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1 SEC. 2. DEFINITIONS.

2 (a) IN GENERAL.—Except as provided in subsection

3 (b), in this Act:

4 (1) ADMINISTRATION.—The term “Administra-
5 tion” means the National Highway Traffic Safety
6 Administration.

7 (2) ADMINISTRATOR.—The term “Adminis-
8 trator” means the Administrator of the National
9 Highway Traffic Safety Administration.

10 (3) DYNAMIC DRIVING TASK.—The term “dy-
11 namic driving task”—

12 (A) means each real-time operational and
13 tactical function required to operate a motor ve-
14 hicle in on-road traffic;

15 (B) excludes any strategic function, such
16 as trip scheduling and selection of a destination
17 or waypoint; and

18 (C) includes—

19 (i) lateral vehicle motion control
20 through steering;

- 1 (ii) longitudinal motion control
2 through acceleration and deceleration;
3 (iii) monitoring of the driving environ-
4 ment through object and event detection,
5 recognition, classification, and response
6 preparation;
7 (iv) object and event response execu-
8 tion;
9 (v) maneuver planning; and
10 (vi) enhancement of conspicuity
11 through lighting, sounding the horn, sig-
12 naling, gesturing, or another indicator.

13 (4) LEVEL 2; LEVEL 3; LEVEL 4; LEVEL 5.—
14 The terms “Level 2”, “Level 3”, “Level 4”, and
15 “Level 5” have the meaning given those terms in the
16 April 2021 edition of the J3016 recommended prac-
17 tice of SAE International, “Taxonomy and Defini-
18 tions for Terms Related to Driving Automation Sys-
19 tems for On-Road Motor Vehicles”.

20 (5) PARTIALLY AUTOMATED DRIVING SYS-
21 TEM.—The term “partially automated driving sys-
22 tem”—

23 (A) means a system, or a feature of such
24 system, of which the hardware and software col-
25 lectively perform subtasks of the dynamic driv-

1 ing task with the expectation that the driver
2 monitors the system and completes the object
3 and event detection and response subtask; and

4 (B) includes only a system that meets the
5 definition of Level 2 automation.

6 (6) PARTIALLY AUTOMATED VEHICLE.—The
7 term “partially automated vehicle” means a motor
8 vehicle that is equipped with a partially automated
9 driving system.

10 (7) PASSENGER MOTOR VEHICLE.—The term
11 “passenger motor vehicle” has the meaning given
12 that term in section 32101 of title 49, United States
13 Code.

14 (8) SECRETARY.—The term “Secretary” means
15 the Secretary of Transportation.

16 (b) UPDATE TO DEFINITIONS.—

17 (1) USE OF SAE INTERNATIONAL DEFINI-
18 TIONS.—The Secretary shall use any definition set
19 forth in April 2021 edition of the J3016 rec-
20 ommended practice of SAE International, “Tax-
21 onomy and Definitions for Terms Related to Driving
22 Automation Systems for On-Road Motor Vehicles”
23 for any term defined in subsection (a)(4) unless the
24 Secretary adopts a different definition pursuant to
25 paragraph (2) or (3) of this subsection.

1 (2) NON-ADOPTION OF SAE INTERNATIONAL
2 DEFINITIONS.—If the Secretary decides not to adopt
3 an SAE International definition described in para-
4 graph (1)—

5 (A) the Secretary shall notify SAE Inter-
6 national of the decision by the Secretary; and

7 (B) the definitions described in paragraph
8 (1) shall remain in effect until such time as the
9 Secretary publishes notice in the Federal Reg-
10 ister of an alternative definition.

11 (3) USE OF REVISED STANDARD.—

12 (A) DETERMINATION.—Not later than 120
13 days after the date on which SAE International
14 revises a definition of any term described in
15 paragraph (1) that was not subject to para-
16 graph (2), the Secretary, after seeking notice
17 and comment, shall determine whether to adopt
18 such revised definition of such term.

19 (B) EFFECT OF DECISION NOT TO ADOPT
20 A REVISED DEFINITION.—If the Secretary de-
21 cides not to adopt a revised definition—

22 (i) the Secretary shall notify SAE
23 International of the decision by the Sec-
24 retary; and

1 (ii) the definitions described in para-
2 graph (1) shall remain in effect until such
3 time as the Secretary seeks notice and
4 comment to revise such definitions.

5 **TITLE I—MOTOR VEHICLE** 6 **SAFETY**

7 **Subtitle A—Safety**

8 **SEC. 101. DEFINITIONS.**

9 (a) **APPLICABILITY OF CERTAIN DEFINITIONS.**—The
10 definitions in section 30102(a) of title 49, United States
11 Code, apply to this subtitle and, except as otherwise spe-
12 cifically defined, subtitle B.

13 (b) **OTHER DEFINITIONS.**—In this subtitle:

14 (1) **ADS-EQUIPPED VEHICLE.**—The term
15 “ADS-equipped vehicle” means a motor vehicle
16 equipped with an automated driving system.

17 (2) **AUTOMATED DRIVING SYSTEM.**—The term
18 “automated driving system”—

19 (A) means hardware and software that are
20 collectively capable of performing the entire dy-
21 namic driving task on a sustained basis, regard-
22 less of whether such system is limited to a spe-
23 cific operational design domain; and

1 (B) includes only a system that meets the
2 definition of Level 3, Level 4, or Level 5 auto-
3 mation.

4 (3) NEW CAR ASSESSMENT PROGRAM; NCAP.—
5 The terms “New Car Assessment Program” and
6 “NCAP” mean the program established by the Sec-
7 retary pursuant to section 32302 of title 49, United
8 States Code, to develop comparative information on
9 the safety performance of passenger motor vehicle
10 safety technologies to assist consumers with pur-
11 chasing decisions and encourage manufacturers to
12 improve the safety of passenger motor vehicles.

13 (4) RELEVANT CONGRESSIONAL COMMIT-
14 TEES.—The term “relevant congressional commit-
15 tees” means the Committee on Energy and Com-
16 merce of the House of Representatives and the Com-
17 mittee on Commerce, Science, and Transportation of
18 the Senate.

19 **SEC. 102. AUTHORIZATION OF APPROPRIATIONS.**

20 There is authorized to be appropriated to carry out
21 this subtitle the following:

- 22 (1) \$218,000,000 for fiscal year 2027.
23 (2) \$222,796,000 for fiscal year 2028.
24 (3) \$227,697,000 for fiscal year 2029.
25 (4) \$232,306,000 for fiscal year 2030.

1 (5) \$237,417,000 for fiscal year 2031.

2 **SEC. 103. MOTOR VEHICLE SAFETY RULEMAKING AND RE-**
3 **SEARCH PRIORITY PLAN.**

4 Section 24210 of the Infrastructure Investment and
5 Jobs Act (49 U.S.C. 308 note) is amended—

6 (1) in the heading, by striking “**REPORT**” and
7 inserting “**AND RESEARCH PRIORITY PLAN**”;

8 (2) in subsection (a)—

9 (A) in paragraph (1), by striking “sub-
10 section (b)” and inserting “subsection (d)”; and

11 (B) by striking paragraph (2) and insert-
12 ing the following:

13 “(2) is associated with the National Highway
14 Traffic Safety Administration and—

15 “(A) is carried out pursuant to—

16 “(i) MAP-21 (Public Law 112-141);

17 “(ii) the FAST Act (Public Law 114-
18 94);

19 “(iii) this Act; or

20 “(iv) the Motor Vehicle Modernization
21 Act of 2026; or

22 “(B) is included in the most recent Unified
23 Agenda of Federal Regulatory and Deregula-
24 tory Actions and is required by an Act of Con-
25 gress.”;

1 (3) by striking subsection (c); and

2 (4) in subsection (b)—

3 (A) by striking the subsection designation
4 and all that follows through “with respect to
5 each covered rulemaking” and inserting the fol-
6 lowing:

7 “(b) PRIORITY PLAN REQUIREMENT.—The Adminis-
8 trator shall develop, and regularly update, a comprehen-
9 sive motor vehicle safety rulemaking and research priority
10 plan (in this section referred to as the ‘priority plan’).

11 “(c) PRIORITY PLAN CONTENTS.—Each priority plan
12 submitted and published under subsection (d) shall include
13 the following:”;

14 (B) in paragraph (1)(A), by striking “an
15 explanation” and inserting “if such deadline
16 has passed, an explanation”;

17 (C) in paragraph (1)(B), by striking “and”
18 at the end;

19 (D) in paragraph (2), by striking the pe-
20 riod at the end and inserting “; and”; and

21 (E) by adding at the end the following:

22 “(3) for each applicable covered rulemaking—

23 “(A) the timing of expected milestones
24 with respect to such rulemaking, including an

1 advance notice of proposed rulemaking, a notice
2 of proposed rulemaking, and a final rule;

3 “(B) a list of factors causing delays, if ap-
4 plicable, in the completion of the covered rule-
5 making;

6 “(C) a description of substantive activities
7 conducted and rulemaking milestones completed
8 with respect to the covered rulemaking;

9 “(D) any statutory authority, mandate, or
10 deadline for such rulemaking;

11 “(E) the status of any research required to
12 support such rulemaking and a link to a pub-
13 licly accessible website that contains such re-
14 search, if applicable;

15 “(F) whether, and the extent to which, any
16 motor vehicle safety technology relevant to such
17 rulemaking has been included in the NCAP, as
18 defined by section 2 of the Motor Vehicle Mod-
19 ernization Act of 2026;

20 “(G) whether manufacturers or other enti-
21 ties with expertise in the engineering and test-
22 ing of motor vehicles have developed perform-
23 ance test criteria for evaluating any such motor
24 vehicle safety technology and whether such cri-

1 teria could be used or modified to meet the ob-
2 jectives of such rulemaking; and

3 “(H) any other details associated with the
4 status of the covered rulemaking;

5 “(4) for any outstanding updates to the NCAP,
6 as defined by section 2 of the Motor Vehicle Mod-
7 ernization Act of 2026, required by an Act of Con-
8 gress, the following—

9 “(A) an expected date of completion;

10 “(B) a description of substantive activities
11 conducted, including any relevant research con-
12 ducted; and

13 “(C) milestones completed with respect to
14 such update;

15 “(5) a list of the research priorities that the
16 Administration anticipates working on (without re-
17 gard to whether a rulemaking is planned or any re-
18 search has been finalized) during the 36-month pe-
19 riod beginning on the date on which the priority
20 plan is submitted and published under subsection
21 (c), including information on the following—

22 “(A) the objectives of such research prior-
23 ities, including an identification of any rule-
24 making to be supported by a research priority;

1 “(B) any information, data, or evidence
2 gathered in the NCAP, as defined by section 2
3 of the Motor Vehicle Modernization Act of
4 2026, with respect to such research priorities;
5 and

6 “(C) the timing of expected milestones
7 with respect to such research priorities; and

8 “(6) except with respect to the initial priority
9 plan submitted and published under subsection (d),
10 a comparison of the contents of the priority plan to
11 the contents of the previous version of the priority
12 plan submitted and published under subsection (d).

13 “(d) SUBMISSION; PUBLICATION.—Not later than 2
14 years after the date of the enactment of this Act, and
15 every 2 years thereafter, the Administrator shall—

16 “(1) submit the priority plan to the Committee
17 on Energy and Commerce of the House of Rep-
18 resentatives and the Committee on Commerce,
19 Science, and Transportation of the Senate; and

20 “(2) publish the priority plan on the website of
21 the National Highway Traffic Safety Administra-
22 tion.

23 “(e) FAILURE TO COMPLY.—If the Administrator of
24 the National Highway Traffic Safety Administration fails
25 to submit or publish the priority plan under subsection

1 (d) by a date required under such subsection, the Adminis-
2 trator, not later than 30 days after such date, shall submit
3 to the Committee on Energy and Commerce of the House
4 of Representatives and the Committee on Commerce,
5 Science, and Transportation of the Senate a written report
6 that describes the reasons for such failure and provides
7 an updated timeline and plan for submitting or publishing
8 the priority plan.”.

9 **SEC. 104. PROJECT SCHEDULE MANAGEMENT PRACTICES.**

10 (a) RULEMAKINGS.—The Administrator shall update
11 the procedures associated with rulemakings related to
12 motor vehicle safety to ensure—

13 (1) the use of recognized project schedule man-
14 agement practices; and

15 (2) adherence to applicable Federal standards
16 with respect to such practices.

17 (b) REPORTS.—The Administrator shall update the
18 procedures associated with satisfying reporting require-
19 ments related to motor vehicle safety to ensure—

20 (1) the use of recognized project schedule man-
21 agement practices; and

22 (2) adherence to applicable Federal standards
23 with respect to such practices.

24 (c) GAO STUDY.—

1 (1) STUDY.—The Comptroller General of the
2 United States shall conduct a study to assess the
3 implementation of this section by the Administrator.

4 (2) REPORT.—Not later than 5 years after the
5 date of the enactment of this Act, the Comptroller
6 General shall submit to the relevant congressional
7 committees a report on the results of the study con-
8 ducted under paragraph (1).

9 **SEC. 105. TESTING AND EVALUATION OF MOTOR VEHICLE**
10 **EQUIPMENT.**

11 Section 30112(b)(10) of title 49, United States Code,
12 is amended—

13 (1) in the matter preceding subparagraph (A),
14 by inserting “or motor vehicle equipment” after
15 “motor vehicle” each place the term appears; and

16 (2) in subparagraph (A), by inserting “or motor
17 vehicle equipment” after “motor vehicles”.

18 **SEC. 106. RECALL RATE IMPROVEMENT.**

19 (a) IMPLEMENTATION.—The Administrator, using
20 existing authorities, shall take appropriate actions to—

21 (1) address factors identified in the report from
22 the Government Accountability Office entitled “Op-
23 portunities to Improve Repair Rates for Recalled Ve-
24 hicles” (GAO–24–106356, January 2024) and the
25 studies completed pursuant to section 24104 of the

1 FAST Act (Public Law 114–94), including most re-
2 cently “Report on Vehicle Safety Recall Completion
3 Rates” published by the Administrator in January
4 of 2025; and

5 (2) improve the efforts of the Administration,
6 manufacturers, and third parties with respect to in-
7 creasing the rate at which motor vehicles involved in
8 a recall receive the service necessary to remedy the
9 issue that is the subject of such recall.

10 (b) REPORT.—Not later than 4 years after the date
11 of the enactment of this Act, the Comptroller General shall
12 submit to the relevant congressional committees a report
13 assessing the actions taken by the Administrator under
14 subsection (a)(1) to meet the objectives outlined in sub-
15 section (a)(2).

16 **SEC. 107. MODERN RECALL NOTIFICATION PROCEDURES.**

17 Section 30119(d) of title 49, United States Code, is
18 amended—

19 (1) in paragraph (1)(A), by inserting “(or other
20 form of contact information)” after “address”; and

21 (2) by adding at the end the following:

22 “(5) ELECTRONIC NOTIFICATION.—

23 “(A) If a person described in paragraph
24 (1)(A) or a registered owner described in sub-
25 paragraph (B) provides a request to a manufac-

1 turer through a clear, conspicuous, and reason-
2 able means asking that such notification be
3 made solely by electronic means, in such man-
4 ner as prescribed by the Secretary, such manu-
5 facturer shall comply with such request with re-
6 spect to such person or registered owner, with-
7 out additional charge or fee to such person or
8 registered owner.

9 “(B) A manufacturer shall provide a per-
10 son described in paragraph (1)(A) or a reg-
11 istered owner described in paragraph (1)(B)
12 with a clear, conspicuous, and reasonable means
13 to withdraw a request described in subpara-
14 graph (A).”.

15 **SEC. 108. CONSUMER EDUCATION ON MOTOR VEHICLE AU-**
16 **TOMATION.**

17 (a) ESTABLISHMENT OF WORKING GROUP.—Not
18 later than 180 days after the date of the enactment of
19 this Act, the Administrator shall establish a working
20 group to facilitate consumer education efforts with respect
21 to automation in motor vehicles.

22 (b) DUTIES.—The working group established under
23 subsection (a) shall—

24 (1) make recommendations to the Adminis-
25 trator on education, including strategies that may be

1 employed by industry stakeholders, to responsibly in-
2 form the public, including vehicle owners and opera-
3 tors, about the differences between partially auto-
4 mated vehicles and ADS-equipped vehicles;

5 (2) make recommendations to the Adminis-
6 trator on any modifications to improve the effective-
7 ness of sections 120 and 231 of this Act in improv-
8 ing consumer understanding of the capabilities and
9 limitations of partially automated driving systems
10 and strengthen motor vehicle safety; and

11 (3) not later than 3 years after the date on
12 which the working group is established, submit to
13 the relevant congressional committees, and make
14 available to the public, a report containing such rec-
15 ommendations.

16 (c) CONSIDERATIONS.—In carrying out the duties de-
17 scribed in subsection (b), the working group shall consider
18 the following:

19 (1) The respective capabilities and limitations
20 of partially automated vehicles and ADS-equipped
21 vehicles.

22 (2) The engagement methods with respect to
23 partially automated vehicles and ADS-equipped vehi-
24 cles, including disengagement methods with respect
25 to ADS-equipped vehicles.

1 (3) The human-machine interfaces with respect
2 to partially automated vehicles and ADS-equipped
3 vehicles.

4 (4) Responses in the event of a crash or system
5 failure, including emergency fallback scenarios, with
6 respect to partially automated vehicles and ADS-
7 equipped vehicles.

8 (5) The value of consistent nomenclature and
9 taxonomy for technology features and systems.

10 (6) The role of the New Car Assessment Pro-
11 gram in facilitating public understanding of the dif-
12 ferences between partially automated vehicles and
13 ADS-equipped vehicles.

14 (7) Any updates to the Monroney label related
15 to the capabilities and limitations of partially auto-
16 mated systems.

17 (8) The effectiveness of sections 120 and 231
18 in improving consumer understanding of the capa-
19 bilities and limitations of partially automated driving
20 systems and strengthening motor vehicle safety.

21 (d) MEMBERSHIP.—

22 (1) IN GENERAL.—The Administrator shall ap-
23 point, as members of the working group established
24 under subsection (a), individuals with expertise in
25 motor vehicle automation technology, including—

1 (A) representatives of—

2 (i) manufacturers;

3 (ii) dealers;

4 (iii) motor vehicle owners and opera-
5 tors, including fleet managers, rental com-
6 panies, and transportation network compa-
7 nies;

8 (iv) consumers or consumer advocacy
9 groups;

10 (v) entities with national experience in
11 consumer education, including drivers' edu-
12 cation;

13 (vi) safety organizations; and

14 (vii) national disability organizations
15 and national organizations representing
16 older adults; and

17 (B) any other individuals the Adminis-
18 trator considers appropriate and qualified.

19 (2) COMPENSATION.—Members of the working
20 group established under subsection (a) shall serve
21 without compensation.

