

Union Calendar No. 187

119TH CONGRESS
1ST SESSION

H. R. 1569

[Report No. 119-229]

To establish a pilot program to assess the use of technology to speed up and enhance the cargo inspection process at land ports of entry along the border.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 25, 2025

Mr. HIGGINS of Louisiana (for himself, Mr. MAGAZINER, Mr. GIMENEZ, Mr. GOLDMAN of New York, Mr. GREEN of Tennessee, Mr. HARIDOPOLOS, Mr. DAVIS of North Carolina, Mr. FIELDS, Mr. EVANS of Colorado, Mr. RILEY of New York, and Ms. CRAIG) introduced the following bill; which was referred to the Committee on Homeland Security

AUGUST 15, 2025

Additional sponsors: Mr. GARCIA of California, Mr. BAUMGARTNER, Mr. GUEST, Mr. GOLDMAN of Texas, Mr. MEUSER, Mr. MOSKOWITZ, Mr. GOTTHEIMER, Mr. CALVERT, Ms. TENNEY, Mr. MCDOWELL, and Ms. BYNUM

AUGUST 15, 2025

Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

A BILL

To establish a pilot program to assess the use of technology to speed up and enhance the cargo inspection process at land ports of entry along the border.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLES.**

4 This Act may be cited as the “Contraband Awareness
5 Technology Catches Harmful Fentanyl Act” or the
6 “CATCH Fentanyl Act”.

7 **SEC. 2. DEFINITIONS.**

8 In this Act:

9 (1) **APPROPRIATE CONGRESSIONAL COMMIT-**
10 **TEES.**—The term “appropriate congressional com-
11 mittees” means—

12 (A) the Committee on Homeland Security
13 and Governmental Affairs of the Senate; and

14 (B) the Committee on Homeland Security
15 of the House of Representatives.

16 (2) **ARTIFICIAL INTELLIGENCE; AI.**—The terms
17 “artificial intelligence” and “AI” have the meaning
18 given the term “artificial intelligence” in section
19 238(g) of the John S. McCain National Defense Au-
20 thorization Act for Fiscal Year 2019 (Public Law
21 115–232; 10 U.S.C. 4061 note).

22 (3) **CBP INNOVATION TEAM.**—The term “CBP
23 Innovation Team” means the U.S. Customs and
24 Border Protection Innovation Team within the Of-
25 fice of the Commissioner.

1 enhancements to improve the process for inspecting,
2 including by increasing efficiencies of such inspec-
3 tions, any conveyance or mode of transportation at
4 land ports of entry along the borders of the United
5 States. The technologies or technology enhancements
6 tested and assessed under the pilot projects shall be
7 for the purpose of assisting U.S. Customs and Bor-
8 der Protection personnel to detect contraband, illegal
9 drugs, illegal weapons, human smuggling, and
10 threats on inbound and outbound traffic, in conjunc-
11 tion with the use of imaging equipment, radiation
12 portal monitors, and chemical detectors.

13 (2) REQUIREMENTS.—

14 (A) IN GENERAL.—In implementing the
15 pilot projects at ports of entry, the CBP Inno-
16 vation Team, in coordination with the Depart-
17 ment of Homeland Security Science and Tech-
18 nology Directorate, shall test and collect data
19 regarding not fewer than 5 types of nonintru-
20 sive inspection technology enhancements that
21 can be deployed at land ports of entry. The
22 CBP Innovation Team shall test technology en-
23 hancements from not fewer than 1 of the fol-
24 lowing categories:

25 (i) Artificial intelligence.

- 1 (ii) Machine learning.
- 2 (iii) High-performance computing.
- 3 (iv) Quantum information sciences, in-
- 4 cluding quantum sensing.
- 5 (v) Other emerging technologies.

