

HR 7456

SHIP IT Act

Congress: 117 (2021–2023, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Apr 7, 2022

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

Latest Action: Referred to the Subcommittee on Conservation and Forestry. (Apr 18, 2022)

Official Text: <https://www.congress.gov/bill/117th-congress/house-bill/7456>

Sponsor

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

Party: Republican • State: MN • Chamber: House

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Donalds, Byron [R-FL-19]	R · FL		Apr 29, 2022

Committee Activity

Committee	Chamber	Activity	Date
Agriculture Committee	House	Referred to	Apr 18, 2022
Armed Services Committee	House	Referred To	Apr 7, 2022
Homeland Security Committee	House	Referred to	Apr 8, 2022
Natural Resources Committee	House	Referred To	Apr 7, 2022
Transportation and Infrastructure Committee	House	Referred to	Apr 8, 2022
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Ways and Means Committee	House	Referred To	Apr 7, 2022

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 S 3807	Identical bill	Mar 10, 2022: Read twice and referred to the Committee on Commerce, Science, and Transportation.
117 HR 6028	Related bill	Jan 4, 2022: Referred to the Subcommittee on Conservation and Forestry.
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

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- **Apr 18, 2022:** Referred to the Subcommittee on Conservation and Forestry.
- **Apr 8, 2022:** Referred to the Subcommittee on Transportation and Maritime Security.
- **Apr 8, 2022:** Referred to the Subcommittee on Coast Guard and Maritime Transportation.
- **Apr 8, 2022:** Referred to the Subcommittee on Highways and Transit.
- **Apr 8, 2022:** Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- **Apr 7, 2022:** Introduced in House
- **Apr 7, 2022:** Referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Homeland Security, Agriculture, Natural Resources, Armed Services, and Ways and Means, 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.