22 (e) CONSULTATION.—With respect to the working
23 group established under subsection (a), the Administrator
24 shall consult with the Federal Trade Commission, as ap-
25 propriate.

1 (f) TERMINATION.—The working group established
2 under subsection (a) shall terminate on the date on which
3 the working group submits the report required under sub-
4 section (b)(3).

5 **SEC. 109. STUDY ON PASSENGER MOTOR VEHICLE OWNER-**
6 **SHIP.**

7 (a) IN GENERAL.—The Administrator shall seek to
8 enter into an agreement with the National Academies of
9 Sciences, Engineering, and Medicine under which the Na-
10 tional Academies shall conduct a study on the average age
11 of passenger motor vehicles and passenger motor vehicle
12 ownership costs and cost savings.

13 (b) CONTENTS.—The study conducted under sub-
14 section (a) shall include an analysis of the following:

15 (1) Trends with respect to the average age of
16 passenger motor vehicles.

17 (2) Trends with respect to passenger motor ve-
18 hicle ownership costs, including trends with respect
19 to—

20 (A) total lifecycle costs; and

21 (B) related factors, including—

22 (i) initial purchase price;

23 (ii) motor vehicle manufacturing and
24 supply chain matters;

25 (iii) financing;

- 1 (iv) insurance;
- 2 (v) subscriptions;
- 3 (vi) power requirements, such as with
- 4 respect to electricity, gasoline, and other
- 5 fuels;
- 6 (vii) repair and maintenance;
- 7 (viii) depreciation;
- 8 (ix) fleet segment composition;
- 9 (x) retail distribution and pricing fac-
- 10 tors;
- 11 (xi) consumer purchasing pattern
- 12 shifts; and
- 13 (xii) motor vehicle feature and speci-
- 14 fication changes.

15 (3) Trends with respect to any cost savings to

16 a passenger motor vehicle owner derived from op-

17 tional and mandatory safety features of passenger

18 motor vehicles.

19 (4) Legal, policy, economic, and regulatory fac-

20 tors that affect the average age of passenger motor

21 vehicles, passenger motor vehicle ownership costs,

22 and cost savings impacts of optional and mandatory

23 safety features, and consumer understanding of such

24 cost impacts.

1 (c) REPORT.—Not later than 3 years after the date
2 of the enactment of this Act, the Administrator shall sub-
3 mit to the relevant congressional committees a report on
4 the results of the study conducted under subsection (a).

5 **SEC. 110. AUTOMATED WHEELCHAIR SECUREMENT SYS-**
6 **TEMS.**

7 (a) STUDY.—The Administrator shall conduct a
8 study on the feasibility of incorporating, into motor vehi-
9 cles, automated wheelchair securement systems to increase
10 the safety of wheelchair users in motor vehicles.

11 (b) COORDINATION WITH UNIVERSITY TRANSPOR-
12 TATION CENTERS.—In conducting the study under sub-
13 section (a), the Administrator shall consult with university
14 transportation centers established and operated under sec-
15 tion 5505 of title 49, United States Code.

16 (c) REPORT.—Not later than 3 years after the date
17 of the enactment of this Act, the Administrator shall sub-
18 mit to the relevant congressional committees and make
19 publicly available a report on the findings of the study con-
20 ducted under subsection (a) that includes an analysis of
21 the feasibility of incorporating, into motor vehicles, auto-
22 mated wheelchair securement systems.

23 (d) AUTOMATED WHEELCHAIR SECUREMENT SYS-
24 TEM DEFINED.—In this section, the term “automated
25 wheelchair securement system” means an automated sys-

1 tem that, using a universal docking interface geometry
2 standard, secures a wheelchair within a motor vehicle uti-
3 lizing a deployable anchor.

4 **SEC. 111. STUDY ON MODERNIZING VEHICLE IDENTIFICA-**
5 **TION NUMBERS.**

6 (a) IN GENERAL.—The Administrator shall seek to
7 enter into an agreement with the National Academies of
8 Sciences, Engineering, and Medicine under which the Na-
9 tional Academies shall conduct a study on modernizing the
10 VIN system.

11 (b) CONTENTS.—The study required by subsection
12 (a) shall analyze the following:

13 (1) How the VIN system is used by the fol-
14 lowing:

15 (A) The Administrator.

16 (B) Heads of other relevant Federal agen-
17 cies (as determined by the Administrator).

18 (C) State and local governments.

19 (D) Manufacturers.

20 (E) Law enforcement.

21 (F) The property and casualty insurance
22 industry.

23 (G) Consumers.

24 (H) Any other user the Administrator de-
25 termines appropriate.

1 (2) Any limitations of the VIN system, includ-
2 ing with respect to motor vehicle safety and regu-
3 latory compliance.

4 (3) Recommendations for Congress and the Ad-
5 ministration to improve the VIN system, including
6 with respect to motor vehicle attributes.

7 (c) CONSULTATION.—In conducting the study re-
8 quired by subsection (a), the Administrator shall consult
9 with the following:

10 (1) State motor vehicle agencies that are re-
11 sponsible for the registration and titling of motor ve-
12 hicles.

13 (2) State and local law enforcement agencies.

14 (3) Emergency responders.

15 (4) Roadway safety organizations.

16 (5) Consumer motor vehicle safety organiza-
17 tions.

18 (6) International standards organizations.

19 (7) Manufacturers.

20 (8) Dealers.

21 (9) The property and casualty insurance indus-
22 try.

23 (10) Academic researchers.

24 (11) Any other stakeholder the Administrator
25 determines appropriate.

1 (d) REPORT.—Not later than 2 years after the date
2 of the enactment of this Act, the Administrator shall sub-
3 mit to the relevant congressional committees a report on
4 the results of the study required by subsection (a).

5 (e) DEFINITIONS.—In this section:

6 (1) MOTOR VEHICLE ATTRIBUTES.—The term
7 “motor vehicle attributes” means the following:

8 (A) Means of propulsion.

9 (B) Partially automated driving systems
10 and automated driving systems.

11 (C) Driver assistance technology.

12 (D) Electrification specification, including
13 with respect to battery capacity and charging
14 capability.

15 (E) Connectivity requirements.

16 (F) Over-the-air update capability.

17 (G) Variations in design with respect to
18 motorcycles, including seating position, steering,
19 number of wheels in contact with the ground,
20 and any other relevant characteristics deter-
21 mined by the Administrator.

22 (H) Any other safety-relevant motor vehi-
23 cle safety technology determined by the Admin-
24 istrator.

1 (2) MOTORCYCLE.—The term “motorcycle” has
2 the meaning given such term in section 571.3(b) of
3 title 49, Code of Federal Regulations.

4 (3) VIN.—The term “VIN” has the meaning
5 given such term in section 565.12(b) of title 49,
6 Code of Federal Regulations.

7 **SEC. 112. MOTOR VEHICLE FIRE RESCUE WORKING GROUP.**

8 (a) ESTABLISHMENT.—Not later than 180 days after
9 the date of the enactment of this Act, the Administrator
10 shall establish the Motor Vehicle Fire Rescue Working
11 Group (in this section referred to as the “Working
12 Group”) to provide independent advice and recommenda-
13 tions to the Secretary and the Administrator on matters
14 related to ensuring the safe and efficient extraction of oc-
15 cupants of motor vehicles post-crash.

16 (b) MEMBERS.—The Working Group shall be com-
17 posed of 15 members, appointed by the Administrator, as
18 follows:

19 (1) 4 representatives of manufacturers of pas-
20 senger motor vehicles.

21 (2) 2 representatives of national consumer
22 motor vehicle safety organizations.

23 (3) 4 representatives of national organizations
24 that represent first responders, including fire-
25 fighters.

1 (4) 2 representatives of institutions of higher
2 education (as defined as section 102 of the Higher
3 Education Act of 1965 (20 U.S.C. 1002)) with ex-
4 pertise in motor vehicle and motor vehicle battery
5 safety.

6 (5) 2 representatives of manufacturers of motor
7 vehicle batteries.

8 (6) 1 representative of manufacturers of fire
9 rescue tools.

10 (c) TERMS.—

11 (1) IN GENERAL.—Each member appointed to
12 the Working Group—

13 (A) shall serve an initial term of 4 years
14 (or until the Working Group terminates under
15 subsection (h), if earlier); and

16 (B) may be reappointed for 1 subsequent
17 term of 4 years (or until the Working Group
18 terminates under subsection (h), if earlier).

19 (2) EXCEPTION.—Notwithstanding paragraph
20 (1), with respect to the first 15 members appointed
21 to the Working Group, 7 shall be chosen by the Ad-
22 ministrator to serve an initial term of 2 years.

23 (d) RATE OF PAY.—Each member of the Working
24 Group shall serve without pay.

1 (e) TRAVEL EXPENSES.—Each member of the Work-
2 ing Group shall receive travel expenses, including per diem
3 in lieu of subsistence, in accordance with applicable provi-
4 sions under subchapter I of chapter 57 of title 5, United
5 States Code.

6 (f) DUTIES.—The duties of the Working Group shall
7 be the following:

8 (1) Review, assess, and evaluate factors to fa-
9 cilitate the safe and efficient post-crash access of
10 first responders to motor vehicles, including the fol-
11 lowing:

12 (A) Post-crash fire rescue tools.

13 (B) Modifications to the design, construc-
14 tion, and performance of motor vehicles to im-
15 prove access points for first responders.

16 (C) Standardized motor vehicle fuel type
17 labeling.

18 (D) Fire suppression methods appropriate
19 for motor vehicle batteries.

20 (E) Any design or engineering of motor ve-
21 hicle batteries that minimizes thermal runaway
22 incidents.

23 (F) Any other relevant factor reviewed, as-
24 sessed, and evaluated by the Working Group.

1 (2) Provide recommendations to the Secretary
2 and the Administrator about the factors reviewed,
3 assessed, and evaluated under paragraph (1).

4 (g) REPORT.—Not later than 3 years after the date
5 of the enactment of this Act, the Working Group shall sub-
6 mit to the relevant congressional committees a report
7 about the work the Working Group has done pursuant to
8 subsection (f), including any recommendations provided
9 pursuant to subsection (f)(2).

10 (h) TERMINATION.—The Working Group shall termi-
11 nate on the date that is 60 days after the date on which
12 the report is submitted pursuant to subsection (g).

13 (i) FACA.—Chapter 10 of title 5, United States Code
14 (commonly referred to as the Federal Advisory Committee
15 Act), shall not apply to the Working Group.

16 **SEC. 113. PAPERWORK REDUCTION ACT EXEMPTION.**

17 Research performed by the Administrator pursuant
18 to chapter 301 or part C of subtitle VI of title 49, United
19 States Code, or in furtherance of any motor vehicle safety
20 standard or the NCAP is exempt from subchapter I of
21 chapter 35 of title 44, United States Code (commonly
22 known as the Paperwork Reduction Act).

23 **SEC. 114. ADVANCING TIRE TECHNOLOGIES.**

24 (a) ELIMINATION OF OUTDATED TESTING REQUIRE-
25 MENTS FOR TIRE PERFORMANCE IN FEDERAL MOTOR

1 VEHICLE SAFETY STANDARD NUMBERED 139.—Not later
2 than 1 year after the date of the enactment of this Act,
3 the Secretary shall revise section 571.139 of title 49, Code
4 of Federal Regulations, to remove the sample provision,
5 testing, and performance requirements that relate to tire
6 strength and tubeless tire bead unseating resistance for
7 passenger and light truck radial tires as described in sec-
8 tions 571.139.S6.5 and 571.139.S6.6 of title 49, Code of
9 Federal Regulations.

10 (b) DEFINITION OF CHUNKING IN FEDERAL MOTOR
11 VEHICLE SAFETY STANDARD NUMBERED 139.—Not later
12 than 1 year after the date of the enactment of this Act,
13 the Secretary shall, with respect to section 3 of section
14 571.139 of title 49, Code of Federal Regulations—

15 (1) revise the definition of “chunking” by in-
16 serting after “sidewall.” the following: “In the case
17 of a snow tire, chunking means the breaking away
18 of pieces of the tread or sidewall exposing rein-
19 forcing materials of the tire.”; and

20 (2) conduct a review of the definition of
21 “chunking” to determine, taking into account inter-
22 national definitions and standards, current industry
23 best practices, and testing standards for modern
24 passenger and light truck radial tires and currently
25 available data on motor vehicle safety and tire per-

1 performance, if the definition requires further revision
2 or clarification, with respect to non-snow tires, in-
3 cluding all season tires.

4 (c) PERFORMANCE REQUIREMENTS FOR TIRE EN-
5 DURANCE AND LOW PRESSURE UNDER FEDERAL MOTOR
6 VEHICLE SAFETY STANDARD NUMBERED 139.—Not later
7 than 1 year after the date of the enactment of this Act,
8 the Secretary shall revise section 571.139 of title 49, Code
9 of Federal Regulations, to clarify that visual evidence of
10 chunking constitutes a failure under the performance re-
11 quirements for tire endurance and low pressure described
12 in that section.

13 (d) ELIMINATION OF OUTDATED TESTING REQUIRE-
14 MENTS FOR TIRE PERFORMANCE IN FEDERAL MOTOR
15 VEHICLE SAFETY STANDARD NUMBERED 119.—Not later
16 than 1 year after the date of the enactment of this Act,
17 the Secretary shall revise section 571.119 of title 49, Code
18 of Federal Regulations, to remove the testing and per-
19 formance requirements for, and references to, tire
20 strength as applied to radial light truck tires and radial
21 commercial tires as specified in section 571.119.S6.2 of
22 title 49, Code of Federal Regulations.

23 (e) HIGH-SPEED TESTING REQUIREMENTS FOR TIRE
24 PERFORMANCE.—Not later than 180 days after the date
25 of enactment of this Act, the Secretary shall promulgate

1 regulations establishing uniform high-speed performance
2 testing protocols for passenger and light truck tires, to
3 be consistent with United Nations Global Technical Regu-
4 lation on Tyres (GTR No. 16), Amendment 2, sections
5 3.6.1.4 through 3.6.1.7 and section 3.6.2.2, including re-
6 quirements for speed symbols and sustained operation at
7 incrementally increasing speeds under specified load, pres-
8 sure, and temperature conditions sufficient to verify struc-
9 tural integrity and safety margins.

10 (f) GAO STUDY.—Not earlier than 3 years and not
11 later than 5 years after the date of the publication in the
12 Federal Register of the final rules as promulgated pursu-
13 ant to subsections (a) through (e), or 8 years after the
14 date of enactment of this section, whichever is sooner, the
15 Comptroller General of the United States shall submit to
16 the relevant congressional committees a report that—

17 (1) evaluates the implementation of this section
18 and its impact on the market for passenger and light
19 truck tires, including the safety and availability of
20 passenger and light truck tires;

21 (2) examines international definitions and
22 standards, current industry best practices, and test-
23 ing standards for modern passenger and light truck
24 radial tires, with respect to chunking of non-snow
25 tires, including all season tires; and

1 than 10 years before the date on which the Sec-
2 retary enters into the agreement described in para-
3 graph (1).

4 (3) INFORMATION.—The study required by
5 paragraph (1)(A) shall include information relating
6 to the following:

7 (A) The prevalence and characteristics of
8 touch screen-based systems in passenger motor
9 vehicles.

10 (B) The impact on driver distraction, prop-
11 erty damage, severe traffic injuries, and traffic
12 fatalities as a result of the following:

13 (i) Replacing tactile passenger motor
14 vehicle controls with touch screen-based
15 systems.

16 (ii) The characteristics of such sys-
17 tems, including brightness and size.

18 (iii) Driver-controlled technology that
19 is not a touch screen-based system.

20 (C) The user interface designs of touch
21 screen-based systems and other driver-con-
22 trolled technology, and the effect of those de-
23 signs on driver behavior.

1 (D) A comparison that takes into account
2 different levels of driver experience and driver
3 age ranges, of—

4 (i) the extent to which viewing or ma-
5 nipulating a touch screen-based system
6 while driving a passenger motor vehicle re-
7 sults in a severe traffic injury or a traffic
8 fatality; and

9 (ii) the extent to which viewing or ma-
10 nipulating a smartphone, other than a
11 smartphone that is projecting a user inter-
12 face to a touch screen-based system, while
13 driving a passenger motor vehicle results in
14 a severe traffic injury or a traffic fatality.

15 (E) Whether the time of day and other
16 road conditions (including traffic, weather, the
17 number of passenger motor vehicles on a road,
18 and the number of commercial motor vehicles
19 on a road) have a significant effect on the inci-
20 dence of severe traffic injuries and traffic fatali-
21 ties, the extent of any such effect, the likely
22 reasons for any such effect, whether any such
23 effect varies between the United States and
24 other countries, and any changes to touch
25 screen-based systems and other driver-con-

1 trolled technology that may help mitigate any
2 such effect.

3 (F) Any other information that is relevant
4 to the study, which may include a previous
5 study or other relevant resources.

6 (b) REPORT AND RECOMMENDATIONS.—

7 (1) REPORT.—Not later than 2 years after the
8 date on which the Secretary of Transportation en-
9 ters into an agreement described in subsection
10 (a)(1), the Secretary shall—

11 (A) submit to Congress a report that in-
12 cludes the findings of the study required by
13 subsection (a)(1)(A); and

14 (B) publish the report on the public
15 website of the Department of Transportation.

16 (2) RECOMMENDATIONS.—Not later than 60
17 days after the date on which the Secretary of Trans-
18 portation satisfies the requirements of paragraph
19 (1), the Secretary shall submit to Congress rec-
20 ommendations that are based on the findings of the
21 study under subsection (a)(1)(A), which may include
22 recommendations—

23 (A) to reduce severe traffic injuries and
24 traffic fatalities;

1 (B) to change the Fatality Analysis Re-
2 porting System, the National Occupant Protec-
3 tion Use Surveys, and the Model Minimum Uni-
4 form Crash Criteria of the National Highway
5 Traffic Safety Administration, or another set of
6 Federal surveys, to collect as much data as
7 practicable with respect to the use of a touch
8 screen-based system while driving a passenger
9 motor vehicle and the use of a smartphone
10 while driving a passenger motor vehicle, given
11 the variation in the methods of data collection
12 by States and units of local government; and

13 (C) that are otherwise based on the find-
14 ings of the study.

15 (3) CATEGORIES.—In submitting the rec-
16 ommendations required by paragraph (2), the Sec-
17 retary of Transportation shall divide the rec-
18 ommendations into the following categories:

19 (A) Any recommendation that a depart-
20 ment or agency of the Federal Government, in-
21 cluding the National Highway Traffic Safety
22 Administration, may implement under the exist-
23 ing authority of the department or agency, in-
24 cluding any authority of the department or
25 agency to develop or update guidance or stand-

1 ards on technology related to passenger motor
2 vehicles that is not already implemented or
3 planned to be implemented otherwise.

4 (B) Any recommendation that would re-
5 quire the enactment of Federal law for a de-
6 partment or agency of the Federal Government,
7 including the National Highway Traffic Safety
8 Administration, to implement.

