



January 21, 2026

The Honorable William C. Smith, Jr.
Chair, Senate Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Support – Senate Bill 149 – Vehicle Laws – Heavy Weight Port Corridor Permits – Regulations

Dear Chair Smith and Committee Members:

On behalf of Ports America Chesapeake, I am writing to express my strong support for Senate Bill 149 and its provisions to improve the efficiency of permits issued under the Heavy Weight Port Corridor.

The Port of Baltimore is a critical international gateway that connects the region to global suppliers and markets. The Port plays an integral role delivering economic prosperity through trade while maintaining our nation's supply chains and moving goods to industries and customers. The Port's reputation as a leading port in the United States is leveraged by a dynamic supply chain network that keeps cargo moving to two-thirds of the nation's population and manufacturing bases.

In 2019, the General Assembly created the Heavy Weight Port Corridor authorizing overweight vehicles carrying manifested international freight in sealed, seagoing containers to travel on specified routes from the Port of Baltimore's Seagirt Marine Terminal. Since its inception, the Heavy Weight Port Corridor has been instrumental in successfully drawing major businesses and customers to the Port of Baltimore. However, when urgent route changes are needed due to road or bridge repairs, closures, or other anticipated or unanticipated restrictions, the current process for this permit can lead to lengthy delays in the delivery and movement of freight from the Port of Baltimore.

Senate Bill 149 would amend Transportation Article § 24-113.3 by repealing the requirement that the Maryland Department of Transportation promulgate emergency regulations when making changes to the routes designated for travel under the Heavy Weight Port Corridor permit. If enacted, route changes will be efficiently addressed by the State Highway Administration's existing permitting program, which can readily address and respond to changes in roadway conditions and new routes. The ability of the State to address necessary route changes expeditiously will bolster freight movement and economic activity at the Port of Baltimore.

Ports America Chesapeake respectfully requests the Committee consider this information and issue Senate Bill 149 a favorable report.

Sincerely,

Mark Schmidt

Mark Schmidt
President
Ports America Chesapeake