

HR 5500

Noncontiguous Shipping Competition Act

Congress: 116 (2019–2021, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Dec 19, 2019

Current Status: Referred to the Subcommittee on Coast Guard and Maritime Transportation.

Latest Action: Referred to the Subcommittee on Coast Guard and Maritime Transportation. (Dec 20, 2019)

Official Text: <https://www.congress.gov/bill/116th-congress/house-bill/5500>

Sponsor

Name: Rep. Case, Ed [D-HI-1]

Party: Democratic • **State:** HI • **Chamber:** House

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Dec 20, 2019

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Summary

(as of Dec 19, 2019)

Noncontiguous Shipping Competition Act

This bill revises coastwise laws, commonly known as the Jones Act, that govern domestic transportation of merchandise or passengers by vessels. The Jones Act requires that vessels transporting merchandise or passengers between Puerto Rico and other U.S. ports be built in the United States, be at least 75% owned by U.S. citizens, and be mostly crewed by U.S. citizens.

The bill exempts carriage on a route in noncontiguous trade from Jones Act requirements unless (1) at least three owners or operators of certain coastwise vessels regularly operate such a vessel on the route, (2) each of such owners or operators transports at least 20% of the volume of goods on that route, and (3) none of such owners or operators are under common ownership.

Actions Timeline

- **Dec 20, 2019:** Referred to the Subcommittee on Coast Guard and Maritime Transportation.
- **Dec 19, 2019:** Introduced in House
- **Dec 19, 2019:** Sponsor introductory remarks on measure. (CR E1628-1629)
- **Dec 19, 2019:** Referred to the House Committee on Transportation and Infrastructure.