9 (C) Any other category the Secretary de-
10 termines to be necessary to satisfy the require-
11 ments of this subsection.

12 (c) DEFINITIONS.—In this section:

13 (1) COMMERCIAL MOTOR VEHICLE.—The term
14 “commercial motor vehicle” means any of the fol-
15 lowing:

16 (A) A commercial motor vehicle (as defined
17 in section 31132 of title 49, United States
18 Code).

19 (B) A vehicle owned or operated by a
20 transportation company (as defined in section
21 346 of the National Defense Authorization Act
22 for Fiscal Year 2017 (Public Law 114–328; 10
23 U.S.C. 113 note)).

24 (2) DRIVER-CONTROLLED TECHNOLOGY.—The
25 term “driver-controlled technology”—

1 (A) means the controls and functions of a
2 motor vehicle that are engaged at the option of
3 a driver of the motor vehicle;

4 (B) includes—

5 (i) the functions that—

6 (I) are related to driving;

7 (II) are not related to the safe
8 operation of the motor vehicle; and

9 (III) do not involve the use of a
10 system that is required by law; and

11 (ii) a touch screen-based system; and

12 (C) does not include any controls or func-
13 tions that are engaged by default as the motor
14 vehicle is driven, such as automatic braking,
15 cameras, and dynamic lighting.

16 (3) TACTILE PASSENGER MOTOR VEHICLE CON-
17 TROL.—The term “tactile passenger motor vehicle
18 control” means a knob, a switch, a trackpad, or an-
19 other physical control that is in a passenger motor
20 vehicle and is not a touch screen.

21 (4) TOUCH SCREEN-BASED SYSTEM.—The term
22 “touch screen-based system” means a computer
23 that—

24 (A) is in a motor vehicle;

1 (B) controls the functions of the motor ve-
2 hicle, including the infotainment functions of
3 the motor vehicle;

4 (C) has a primary user interface that con-
5 sists of a touch screen and on-screen software
6 controls; and

7 (D) may be able to—

8 (i) be manipulated by tactile pas-
9 senger motor vehicle controls; and

10 (ii) display a user interface that is
11 projected from a smartphone.

12 **SEC. 116. MAGNUS WHITE AND SAFE STREETS FOR EVERY-**
13 **ONE ACT.**

14 Section 30129 of title 49, United States Code, is
15 amended by adding at the end the following:

16 “(c) VULNERABLE ROAD USER SAFETY.—

17 “(1) IN GENERAL.—Not later than 3 years
18 after the date of the enactment of this subsection,
19 the Secretary shall issue a final rule to ensure that
20 an automatic emergency braking system is installed
21 in any passenger motor vehicle manufactured for
22 sale in the United States which—

23 “(A) functions in daylight and dark condi-
24 tions;

1 “(B) functions at a range of speeds consid-
2 ering available real-world data of crashes with
3 bicyclists and motorcyclists from forward mov-
4 ing motor vehicles;

5 “(C) detects and appropriately responds to
6 bicyclists and motorcyclists across high and
7 low-reflectance target configurations of the bi-
8 cyclist and motorcyclist; and

9 “(D) considers any existing performance
10 assessments from the New Car Assessment
11 Program of the performance of automatic emer-
12 gency braking systems to detect and appro-
13 priately respond to a motorcyclist or bicyclist.

14 “(2) COMPLIANCE DATE.—The compliance date
15 of the rule issued pursuant to paragraph (1) shall be
16 not later than 3 years after the date on which the
17 rule is issued.

18 “(3) PEDESTRIAN PROTECTION.—The Sec-
19 retary shall consider whether the rulemaking record
20 from the final rule in paragraph (1) can also im-
21 prove the safety of pedestrians.”.

22 **SEC. 117. SAFE EXIT ACT.**

23 (a) MECHANICAL OCCUPANT EGRESS.—Subchapter
24 II of chapter 301 of title 49, United States Code, is
25 amended by adding at the end the following new section:

1 **“§ 30130. Mechanical occupant egress**

2 “(a) IN GENERAL.—Not later than 3 years after the
3 date of the enactment of this section, the Secretary of
4 Transportation shall issue a final rule amending Standard
5 206 to establish performance requirements for motor vehi-
6 cles equipped with an electronic door latch system to pro-
7 vide a readily accessible mechanical interior door release
8 by which an occupant can egress each such door adjacent
9 to a designated driver or passenger seating position from
10 the interior of a motor vehicle.

11 “(b) COMPLIANCE DATE.—The compliance date of
12 the revised rule issued under subsection (a) shall be not
13 later than 3 years after the date on which that rule is
14 issued.

15 “(c) DEFINITIONS.—In this section:

16 “(1) ELECTRONIC DOOR LATCH.—The term
17 ‘electronic door latch’ means a door-locking or door-
18 latching mechanism that relies on vehicle electrical
19 power to release a motor vehicle door or maintain
20 such door in a closed position.

21 “(2) MECHANICAL INTERIOR DOOR RELEASE.—
22 The term ‘mechanical interior door release’ means a
23 mechanism that provides egress to a door, such as
24 an interior door handle or other interior latch re-
25 lease control, that does not rely on electrical power.

1 “(3) STANDARD 206.—The term ‘Standard 206’
2 means Federal Motor Vehicle Safety Standard Num-
3 ber 206, contained in section 571.206 of title 49,
4 Code of Federal Regulations.”.

5 (b) CLERICAL AMENDMENT.—The table of sections
6 for subchapter II of chapter 301 of title 49, United States
7 Code, is amended by adding after the item relating to sec-
8 tion 30129 the following new item:

 “30130. Mechanical occupant egress.”.

9 **SEC. 118. STUDY ON MOTOR VEHICLE FLAMMABILITY HAZ-**
10 **ARDS.**

11 (a) STUDY.—The Administrator shall conduct a
12 study—

13 (1) to identify—

14 (A) the safety risks to motor vehicle occu-
15 pants and first responders related to the flam-
16 mability of materials used in the occupant com-
17 partments of motor vehicles;

18 (B) the chemicals, materials, and tech-
19 nologies used by manufacturers to comply with
20 Federal Motor Vehicle Safety Standard No.
21 302; and

22 (C) the likely human health and environ-
23 mental hazards to motor vehicle occupants and
24 first responders associated with exposure to
25 chemicals, materials, and technologies identi-

1 fied, relevant to their use in motor vehicles
2 under subparagraph (B) including for suscep-
3 tible subpopulations within the general motor
4 vehicle occupants and first responders popu-
5 lation identified by the Administrator who, due
6 to either greater susceptibility or greater expo-
7 sure, may be at greater risk than the general
8 population of adverse health effects from expo-
9 sure to such chemicals, materials, or tech-
10 nologies, such as infants, children, pregnant
11 women, or the elderly; and

12 (2) to analyze—

13 (A) with respect to risks identified under
14 paragraph (1)(A), methods for mitigating such
15 risks, including the extent to which Federal
16 Motor Vehicle Safety Standard No. 302 miti-
17 gates such risks; and

18 (B) with respect to any hazards identified
19 under paragraph (1)(C), methods for mitigating
20 such hazards, including alternative methods of
21 compliance with respect to Federal Motor Vehi-
22 cle Safety Standard No. 302.

23 (b) COORDINATION.—In carrying out subsection (a),
24 the Administrator shall coordinate, as determined appro-
25 priate by the Administrator, with—

1 (1) the Administrator of the Environmental
2 Protection Agency; and

3 (2) the Chair of the Consumer Product Safety
4 Commission.

5 (c) PUBLIC COMMENT PERIOD.—In carrying out sub-
6 section (a), the Administrator shall provide a period for
7 public comment on the study conducted under subsection
8 (a).

9 (d) REPORT.—Not later than 30 months after the
10 date of the enactment of this Act, the Administrator shall
11 submit to the Committee on Energy and Commerce of the
12 House of Representatives and the Committee on Com-
13 merce, Science, and Transportation of the Senate, and
14 publish on the website of the National Highway Traffic
15 Safety Administration, a report on the results of the
16 study.

17 (e) FEDERAL MOTOR VEHICLE SAFETY STANDARD
18 NO. 302 DEFINED.—In this section, the term “Federal
19 Motor Vehicle Safety Standard No. 302” means the Fed-
20 eral motor vehicle safety standard described in section
21 571.302 of title 49, Code of Federal Regulations (or any
22 successor regulation).

1 **SEC. 119. PULSATING LIGHT SYSTEMS.**

2 (a) REVIEW FOLLOWING COMPLETION OF COVERED
3 RESEARCH.—Not later than 90 days after the covered re-
4 search is complete, the Secretary shall—

5 (1) review and release—

6 (A) such research;

7 (B) any other completed research relevant
8 to pulsating light systems; and

9 (C) any ongoing research, if any, relevant
10 to pulsating light systems; and

11 (2) consider research identified in paragraph
12 (1) and determine whether the utilization of configu-
13 rations of a pulsating light system in a motor vehicle
14 has an overall level of safety at least equal to that
15 of a conventional stop lamp.

16 (b) RULEMAKING.—If the Secretary makes a deter-
17 mination under subsection (a) that the utilization of a pul-
18 sating light system in a motor vehicle has an overall level
19 of safety at least equal to that of a conventional stop lamp,
20 then not later than 180 days after the date on which the
21 covered research is complete, the Secretary shall initiate
22 a rulemaking process as the Secretary determines nec-
23 essary to update Standard 108 to—

24 (1) include performance-based standards for
25 pulsating light systems; and

1 (2) allow for the permissive use of such systems
2 in motor vehicles.

3 (c) DETERMINATION OF ADVERSE EFFECT.—If, pur-
4 suant to subsection (a), the Secretary determines that the
5 utilization of a pulsating light system in a motor vehicle
6 does not have an overall level of safety at least equal to
7 that of a conventional stop lamp, then the Secretary, not
8 later than 90 days after the date on which the Secretary
9 makes such determination, shall submit to the Committee
10 on Energy and Commerce of the House of Representatives
11 and the Committee on Commerce, Science, and Transpor-
12 tation of the Senate a written report that—

13 (1) details the basis for such determination;
14 and

15 (2) includes—

16 (A) the data and analysis relied upon to
17 make such determination; and

18 (B) an assessment of—

19 (i) the availability of pulsating light
20 systems in countries other than the United
21 States; and

22 (ii) whether any such systems have
23 demonstrated benefits in reducing rear-end
24 collisions between motor vehicles.

25 (d) DEFINITIONS.—In this section:

1 (1) COVERED RESEARCH.—The term “covered
2 research” means the research conducted by the Vir-
3 ginia Polytechnic Institute and State University be-
4 ginning at the end of 2024 on pulsating stop lamps,
5 flashing lights, and distance perception.

6 (2) MOTOR VEHICLE.—The term “motor vehi-
7 cle” has the meaning given that term in section
8 30102(a) of title 49, United States Code.

9 (3) PULSATING LIGHT SYSTEM.—The term
10 “pulsating light system” means a system for a high-
11 mounted stop lamp in which—

12 (A) when the brake of the vehicle is ap-
13 plied, the lamp pulses rapidly not more than 4
14 times and for not more than 1.2 seconds, after
15 which such lamp converts to a continuous light
16 as a normal stop lamp until the time such
17 brake is released; and

18 (B) the pulses described in subparagraph
19 (A) may not repeat upon a subsequent applica-
20 tion of the brake of the vehicle for a lock-out
21 period of not fewer than 5 seconds after the re-
22 lease of the brake described in subparagraph
23 (A).

24 (4) STANDARD 108.—The term “Standard 108”
25 means Federal Motor Vehicle Safety Standard No.

1 108 (as described in section 571.108 of title 49,
2 Code of Federal Regulations).

3 **SEC. 120. CONSUMER INFORMATION ON PARTIALLY AUTO-**
4 **MATED VEHICLES.**

5 Section 30117 of title 49, United States Code, is
6 amended to add at the end—

7 “(d) OWNER MANUAL REQUIREMENTS.—

8 “(1) IN GENERAL.—Not later than 2 years
9 after the date of the enactment of this subsection,
10 a manufacturer shall include in an owner manual for
11 any partially automated vehicle the following:

12 “(A) A description of the capabilities and
13 limitations of the partially automated driving
14 system.

15 “(B) A description of driver responsibilities
16 while the partially automated driving system is
17 engaged, including—

18 “(i) which driving or assistance
19 subtasks are performed by the partially
20 automated driving system; and

21 “(ii) which driving or assistance
22 subtasks the driver is expected to perform
23 while the partially automated driving sys-
24 tem is engaged.

1 “(2) RULEMAKING.—The Secretary shall con-
2 duct a rulemaking to effectuate the requirements of
3 paragraph (1).

4 “(3) DEFINITIONS.—In this subsection:

5 “(A) LEVEL 2; DYNAMIC DRIVING TASK;
6 PARTIALLY AUTOMATED VEHICLE.—The terms
7 ‘Level 2’, ‘dynamic driving task’, and ‘partially
8 automated vehicle’ have the meanings given
9 those terms in the Motor Vehicle Modernization
10 Act of 2026.

11 “(B) PARTIALLY AUTOMATED DRIVING
12 SYSTEM.—The term ‘partially automated driv-
13 ing system’—

14 “(i) means a system, or a feature of
15 such system, of which the hardware and
16 software collectively perform the lateral
17 and longitudinal vehicle motion control
18 subtasks of a dynamic driving task with
19 the expectation that the driver monitors
20 the system and completes the object and
21 event detection and response subtask; and

22 “(ii) includes only a system that
23 meets the definition of Level 2 automation.

24 “(C) PARTIALLY AUTOMATED VEHICLE.—
25 The term ‘partially automated vehicle’ means a

1 motor vehicle that is equipped with a partially
2 automated driving system.”.

3 **Subtitle B—Aftermarket and**
4 **Consumer Protection**

5 **PART I—REPAIR ACT**

6 **SEC. 201. DEFINITIONS.**

7 In this part:

8 (1) **AFTERMARKET PART.**—The term
9 “aftermarket part”—

10 (A) means any part offered for sale or for
11 installation in or on a motor vehicle after such
12 motor vehicle has left the production line of a
13 motor vehicle manufacturer; and

14 (B) does not include any new original
15 motor vehicle equipment manufactured for a
16 motor vehicle manufacturer.

17 (2) **COMMISSION.**—The term “Commission”
18 means the Federal Trade Commission.

19 (3) **COVERED ACTIVITY.**—The term “covered
20 activity” means any diagnosis, maintenance, or re-
21 pair of a motor vehicle (including any calibration or
22 recalibration required as part of any such diagnosis,
23 maintenance, or repair) necessary to return the
24 motor vehicle to operational specifications.

25 (4) **COVERED DATA.**—

1 (A) IN GENERAL.—The term “covered
2 data” means any in-vehicle data used for the
3 performance of a covered activity or to comply
4 with Federal motor vehicle safety or emissions
5 laws, regulations, or standards that is or was
6 generated by the operation of a motor vehicle.

7 (B) EXCLUSIONS.—The term “covered
8 data” does not include any personally identifi-
9 able information about a human occupant of
10 such vehicle.

11 (5) COVERED REPAIR INFORMATION AND
12 TOOLS.—The term “covered repair information and
13 tools” means any equipment, tools, repair proce-
14 dures, technical information, software, wiring dia-
15 gram, training material, parts nomenclature or de-
16 scription, and parts catalogue necessary to perform
17 a covered activity.

18 (6) LEGAL BARRIER.—The term “legal barrier”
19 means—

20 (A) a request for a waiver of the right of
21 a motor vehicle owner under this part to use a
22 motor vehicle repair facility of the choosing of
23 such motor vehicle owner;

24 (B) a requirement for such a waiver as a
25 condition for purchasing, leasing, operating, or

1 obtaining warranty repairs for a motor vehicle;
2 or

3 (C) an offer for such owner to receive any
4 compensation or other incentive for such a
5 waiver.

6 (7) MOTOR VEHICLE.—

7 (A) IN GENERAL.—The term “motor vehi-
8 cle” has the meaning—

9 (i) given that term in section
10 30102(a) of title 49, United States Code;
11 and

12 (ii) given the term “trailer” in section
13 390 of title 49, Code of Federal Regula-
14 tions.

15 (B) EXCLUSIONS.—The term “motor vehi-
16 cle” does not include any of the following:

17 (i) A multipurpose off highway utility
18 vehicle, recreational off highway vehicle,
19 all-terrain vehicle, or motorized bicycle.

20 (ii) A vehicle driven or drawn by me-
21 chanical power originally designed or per-
22 manently altered and equipped to provide
23 temporary residential accommodations that
24 is not used to transport property (except

1 for property used for temporary residential
2 accommodations or camping purposes).

3 (8) MOTOR VEHICLE DEALER.—The term
4 “motor vehicle dealer” means a person selling and
5 distributing new motor vehicles or motor vehicle
6 equipment primarily to purchasers that in good faith
7 purchase the vehicles or equipment other than for
8 resale.

9 (9) MOTOR VEHICLE EQUIPMENT.—The term
10 “motor vehicle equipment” means—

11 (A) any system, part, or component of a
12 motor vehicle as originally manufactured;

13 (B) any similar part or component manu-
14 factured or sold for replacement or improve-
15 ment of a system, part, or component, or as an
16 accessory or addition to a motor vehicle; or

17 (C) any device or an article or apparel, in-
18 cluding a motorcycle helmet and excluding med-
19 icine or eyeglasses prescribed by a licensed
20 practitioner, that—

21 (i) is not a system, part, or compo-
22 nent of a motor vehicle; and

23 (ii) is manufactured, sold, delivered,
24 or offered to be sold for use on public
25 streets, roads, and highways with the ap-

1 parent purpose of safeguarding users of
2 motor vehicles against risk of accident, in-
3 jury, or death.

4 (10) MOTOR VEHICLE MANUFACTURER.—The
5 term “motor vehicle manufacturer” means a per-
6 son—

7 (A) manufacturing or assembling motor ve-
8 hicles or motor vehicle equipment; or

9 (B) importing motor vehicles or motor ve-
10 hicle equipment for resale.

11 (11) MOTOR VEHICLE OWNER.—

12 (A) IN GENERAL.—The term “motor vehi-
13 cle owner” means a person who is—

14 (i) a record or beneficial owner, holder
15 of title, or lessee of a motor vehicle;

16 (ii) entitled to the use and possession
17 of a motor vehicle subject to a security in-
18 terest in another person; or

19 (iii) a lessee or a bailee of a motor ve-
20 hicle, in the trade or business of renting or
21 leasing a motor vehicle.

22 (B) EXCLUSIONS.—The term “motor vehi-
23 cle owner” does not include—

24 (i) a motor vehicle manufacturer; or

25 (ii) a person operating on behalf of—

- 1 (I) a motor vehicle manufacturer;
2 (II) a motor vehicle financing
3 company;
4 (III) a motor vehicle dealer; or
5 (IV) a motor vehicle lessor.

