

S 3807

SHIP IT Act

Congress: 117 (2021–2023, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Mar 10, 2022

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Mar 10, 2022)

Official Text: <https://www.congress.gov/bill/117th-congress/senate-bill/3807>

Sponsor

Name: Sen. Lee, Mike [R-UT]

Party: Republican • **State:** UT • **Chamber:** Senate

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Lummis, Cynthia M. [R-WY]	R · WY		Mar 10, 2022

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Mar 10, 2022

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 HR 7456	Identical bill	Apr 18, 2022: Referred to the Subcommittee on Conservation and Forestry.
117 HR 6028	Related bill	Jan 4, 2022: Referred to the Subcommittee on Conservation and Forestry.
117 S 3366	Related bill	Dec 9, 2021: Read twice and referred to the Committee on Commerce, Science, and Transportation.
117 S 3252	Related bill	Nov 18, 2021: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Stopping Hindrances to Invigorate Ports and Increase Trade Act or the SHIP IT Act

This bill temporarily waives various requirements and makes other changes to address congestion at U.S. ports.

For example, the Federal Motor Carrier Safety Administration must waive the hours of service limits (i.e., the number of hours a driver may operate a truck or motor carrier in a set period of time) and minimum age requirements that apply to commercial driver's licenses for individuals transporting cargo directly to or from a U.S. port.

Additionally, the Coast Guard may temporarily allow foreign-built, -owned, and -crewed vessels to transport cargo between U.S. ports and engage in certain ship-to-ship transfers of cargo. Current coastwise law, commonly known as the Jones Act, generally requires that vessels transporting cargo domestically be U.S.-built, -owned, and -crewed.

The Department of Defense must (1) inventory its intermodal equipment (e.g., trailers and chassis used to transport shipping containers) to identify equipment available for loan to trucking companies to relieve congestion at U.S. ports, and (2) establish a process to allow trucking companies to request the loan of such equipment.

The Maritime Administration and the Federal Maritime Commission must jointly convene a meeting to discuss the long-term feasibility of, and strategies for, using land or property under the jurisdiction of U.S. inland ports for the storage and transfer of cargo containers.

The Government Accountability Office must submit to Congress a report describing the adoption of technology at U.S. ports as compared to foreign ports.

Actions Timeline

- **Mar 10, 2022:** Introduced in Senate
- **Mar 10, 2022:** Read twice and referred to the Committee on Commerce, Science, and Transportation.