

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
First Reader

Senate Bill 285

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

Finance

Attorney General - Collapse of Francis Scott Key Bridge - Reporting

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.**

Fiscal Summary

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

Local Effect: None.

Small Business Effect: None.

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.

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 Budget and Management; Department of Legislative Services

Fiscal Note History: First Reader - January 28, 2025
js/mcr

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