6 (12) MOTOR VEHICLE REPAIR FACILITY.—The
7 term “motor vehicle repair facility” means any per-
8 son who, in the ordinary course of business, per-
9 forms a covered activity, including a motor vehicle
10 dealer who performs a covered activity that relates
11 to a motor vehicle not affiliated with the franchise
12 of the motor vehicle dealer.

13 (13) REMANUFACTURER.—The term “remanu-
14 facturer” means a person who uses a standardized
15 industrial process by which previously sold, worn, or
16 non-functional products are returned to same-as-new
17 (or better) condition and performance in a process
18 that is in line with specific technical specifications
19 (including engineering, quality, and testing stand-
20 ards) and yields fully warranted products.

21 (14) TECHNOLOGICAL BARRIER.—The term
22 “technological barrier”—

23 (A) means any hardware, software,
24 firmware, digital protocol, technical security
25 feature, or other technological mechanism that

1 prevents, restricts, or delays the exercise of a
2 right under this part (except for latency or au-
3 thentication purposes); and

4 (B) includes—

5 (i) the limitation of access (including
6 bidirectional access) to necessary tools, di-
7 agnostic information, software, or data re-
8 quired to perform a covered activity; and

9 (ii) the imposition of a requirement
10 for proprietary authentication, authoriza-
11 tion codes, or digital software locks that
12 cannot be reasonably obtained for not more
13 than the fair and reasonable cost of pro-
14 viding such authentication, authorization,
15 or keys by a motor vehicle owner, motor
16 vehicle repair facility, or service provider.

17 (15) **TELEMATICS SYSTEM.**—The term
18 “telematics system” means any system in a motor
19 vehicle that collects covered data and transmits such
20 covered data using wireless communications to a re-
21 mote receiving point where the covered data is
22 stored.

1 **SEC. 202. CODIFYING AND ENFORCING RIGHT TO REPAIR**

2 **MOUS.**

3 (a) PASSENGER VEHICLES.—A motor vehicle manu-
4 facturer of a motor vehicle that weighs 14,000 pounds or
5 less shall comply with sections 1 through 5 of the Memo-
6 randum of Understanding entered into on January 15,
7 2014, by the Automotive Aftermarket Industry Associa-
8 tion, the Coalition for Auto Repair Equality, the Alliance
9 of Automobile Manufacturers, and the Association of
10 Global Automakers.

11 (b) COMMERCIAL VEHICLES.—A motor vehicle manu-
12 facturer of a motor vehicle that weighs more than 14,000
13 pounds shall comply with sections 2 through 8 of the
14 Memorandum of Understanding National Commercial Ve-
15 hicle Service Information entered into August 2015 by the
16 Commercial Vehicle Solutions Network, the Equipment
17 and Tool Institute, the Heavy Duty Aftermarket Canada,
18 Auto Care Association, and the Truck and Engine Manu-
19 facturers Association.

20 (c) RULES OF CONSTRUCTION.—

21 (1) UPDATE TO MOU.—Nothing in this section
22 may be construed to imply that an update to the
23 Memorandum of Understanding described in sub-
24 section (a) or (b) is enforceable by the Commission.

25 (2) WITHDRAWAL FROM MOU.—Nothing in this
26 section may be construed to imply that withdrawal

1 by any party from the Memorandum of Under-
2 standing described in subsection (a) or (b) affects
3 the enforcement of this Act.

4 (3) DISPUTE RESOLUTION.—Nothing in this
5 section may be construed to imply that any dispute
6 resolution process established in the Memorandum of
7 Understanding described in subsection (a) or (b) is
8 enforceable by the Commission.

9 **SEC. 203. ENFORCEMENT BY COMMISSION.**

10 (a) UNFAIR OR DECEPTIVE ACTS OR PRACTICES.—
11 A violation of this part shall be treated as a violation of
12 a regulation under section 18(a)(1)(B) of the Federal
13 Trade Commission Act (15 U.S.C. 57a(a)(1)(B)) regard-
14 ing unfair or deceptive acts or practices.

15 (b) POWERS OF COMMISSION.—The Commission
16 shall enforce this part in the same manner, by the same
17 means, and with the same jurisdiction, powers, and duties
18 as though all applicable terms and provisions of the Fed-
19 eral Trade Commission Act (15 U.S.C. 41 et seq.) were
20 incorporated into and made a part of this Act, and any
21 person who violates this part shall be subject to the pen-
22 alties and entitled to the privileges and immunities pro-
23 vided in the Federal Trade Commission Act.

24 (c) RULE OF CONSTRUCTION ON COMMISSION AU-
25 THORITY.— Nothing in this part may be construed to

1 limit the authority of the Commission under any other
2 provision of law.

3 **SEC. 204. STUDY AND REPORT.**

4 (a) **STUDY ON MARKETPLACE PRACTICES.**—The
5 Commission shall conduct a study under section 6(b) of
6 the Federal Trade Commission Act (15 U.S.C. 46(b)) that
7 examines certain marketplace practices in the motor vehi-
8 cle aftermarket, including the following:

9 (1) Practices that prohibit or restrict the—

10 (A) access to covered data over wireless
11 technology via any telematics systems for the
12 performance of a covered activity by motor ve-
13 hicle owners, motor vehicle repair facilities,
14 aftermarket parts manufacturers, and
15 aftermarket parts remanufacturers, or diag-
16 nostic tool manufacturers; and

17 (B) the ability for a consumer to select any
18 brand or manufacturer of parts, tools, or motor
19 vehicle equipment.

20 (2) Practices by motor vehicle manufacturers to
21 limit the ability of aftermarket parts manufacturers,
22 motor vehicle equipment manufacturers, an
23 aftermarket parts remanufacturer, or a motor vehi-
24 cle repair facility from selling compatible

1 aftermarket parts or functionally integrating com-
2 patible aftermarket parts into motor vehicles.

3 (3) Access to covered repair information and
4 tools.

5 (4) Any impact of increased use of software and
6 electronics in motor vehicles to the maintenance, di-
7 agnosis, and repair of such motor vehicles.

8 (5) Any other relevant practice related to the
9 performance of a covered activity.

10 (b) SUMMARY REQUIRED.—The Commission shall
11 develop a summary of any investigation conducted and
12 order issued under this part as of the date of submission
13 of the report required pursuant to subsection (c) that shall
14 include a description of unfair or deceptive practices relat-
15 ing to the following:

16 (1) Any legal barrier or technological barrier to
17 the performance of a covered activity.

18 (2) The effectiveness of this part to address
19 marketplace practices in the motor vehicle
20 aftermarket to protect consumers and promote com-
21 petition.

22 (c) SUBMISSION OF REPORT.—Not later than 4 years
23 after the date of the enactment of this Act, the Commis-
24 sion shall submit to Congress a report that includes the

1 results of the study required by subsection (a) and the
2 summary required by subsection (b).

3 (d) CONSULTATION REQUIRED.—In carrying out this
4 section, the Commission shall consult with the following:

5 (1) The Secretary of Transportation and the
6 head of any other relevant Federal agency (as deter-
7 mined by the Commission).

8 (2) Consumers, consumer advocacy groups,
9 motor vehicle repair facilities, motor vehicle manu-
10 facturers, aftermarket parts manufacturers,
11 aftermarket parts remanufacturers, diagnostic tool
12 manufacturers, motor vehicle equipment manufac-
13 turers, and motor vehicle dealers.

14 **SEC. 205. RELATIONSHIP TO STATE LAWS.**

15 (a) NO STATE PREEMPTION ON CERTAIN LAWS.—
16 Nothing in this part may be construed to preempt any
17 State or local law that regulates the relationships between
18 motor vehicle manufacturers, distributors, and motor vehi-
19 cle dealers, including motor vehicle dealer franchise laws,
20 warranty laws, and prohibitions on the direct sale of motor
21 vehicles by manufacturers.

22 (b) NO PREEMPTION OF STATE COMMON LAW.—
23 Nothing in this part may be construed to preempt any
24 State common law rights or any State statute that codifies
25 or supplements rights or remedies recognized at common

1 law, criminal law, or State law regulating fraud, generally
2 applicable deceptive trade practices, privacy, data security,
3 unauthorized access to personal information, notification
4 of unauthorized access to personal information, torts, or
5 product warranties.

6 (c) MOTOR VEHICLE OWNER DATA.—Nothing in this
7 part may be construed to grant any entity other than the
8 owner of a motor vehicle a property right or ownership
9 right with respect to the motor vehicle data generated, col-
10 lected, processed or stored by the vehicle of the owner.

11 **PART II—ADAS FUNCTIONALITY AND INTEGRITY**

12 **ACT**

13 **SEC. 221. ADAS FUNCTIONALITY AND INTEGRITY ACT.**

14 (a) IN GENERAL.—

15 (1) STUDY.—Not later than 18 months after
16 the date of the enactment of this Act, the Adminis-
17 trator shall complete a study and make available on
18 a publicly accessible, searchable website maintained
19 by the National Highway Traffic Safety Administra-
20 tion a report that includes the following:

21 (A) An identification of the 10 most preva-
22 lent legal modifications and customizations
23 made to a passenger motor vehicle for the pre-
24 vious 3 years.

1 (B) An assessment of the effects on ADAS
2 functionality that can be caused by such modi-
3 fications or customizations made to a passenger
4 motor vehicle and methods, such as calibration,
5 to examine how modifications or customizations
6 may be performed without producing unreason-
7 able risks to the safety of a passenger motor ve-
8 hicle in connection with changes to ADAS
9 functionality.

10 (C) The feasibility and practicality of the
11 National Highway Traffic Safety Administra-
12 tion to develop and maintain industry guidelines
13 to support, with respect to motor vehicle safety,
14 the functionality of ADAS installed in pas-
15 senger motor vehicles after modification or
16 customization.

17 (D) Any information necessary for the de-
18 velopment of industry guidelines relating to
19 areas such as the following:

20 (i) Allowable modification ranges for
21 passenger motor vehicles, including phys-
22 ical parameters that impact ADAS
23 functionality, such as ride height, wheel
24 and tire dimensions, overall static geom-

1 etry, physical displacement parameters,
2 and sensor and camera function.

3 (ii) Proper calibration procedures of
4 ADAS and other vehicle dynamic systems
5 following modification or customization.

6 (2) STAKEHOLDER OUTREACH.—In carrying
7 out the study required by paragraph (1), the Admin-
8 istrator shall consult with manufacturers of pas-
9 senger motor vehicles and motor vehicle equipment,
10 standard setting organizations, consumer motor ve-
11 hicle safety organizations, the independent auto-
12 motive aftermarket, and dealers.

13 (b) ADAS MODIFICATION RANGES GUIDELINES.—

14 (1) GUIDELINES FOR ADAS.—Not later than 2
15 years after the date on which the report is made
16 available as required by subsection (a)(1) and if de-
17 termined by the Administrator to be feasible and
18 practical as described in such report, the Adminis-
19 trator, in consultation with manufacturers of pas-
20 senger motor vehicles and motor vehicle equipment,
21 standard settings organizations, consumer motor ve-
22 hicle safety organizations, the independent auto-
23 motive aftermarket, and dealers, may develop—

24 (A) guidelines, consistent with the findings
25 of such report, concerning ADAS functionality

1 following modification or customization made to
2 a passenger motor vehicle; and

3 (B) a process for such manufacturers to
4 provide to the Administrator modification
5 ranges relevant to modification and calibration.

6 (2) REQUIREMENT TO USE EMPIRICAL DATA.—

7 Any determination made by the Administrator in de-
8 veloping guidelines under paragraph (1) shall be
9 based on empirical data (including any modification
10 ranges described in paragraph (1)(B)) derived from
11 dynamic testing, independent research, and public
12 data sources.

13 (3) PUBLICATION AND ACCESSIBILITY.—If the
14 Administrator develops guidelines under paragraph
15 (1), the Administrator shall—

16 (A) publish such guidelines—

17 (i) in the Federal Register; and

18 (ii) on a publicly accessible, searchable
19 website maintained by the Administrator of
20 the National Highway Traffic Safety Ad-
21 ministration; and

22 (B) update any such published guidelines
23 every 5 years if the Administrator determines
24 that technological developments or new modi-

1 fication or customization practices warrant revi-
2 sions.

3 (4) REPORTING REQUIREMENT.—If the Admin-
4 istrator does not develop guidelines under paragraph
5 (1) and publish such guidelines under paragraph
6 (3), the Administrator shall submit to the Com-
7 mittee on Energy and Commerce of the House of
8 Representatives and the Committee on Commerce,
9 Science, and Transportation of the Senate a report
10 that describes the reasons why guidelines were not
11 developed and published.

12 (c) DEFINITIONS.—In this section:

13 (1) ADVANCED DRIVER ASSISTANCE SYSTEMS;
14 ADAS.—The term “advanced driver assistance sys-
15 tem” or “ADAS” means a partially automated driv-
16 ing system.

17 (2) INDEPENDENT AUTOMOTIVE
18 AFTERMARKET.—The term “independent automotive
19 aftermarket” means any party or entity not author-
20 ized by a passenger motor vehicle manufacturer or
21 affiliated service provider.

22 **PART III—KNOW BEFORE YOU DRIVE**

23 **SEC. 231. KNOW BEFORE YOU DRIVE.**

24 (a) PROHIBITION ON MISLEADING CLAIMS.—

1 (1) IN GENERAL.—Not later than 180 days
2 after the date of the enactment of this Act, a manu-
3 facturer may not make any representation that im-
4 plies or would otherwise lead a reasonable consumer
5 to believe that—

6 (A) a partially automated driving system is
7 an automated driving system; or

8 (B) a partially automated driving system—
9 (i) can function as an automated driv-
10 ing system; or

11 (ii) otherwise has capabilities beyond
12 what the system is able to perform.

13 (2) RULE OF INTERPRETATION.—In deter-
14 mining whether a manufacturer has violated this
15 subsection, the Commission shall consider the con-
16 text in which a representation by the manufacturer
17 has been made.

18 (b) DISCLOSURE PRIOR TO ACTIVATION.—

19 (1) DISCLOSURE AND CONFIRMATION RE-
20 QUIRED.—Not later than 2 years after the date of
21 the enactment of this Act, a manufacturer of a par-
22 tially automated vehicle or partially automated driv-
23 ing system must, prior to or concurrent with the
24 first use of such system by a purchaser, carry out
25 the following:

1 (A) Disclose to the purchaser, in a clear
2 and conspicuous manner, the following informa-
3 tion:

4 (i) The vehicle is equipped with a par-
5 tially automated driving system, not an
6 automated driving system.

7 (ii) The capabilities and limitations of
8 the partially automated driving system.

9 (iii) The subtasks of the dynamic driv-
10 ing task the driver is expected to perform
11 while the partially automated driving sys-
12 tem is performing part of the dynamic
13 driving task.

14 (iv) How the driver can determine
15 whether the partially automated driving
16 system is or is not performing such parts
17 of the dynamic driving task.

18 (B) Obtain affirmative confirmation from
19 such purchaser of the receipt by such purchaser
20 of such information.

21 (2) FORM.—The disclosure required by para-
22 graph (1)(A) shall be separate and in addition to
23 any documentation in an owner manual included in
24 a partially automated vehicle in accordance with
25 30117 of title 49, United States Code, as amended

1 by this Act, and may be provided through any rea-
2 sonable means, including but not limited to in-vehi-
3 cle display, mobile application, video, or print.

4 (c) UPDATES.—Beginning 2 years after the date of
5 the enactment of this Act and upon the offer or provision
6 to an owner, lessee, or driver of a partially automated ve-
7 hicle of a software update that materially changes the ca-
8 pabilities or limitations, or both, of a partially automated
9 driving system, a manufacturer shall provide a clear and
10 conspicuous notice to such owner, lessee, or driver that
11 describes such material change.

12 (d) ENFORCEMENT AUTHORITY.—

13 (1) UNFAIR OR DECEPTIVE ACTS OR PRAC-
14 TICES.—A violation of this section shall be treated
15 as a violation of a rule defining an unfair or decep-
16 tive act or practice prescribed under section
17 18(a)(1)(B) of the Federal Trade Commission Act
18 (15 U.S.C. 57a(a)(1)(B)).

19 (2) POWERS OF COMMISSION.—The Commis-
20 sion shall enforce this section in the same manner,
21 by the same means, and with the same jurisdiction,
22 powers, and duties as though all applicable terms
23 and provisions of the Federal Trade Commission Act
24 (15 U.S.C. 41 et seq.) were incorporated into and
25 made a part of such subsections. Any person who

1 violates such subsections shall be subject to the pen-
2 alties and entitled to the privileges and immunities
3 provided in the Federal Trade Commission Act.

4 (3) RULE OF CONSTRUCTION.—Nothing in this
5 Act may be construed to limit the authority of the
6 Commission to enforce any other provision of law.

7 (4) CONSULTATION.—In carrying out this sec-
8 tion, the Commission shall consult the Administrator
9 of the National Highway Traffic Safety Administra-
10 tion.

11 (e) DEFINITIONS.—In this section:

12 (1) AUTOMATED DRIVING SYSTEM.—The term
13 “automated driving system” has the meaning given
14 that term in section 101 of the Motor Vehicle Mod-
15 ernization Act of 2026.

16 (2) COMMISSION.—The term “Commission”
17 means the Federal Trade Commission.

18 (3) PURCHASER.—The term “purchaser”
19 means an individual who purchases a motor vehicle
20 or enters into a contract to lease a motor vehicle be-
21 fore first sale and not for resale.

1 **PART IV—SAFE VEHICLE ACCESS FOR**
2 **SURVIVORS ACT**

3 **SEC. 251. PROTECTION OF SURVIVORS.**

4 (a) IN GENERAL.—Not later than 2 business days
5 after receiving a connected vehicle service request from a
6 survivor that contains the information required by section
7 252(a), a covered provider shall take 1 or more of the fol-
8 lowing actions (notwithstanding the abuser identified in
9 such connected vehicle service request being an account
10 holder):

11 (1) Terminate or disable a connected vehicle
12 service account associated with the abuser identified
13 in such connected vehicle service request.

14 (2) Terminate or disable a connected vehicle
15 service account associated with the covered vehicle
16 identified in such connected vehicle service request,
17 including by resetting or deleting any data or wire-
18 less connection with respect to such covered vehicle,
19 and provide instructions to such survivor on how to
20 re-establish a connected vehicle service account that
21 does not include access by such abuser to such con-
22 nected vehicle service account or to connected vehicle
23 services for such covered vehicle.

24 (3) Terminate or disable connected vehicle serv-
25 ices for such covered vehicle, including by resetting
26 or deleting any data or wireless connection with re-

1 spect to such covered vehicle, and provide instruc-
2 tions to such survivor on how to re-establish con-
3 nected vehicle services for such covered vehicle in a
4 manner that does not include access by such abuser.

