
By: ~~Delegate Guns~~ Delegates Guns, Walkup, W. Baker, Stup, Weir, Hammen, McHale, Ciliberti, Redmer, Klausmeier, Owings, and Oaks

Introduced and read first time: February 21, 1997

Assigned to: Environmental Matters

Committee Report: Favorable

House action: Adopted with floor amendments

Read second time: March 20, 1997

CHAPTER ____

1 AN ACT concerning

2 **Port of Baltimore and Related Waterways - Dredging Maintenance and Improvement -**
3 **Joint Committee**

4 FOR the purpose of establishing a Joint Committee on Dredging Maintenance and
5 Improvement of the Port of Baltimore and Related Waterways; providing for the
6 appointment of members of the Committee; requiring that certain counties and
7 Baltimore City be represented on the Committee; providing for the appointment of
8 cochairmen; providing for the appointment of nonvoting ex officio members of the
9 Committee; providing for the tenure of members; providing for staff support for the
10 Committee; authorizing the Committee to examine and evaluate certain matters
11 related to dredging maintenance and improvement of the Port of Baltimore and
12 related waterways; making special provisions for Committee meetings and the
13 reporting of recommendations; and generally relating to the establishment of a
14 Joint Committee on Dredging Maintenance and Improvement of the Port of
15 Baltimore and Related Waterways.

16 BY adding to

17 Article - State Government

18 Section 2-10A-05

19 Annotated Code of Maryland

20 (1995 Replacement Volume and 1996 Supplement)

21 Preamble

22 WHEREAS, The Port of Baltimore makes a very significant contribution to the
23 economic health of the State of Maryland and the nation, generating: substantially in
24 excess of \$2 billion per year in economic activity in Maryland; employment for 62,500

2

1 Marylanders, of whom 18,000 are directly employed in port jobs; \$141 million in state and
2 local taxes each year; and \$400 million in United States customs receipts; and

3 WHEREAS, The international maritime and port industries are in the midst of
4 significant reorganization and rationalization; and

5 WHEREAS, The port industry is extremely competitive, with various ports striving
6 to attract and retain shipping lines and opportunities for the movement of cargo; and

7 WHEREAS, In order to continue the economic health of the Port of Baltimore, it
8 will be necessary to implement the strategic plan for the Port of Baltimore developed by
9 the Maryland Port Administration; and

10 WHEREAS, There are both immediate and long-term needs for maintaining and
11 expanding the draft and capacity of shipping lanes in the waters of the State, including
12 the approaches to the Port of Baltimore, the main stem of the Chesapeake Bay, and the
13 Chesapeake and Delaware Canal; and

14 WHEREAS, The welfare of the Port is dependent upon dredging of ship channels,
15 which involves dredging 4 million cubic yards of material annually in Maryland waters of
16 the Bay to maintain channels at existing width and depth, and beginning in 1997, dredging
17 25 million cubic yards of material to widen and deepen channels, generating over 20 years
18 more than 100 million cubic yards of material to be put in dredged material placement
19 sites, which amounts are well in excess of existing disposal capacity, thus urgently
20 requiring new dredged material placement sites; and

21 WHEREAS, In order to ensure the ongoing importance of the Port of Baltimore to
22 the State and to bolster the position of the Port in the State's economy, Maryland needs
23 to implement its strategic plan for dredged material placement; and

24 WHEREAS, In order to sustain the economic health of the Port of Baltimore, it will
25 be necessary to continuously promote at all levels of government the interests of the Port
26 and the need for beneficial actions as presented above; and

27 WHEREAS, The Maryland General Assembly is most interested in the welfare of
28 the Port of Baltimore and desires to provide assistance in carrying out the State's plans
29 for continued economic development related to the Port of Baltimore; and

30 WHEREAS, A Joint Committee on Dredging Maintenance and Improvement of
31 the Port of Baltimore and Related Waterways can be of assistance in promoting the
32 interests of the Port of Baltimore; now, therefore,

33 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
34 MARYLAND, That the Laws of Maryland read as follows:

35 **Article - State Government**

36 2-10A-05.

37 (A) THERE IS A JOINT COMMITTEE ON DREDGING MAINTENANCE AND
38 IMPROVEMENT OF THE PORT OF BALTIMORE AND RELATED WATERWAYS.

39 (B) (1) THE COMMITTEE CONSISTS OF ~~44~~ 16 MEMBERS, OF WHOM:

3

1 (I) SEVEN SHALL BE MEMBERS OF THE SENATE APPOINTED BY
2 THE PRESIDENT; AND

3 (II) ~~SEVEN~~ NINE SHALL BE MEMBERS OF THE HOUSE APPOINTED
4 BY THE SPEAKER.

