

HR 6028

STOP the GRINCH Act

Congress: 117 (2021–2023, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Nov 18, 2021

Current Status: Referred to the Subcommittee on Conservation and Forestry.

Latest Action: Referred to the Subcommittee on Conservation and Forestry. (Jan 4, 2022)

Official Text: <https://www.congress.gov/bill/117th-congress/house-bill/6028>

Sponsor

Name: Rep. Fischbach, Michelle [R-MN-7]

Party: Republican • **State:** MN • **Chamber:** House

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Fallon, Pat [R-TX-4]	R · TX		Dec 8, 2021
Rep. Donalds, Byron [R-FL-19]	R · FL		Dec 20, 2021

Committee Activity

Committee	Chamber	Activity	Date
Agriculture Committee	House	Referred to	Jan 4, 2022
Armed Services Committee	House	Referred To	Nov 18, 2021
Homeland Security Committee	House	Referred to	Nov 19, 2021
Natural Resources Committee	House	Referred To	Nov 18, 2021
Transportation and Infrastructure Committee	House	Referred to	Dec 9, 2021
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Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 HR 7456	Related bill	Apr 18, 2022: Referred to the Subcommittee on Conservation and Forestry.
117 S 3807	Related bill	Mar 10, 2022: Read twice and referred to the Committee on Commerce, Science, and Transportation.
117 S 3252	Identical bill	Nov 18, 2021: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Surpassing Temporary Obstructions at Ports and Guaranteeing Resources to Increase the Nation's Commercial Health Act or the STOP the GRINCH Act

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

The Federal Motor Carrier Safety Administration (FMCSA) 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 FMCSA and the Coast Guard must also prioritize the completion of security screenings and credentialing of maritime workers.

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 bill also requires the identification and designation of federal land located near U.S. ports for use as overflow areas for empty cargo containers.

Actions Timeline

- **Jan 4, 2022:** Referred to the Subcommittee on Conservation and Forestry.
- **Dec 9, 2021:** Referred to the Subcommittee on Highways and Transit.
- **Dec 9, 2021:** Referred to the Subcommittee on Coast Guard and Maritime Transportation.
- **Nov 19, 2021:** Referred to the Subcommittee on Transportation and Maritime Security.
- **Nov 18, 2021:** Introduced in House
- **Nov 18, 2021:** Referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Homeland Security, Agriculture, Natural Resources, and Armed Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.