

# **HB253 - Support - Maryland Motor Truck Association**

Uploaded by: Louis Campion

Position: FAV

# Maryland Motor Truck Association



NOTHING WITHOUT  
**TRUCKING** 

**HEARING DATE:** February 12, 2026

**BILL NO/TITLE:** HB253: Vehicle Laws - Heavy Weight Port Corridor Permits - Regulations

**COMMITTEE:** House Environment & Transportation

**POSITION:** **Support**

Maryland Motor Truck Association expresses its support for HB253, which would provide flexibility to the State Highway Administration and improve the efficiency of permits issued under the Heavy Weight Port Corridor.

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. The Port 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 the 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.

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 regulatory process for this permit can lead to lengthy delays in the delivery and movement of freight from the Port.

HB253 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, with no compromise in safety since routes will be reviewed through the Maryland One permit system.

For the reasons noted above, MMTA urges a favorable report.

**About Maryland Motor Truck Association:** Maryland Motor Truck Association is a non-profit trade association that has represented the trucking industry since 1935. In service to its 900 members, MMTA is committed to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

**For further information, contact:** Louis Campion, (c) 443-623-5663

# **HB0253 - LOS - SHA - Vehicle Laws - Heavy Weight P**

Uploaded by: Patricia Westervelt

Position: FAV

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February 12, 2026

The Honorable Marc Korman.  
Chair, Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, Maryland 21401

***RE: Letter of Support – House Bill 253 – Vehicle Laws – Heavy Weight Port Corridor Permits – Regulations***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter in support of House Bill 253.

HB 253 amends Transportation Article § 24-113.3 by repealing the requirement that MDOT promulgate regulations when making changes to the routes designated for travel under the heavy weight port corridor permit.

The State Highway Administration (SHA) administers the heavy weight port corridor permit, which authorizes overweight vehicles carrying manifested international freight in sealed, seagoing containers to travel on specified routes from the Port of Baltimore's Seagirt Marine Terminal as designated by the MDOT Secretary. Under current law, SHA must promulgate emergency regulations when route changes for the heavy weight port corridor permit are needed due to road or bridge repairs, closures, or other anticipated or unanticipated restrictions, leading to lengthy delays in the delivery and movement of freight from the Port of Baltimore.

HB 253 removes the requirement for the promulgation of emergency regulations for these urgent and necessary route changes to the heavy weight port corridor permit. If enacted, route changes will be efficiently addressed by SHA's Maryland One Permit Routing System, which readily addresses and responds to changes in roadway conditions and new routes.

The Maryland Port Administration (MPA) works hard to accomplish its mission to stimulate the flow of waterborne commerce through Maryland's ports. The Port of Baltimore is an economic engine and critical international gateway that connects the region to global suppliers and markets. The ability of the State to address necessary route changes expeditiously and continue to move containerized cargo on existing highway infrastructure will bolster freight movement and economic activity in and around the Port of Baltimore.

While this bill allows SHA the flexibility to make necessary route changes where feasible, it will not override any truck route restrictions or prohibitions.

The Honorable Marc Korman  
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The SHA is working with Committee counsel to ensure HB 253 conforms with the Senate version of the bill, SB 149, so regulatory requirements are fully aligned.

MDOT respectfully requests the Committee consider this information and issues House Bill 253 a favorable report.

Respectfully submitted,

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