



Committee on
HOMELAND SECURITY
Chairman Michael McCaul

Opening Statement

June 11, 2014

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**Statement of Subcommittee Chairman Michael McCaul (R-TX)
Committee on Homeland Security**

**Markup of H.R. 3202, H.R. 3488, H.R. 3846, H.R. 4263, H.R. 4289, H.R. 4802, H.R. 4803,
and H.R. 4812**

Remarks as Prepared

I am pleased to hold this markup today to consider eight bills, which will enhance emergency communications and improve the accountability and transparency of Customs and Border Protection, United States Coast Guard, and the Transportation Security Administration.

At the outset, I would like to thank the Ranking Member and the other Members of the Committee for their commitment to work in a collaborative fashion on these bills.

The first bill under consideration is H.R. 3488, sponsored by Mr. Meehan. This bill sets the conditions under which future CBP preclearance facilities can be established.

Many members on this panel have a keen interest in the establishment of preclearance facilities, and at the same time support the concept of pushing our borders out to detect and deter threats before they reach our shores. As Chairman of this Committee, I am particularly interested in the national security implications for, and benefits of, establishing preclearance facilities around the world. This legislation is a result of extensive consultation with industry and CBP, and I want to thank both Mrs. Miller and Mr. Meehan for their work on this issue.

The second bill under consideration is H.R. 3202, the Essential Transportation Worker Identification Credential Assessment Act, sponsored by Ms. Jackson-Lee. This bill calls for a security assessment to determine the security value of the Transportation Worker Identification Credential. This bill responds to a key recommendation of the Government Accountability Office that the TWIC program should have a baseline security assessment before the program moves forward.

The third bill being considered is H.R. 3846, the United States Customs and Border Protection Authorization Act. The bill is the result of extensive collaboration with DHS and represents the first attempt by the Congress to clearly define the current authorities and responsibilities of the largest law enforcement agency in the Federal government.

As the committee of primary jurisdiction over CBP, it is our collective responsibility to provide the proper authorities and guidance to this agency, which is charged with securing the border and facilitating trade. Congressional policy direction through the authorization process is long overdue since CBP has never been authorized. I want to thank the Gentlelady from Michigan, Mrs. Miller, for all of her hard work on this bill. It is past time this Committee gets back to regular order and begin authorizing the vital components and programs of the Department.

Fourth, we are marking up H.R. 4263, the Social Media Working Group Act of 2014, which was introduced by Chairman Brooks.

One only needs to look at the Boston Marathon bombings response efforts to see how imperative social media is becoming during a disaster. After the attack, local emergency managers and law enforcement turned to social media to alert the public, solicit assistance, and offer comfort to the city. This bill authorizes and enhances the Department's Virtual Social Media Working Group to ensure best practices and lessons learned are shared with the appropriate stakeholders.

Additionally, we are marking up H.R. 4289, the Department of Homeland Security Interoperable Communications Act, which was introduced by Mr. Payne. This bill addresses the recommendations of an Inspector General report, which found that DHS lacks a governance structure to ensure interoperable communications among its components. This bill requires the Under Secretary of Management to submit a strategy to this Committee on achieving and maintaining interoperability within DHS.

Finally, we will consider three transportation security bills. First is the "Airport Security Enhancement Act of 2014," introduced by Mr. Hudson, which would strengthen security incident response at airports, based upon lessons learned from the November 2013 shooting at Los Angeles International Airport.

In March, the Transportation Security Subcommittee held a hearing at LAX. Based on testimony and continued oversight by this Committee, the bill would require TSA to conduct critical outreach to airports nationwide to assess their ability to respond to an active shooter or other threats, and require TSA to share best practices for the airport community.

Further, the Committee will consider the "TSA Office of Inspection Accountability Act of 2014," sponsored by Congressman Sanford, which would require TSA to correctly designate employees within the Office of Inspection. The Inspector General has reported that TSA's Office of Inspection does not operate efficiently and could save significant tax dollars by reclassifying criminal investigators. This bill requires a review of these personnel by TSA and the DHS IG to determine how many employees should be reclassified.

Lastly, the Committee will consider a bill introduced by Mr. Richmond, H.R. 4812, which will assist veterans in visiting their respective memorials here in Washington, DC. Having recently spoken at the ten-year anniversary of the dedication of the World War II Memorial, I appreciate Mr. Richmond's dedication to supporting TSA's efforts to ease travel for our Nation's veterans, especially those members of the Greatest Generation.

I would like to thank all of the Members for working together in a bipartisan manner on these bills. This markup is yet another example of how this Committee is committed to working together for the good of the country. For this entire Congress we have rightfully worked together to produce bipartisan legislation to protect the Homeland and I appreciate the hard work of this Committee's Membership and staff.

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