

HR 6081

Improving Chassis Capacity for Memphis’ Supply Chain Act

Congress: 117 (2021–2023, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Nov 26, 2021

Current Status: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Latest Action: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials. (Nov 29, 2021)

Official Text: <https://www.congress.gov/bill/117th-congress/house-bill/6081>

Sponsor

Name: Rep. Kustoff, David [R-TN-8]

Party: Republican • State: TN • Chamber: House

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Cohen, Steve [D-TN-9]	D · TN		Nov 26, 2021
Rep. Crawford, Eric A. "Rick" [R-AR-1]	R · AR		Nov 26, 2021

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Nov 29, 2021

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 HR 6073	Identical bill	Nov 24, 2021: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
117 S 3268	Related bill	Nov 19, 2021: Read twice and referred to the Committee on Commerce, Science, and Transportation.

## Improving Chassis Capacity for Memphis' Supply Chain Act

This bill requires the Department of Transportation (DOT) to undertake a process, in coordination with the Federal Maritime Commission, to create a voluntary chassis pool operated by a private sector entity at the rail ramps near Memphis, TN. (Chassis are special trailers used to transport shipping containers.)

DOT must solicit proposals from private sector entities to develop a model for operating such a pool. The proposals must address, among other matters, a sustainable fee structure, estimates of the number of chassis needed in the pool, and real property necessary to operate the pool.

If any entities submit satisfactory proposals, DOT must (1) contract with one of those entities to operate the pool, and (2) evaluate the effectiveness of the pool within one year of its implementation. In the event there are no satisfactory proposals submitted, DOT must provide Congress with alternative options to improve the availability of chassis at the rail ramps.

## Actions Timeline

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- **Nov 29, 2021:** Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- **Nov 26, 2021:** Introduced in House
- **Nov 26, 2021:** Referred to the House Committee on Transportation and Infrastructure.