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## Mitigating the Negative Impacts of the collapse of the Francis Scott Key Bridge

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The recent collapse of the Francis Scott Key bridge resulted in a devastating loss of life, and has negatively impacted thousands of others. The city of Baltimore and its businesses relied heavily on the Port of Baltimore to maintain their livelihoods. The best way Congress and the federal government can aid reconstruction efforts is to cut burdensome red tape that will add delays and costs to reconstruction efforts.

Senator Lee knows that a functioning bridge and active port is vital to keeping Baltimore families fed and safe. To ensure a swift recovery, he introduced two legislative solutions to aid the port of Baltimore. The legislation will provide relief to Maryland for areas affected by the Francis Scott Key Bridge collapse by exempting ships from the restraints of the Jones Act and the Foreign Dredge Act of 1906.

The Jones Act prohibits non-US flagged and US-built ships from transporting merchandise between US ports. By allowing a wider participation in shipping and reconstructions efforts, aid will be more cost and time effective.

The Foreign Dredge Act of 1906 prohibits non-US vessels to dredge in the United States. Due to the lack of international competition, the US dredging vessels are outdated and dredging prices are inflated. Allowing foreign dredge vessels in the port of Baltimore will lead to a faster and cheaper reconstruction and clean up efforts.

The *Baltimore Recovery Act* would:

- Exempt any vessel arriving or departing from the Helen Delich Bentley Port of Baltimore from Jones Act requirements for five years.

The *Restore the Port of Baltimore Act* would:

- Exempt any vessel arriving or departing from the Helen Delich Bentley Port of Baltimore from Foreign Dredge Act of 1906 requirements for five years.