6 (B) IDENTIFICATION OF EFFECTIVE EN-
7 HANCEMENTS.—The pilot projects shall identify
8 the most effective types of technology enhance-
9 ments to improve the capabilities of nonintru-
10 sive inspection systems and other inspection
11 systems used at land ports of entry based on—

12 (i) the technology enhancement’s abil-
13 ity to assist U.S. Customs and Border
14 Protection accurately detect contraband, il-
15 legal drugs, illegal weapons, human smug-
16 gling, or threats in inbound and outbound
17 traffic;

18 (ii) the technology enhancement’s abil-
19 ity to increase efficiencies of inspections to
20 assist U.S. Customs and Border Protection
21 address long wait times;

22 (iii) the technology enhancement’s
23 ability to improve capabilities of aging de-
24 tection equipment and infrastructure at
25 land ports of entry;

1 (iv) the technology enhancement's
2 safety relative to As Low As Reasonably
3 Achievable (ALARA) standard practices;

4 (v) the ability to integrate the new
5 technology into the existing workflow and
6 infrastructure;

7 (vi) the technology enhancement's
8 ability to incorporate automatic threat rec-
9 ognition technology using standard formats
10 and open architecture;

11 (vii) the mobility of technology en-
12 hancements; and

13 (viii) other performance measures
14 identified by the CBP Innovation Team.

15 (C) PRIVATE SECTOR INVOLVEMENT.—The
16 CBP Innovation Team may solicit input from
17 representatives of the private sector regarding
18 commercially viable technologies.

19 (D) COST EFFECTIVENESS REQUIRE-
20 MENT.—In identifying the most effective types
21 of technology enhancements under subpara-
22 graph (B), the pilot projects shall prioritize so-
23 lutions that demonstrate the highest cost-effec-
24 tiveness in achievement the objectives described
25 in clauses (i) through (ix) of subparagraph (B).

1 Cost effectiveness shall account for improved
2 detection capabilities, increased inspection effi-
3 ciencies, reduced wait times, and total cost of
4 implementation (including infrastructure up-
5 grades and maintenance expenses).

6 (3) NONINTRUSIVE INSPECTION SYSTEMS PRO-
7 GRAM.—The CBP Innovation Team shall work with
8 existing nonintrusive inspection systems programs
9 within U.S. Customs and Border Protection when
10 planning and developing the pilot projects required
11 under paragraph (1).

12 (4) DATA PRIVACY PROTECTIONS.—In imple-
13 menting the pilot projects and utilizing new tech-
14 nologies, the Secretary of Homeland Security shall
15 safeguard the privacy and security of personal data
16 collected during inspections through appropriate
17 measures, including—

18 (A) adherence to relevant privacy laws and
19 regulations;

20 (B) implementation of data anonymization
21 techniques, if applicable; and

22 (C) regular audits to assess compliance
23 with data privacy standards.

24 (5) SCIENCE AND TECHNOLOGY DIREC-
25 TORATE.—The CBP Innovation Team shall work

1 with the Department of Homeland Security Science
2 and Technology Directorate to align existing non-
3 intrusive inspection research and development efforts
4 within the Science and Technology Directorate when
5 planning and developing pilot projects required
6 under paragraph (1).

7 (b) TERMINATION.—The pilot projects shall termi-
8 nate on the date that is 5 years after the date of the enact-
9 ment of this Act.

10 (c) REPORTS REQUIRED.—Not later than 3 years
11 after the date of the enactment of this Act, and 180 days
12 after the termination of the pilot projects pursuant to sub-
13 section (b), the Secretary of Homeland Security shall sub-
14 mit a report to the appropriate congressional committees
15 that contains—

16 (1) an analysis of the effectiveness of tech-
17 nology enhancements tested based on the require-
18 ments described in subsection (a)(2);

19 (2) any recommendations from the testing and
20 analysis concerning the ability to utilize such tech-
21 nologies at all land ports of entry;

22 (3) a plan to utilize new technologies that meet
23 the performance goals of the pilot projects across all
24 U.S. Customs and Border Protection land ports of
25 entry at the border, including total costs and a