5 (4) If such covered vehicle has an in-vehicle
6 interface, provide information to such survivor about
7 the availability of such in-vehicle interface and how
8 to terminate or disable connected vehicle services
9 using such in-vehicle interface.

10 (b) ACCESS TO ACCOUNT DATA.—After taking an ac-
11 tion under subsection (a) in response to a connected vehi-
12 cle service request, a covered provider shall deny a request
13 from an abuser identified in such connected vehicle service
14 request to obtain any data that—

15 (1) is connected to a connected vehicle service
16 to which such connected vehicle service request re-
17 lates; and

18 (2) was generated after the access of such
19 abuser to such connected vehicle service was termi-
20 nated or disabled in response to such connected vehi-
21 cle service request.

22 (c) LIMITATIONS ON PENALTIES, FEES, AND OTHER
23 REQUIREMENTS.—Other than provision by a survivor of
24 the information required by section 252(a) and the taking
25 by a survivor of any steps requested under subsection (e)

1 of this section, a covered provider may not make the tak-
2 ing by such covered provider of any action under sub-
3 section (a) in response to a connected vehicle service re-
4 quest contingent on any requirement, including—

5 (1) payment of a fee, penalty, or other charge;

6 (2) maintaining or extending the term of a con-
7 nected vehicle service account;

8 (3) approval by an account holder, if such ac-
9 count holder is not such survivor; or

10 (4) an increase in the rate charged for a con-
11 nected vehicle service.

12 (d) NOTICE TO SURVIVOR.—

13 (1) IN GENERAL.—If a covered provider intends
14 to provide any notice to an abuser identified in a
15 connected vehicle service request regarding any ac-
16 tion taken under subsection (a) in response to such
17 connected vehicle service request, such covered pro-
18 vider shall notify the survivor who submitted such
19 connected vehicle service request of the date on
20 which such covered provider intends to provide such
21 notice to such abuser.

22 (2) TIMING.—A covered provider shall take rea-
23 sonable steps to ensure that any notice to an abuser,
24 as described in paragraph (1), is provided—

1 (A) not less than 3 days after the survivor
2 who submitted the relevant connected vehicle
3 service request has been notified under such
4 paragraph; and

5 (B) only after the access of such abuser to
6 the relevant connected vehicle service has been
7 terminated or disabled.

8 (e) OPERATIONAL OR TECHNICAL INABILITY.—

9 (1) IN GENERAL.—Subsection (a) does not
10 apply to a covered provider with respect to a con-
11 nected vehicle service request if such covered pro-
12 vider cannot operationally or technically complete
13 such connected vehicle service request.

14 (2) NOTIFICATION.—If a covered provider can-
15 not operationally or technically complete a connected
16 vehicle service request that contains the information
17 required by section 252(a), such covered provider
18 shall—

19 (A) promptly notify the survivor who sub-
20 mitted such connected vehicle service request of
21 the inability; and

22 (B) provide such survivor with information
23 about whether such inability can be remedied
24 and, if so, any steps such survivor can take to
25 assist in remedying such inability.

1 **SEC. 252. CONNECTED VEHICLE SERVICE REQUESTS.**

2 (a) IN GENERAL.—To submit a connected vehicle
3 service request under this part, a survivor shall provide—

4 (1) the vehicle identification number of the cov-
5 ered vehicle;

6 (2) the email address of such survivor or an al-
7 ternative form of contact information for such sur-
8 vivor elected in accordance with section 253(d);

9 (3) the name of the abuser subject to such con-
10 nected vehicle service request; and

11 (4) either—

12 (A) proof of sole ownership of such covered
13 vehicle; or

14 (B) in the case of a covered vehicle that is
15 not solely owned by such survivor—

16 (i) proof of exclusive legal possession
17 of such covered vehicle, which may take
18 the form of a court order awarding posses-
19 sion of such covered vehicle to such sur-
20 vivor; or

21 (ii) if such covered vehicle is owned in
22 whole or in part by such abuser, a dissolu-
23 tion decree, temporary restraining order,
24 or domestic violence restraining order nam-
25 ing such abuser, if such decree or order
26 grants possession of such covered vehicle

1 to such survivor or restricts the use by
2 such abuser of the connected vehicle serv-
3 ice to which such connected vehicle service
4 request relates.

5 (b) OPTION FOR SIMULTANEOUS SUBMISSION OF
6 LINE SEPARATION REQUEST.—To the extent that a cov-
7 ered provider to which a survivor submits a connected ve-
8 hicle service request under subsection (a) provides a pri-
9 vate mobile service or commercial mobile service (as such
10 terms are defined in section 332(d) of the Communica-
11 tions Act of 1934 (47 U.S.C. 332(d))) to such survivor
12 and the relevant abuser under a shared mobile service con-
13 tract (as defined in subsection (a) of section 345 of such
14 Act (47 U.S.C. 345)), such covered provider shall provide
15 such survivor with the option to submit a line separation
16 request under subsection (c) of such section—

17 (1) at the same time as such survivor submits
18 such connected vehicle service request; and

19 (2) through means that are—

20 (A) secure;

21 (B) remote; and

22 (C) easily navigable.

23 (c) CONFIDENTIAL AND SECURE TREATMENT OF
24 PERSONAL INFORMATION.—

1 (1) IN GENERAL.—A covered provider and any
2 officer, director, employee, vendor, or agent thereof
3 shall treat any information submitted by a survivor
4 with respect to a connected vehicle service request as
5 confidential and securely dispose of such information
6 not later than 90 days after receiving such informa-
7 tion.

8 (2) PROHIBITION ON SHARING.—A covered pro-
9 vider and any officer, director, employee, vendor, or
10 agent thereof may not share with any third party in-
11 formation submitted by a survivor with respect to a
12 connected vehicle service request without the affirm-
13 ative consent of such survivor, unless the sharing is
14 required to complete such connected vehicle service
15 request.

16 (3) LIMITATION ON INFORMATION REQUIRED
17 TO BE SUBMITTED BY SURVIVOR.—A covered pro-
18 vider may not require a survivor to submit any in-
19 formation with respect to a connected vehicle service
20 request other than—

21 (A) the information required by subsection

22 (a); and

23 (B) any information required to remedy
24 operational or technical inability under section
25 251(e).

1 (4) RULE OF CONSTRUCTION.—

2 (A) IN GENERAL.—Nothing in paragraph
3 (1) may be construed to prohibit a covered pro-
4 vider from maintaining, for longer than the pe-
5 riod specified in such paragraph, a record with
6 respect to a connected vehicle service request
7 that verifies that the survivor who submitted
8 such connected vehicle service request sub-
9 mitted the information necessary to require
10 such covered provider to complete such con-
11 nected vehicle service request.

12 (B) DATA MINIMIZATION.—The data main-
13 tained under subparagraph (A) shall be limited
14 to that which is adequate, relevant, and reason-
15 ably necessary to make the verification de-
16 scribed in such subparagraph.

17 (d) ABILITY TO TERMINATE ACCESS IN EMERGENCY
18 SITUATIONS.—The requirements of this part may not be
19 construed to prohibit or prevent a covered provider from
20 terminating or disabling the access of an abuser to con-
21 nected vehicle services in an emergency situation after re-
22 ceiving a connected vehicle service request.

23 **SEC. 253. CONSUMER NOTICES.**

24 (a) IN GENERAL.—A covered provider shall provide,
25 on a publicly available, user-friendly website maintained

1 by such covered provider, information about how survivors
2 can safely make connected vehicle service requests under
3 this Act.

4 (b) CONFIRMATION NOTIFICATION.—Upon receipt of
5 a connected vehicle service request, a covered provider
6 shall automatically transmit to the survivor who submitted
7 such connected vehicle service request, using the email ad-
8 dress or alternative form of contact information provided
9 by such survivor under section 252(a), a confirmation no-
10 tification that—

11 (1) acknowledges such receipt;

12 (2) provides a reference number for such con-
13 nected vehicle service request; and

14 (3) outlines the subsequent steps in the process
15 with respect to such connected vehicle service re-
16 quest.

17 (c) NOTIFICATION OF ACTION TAKEN.—Upon com-
18 pletion by a covered provider of the review of a connected
19 vehicle service request submitted by a survivor, such cov-
20 ered provider shall notify such survivor of the action taken
21 by such covered provider in response to such connected
22 vehicle service request, including termination or disabling
23 of the access of the abuser to the relevant connected vehi-
24 cle service or a determination that additional information
25 is needed to complete such connected vehicle service re-

1 quest. The notification provided under this subsection
2 shall clearly State any relevant details or further actions
3 required from such survivor.

4 (d) MANNER OF CONTACT; OPT-OUT MEASURES.—
5 A covered provider shall, with respect to a connected vehi-
6 cle service request submitted by a survivor—

7 (1) provide to such survivor the ability to elect
8 the manner in which such covered provider may pro-
9 vide to such survivor any notification required under
10 this part or otherwise contact such survivor in re-
11 sponse to such connected vehicle service request; and

12 (2) provide to such survivor—

13 (A) the option to opt-out of receiving noti-
14 fications with respect to such connected vehicle
15 service request; and

16 (B) to the best of the ability of such cov-
17 ered provider, alternative options for such sur-
18 vivor to maintain a record of such connected ve-
19 hicle service request and the process relating to
20 such connected vehicle service request.

21 **SEC. 254. LIABILITY PROTECTION.**

22 (a) IN GENERAL.—A covered provider and any offi-
23 cer, director, employee, vendor, or agent thereof is not
24 subject to liability for any claims deriving from an action
25 taken or omission made with respect to compliance with

1 this part or the regulations promulgated by the Commis-
2 sion under this Act.

3 (b) COMMISSION AUTHORITY.—Nothing in this sec-
4 tion limits the authority of the Commission to enforce this
5 part or the regulations promulgated by the Commission
6 under this Act.

7 **SEC. 255. APPLICABILITY.**

8 (a) IN GENERAL.—Except as provided in subsection
9 (b), this part shall apply with respect to a connected vehi-
10 cle service request received by a covered provider on or
11 after the date that is 180 days after the date of the enact-
12 ment of this Act.

13 (b) EARLIER APPLICATION AT ELECTION OF COV-
14 ERED PROVIDER.—In the case of a covered provider that,
15 during the period beginning on the date of the enactment
16 of this part and ending on the day before the date that
17 is 180 days after the date of the enactment of this Act,
18 submits to the Commission an election under this sub-
19 section, this part shall apply to such covered provider with
20 respect to all connected vehicle service requests received
21 by such covered provider on or after the date on which
22 such election is submitted.

23 **SEC. 256. EFFECT ON OTHER LAWS.**

24 (1) STATE PREEMPTION.—No State, or political
25 subdivision of a State, may prescribe, maintain, en-

1 force, or continue in effect any law, rule, or regula-
2 tion to the extent that such law, rule, or regula-
3 tion—

4 (A) requires a covered provider to establish
5 a process, including the manner, form, and tim-
6 ing of such process, to allow for the termination
7 or disabling of a connected vehicle service ac-
8 count in connection with a request of survivor
9 to terminate or disable such account; or

10 (B) requires a covered provider to establish
11 an in-vehicle interface or any other equipage re-
12 quirement in connection with paragraph (1).

13 (2) **RULE OF CONSTRUCTION.**—Nothing in this
14 part may be construed to preempt any State com-
15 mon law rights or State laws; or regulations regu-
16 lating fraud, privacy, data security, unauthorized ac-
17 cess to personal information, or notification of unau-
18 thorized access to personal information.

19 **SEC. 257. RULEMAKING.**

20 (a) **RULEMAKING PROCEEDING REQUIRED.**—Not
21 later than 180 days after the date of the enactment of
22 this Act, the Commission, in consultation with the Na-
23 tional Highway Traffic Safety Administration, shall issue
24 a notice of proposed rulemaking to prescribe how covered

1 providers address connected vehicle service requests in ac-
2 cordance with this Act, including through—

3 (1) implementation of a process with respect to
4 connected vehicle service requests that swiftly re-
5 vokes or disables the access of an abuser to the data
6 of a survivor and takes into account—

7 (A) the heightened risk to a survivor for
8 abuse and retaliation upon submitting such a
9 request;

10 (B) the need for confidentiality in such
11 process;

12 (C) the ability to remove sensitive data
13 that has already been stored in a connected ve-
14 hicle service; and

15 (D) the ability of an abuser to utilize other
16 methods, such as the submission by such abuser
17 of a connected vehicle service request, to access
18 the data of a survivor; and

19 (2) such methods as the Commission considers
20 reasonable to notify account holders of—

21 (A) the options available to enhance the
22 safety and privacy of the experience of such ac-
23 count holders with the relevant connected vehi-
24 cle service; and

1 (B) who can access the data of such ac-
2 count holders and to what extent such account
3 holders can control such access.

4 (b) REGULATIONS.—Not later than 2 years after the
5 date of the enactment of this Act, the Commission, in con-
6 sultation with the National Highway Traffic Safety Ad-
7 ministration, shall conclude the rulemaking proceeding ini-
8 tiated under subsection (a) and shall promulgate regula-
9 tions prescribing how covered providers address connected
10 vehicle service requests in accordance with this Act, in-
11 cluding through the actions described in paragraphs (1)
12 and (2) of such subsection.

13 **SEC. 258. ENFORCEMENT.**

14 The Commission shall implement and enforce this
15 part as if this part is a part of the Communications Act
16 of 1934 (47 U.S.C. 151 et seq.). A violation of this part,
17 or a regulation promulgated under this part, shall be con-
18 sidered to be a violation of the Communications Act of
19 1934, or a regulation promulgated under such Act, respec-
20 tively.

21 **SEC. 259. DEFINITIONS.**

22 In this part:

23 (1) ABUSER.—The term “abuser” means an in-
24 dividual, identified by a survivor in a connected vehi-

1 cle service request, who has committed or allegedly
2 committed a covered act against—

3 (A) such survivor; or

4 (B) an individual in the care of such sur-
5 vivor.

6 (2) ACCOUNT HOLDER.—The term “account
7 holder” means an individual who is—

8 (A) a party to a contract with a covered
9 provider under which such covered provider pro-
10 vides a connected vehicle service to such indi-
11 vidual or to other individuals specified by such
12 individual; or

13 (B) a subscriber, customer, or registered
14 user of a connected vehicle service.

15 (3) AFFILIATE.—The term “affiliate” means an
16 entity that controls, is controlled by, or is under
17 common control with another entity.

18 (4) COMMISSION.—The term “Commission”
19 means the Federal Communications Commission.

20 (5) CONNECTED VEHICLE SERVICE.—The term
21 “connected vehicle service” means any capability
22 provided by or on behalf of a motor vehicle manufac-
23 turer or affiliate of a motor vehicle manufacturer
24 that enables an individual to remotely obtain data
25 from or send commands to a motor vehicle, which

1 may be accomplished through a software application
2 that is designed to be operated on a mobile device
3 or computer.

4 (6) CONNECTED VEHICLE SERVICE ACCOUNT.—

5 The term “connected vehicle service account” means
6 an account or other means by which an individual
7 enrolls in or obtains access to a connected vehicle
8 service.

9 (7) CONNECTED VEHICLE SERVICE REQUEST.—

10 The term “connected vehicle service request” means
11 a request by a survivor to terminate or disable the
12 access of an abuser to a connected vehicle service
13 while maintaining the access of such survivor to
14 such connected vehicle service.

15 (8) COVERED ACT.—

16 (A) IN GENERAL.—The term “covered act”
17 means conduct that constitutes—

18 (i) a crime described in section
19 40002(a) of the Violence Against Women
20 Act of 1994 (34 U.S.C. 12291(a)), includ-
21 ing domestic violence, dating violence, sex-
22 ual assault, stalking, and sex trafficking;

23 (ii) an act or practice described in
24 paragraph (11) or (12) of section 103 of
25 the Trafficking Victims Protection Act of

1 2000 (22 U.S.C. 7102) (relating to severe
2 forms of trafficking in persons and sex
3 trafficking, respectively); or

4 (iii) an act under State law, Tribal
5 law, or the Uniform Code of Military Jus-
6 tice that is similar to an offense described
7 in clause (i) or (ii).

8 (B) CONVICTION NOT REQUIRED.—Noth-
9 ing in subparagraph (A) may be construed to
10 require a criminal conviction or any other deter-
11 mination of a court in order for conduct to con-
12 stitute a covered act.

13 (9) COVERED PROVIDER.—The term “covered
14 provider” means a motor vehicle manufacturer, affil-
15 iate of a motor vehicle manufacturer, or entity act-
16 ing on behalf of a motor vehicle manufacturer or af-
17 filiate of a motor vehicle manufacturer that provides
18 a connected vehicle service.

19 (10) COVERED VEHICLE.—The term “covered
20 vehicle” means a motor vehicle that is the subject of
21 a connected vehicle service request and is identified
22 by a survivor in such connected vehicle service re-
23 quest.

24 (11) EMERGENCY SITUATION.—The term
25 “emergency situation” means a situation that if al-

1 lowed to continue poses an imminent threat of seri-
2 ous bodily harm or death to an individual.

3 (12) IN-VEHICLE INTERFACE.—The term “in-
4 vehicle interface” means a feature or mechanism in-
5 stalled in a motor vehicle that allows an individual
6 within such vehicle to terminate or disable connected
7 vehicle services.

8 (13) MOTOR VEHICLE.—The term “motor vehi-
9 cle” has the meaning given such term in section
10 30102 of title 49, United States Code.

11 (14) SURVIVOR.—The term “survivor” means
12 an individual who is not less than 18 years old
13 and—

14 (A) against whom a covered act has been
15 committed or allegedly committed; or

16 (B) who cares for another individual
17 against whom a covered act has been committed
18 or allegedly committed (if the individual pro-
19 viding care did not commit or allegedly commit
20 such covered act).

1 **Subtitle C—Miscellaneous**
2 **PART I—PROTECTING THE AUTOMOTIVE**
3 **INDUSTRY FROM FOREIGN ADVERSARIES**
4 **SEC. 301. PROTECTING THE AUTOMOTIVE INDUSTRY FROM**
5 **FOREIGN ADVERSARIES.**

6 (a) IN GENERAL.—A manufacturer controlled by a
7 foreign adversary may not manufacture for sale, sell, offer
8 for sale, introduce or deliver for introduction in interstate
9 commerce, or import into the United States, directly or
10 through a subsidiary, joint venture, agent, dealer, or other
11 affiliated or unaffiliated third party, any motor vehicle.