5 (2) OF THE MEMBERS APPOINTED BY THE PRESIDENT, THE PRESIDENT
6 SHALL ASSURE THAT:

7 (I) BALTIMORE CITY IS REPRESENTED BY TWO MEMBERS OF THE
8 COMMITTEE;

9 (II) ANNE ARUNDEL, BALTIMORE, ~~CECIL~~, AND HARFORD
10 COUNTIES ARE EACH REPRESENTED BY ONE MEMBER OF THE COMMITTEE; AND

11 (III) CECIL, KENT AND QUEEN ANNE'S COUNTIES ARE
12 REPRESENTED BY ONE MEMBER OF THE COMMITTEE.

13 (3) OF THE MEMBERS APPOINTED BY THE SPEAKER, THE SPEAKER
14 SHALL ASSURE THAT:

15 (I) BALTIMORE CITY IS REPRESENTED BY TWO MEMBERS OF THE
16 COMMITTEE; AND

17 (II) ANNE ARUNDEL, BALTIMORE, CECIL, HARFORD, KENT,
18 TALBOT, AND QUEEN ANNE'S COUNTIES ARE EACH REPRESENTED BY ONE MEMBER
19 OF THE COMMITTEE.

20 (C) IN ADDITION TO THE ~~44~~ 16 VOTING MEMBERS, THE COMMITTEE SHALL
21 ALSO INCLUDE, AS NONVOTING, EX OFFICIO MEMBERS:

22 (1) ONE REPRESENTATIVE OF THE PRIVATE SECTOR PORT COMMITTEE;

23 (2) ONE REPRESENTATIVE OF THE MARYLAND PORT COMMISSION; ~~AND~~

24 (3) THE PRESIDENT OF THE ASSOCIATION OF MARYLAND PILOTS;

25 (4) ONE REPRESENTATIVE OF THE INTERNATIONAL LONGSHOREMAN'S
26 ASSOCIATION; AND

27 (5) ONE REPRESENTATIVE OF THE CHESAPEAKE BAY FOUNDATION.

28 (D) ALL MEMBERS OF THE COMMITTEE SERVE AT THE PLEASURE OF THE
29 PRESIDING OFFICER WHO APPOINTED THEM.

30 (E) THE PRESIDENT AND THE SPEAKER JOINTLY SHALL APPOINT A SENATOR
31 AND A DELEGATE EACH TO SERVE AS COCHAIRMEN.

32 (F) THE DEPARTMENT OF LEGISLATIVE REFERENCE AND THE DEPARTMENT
33 OF FISCAL SERVICES SHALL PROVIDE STAFF ASSISTANCE TO THE COMMITTEE.

34 (G) THE COMMITTEE SHALL EXAMINE AND EVALUATE DREDGING
35 STRATEGIES FOR THE PORT OF BALTIMORE AND RELATED WATERWAYS,
36 INCLUDING:

4

1 (1) THE LONG-TERM ECONOMIC VIABILITY AND ENVIRONMENTAL
2 INTEGRITY OF THE PORT OF BALTIMORE AND ITS APPROACH CHANNELS;

3 (2) THE IMMEDIATE AND LONG-TERM NEEDS FOR MAINTAINING AND
4 EXPANDING THE DRAFT AND CAPACITY OF SHIPPING LANES;

5 (3) THE SHORT-TERM AND LONG-TERM AVAILABILITY OF ADEQUATE
6 CAPACITY FOR THE PLACEMENT OF MATERIAL DREDGED IN MAINTENANCE
7 OPERATIONS;

8 (4) THE CURRENT BENEFICIAL USE PROPOSALS FOR CLEAN DREDGE
9 MATERIALS, INCLUDING THE COSTS OF THOSE PROPOSALS AND ALTERNATIVES TO
10 THOSE PROPOSALS; AND

11 (5) THE PERMITTING PROCESSES AT ALL LEVELS OF GOVERNMENT
12 REQUIRED TO IMPLEMENT BENEFICIAL USE PROPOSALS FOR CLEAN DREDGE
13 MATERIAL.

14 (H) (1) THE COMMITTEE SHALL MEET AT THE REQUEST OF A
15 COCHAIRMAN.

16 (2) A QUORUM SHALL CONSIST OF AT LEAST NINE MEMBERS.

17 (3) THE COMMITTEE MAY NOT APPROVE ANY ACTION UNLESS A
18 QUORUM IS PRESENT AND A MAJORITY OF THOSE PRESENT APPROVES THE ACTION.

19 (I) THE COMMITTEE SHALL ANNUALLY REPORT AND MAKE
20 RECOMMENDATIONS TO THE GOVERNOR AND, SUBJECT TO § 2-1312 OF THIS
21 ARTICLE, TO THE HOUSE ENVIRONMENTAL MATTERS COMMITTEE AND THE SENATE
22 ECONOMIC AND ENVIRONMENTAL AFFAIRS COMMITTEE.

23 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
24 October 1, 1997.