

**Department of Legislative Services**  
Maryland General Assembly  
2025 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

House Bill 575

(Chair, Economic Matters Committee)(By Request -  
Office of the Attorney General)

Economic Matters

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**Maryland Protecting Opportunities and Regional Trade (PORT) Act – Reports  
of Attorney General – Frequency**

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This bill reduces, from once a month to every six months, the frequency by which the Attorney General must report to the General Assembly on the status of pursuing and recovering economic damages arising from the closure of the Port of Baltimore and the collapse of the Francis Scott Key Bridge. **The bill takes effect July 1, 2025.**

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**Fiscal Summary**

**State Effect:** None. The alteration to the reporting requirement does not affect State finances.

**Local Effect:** None.

**Small Business Effect:** None.

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**Analysis**

**Current Law:** Among other emergency provisions enacted in response to the March 2024 collapse of the Francis Scott Key Bridge, Chapters 2 and 3 of 2024 (“Maryland Protecting Opportunities and Regional Trade (PORT) Act”) require the Attorney General to pursue all available options, including filing actions against the applicable parties, to recover for the State all possible economic damages arising from the collapse of the Francis Scott Key Bridge and related closure of the Port of Baltimore. The Acts further require the Attorney General to report to the General Assembly on a monthly basis beginning July 1, 2024, on the status of pursuing and recovering the economic damages, until all

available options pursued are exhausted or resolved. The Attorney General's most recent report on the status of these efforts can be found [here](#).

**Background:** On September 24, 2024, the Attorney General, on behalf of the State and all its agencies, filed a lawsuit against the owners of the motor vessel Dali for causing the allision with the Francis Scott Key Bridge on March 26, 2024, which destroyed the bridge and resulted in the death of six men and injuries of two others. The full complaint can be found [here](#). As detailed in the complaint, the resulting wreckage from the allision fell into the Patapsco River, blocking the Fort McHenry Channel and interrupting all commercial vessel traffic into or out of the Port of Baltimore.

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### Additional Information

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** None.

**Information Source(s):** Office of the Attorney General; Department of Legislative Services

**Fiscal Note History:** First Reader - February 12, 2025  
caw/mcr

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Analysis by: Elizabeth J. Allison

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510