12 (b) EXCEPTION.—Subsection (a) does not apply with
13 respect—

14 (1) to the import, manufacture, or sale of a
15 motor vehicle for the sole purpose of testing and
16 evaluation by a manufacturer that is—

17 (A) organized under the laws of a State;
18 and

19 (B) not controlled by a foreign adversary;

20 (2) a manufacturer that—

21 (A) as of January 1, 2026—

22 (i) was controlled by a foreign adver-
23 sary; and

24 (ii) sells or offers for sale passenger
25 vehicles in the United States; and

1 (B) has manufactured passenger vehicles
2 in the United States for at least 5 years prior
3 to January 1, 2026; and

4 (C) is engaged in a transaction found to be
5 compliant with the final rule by the Bureau of
6 Industry and Security of the Department of
7 Commerce titled “Securing the Information and
8 Communications Technology and Services Sup-
9 ply Chain: Connected Vehicles” (90 Fed. Reg.
10 5360, January 16, 2025); or

11 (3) any motor vehicle manufactured, sold, or
12 imported into the United States pursuant to a mas-
13 ter services agreement or other similar contract exe-
14 cuted prior to January 1, 2026.

15 (c) LIMITATIONS.—Subsection (b)(2) does not au-
16 thorize a manufacturer otherwise eligible for the exception
17 to manufacture for sale, sell, offer for sale, introduce or
18 deliver for introduction in interstate commerce, or import
19 into the United States motor vehicles—

20 (1) pursuant to a contract manufacturing
21 agreement entered into after the date of the enact-
22 ment of this Act with an entity incorporated in a
23 foreign adversary country; or

24 (2) if such entity has any direct or indirect eq-
25 uity interest by a foreign-adversary government, po-

1 litical party, state-owned enterprise, sovereign wealth
2 fund, government-controlled investment vehicle, or
3 other state-directed investment vehicle.

4 (d) ENFORCEMENT.—

5 (1) CIVIL PENALTIES.—A manufacturer that
6 violates subsection (a) shall be subject to pay a civil
7 penalty in an amount not to exceed the amount that
8 results from multiplying \$100,000 by the number of
9 motor vehicles manufactured for sale, sold, offered
10 for sale, introduced or delivered for introduction in
11 interstate commerce, or imported into the United
12 States by the manufacturer.

13 (2) ACTIONS BY ATTORNEY GENERAL.—The At-
14 torney General—

15 (A) shall conduct investigations related to
16 potential violations of subsection (a), and, if
17 such an investigation results in a determination
18 that a violation has occurred, the Attorney Gen-
19 eral shall pursue enforcement under paragraph
20 (1); and

21 (B) may bring an action in an appropriate
22 district court of the United States for appro-
23 priate relief, including civil penalties under
24 paragraph (1) or declaratory and injunctive re-
25 lief.

1 (e) DEFINITIONS.—In this section:

2 (1) AGENT.—The term “agent” means—

3 (A) any person who acts as an agent, rep-
4 resentative, employee, or servant; or

5 (B) any person who acts in any other ca-
6 pacity at the order, request, or under the direc-
7 tion or control, of—

8 (i) a principal; or

9 (ii) a person who has any activities
10 that are directly or indirectly supervised,
11 directed, controlled, financed, or subsidized
12 in whole or in major part by a principal.

13 (2) CONTROLLED BY A FOREIGN ADVERSARY.—

14 The term “controlled by a foreign adversary” means,
15 with respect to a manufacturer, that such manufac-
16 turer is—

17 (A) a foreign person that is domiciled in,
18 is headquartered in, has its principal place of
19 business in, is organized under the laws of, or
20 derives 50 percent or more of the annual rev-
21 enue of the foreign person in, a foreign adver-
22 sary;

23 (B) an entity with respect to which a for-
24 eign person or combination of foreign persons
25 described in subparagraph (A), in any calendar

1 month period, directly or indirectly possess an
2 average ownership stake of at least a 15 per-
3 cent stake of the entity; or

4 (C) a person subject to the direction or
5 control of a foreign person or entity described
6 in subparagraphs (A) or (B).

7 (3) FOREIGN ADVERSARY.—The term “foreign
8 adversary” has the meaning given the term covered
9 nation in section 4872(f) of title 10, United States
10 Code.

11 (4) INTERSTATE COMMERCE; MANUFACTURER;
12 MOTOR VEHICLE.—The terms “interstate com-
13 merce”, “manufacturer”, and “motor vehicle” have
14 the meanings given those terms in section 30102(a)
15 of title 49, United States Code.

16 (f) SUNSET.—This section shall cease to have effect
17 on the date that is 5 years after the date of the enactment
18 of this Act.

19 **PART II—SUNSHINE PROTECTION ACT**

20 **SEC. 311. SUNSHINE PROTECTION ACT.**

21 (a) IN GENERAL.—Section 3 of the Uniform Time
22 Act of 1966 (15 U.S.C. 260a) is hereby repealed.

23 (b) ADVANCEMENT OF STANDARD TIME.—

24 (1) IN GENERAL.—The second sentence of sub-
25 section (a) of section 1 of the Act of March 19,

1 1918 (commonly known as the “Calder Act”) (15
2 U.S.C. 261), is amended—

3 (A) By striking “4 hours” and inserting
4 “3 hours”;

5 (B) by striking “5 hours” and inserting “4
6 hours”;

7 (C) by striking “6 hours” and inserting “5
8 hours”;

9 (D) by striking “7 hours” and inserting “6
10 hours”;

11 (E) by striking “8 hours” and inserting
12 “by 7 hours”;

13 (F) by striking “9 hours” and inserting “8
14 hours”;

15 (G) by striking “retarded by 10 hours;”
16 and inserting “retarded by 9 hours;”;

17 (H) by striking “11 hours” and inserting
18 “10 hours”; and

19 (I) by striking “advanced by 10 hours.”
20 and inserting “advanced by 11 hours.”.

21 (2) STATE EXEMPTION.—Such section is fur-
22 ther amended by—

23 (A) redesignating subsection (b) as sub-
24 section (c); and

1 (B) inserting after subsection (a), the fol-
2 lowing new subsection:

3 “(b) STANDARD TIME FOR CERTAIN STATES AND
4 AREAS.—The standard time for a State that has exempted
5 itself from the provisions of section 3(a) of the Uniform
6 Time Act of 1966 (15 U.S.C. 260a(a)), as in effect on
7 the day before the date of the enactment of this sub-
8 section, pursuant to such section, or an area of a State
9 that has exempted such area from such provisions pursu-
10 ant to such section, shall be, as such State considers ap-
11 propriate—

12 “(1) the standard time for such State or area,
13 as the case may be, pursuant to subsection (a) of
14 this section; or

15 “(2) the standard time for such State or area,
16 as the case may be, pursuant to subsection (a) of
17 this section as it was in effect on the day before the
18 date of the enactment of this Act.”.

19 (3) CONFORMING AMENDMENT.—Such section
20 is further amended, in the second sentence of sub-
21 section (a), by striking “Except as provided in sec-
22 tion 3(a) of the Uniform Time Act of 1966 (15
23 U.S.C. 260a),” and inserting “Except as provided in
24 subsection (b),”.

1 **PART III—AM RADIO FOR EVERY VEHICLE ACT**

2 **SEC. 321. DEFINITIONS.**

3 In this part:

4 (1) ADMINISTRATOR.—The term “Adminis-
5 trator” means the Administrator of the Federal
6 Emergency Management Agency.

7 (2) AM BROADCAST BAND.—The term “AM
8 broadcast band” means the band of frequencies be-
9 tween 535 kilohertz and 1705 kilohertz, inclusive.

10 (3) AM BROADCAST STATION.—The term “AM
11 broadcast station” means a radio broadcast sta-
12 tion—

13 (A) licensed by the Federal Communica-
14 tions Commission for the dissemination of radio
15 communications intended to be received by the
16 public; and

17 (B) operated on a channel in the AM
18 broadcast band.

19 (4) APPROPRIATE COMMITTEES OF CON-
20 GRESS.—The term “appropriate committees of Con-
21 gress” means—

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

24 (B) the Committee on Homeland Security
25 and Governmental Affairs of the Senate;

1 (C) the Committee on Transportation and
2 Infrastructure of the House of Representatives;

3 (D) the Committee on Homeland Security
4 of the House of Representatives; and

5 (E) the Committee on Energy and Com-
6 merce of the House of Representatives.

7 (5) AUTOMATED DRIVING SYSTEM.—The term
8 “automated driving system” means a system that
9 meets the definition of Level 3, Level 4, or Level 5
10 automation as those terms are defined in the April
11 2021 edition of the J3016 recommended practice of
12 SAE International, “Taxonomy and Definitions for
13 Terms Related to Driving Automation Systems for
14 On-Road Motor Vehicles”.

15 (6) COMPTROLLER GENERAL.—The term
16 “Comptroller General” means the Comptroller Gen-
17 eral of the United States.

18 (7) DEVICE.—The term “device” means a piece
19 of equipment or an apparatus that is designed—

20 (A) to receive signals transmitted by a
21 radio broadcast station; and

22 (B) to play back content or programming
23 derived from those signals.

24 (8) DIGITAL AUDIO AM BROADCAST STATION.—

1 (A) IN GENERAL.—The term “digital
2 audio AM broadcast station” means an AM
3 broadcast station that uses an In Band On
4 Channel DAB System (as defined in section
5 73.402 of title 47, Code of Federal Regulations
6 (or a successor regulation)) for broadcasting
7 purposes.

8 (B) EXCLUSION.—The term “digital audio
9 AM broadcast station” does not include an All-
10 digital AM station (as defined in section 73.402
11 of title 47, Code of Federal Regulations (or a
12 successor regulation)).

13 (9) IPAWS.—The term “IPAWS” means the
14 public alert and warning system of the United
15 States described in section 526 of the Homeland Se-
16 curity Act of 2002 (6 U.S.C. 321o).

17 (10) MANUFACTURER.—The term “manufac-
18 turer” has the meaning given the term in section
19 30102(a) of title 49, United States Code.

20 (11) RADIO BROADCAST STATION.—The term
21 “radio broadcast station” has the meaning given the
22 term in section 3 of the Communications Act of
23 1934 (47 U.S.C. 153).

24 (12) RADIO STATION LICENSE.—The term
25 “radio station license” has the meaning given the

1 term in section 3 of the Communications Act of
2 1934 (47 U.S.C. 153).

3 (13) RECEIVE.—The term “receive” means to
4 receive a broadcast signal via over-the-air trans-
5 mission.

6 (14) SIGNAL.—The term “signal” means radio
7 frequency energy that a holder of a radio station li-
8 cense intentionally emits or causes to be emitted at
9 a specified frequency for the purpose of transmitting
10 content or programming to the public.

11 (15) STANDARD EQUIPMENT.—The term
12 “standard equipment” means motor vehicle equip-
13 ment (as defined in section 30102(a) of title 49,
14 United States Code) that—

15 (A) is installed as a system, part, or com-
16 ponent of a passenger motor vehicle as origi-
17 nally manufactured; and

18 (B) the manufacturer of the passenger
19 motor vehicle recommends or authorizes to be
20 included in the passenger motor vehicle for no
21 additional or separate monetary fee, payment,
22 or surcharge, beyond the base price of the pas-
23 senger motor vehicle.

24 (16) STATE.—The term “State” means each
25 State of the United States, the District of Columbia,

1 each commonwealth, territory, or possession of the
2 United States, and each federally recognized Indian
3 Tribe.

4 **SEC. 322. AM BROADCAST STATIONS RULE.**

5 (a) **RULE REQUIRED.**—Not later than 1 year after
6 the date of enactment of this Act, the Secretary, in con-
7 sultation with the Administrator and the Federal Commu-
8 nications Commission, shall issue a rule—

9 (1) requiring devices that can receive signals
10 and play content transmitted by AM broadcast sta-
11 tions be installed as standard equipment in pas-
12 senger motor vehicles—

13 (A) manufactured in the United States for
14 sale in the United States, imported into the
15 United States, or shipped in interstate com-
16 merce; and

17 (B) manufactured after the effective date
18 of the rule;

19 (2) requiring access to AM broadcast stations
20 through the devices required under paragraph (1) in
21 a manner that is easily accessible to drivers; and

22 (3) allowing a manufacturer to comply with
23 that rule by installing devices as described in para-
24 graph (1) that can receive signals and play content
25 transmitted by digital audio AM broadcast stations.

1 (b) REPORT REQUIRED.—Before issuing the rule re-
2 quired under subsection (a), the Secretary shall submit to
3 the Committee on Energy and Commerce of the House
4 of Representatives and the Committee on Commerce,
5 Science and Transportation of the Senate and make pub-
6 licly available on the website of the Department of Trans-
7 portation, a report that evaluates the following:

8 (1) Any potential adverse impacts related to
9 automotive innovation and the motor vehicle safety
10 of passenger motor vehicles equipped with auto-
11 mated driving systems from the reception of AM
12 radio signals by such vehicles as required by sub-
13 section (a) of this Act.

14 (2) The range of solutions that manufacturers
15 could adopt or have adopted to mitigate any poten-
16 tial impacts identified in paragraph (1).

17 (c) COMPLIANCE.—

18 (1) IN GENERAL.—Except as provided in para-
19 graph (2), in issuing the rule required under sub-
20 section (a), the Secretary shall establish an effective
21 date for the rule that is not more than 2 years after
22 the date on which the rule is issued.

23 (2) CERTAIN MANUFACTURERS.—In issuing the
24 rule required under subsection (a), the Secretary
25 shall establish an effective date for the rule that is

1 at least 4 years after the date on which the rule is
2 issued with respect to a manufacturer that manufac-
3 tured not more than 40,000 passenger motor vehi-
4 cles for sale in the United States in 2022.

5 (d) INTERIM REQUIREMENT.—For passenger motor
6 vehicles manufactured after the date of enactment of this
7 Act and manufactured in the United States for sale in
8 the United States, imported into the United States, or
9 shipped in interstate commerce during the period begin-
10 ning on the day after the date of enactment of this Act
11 and ending on the day before the effective date of the rule
12 issued under subsection (a) that do not include devices
13 that can receive signals and play content transmitted by
14 AM broadcast stations, the manufacturer of the passenger
15 motor vehicles—

16 (1) shall provide clear and conspicuous labeling
17 to inform purchasers of those passenger motor vehi-
18 cles that the passenger motor vehicles do not include
19 devices that can receive signals and play content
20 transmitted by AM broadcast stations; and

21 (2) may not charge an additional or separate
22 monetary fee, payment, or surcharge, beyond the
23 base price of the passenger motor vehicles, for access
24 to AM broadcast stations for the period described in
25 this subsection.

1 (e) RELATIONSHIP TO OTHER LAWS.—After the date
2 of enactment of this Act, a State or a political subdivision
3 of a State may not prescribe or continue in effect a law,
4 regulation, or other requirement applicable to access to
5 AM broadcast stations in passenger motor vehicles.

6 (f) ENFORCEMENT.—

7 (1) CIVIL PENALTY.—Any person who violates
8 the rule issued under subsection (a) shall be liable
9 to the United States Government for a civil penalty
10 under section 30165(a)(1) of title 49, United States
11 Code, as if that rule were a regulation described in
12 that section.

13 (2) CIVIL ACTION.—The Attorney General may
14 bring a civil action under section 30163 of title 49,
15 United States Code, in an appropriate district court
16 of the United States to enjoin a violation of the rule
17 issued under subsection (a) of this section, as if that
18 rule were a regulation described in subsection (a)(1)
19 of that section 30163.

20 (g) GAO STUDY.—

21 (1) IN GENERAL.—The Comptroller General
22 shall conduct a comprehensive study on dissemi-
23 nating emergency alerts and warnings to the public.

24 (2) REQUIREMENTS.—The study required
25 under paragraph (1) shall include—

1 (A) an assessment of—

2 (i) the role of passenger motor vehi-
3 cles in IPAWS communications, including
4 by providing access to AM broadcast sta-
5 tions;

6 (ii) the advantages, effectiveness, limi-
7 tations, resilience, and accessibility of ex-
8 isting IPAWS communication technologies,
9 including AM broadcast stations in pas-
10 senger motor vehicles;

11 (iii) the advantages, effectiveness, limi-
12 tations, resilience, and accessibility of AM
13 broadcast stations relative to other IPAWS
14 communication technologies in passenger
15 motor vehicles; and

16 (iv) whether other IPAWS commu-
17 nication technologies are capable of ensur-
18 ing the President (or a designee) can reach
19 at least 90 percent of the population of the
20 United States at a time of crisis, including
21 at night; and

22 (B) a description of any ongoing efforts to
23 integrate new and emerging technologies and
24 communication platforms into the IPAWS
25 framework.

1 (3) CONSULTATION REQUIRED.—In conducting
2 the study required under paragraph (1), the Comp-
3 troller General shall consult with—

4 (A) the Secretary of Homeland Security;

5 (B) the Federal Communications Commis-
6 sion;

7 (C) the National Telecommunications and
8 Information Administration;

9 (D) the Secretary;

10 (E) Federal, State, Tribal, territorial, and
11 local emergency management officials;

12 (F) first responders;

13 (G) technology experts in resilience and ac-
14 cessibility;

15 (H) radio broadcasters;

16 (I) manufacturers of passenger motor vehi-
17 cles; and

18 (J) other relevant stakeholders, as deter-
19 mined by the Comptroller General.

20 (4) BRIEFING AND REPORT.—

21 (A) BRIEFING.—Not later than 1 year
22 after the date of enactment of this Act, the
23 Comptroller General shall brief the appropriate
24 committees of Congress on the results of the
25 study required by paragraph (1), including rec-

1 ommendations for legislation and administrative
2 action as the Comptroller General determines
3 appropriate.

4 (B) REPORT.—Not later than 180 days
5 after the date on which the Comptroller General
6 provides the briefing required under subpara-
7 graph (A), the Comptroller General shall sub-
8 mit to the appropriate committees of Congress
9 a report describing the results of the study re-
10 quired under paragraph (1), including rec-
11 ommendations for legislation and administrative
12 action as the Comptroller General determines
13 appropriate.

14 (h) REVIEW.—Not less frequently than once every 5
15 years after the date on which the Secretary issues the rule
16 required by subsection (a), the Secretary, in coordination
17 with the Administrator and the Federal Communications
18 Commission, shall submit to the appropriate committees
19 of Congress a report that shall include an assessment of—

20 (1) the impacts of the rule issued under that
21 subsection, including the impacts on public safety;
22 and

23 (2) possible changes to IPAWS communication
24 technologies that would enable resilient and acces-

1 sible alerts to drivers and passengers of passenger
2 motor vehicles.

3 (i) SUNSET.—This part shall sunset and no longer
4 be in effect on the date that is 8 years after the date of
5 enactment of this Act, including the authority of the Sec-
6 retary to carry out or enforce that rule.

7 **PART IV—SETTING CONSUMER STANDARDS FOR**
8 **LITHIUM-ION BATTERIES ACT**

9 **SEC. 331. CONSUMER PRODUCT SAFETY STANDARD FOR**
10 **CERTAIN BATTERIES.**

11 (a) CONSUMER PRODUCT SAFETY STANDARD RE-
12 QUIRED.—Not later than 180 days after the date of the
13 enactment of this Act, the Consumer Product Safety Com-
14 mission (referred to in this section as the “Commission”)
15 shall promulgate, under section 553 of title 5, United
16 States Code, the provisions of ANSI/CAN/UL 2271–
17 Standard for Batteries for Use in Light Electric Vehicle
18 Applications, ANSI/CAN/UL 2849–Standard for Safety
19 for Electrical Systems for eBikes, and ANSI/CA/UL
20 2272–Standard for Electrical Systems for Personal E-
21 Mobility Devices, as in effect on the date of enactment
22 of this Act, as final consumer product safety standards.

