, 2018; or

(ii) in the case of any covered communications equipment or services that are not on the initial list published under section 2(a), the date that is 60 days after the date on which the Commission places such equipment or services on the list required by such section;

(B) replacing the covered communications equipment or services removed as described in subparagraph (A) with communications equipment or services that are not covered communications equipment or services; and

(C) disposing of the covered communications equipment or services removed as described in subparagraph (A) in accordance with the requirements under subsection (d)(7).

(2) LIMITATIONS.—A recipient of a reimbursement under the Program may not—

(A) use reimbursement funds to remove, replace, or dispose of any covered communications equipment or service purchased, rented, leased, or otherwise obtained on or after—