1 breakdown of the costs of such plan, including any
2 infrastructure improvements that may be required to
3 accommodate recommended technology enhance-
4 ments;

5 (4) a comprehensive list of existing technologies
6 owned and utilized by U.S. Customs and Border
7 protection for cargo and vehicle inspection, includ-
8 ing—

9 (A) details on the implementation status of
10 such technologies, such as whether the tech-
11 nologies have been fully installed and utilized,
12 or whether there are challenges with the instal-
13 lation and utilization of the technology;

14 (B) an evaluation of the compatibility,
15 interoperability, and scalability of existing cargo
16 and vehicle inspection technologies within U.S.
17 Customs and Border Protection’s physical and
18 information technology infrastructure; and

19 (C) identification of any obstacles to the
20 effective deployment and integration of such
21 technologies; and

22 (5) the analysis described in subsection (d).

23 (d) AREAS OF ANALYSIS.—The report required under
24 subsection (c) shall include an analysis containing—

1 (1) quantitative measurements of performance
2 based on the requirements described in subsection
3 (a)(2) of each technology tested compared with the
4 status quo to reveal a broad picture of the perform-
5 ance of technologies and technology enhancements,
6 such as—

7 (A) the probability of detection, false alarm
8 rate, and throughput; and

9 (B) an analysis determining whether such
10 observed performance represents a significant
11 increase, decrease, or no change compared with
12 current systems;

13 (2) an assessment of the relative merits of each
14 such technology;

15 (3) any descriptive trends and patterns ob-
16 served; and

17 (4) performance measures for—

18 (A) the technology enhancement's ability to
19 assist with the detection of contraband on in-
20 bound and outbound traffic through automated
21 (primary) inspection by measuring and report-
22 ing the probability of detection and false alarm
23 rate for each NII system under operational con-
24 ditions;

1 (B) the throughput of cargo through each
2 NII system with a technology enhancement, in-
3 cluding a breakdown of the time needed for
4 U.S. Customs and Border Protection—

5 (i) to complete the image review proc-
6 ess and clear low-risk shipments; and

7 (ii) to complete additional inspections
8 of high-risk items;

9 (C) changes in U.S. Customs and Border
10 Protection officer time commitments and per-
11 sonnel needs to sustain high volume NII scan-
12 ning operations when technology enhancements
13 are utilized; and

14 (D) operational costs, including—

15 (i) estimated implementation costs for
16 each NII system with technology enhance-
17 ments; and

18 (ii) estimated cost savings due to im-
19 proved efficiency due to technology en-
20 hancements, if applicable.

21 (e) PRIVACY AND CIVIL LIBERTIES REPORTS.—The
22 Secretary of Homeland Security, in consultation with the
23 CBP Innovation Team and other appropriate offices,
24 shall—

1 (1) prior to the implementation of these tech-
2 nologies, submit—

3 (A) a report or reports to the appropriate
4 congressional committees regarding the poten-
5 tial privacy, civil liberties, and civil rights im-
6 pacts of technologies being tested under the
7 pilot projects pursuant to this section, including
8 an analysis of the impacts of the technology en-
9 hancements on individuals crossing the United
10 States border; and

11 (B) recommendations for mitigation meas-
12 ures to address any identified impacts; and

13 (2) not later than 180 days after the termi-
14 nation of the pilot projects pursuant to subsection
15 (b), submit a report to the appropriate congressional
16 committees containing—

17 (A) findings on the impacts to privacy,
18 civil rights, and civil liberties resulting from the
19 pilot projects;

20 (B) recommendations for mitigating these
21 impacts in implementation of approved tech-
22 nologies; and

23 (C) any additional recommendations based
24 on the lessons learned from the pilot projects.

1 (f) PROHIBITION ON NEW APPROPRIATIONS.—No
2 additional funds are authorized to be appropriated to
3 carry out this Act.

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