23 (b) CONSUMER PRODUCT SAFETY COMMISSION DE-
24 TERMINATION OF SCOPE.—In adopting the standards
25 under subsection (a), the Commission shall limit the appli-

1 cation of such standards to consumer products as defined
2 in section 3(a)(5) of the Consumer Product Safety Act (15
3 U.S.C. 2052(a)(5)).

4 (c) REVISION OF VOLUNTARY STANDARDS.—

5 (1) NOTICE TO COMMISSION.—If the provisions
6 of ANSI/CAN/UL 2271—Standard for Batteries for
7 Use in Light Electric Vehicle Applications, ANSI/
8 CAN/UL 2849—Standard for Safety for Electrical
9 Systems for eBikes, or ANSI/CAN/UL 2272—Stand-
10 ard for Electrical Systems for Personal E—Mobility
11 Devices, are revised following the enactment of this
12 Act, the organization that revised the requirements
13 of such standard shall notify the Commission after
14 the final approval of the revision.

15 (2) TREATMENT OF REVISION.—The revised
16 voluntary standard shall be considered to be a con-
17 sumer product safety standard issued by the Com-
18 mission under section 9 of the Consumer Product
19 Safety Act (15 U.S.C. 2058), effective 180 days
20 after the date on which the organization notifies the
21 Commission (or such later date specified by the
22 Commission in the Federal Register) unless, within
23 90 days after receiving that notice, the Commission
24 notifies the organization that it has determined that
25 the proposed revision, in whole or in part, does not

1 improve the safety of the consumer product covered
2 by the standard and that the Commission is retain-
3 ing the existing consumer product safety standard.

4 (d) TREATMENT OF STANDARD.—A standard pro-
5 mulgated under this section, including a revision of such
6 standard adopted by the Commission, shall be treated as
7 a consumer product safety rule promulgated under section
8 9 of the Consumer Product Safety Act (15 U.S.C. 2058).

9 (e) REPORT TO CONGRESS.—

10 (1) IN GENERAL.—Not later than 5 years after
11 the date of enactment of this Act, the Commission
12 shall submit to the Committee on Commerce,
13 Science, and Transportation of the Senate and the
14 Committee on Energy and Commerce of the House
15 of Representatives, a report regarding fires, explo-
16 sions, and other hazards relating to lithium-ion bat-
17 teries used in micromobility products during the pe-
18 riod beginning on the date of enactment of this Act
19 and ending on the report date.

20 (2) CONTENT.—The report required by para-
21 graph (1) shall describe, at a minimum—

22 (A) the source of the information that was
23 provided to the Commission regarding the fire,
24 explosion, or other hazard;

1 (B) the make and model of the lithium-ion
2 battery and micromobility product that resulted
3 in a fire, explosion, or other hazard, if known;

4 (C) whether a lithium-ion battery involved
5 in a fire, explosion, or other hazard complied
6 with the standard required by this section, if
7 known; and

8 (D) if known, the manufacturer and coun-
9 try of manufacture of a lithium-ion battery that
10 resulted in a fire, explosion, or other hazard.

11 **PART V—SECURING SEMICONDUCTOR SUPPLY**

12 **CHAINS ACT**

13 **SEC. 341. SELECTUSA DEFINED.**

14 In this part, the term “SelectUSA” means the
15 SelectUSA program of the Department of Commerce es-
16 tablished by Executive Order No. 13577 (76 Fed. Reg.
17 35715).

18 **SEC. 342. FINDINGS.**

19 Congress makes the following findings:

20 (1) Semiconductors underpin the United States
21 and global economies, including manufacturing sec-
22 tors. Semiconductors are also essential to the na-
23 tional security of the United States.

24 (2) A shortage of semiconductors, brought
25 about by the COVID–19 pandemic and other com-

1 plex factors impacting the overall supply chain, has
2 threatened the economic recovery of the United
3 States and industries that employ millions of United
4 States citizens.

5 (3) Addressing current challenges and building
6 resilience against future risks requires ensuring a se-
7 cure and stable supply chain for semiconductors that
8 will support the economic and national security
9 needs of the United States and its allies.

10 (4) The supply chain for semiconductors is
11 complex and global. While the United States plays
12 a leading role in certain segments of the semicon-
13 ductor industry, securing the supply chain requires
14 onshoring, reshoring, or diversifying vulnerable seg-
15 ments, such as for—

16 (A) fabrication;

17 (B) advanced packaging; and

18 (C) materials and equipment used to man-
19 ufacture semiconductor products.

20 (5) The Federal Government can leverage for-
21 eign direct investment and private dollars to grow
22 the domestic manufacturing and production capacity
23 of the United States for vulnerable segments of the
24 semiconductor supply chain.

1 (6) The SelectUSA program of the Department
2 of Commerce, in coordination with other Federal
3 agencies and State-level economic development orga-
4 nizations, is positioned to boost foreign direct invest-
5 ment in domestic manufacturing and to help secure
6 the semiconductor supply chain of the United States.

7 **SEC. 343. COORDINATION WITH STATE-LEVEL ECONOMIC**
8 **DEVELOPMENT ORGANIZATIONS.**

9 Not later than 180 days after the date of the enact-
10 ment of this Act, the Executive Director of SelectUSA
11 shall solicit comments from State-level economic develop-
12 ment organizations—

13 (1) to review—

14 (A) what efforts the Federal Government
15 can take to support increased foreign direct in-
16 vestment in any segment of semiconductor-re-
17 lated production;

18 (B) what barriers to such investment may
19 exist and how to amplify State efforts to attract
20 such investment;

21 (C) public opportunities those organiza-
22 tions have identified to attract foreign direct in-
23 vestment to help increase investment described
24 in subparagraph (A); and

1 (D) resource gaps or other challenges that
2 prevent those organizations from increasing
3 such investment; and

4 (2) to develop recommendations for—

5 (A) how SelectUSA can increase such in-
6 vestment independently or through partnership
7 with those organizations; and

8 (B) working with countries that are allies
9 or partners of the United States to ensure that
10 foreign adversaries (as defined in section
11 8(e)(2) of the Secure and Trusted Communica-
12 tions Networks Act of 2019 (47 U.S.C.
13 1607(c)(2))) do not benefit from United States
14 efforts to increase such investment.

15 **SEC. 344. REPORT ON INCREASING FOREIGN DIRECT IN-**
16 **VESTMENT IN SEMICONDUCTOR-RELATED**
17 **MANUFACTURING AND PRODUCTION.**

18 Not later than 2 years after the date of the enact-
19 ment of this Act, the Executive Director of SelectUSA,
20 in coordination with the Federal Interagency Investment
21 Working Group established by Executive Order No. 13577
22 (76 Fed. Reg. 35715; relating to establishment of the
23 SelectUSA Initiative), shall submit to the Committee on
24 Commerce, Science, and Transportation of the Senate and

1 the Committee on Energy and Commerce of the House
2 of Representatives a report that includes—

3 (1) a review of the comments SelectUSA re-
4 ceived from State-level economic development organi-
5 zations under this section;

6 (2) a description of activities SelectUSA is en-
7 gaged in to increase foreign direct investment in
8 semiconductor-related manufacturing and produc-
9 tion; and

10 (3) an assessment of strategies SelectUSA may
11 implement to achieve an increase in such investment
12 and to help secure the United States supply chain
13 for semiconductors, including by—

14 (A) working with other relevant Federal
15 agencies; and

16 (B) working with State-level economic de-
17 velopment organizations and implementing any
18 strategies or recommendations SelectUSA re-
19 ceived from those organizations.

20 **SEC. 345. NO ADDITIONAL FUNDS.**

21 No additional funds are authorized to be appro-
22 priated for the purpose of carrying out this part.

1 **PART VI—PROMOTING RESILIENT SUPPLY**
2 **CHAINS ACT**
3 **SEC. 351. ADDITIONAL RESPONSIBILITIES OF ASSISTANT**
4 **SECRETARY OF COMMERCE FOR INDUSTRY**
5 **AND ANALYSIS.**

6 In addition to the responsibilities of the Assistant
7 Secretary on the day before the date of the enactment of
8 this Act, the Assistant Secretary shall have the following
9 responsibilities:

10 (1) Promote the stability and resilience of crit-
11 ical supply chains and critical and emerging tech-
12 nologies that strengthen the national security of the
13 United States.

14 (2) Lead the Working Group established pursu-
15 ant to section 352 and consult covered nongovern-
16 mental representatives, industry, institutions of
17 higher education, and State and local governments
18 in order to—

19 (A) promote resilient critical supply chains;
20 and

21 (B) identify, prepare for, and respond to
22 supply chain shocks to—

23 (i) critical industries;

24 (ii) critical supply chains; and

25 (iii) critical and emerging tech-
26 nologies.

1 (3) Encourage the growth and competitiveness
2 of United States production and manufacturing in
3 the United States of emerging technologies.

4 (4) Assess the resilience, diversity, and strength
5 of critical supply chains and critical and emerging
6 technologies.

7 (5) In consultation with the Secretary of State
8 and the United States Trade Representative, sup-
9 port the availability of critical goods from domestic
10 manufacturers, domestic enterprises, and manufac-
11 turing operations in countries that are allies or key
12 international partner nations.

13 (6) Assist the Federal Government in preparing
14 for and responding to supply chain shocks to critical
15 supply chains, including by improving flexible manu-
16 facturing capacities and capabilities in the United
17 States.

18 (7) Consistent with United States obligations
19 under international agreements, encourage and
20 incentivize the reduced reliance of domestic enter-
21 prises and domestic manufacturers on critical goods
22 from countries that are described in section
23 356(2)(B).

24 (8) Encourage the relocation of manufacturing
25 facilities that manufacture critical goods from coun-

1 tries that are described in section 356(2)(B) to the
2 United States and countries that are allies or key
3 international partner nations to strengthen the resil-
4 ience, diversity, and strength of critical supply
5 chains.

6 **SEC. 352. CRITICAL SUPPLY CHAIN RESILIENCE WORKING**
7 **GROUP.**

8 (a) ESTABLISHMENT.—Not later than 120 days after
9 the date of the enactment of this Act, the Assistant Sec-
10 retary shall establish a working group to be known as the
11 “Supply Chain Resilience Working Group” (in this part
12 referred to as the “Working Group”) composed of the
13 Federal agencies that rely upon the Industry and Analysis
14 Business unit analysis, including agencies enumerated in
15 subsection (c).

16 (b) ACTIVITIES.—Not later than 1 year after the date
17 of the enactment of this Act, the Assistant Secretary shall
18 carry out the following activities:

- 19 (1) In consultation with the Working Group—
20 (A) assessing, mapping, and modeling crit-
21 ical supply chains, including for critical and
22 emerging technologies, which may include—
23 (i) modeling the impact of supply
24 chain shocks on critical industries (includ-

1 ing for critical and emerging technologies),
2 and critical supply chains;

3 (ii) assessing the demand for and sup-
4 ply of critical goods, production equipment,
5 and manufacturing technology needed for
6 critical supply chains, including critical
7 goods, production equipment, and manu-
8 facturing technology obtained by or pur-
9 chased from a person outside of the United
10 States or imported into the United States;
11 and

12 (iii) assessing manufacturing,
13 warehousing, transportation, and distribu-
14 tion related to critical supply chains;

15 (B) identifying high priority gaps and
16 vulnerabilities in critical supply chains and crit-
17 ical industries (including critical industries for
18 critical and emerging technologies) that—

19 (i) exist as of the date of the enact-
20 ment of this Act; or

21 (ii) are anticipated to occur after the
22 date of the enactment of this Act;

23 (C) identifying potential supply chain
24 shocks to a critical supply chain that may dis-

1 rupt, strain, or eliminate the critical supply
2 chain;

3 (D) evaluating the capability and capacity
4 of domestic manufacturers or manufacturers lo-
5 cated in countries that are allies or key inter-
6 national partner nations to serve as sources for
7 critical goods, production equipment, or manu-
8 facturing technology needed in critical supply
9 chains;

10 (E) evaluating the effect on market sta-
11 bility that may result from the disruption,
12 strain, or elimination of a critical supply chain;

13 (F) evaluating the state of the manufac-
14 turing workforce, including by—

15 (i) identifying the needs of domestic
16 manufacturers; and

17 (ii) identifying opportunities to create
18 high-quality manufacturing jobs; and

19 (G) identifying and describing necessary
20 tools, including commercially available risk as-
21 sessment tools, that leverage data and industry
22 expertise to provide insights into critical supply
23 chain vulnerabilities, including how such tools
24 fulfill the requirements described in subpara-
25 graphs (A) through (F).

1 (2) In consultation with State and local govern-
2 ments, the Working Group, and (as appropriate)
3 countries that are allies or key international partner
4 nations—

5 (A) identifying opportunities to reduce
6 gaps and vulnerabilities in critical supply chains
7 and critical industries;

8 (B) encouraging consultation between the
9 Federal Government, industry, covered non-
10 governmental representatives, institutions of
11 higher education, and State and local govern-
12 ments to—

13 (i) better respond to supply chain
14 shocks to critical supply chains and critical
15 industries (including critical industries for
16 emerging technologies); and

17 (ii) coordinate response efforts to sup-
18 ply chain shocks;

19 (C) encouraging consultation between the
20 Federal Government and the governments of
21 countries that are allies or key international
22 partner nations;

23 (D) identifying opportunities to build the
24 capacity of the United States in critical supply

1 chains, critical industries, and emerging tech-
2 nologies;

3 (E) identifying opportunities to build the
4 capacity of countries that are allies or key
5 international partner nations in critical indus-
6 tries (including critical industries for emerging
7 technologies) and critical supply chains; and

8 (F) developing and assessing contingency
9 plans and coordination mechanisms to improve
10 the response of critical supply chains and crit-
11 ical industries to supply chain shocks.

12 (c) WORKING GROUP MEMBERSHIP.—The Working
13 Group shall include a representative from each Federal
14 agency that relies on the analysis of the Industry and
15 Analysis business unit, including—

- 16 (1) the Department of State;
- 17 (2) the Department of Defense;
- 18 (3) the Department of Homeland Security;
- 19 (4) the Department of Transportation;
- 20 (5) the Department of Energy;
- 21 (6) the Department of Agriculture;
- 22 (7) the Department of the Interior;
- 23 (8) the Department of Health and Human
24 Services;

1 (9) the Office of the Director of National Intel-
2 ligence; and

3 (10) the Small Business Administration.

4 (d) DESIGNATIONS.—The Assistant Secretary shall—

5 (1) not later than 120 days after the date of
6 the enactment of this Act, designate—

7 (A) critical industries;

8 (B) critical supply chains; and

9 (C) critical goods;

10 (2) provide for a period of public comment and
11 review in carrying out paragraph (1); and

12 (3) update the designations made pursuant to
13 paragraph (1) not less frequently than once every 4
14 years, including designations for technologies that
15 are not described in section 356(12)(B) that the As-
16 sistant Secretary considers necessary.

17 (e) IMPLEMENTATION REPORT.—Not later than 1
18 year after the date of the enactment of this Act, the As-
19 sistant Secretary shall submit to the relevant committees
20 of Congress a report that—

21 (1) details supply chain activities, including ap-
22 plicable activities described in subsection (b) and re-
23 sponsibilities described in section 351, that the As-
24 sistant Secretary has conducted over the past year;

1 (2) describes supply chain data collected, re-
2 tained, and analyzed by the Assistant Secretary over
3 the past year;

4 (3) identifies and describes necessary tools, in-
5 cluding commercially available risk assessment tools,
6 that leverage data and industry expertise to provide
7 insights into critical supply chain vulnerabilities, in-
8 cluding how such tools fulfill each responsibility de-
9 scribed in subsection (b);

10 (4) identifies and describes all Federal agencies
11 with authorities or responsibilities described in sub-
12 section (b); and

13 (5) identifies Federal agencies, programs, and
14 bureaus with duplicative purposes to fulfill any of
15 the authorities or responsibilities described in sub-
16 section (b).

17 (f) NATIONAL STRATEGY AND REVIEW ON CRITICAL
18 SUPPLY CHAIN RESILIENCY AND MANUFACTURING IN
19 THE UNITED STATES.—

20 (1) IN GENERAL.—Not later than 18 months
21 after the date of the enactment of this Act, and an-
22 nually thereafter, the Assistant Secretary, in con-
23 sultation with the Working Group, covered non-
24 governmental representatives, industries, institutions
25 of higher education, and State and local govern-

1 ments, shall submit to the relevant committees of
2 Congress a report that—

3 (A) identifies—

4 (i) critical infrastructure that may as-
5 sist in fulfilling the responsibilities de-
6 scribed in section 351;

7 (ii) critical and emerging technologies
8 that may assist in fulfilling the responsibil-
9 ities described in section 351, including
10 such technologies that may be critical to
11 addressing preparedness, weaknesses, and
12 vulnerabilities relating to critical supply
13 chains;

14 (iii) critical industries, critical supply
15 chains, and critical goods designated pur-
16 suant to subsection (d);

17 (iv) other supplies and services that
18 are critical to the crisis preparedness of
19 the United States;

20 (v) substitutes for critical goods, pro-
21 duction equipment, and manufacturing
22 technology;

23 (vi) methods and technologies, includ-
24 ing blockchain technology, distributed ledg-
25 er technology, and other critical and

1 emerging technologies, as appropriate, for
2 the authentication and traceability of crit-
3 ical goods; and

4 (vii) countries that are allies or key
5 international partner nations;

6 (B) describes the matters identified and
7 evaluated under subsection (b)(1), including—

8 (i) the manufacturing base, critical
9 supply chains, and emerging technologies
10 in the United States, including the manu-
11 facturing base and critical supply chains
12 for—

13 (I) critical goods;

14 (II) production equipment; and

15 (III) manufacturing technology;

16 and

17 (ii) the ability of the United States
18 to—

19 (I) maintain readiness with re-
20 spect to preparing for and responding
21 to supply chain shocks; and

22 (II) in response to a supply chain
23 shock—

24 (aa) surge production in
25 critical industries;

1 (bb) surge production of
2 critical goods and production
3 equipment; and

4 (cc) maintain access to crit-
5 ical goods, production equipment,
6 and manufacturing technology;

7 (C) assesses and describes—

8 (i) the demand and supply of critical
9 goods, production equipment, and manu-
10 facturing technology;

11 (ii) the production of critical goods,
12 production equipment, and manufacturing
13 technology by domestic manufacturers;

14 (iii) the capability and capacity of do-
15 mestic manufacturers and manufacturers
16 in countries that are allies or key inter-
17 national partner nations to manufacture
18 critical goods, production equipment, and
19 manufacturing technology; and

20 (iv) how supply chain shocks could af-
21 fect rural, Tribal, and underserved commu-
22 nities;

23 (D) identifies threats and supply chain
24 shocks that may disrupt, strain, or eliminate
25 critical supply chains, critical goods, and critical

1 industries (including critical industries for
2 emerging technologies);

3 (E) with regard to any threat identified
4 under subparagraph (D), lists any threat or
5 supply chain shock that may originate from a
6 country, or a company or individual from a
7 country, that is described in section 356(2)(B);

8 (F) assesses—

9 (i) the resilience and capacity of the
10 manufacturing base, critical supply chains,
11 and workforce of the United States and
12 countries that are allies or key inter-
13 national partner nations that can sustain
14 critical industries (including critical indus-
15 tries for emerging technologies) through a
16 supply chain shock; and

17 (ii) the effect innovation has on do-
18 mestic manufacturers;

19 (G) assesses the flexible manufacturing ca-
20 pacity and capability available in the United
21 States in the case of a supply chain shock; and

22 (H) develops a strategy for the Depart-
23 ment of Commerce to support the resilience, di-
24 versity, and strength of critical supply chains
25 and critical and emerging technologies to—

1 (i) support sufficient access to critical
2 goods by mitigating vulnerabilities in crit-
3 ical supply chains, including critical supply
4 chains concentrated in countries that are
5 described in section 356(2)(B);

6 (ii) consult with other relevant agen-
7 cies to assist countries that are allies or
8 key international partner nations in build-
9 ing capacity for manufacturing critical
10 goods;

11 (iii) recover from supply chain shocks;

12 (iv) identify, in consultation with the
13 Working Group and other relevant agen-
14 cies, actions relating to critical supply
15 chains or emerging technologies that the
16 United States may take to improve re-
17 sponses to supply chain shocks;

18 (v) protect against supply chain
19 shocks relating to critical supply chains
20 from countries that are described in sec-
21 tion 356(2)(B); and

22 (vi) make specific recommendations to
23 implement the strategy under this section
24 and improve the security and resiliency of
25 manufacturing capacity and supply chains

1 for critical industries (including critical in-
2 dustries for emerging technologies) by—

3 (I) developing long-term strate-
4 gies;

5 (II) increasing visibility into the
6 networks and capabilities of domestic
7 manufacturers and suppliers of do-
8 mestic manufacturers;

9 (III) identifying and mitigating
10 risks, including—

11 (aa) significant
12 vulnerabilities to supply chain
13 shocks; and

14 (bb) exposure to gaps and
15 vulnerabilities in domestic capac-
16 ity or capabilities and sources of
17 imports needed to sustain critical
18 industries (including critical in-
19 dustries for emerging tech-
20 nologies) or critical supply
21 chains;

22 (IV) identifying opportunities to
23 reuse and recycle critical goods, in-
24 cluding raw materials, to increase re-
25 silient critical supply chains;

1 (V) consulting with countries
2 that are allies or key international
3 partner nations on—

4 (aa) sourcing critical goods,
5 production equipment, and man-
6 ufacturing technology; and

7 (bb) developing, sustaining,
8 and expanding production and
9 availability of critical goods, pro-
10 duction equipment, and manufac-
11 turing technology during a supply
12 chain shock; and

13 (VI) providing guidance to other
14 relevant agencies with respect to crit-
15 ical goods, supply chains, and critical
16 industries (including critical industries
17 for emerging technologies) that should
18 be prioritized to support United
19 States leadership in the deployment of
20 such technologies.

21 (2) PROHIBITION.—The report submitted pur-
22 suant to paragraph (1) may not include—

23 (A) critical supply chain information that
24 is not aggregated;

1 (B) confidential business information of a
2 private sector entity; or

3 (C) classified information.

4 (3) FORM.—The report submitted pursuant to
5 paragraph (1), and any update submitted thereafter,
6 shall be submitted to the relevant committees of
7 Congress in unclassified form and may include a
8 classified annex.

9 (4) PUBLIC COMMENT.—The Assistant Sec-
10 retary shall provide for a period of public comment
11 and review in developing the report submitted pursu-
12 ant to paragraph (1).

13 (g) CONSULTATION.—Not later than 1 year after the
14 date of the enactment of this Act, the Assistant Secretary
15 shall enter into an agreement with the head of any rel-
16 evant agency to obtain any information, data, or assist-
17 ance that the Assistant Secretary determines necessary to
18 conduct the activities described in subsection (b).

19 (h) RULE OF CONSTRUCTION.—Nothing in this sec-
20 tion may be construed to require any private entity—

21 (1) to share information with the Secretary or
22 Assistant Secretary;

23 (2) to request assistance from the Secretary or
24 Assistant Secretary; or

1 (3) to implement any measure or recommenda-
2 tion suggested by the Secretary or Assistant Sec-
3 retary in response to a request by the private entity.

4 (i) PROTECTION OF VOLUNTARILY SHARED CRIT-
5 ICAL SUPPLY CHAIN INFORMATION.—

6 (1) PROTECTION.—

7 (A) IN GENERAL.—Notwithstanding any
8 other provision of law, critical supply chain in-
9 formation (including the identity of the submit-
10 ting person or entity) that is voluntarily sub-
11 mitted under this section to the Department of
12 Commerce for use by the Department for pur-
13 poses of this section, when accompanied by an
14 express statement described in subparagraph
15 (B)—

16 (i) shall be exempt from disclosure
17 under section 552(b)(3) of title 5, United
18 States Code (commonly referred to as the
19 “Freedom of Information Act”);

20 (ii) is not subject to any agency rules
21 or judicial doctrine regarding ex parte
22 communications with a decision-making of-
23 ficial;

24 (iii) may not, without the written con-
25 sent of the person or entity submitting

1 such information, be used directly by the
2 Department of Commerce, any other Fed-
3 eral, State, or local authority, or any third
4 party, in any civil action arising under
5 Federal or State law if such information is
6 submitted in good faith;

7 (iv) may not, without the written con-
8 sent of the person or entity submitting
9 such information, be used or disclosed by
10 any officer or employee of the United
11 States for purposes other than the pur-
12 poses of this section, except—

13 (I) in furtherance of an investiga-
14 tion or the prosecution of a criminal
15 act; or

16 (II) when disclosure of the infor-
17 mation would be—

18 (aa) to either House of Con-
19 gress, or to the extent of matter
20 within its jurisdiction, any com-
21 mittee or subcommittee thereof,
22 any joint committee thereof, or
23 any subcommittee of any such
24 joint committee; or

1 (bb) to the Comptroller Gen-
2 eral of the United States, or any
3 authorized representative of the
4 Comptroller General, in the
5 course of the performance of the
6 duties of the Government Ac-
7 countability Office;

8 (v) may not, if provided to a State or
9 local government or government agency—

10 (I) be made available pursuant to
11 any State or local law requiring dis-
12 closure of information or records;

13 (II) otherwise be disclosed or dis-
14 tributed to any party by such State or
15 local government or government agen-
16 cy without the written consent of the
17 person or entity submitting such in-
18 formation; or

19 (III) be used other than for the
20 purpose of carrying out this section,
21 or in furtherance of an investigation
22 or the prosecution of a criminal act;
23 and

24 (vi) does not constitute a waiver of
25 any applicable privilege or protection pro-

1 vided under law, such as trade secret pro-
2 tection.

3 (B) EXPRESS STATEMENT.—The express
4 statement described in this subparagraph, with
5 respect to information or records, is—

6 (i) in the case of written information
7 or records, a written marking on the infor-
8 mation or records substantially similar to
9 the following: “This information is volun-
10 tarily submitted to the Federal Govern-
11 ment in expectation of protection from dis-
12 closure as provided by the provisions of the
13 Promoting Resilient Supply Chains Act of
14 2025.”; or

15 (ii) in the case of oral information, a
16 written statement similar to the statement
17 described in clause (i) submitted within a
18 reasonable period following the oral com-
19 munication.

20 (2) LIMITATION.—No communication of critical
21 supply chain information to the Department of Com-
22 merce made pursuant to this section may be consid-
23 ered to be an action subject to the requirements of
24 chapter 10 of title 5, United States Code.

1 (3) INDEPENDENTLY OBTAINED INFORMA-
2 TION.—Nothing in this subsection may be construed
3 to limit or otherwise affect the ability of a State,
4 local, or Federal Government entity, agency, or au-
5 thority, or any third party, under applicable law to
6 obtain critical supply chain information in a manner
7 not covered by paragraph (1), including any infor-
8 mation lawfully and properly disclosed generally or
9 broadly to the public and to use such information in
10 any manner permitted by law. For purposes of this
11 subsection, a permissible use of independently ob-
12 tained information includes the disclosure of such in-
13 formation under section 2302(b)(8) of title 5,
14 United States Code.

15 (4) TREATMENT OF VOLUNTARY SUBMITTAL OF
16 INFORMATION.—The voluntary submittal to the De-
17 partment of Commerce of information or records
18 that are protected from disclosure by this section
19 may not be construed to constitute compliance with
20 any requirement to submit such information to an
21 agency under any other provision of law.

22 (5) INAPPLICABILITY TO SEMICONDUCTOR IN-
23 CENTIVE PROGRAM.—This subsection does not apply
24 to the voluntary submission of critical supply chain
25 information in an application for Federal financial

1 assistance under section 9902 of the William M.
2 (Mac) Thornberry National Defense Authorization
3 Act for Fiscal Year 2021 (Public Law 116–283).

4 **SEC. 353. DEPARTMENT OF COMMERCE CAPABILITY AS-**
5 **SESSMENT.**

6 (a) **REPORT REQUIRED.**—The Secretary shall
7 produce a report—

8 (1) identifying the duties, responsibilities, re-
9 sources, programs, and expertise within the offices
10 and bureaus of the Department of Commerce rel-
11 evant to critical supply chain resilience and manu-
12 facturing innovation;

13 (2) identifying and assessing the purpose, legal
14 authority, effectiveness, efficiency, and limitations of
15 each office or bureau identified under paragraph (1);
16 and

17 (3) providing recommendations to enhance the
18 activities related to critical supply chain resilience
19 and manufacturing innovation of the Department of
20 Commerce, including—

21 (A) improving the effectiveness, efficiency,
22 and impact of the offices and bureaus identified
23 under paragraph (1);

24 (B) coordinating across offices and bu-
25 reaus identified under paragraph (1); and

1 (C) consulting with agencies implementing
2 similar activities related to critical supply chain
3 resilience and manufacturing innovation.

4 (b) SUBMISSION OF REPORT.—Not later than 2 years
5 after the date of the enactment of this Act, the Secretary
6 shall submit to the relevant committees of Congress the
7 report required by subsection (a), along with a strategy
8 to implement, as appropriate and as determined by the
9 Secretary, the recommendations contained in the report.

10 **SEC. 354. NO ADDITIONAL FUNDS.**

11 No additional funds are authorized to be appro-
12 priated to carry out this part.

13 **SEC. 355. SUNSET.**

14 This part and all requirements, responsibilities, and
15 obligations under this part shall terminate on the date
16 that is 10 years after the date of the enactment of this
17 Act.

18 **SEC. 356. DEFINITIONS.**

19 In this part:

20 (1) AGENCY.—The term “agency” has the
21 meaning given that term in section 551 of title 5,
22 United States Code.

23 (2) ALLY OR KEY INTERNATIONAL PARTNER
24 NATION.—The term “ally or key international part-
25 ner nation”—

1 (A) means a country that is critical to ad-
2 dressing critical supply chain weaknesses and
3 vulnerabilities; and

4 (B) does not include—

5 (i) a country that poses a significant
6 risk to the national security or economic
7 security of the United States; or

8 (ii) a country that is described in sec-
9 tion 503(b) of the RANSOMWARE Act
10 (title V of division BB of the Consolidated
11 Appropriations Act, 2023; Public Law
12 117–328; 136 Stat. 5564).

13 (3) ASSISTANT SECRETARY.—The term “Assist-
14 ant Secretary” means the Assistant Secretary of
15 Commerce assigned by the Secretary to direct the
16 office of Industry and Analysis.

17 (4) COVERED NONGOVERNMENTAL REPRESENT-
18 ATIVE.—The term “covered nongovernmental rep-
19 resentative” means a representative as specified in
20 the second sentence of section 135(b)(1) of the
21 Trade Act of 1974 (19 U.S.C. 2155(b)(1)), except
22 that such term does not include a representative of
23 a non-Federal government.

24 (5) CRITICAL GOOD.—The term “critical good”
25 means any raw, in process, or manufactured mate-

1 rial (including any mineral, metal, or advanced proc-
2 essed material), article, commodity, supply, product,
3 or item for which an absence of supply would have
4 a debilitating impact on—

5 (A) the national security or economic secu-
6 rity of the United States; and

7 (B) either—

8 (i) critical infrastructure; or

9 (ii) an emerging technology.

10 (6) **CRITICAL INDUSTRY.**—The term “critical
11 industry” means an industry that—

12 (A) is critical for the national security or
13 economic security of the United States; and

14 (B) produces or procures a critical good.

15 (7) **CRITICAL INFRASTRUCTURE.**—The term
16 “critical infrastructure” has the meaning given that
17 term in section 1016 of the Critical Infrastructures
18 Protection Act of 2001 (42 U.S.C. 5195e).

19 (8) **CRITICAL SUPPLY CHAIN.**—The term “crit-
20 ical supply chain” means a supply chain for a crit-
21 ical good.

22 (9) **CRITICAL SUPPLY CHAIN INFORMATION.**—
23 The term “critical supply chain information” means
24 information that is not customarily in the public do-
25 main and relates to—

1 (A) sustaining and adapting a critical sup-
2 ply chain during a supply chain shock;

3 (B) critical supply chain risk mitigation
4 and recovery planning with respect to a supply
5 chain shock, including any planned or past as-
6 sessment, projection, or estimate of a vulner-
7 ability within the critical supply chain, includ-
8 ing testing, supplier network assessments, pro-
9 duction flexibility, supply chain risk evaluations,
10 supply chain risk management planning, or risk
11 audits; or

12 (C) operational best practices, planning,
13 and supplier partnerships that enable enhanced
14 resilience of a critical supply chain during a
15 supply chain shock, including response, repair,
16 recovery, reconstruction, insurance, or con-
17 tinuity.

18 (10) DOMESTIC ENTERPRISE.—The term “do-
19 mestic enterprise” means an enterprise that con-
20 ducts business in the United States and procures a
21 critical good.

22 (11) DOMESTIC MANUFACTURER.—The term
23 “domestic manufacturer” means a business that
24 conducts in the United States the research and de-

1 velopment, engineering, or production activities nec-
2 essary for manufacturing a critical good.

3 (12) EMERGING TECHNOLOGY.—The term
4 “emerging technology” means a technology that is
5 critical for the national security or economic security
6 of the United States, including the following:

7 (A) Technologies included in the American
8 COMPETE Act (title XV of division FF of the
9 Consolidated Appropriations Act, 2021; Public
10 Law 116–260; 134 Stat. 3276).

11 (B) The following technologies:

12 (i) Artificial intelligence.

13 (ii) Automated vehicles and unmanned
14 delivery systems.

15 (iii) Blockchain and other distributed
16 ledger, data storage, data management,
17 and cybersecurity technologies.

18 (iv) Quantum computing and quan-
19 tum sensing.

20 (v) Additive manufacturing.

21 (vi) Advanced manufacturing and the
22 Internet of Things.

23 (vii) Nano technology.

24 (viii) Robotics.

1 (ix) Microelectronics, optical fiber ray,
2 and high performance and advanced com-
3 puter hardware and software.

4 (x) Semiconductors.

5 (xi) Advanced materials science, in-
6 cluding composition 2D, other next genera-
7 tion materials, and related manufacturing
8 technologies.

9 (13) INSTITUTION OF HIGHER EDUCATION.—

10 The term “institution of higher education” has the
11 meaning given that term in section 101 of the High-
12 er Education Act of 1965 (20 U.S.C. 1001).

13 (14) MANUFACTURE.—The term “manufac-
14 ture”—

15 (A) means any activity that is necessary
16 for the development, production, processing,
17 distribution, or delivery of any raw, in process,
18 or manufactured material (including any min-
19 eral, metal, and advanced processed material),
20 article, commodity, supply, product, critical
21 good, or item of supply; and

22 (B) does not include software unrelated to
23 the manufacturing process.

24 (15) MANUFACTURING TECHNOLOGY.—The
25 term “manufacturing technology” means a tech-

1 nology that is necessary for the manufacturing of a
2 critical good.

3 (16) PRODUCTION EQUIPMENT.—The term
4 “production equipment” means any component, sub-
5 system, system, equipment, tooling, accessory, part,
6 or assembly necessary for the manufacturing of a
7 critical good.

8 (17) RELEVANT COMMITTEES OF CONGRESS.—
9 The term “relevant committees of Congress” means
10 the following:

11 (A) The Committee on Commerce, Science,
12 and Transportation of the Senate.

13 (B) The Committee on Energy and Com-
14 merce of the House of Representatives.

15 (18) RESILIENT CRITICAL SUPPLY CHAIN.—The
16 term “resilient critical supply chain” means a crit-
17 ical supply chain that—

18 (A) ensures that the United States can
19 sustain critical industry, including emerging
20 technologies, production, critical supply chains,
21 services, and access to critical goods, production
22 equipment, and manufacturing technology dur-
23 ing a supply chain shock; and

24 (B) has key components of resilience that
25 include—

- 1 (i) effective private sector risk man-
2 agement and mitigation planning to sus-
3 tain critical supply chains and supplier
4 networks during a supply chain shock; and
5 (ii) minimized or managed exposure to
6 a supply chain shock.

7 (19) SECRETARY.—The term “Secretary”
8 means the Secretary of Commerce.

9 (20) STATE.—The term “State” means each of
10 the several States, the District of Columbia, each
11 commonwealth, territory, or possession of the United
12 States, and each federally recognized Indian Tribe.

13 (21) SUPPLY CHAIN SHOCK.—The term “supply
14 chain shock”—

15 (A) means an event causing severe or seri-
16 ous disruption to normal operations or capacity
17 in a supply chain; and

18 (B) includes—

- 19 (i) a natural disaster;
20 (ii) a pandemic;
21 (iii) a biological threat;
22 (iv) a cyber attack;
23 (v) a geopolitical conflict;
24 (vi) a terrorist or geopolitical attack;
25 (vii) a trade disruption caused by—

1 (I) a country described in para-
2 graph (2)(B); or

3 (II) an entity or an individual
4 subject to the jurisdiction of such a
5 country; and

6 (viii) an event for which the President
7 declares a major disaster or an emergency
8 under section 401 or 501, respectively, of
9 the Robert T. Stafford Disaster Relief and
10 Emergency Assistance Act (42 U.S.C.
11 5170; 42 U.S.C. 5191).

