

.08 Threatened Species of Plants.

A.—B. (text unchanged)

C. The following plant species are considered threatened throughout Maryland unless a smaller range is indicated:

- (1)—(5) (text unchanged)
- (6) *Wand-like three-awn grass (Aristida virgata)*;
- (7) *Bradley's spleenwort (Asplenium bradleyi)*;
- [(6)](8)—[(14)](16) (text unchanged)
- (17) *Bogfern (Coryphopteris simulata)*;
- [(15)](18) (text unchanged)
- (19) *Tall swamp witchgrass (Dichanthelium scabriusculum)*;
- [(16)](20) (text unchanged)
- (21) *Tobaccoweed (Elephantopus tomentosus)*;
- [(17)](22)—[(22)](27) (text unchanged)
- (28) *Featherfoil (Hottonia inflata)*;
- [(23)](29)—[(29)](35) (text unchanged)
- [(30) Lance-leaf loosestrife (Lysimachia hybrida);]
- [(31)](36)—[(32)](37) (text unchanged)
- (38) *Evergreen bayberry (Morella carolinensis)*;
- [(33)](39)—[(41)](47) (text unchanged)
- (48) *Marsh fleabane (Pluchea camphorata)*;
- [(42)](49)—[(63)](70) (text unchanged)
- (71) *Lance-leaf loosestrife (Steironema hybridum)*;
- [(64)](72)—[(68)](76) (text unchanged)
- [(69) Bog fern (Thelypteris simulata);]
- (77) *Spiked hoary-pea (Tephrosia spicata)*;
- [(70)](78)—[(75)](83) (text unchanged)

.09 Species in Need of Conservation.

A.—B. (text unchanged)

C. The following species are considered to be in need of conservation throughout Maryland unless a smaller range is indicated:

- (1)—(6) (text unchanged)
- (7) Birds:
- (a) (text unchanged)
- (b) *Least bittern (Botaurus exilis)*;
- [(b)](c)—[(f)](g) (text unchanged)
- [(g) Least bittern (Ixobrychus exilis);]
- (h)—(j) (text unchanged)
- (k) [Barn] *American barn owl (Tyto [alba] furcata)*; and
- (l) (text unchanged)
- (8) (text unchanged)

JOSH KURTZ
Secretary of Natural Resources

Subtitle 18 BOATING—SPEED LIMITS AND OPERATION OF VESSELS

08.18.19 Patapsco River

Authority: Natural Resources Article, §8-704, Annotated Code of Maryland

Notice of Proposed Action

[25-062-P]

The Secretary of Natural Resources proposes to adopt new Regulation .05 under **COMAR 08.18.19 Patapsco River**.

Statement of Purpose

The purpose of this action is to establish two 6-knot effective at all times speed zones in the Patapsco River for the area surrounding the demolition and construction site of the Francis Scott Key Bridge Project. The zones will encompass the waters upstream and downstream of the bridge project, but will not affect the main shipping channel. A similar speed zone was in place on the east side of the river

for a period of time after the bridge collapsed. The Department considered input from boaters, the Association of Maryland Pilots, the United States Coast Guard, and the construction company to determine the best siting of these zones.

The construction project is necessary for the demolition and rebuilding of the Francis Scott Key Bridge. Construction activities may be subject to unpredictable hazards due to the size and speed of vessels transiting this section of the Patapsco River. Construction for this project is scheduled to be completed in approximately four years. The Department anticipates removing the speed zones when the construction project is completed, however due to the extended timeline of the project and possibility of delay, the Department has not considered a sunset provision for this zone as it has with other speed zones instituted for construction projects with much smaller time durations.

The proposed action creates two zones and a speed limit of 6-knots at all times in each zone. The speed limit in the zones will help protect workers, vessel operators, barges, and other equipment, from excessive wake actions. Each zone extends 1,500 feet upstream and 1,500 feet downstream of the bridge. The zones extend towards the federal channel from the shoreline, but do not extend into the federal channel. There is a 1,000 foot channel, centered on the centerline of the main shipping channel, between the zones where the speed limit does not apply. The federal shipping channel is 800 feet wide and there is a buffer of 100 feet on each side of the shipping channel. Boat traffic will be able to maintain speed through that channel.

Estimate of Economic Impact

The proposed action has no economic impact.

Economic Impact on Small Businesses

The proposed action has minimal or no economic impact on small businesses.

Impact on Individuals with Disabilities

The proposed action has no impact on individuals with disabilities.

Opportunity for Public Comment

Comments may be sent to Key Bridge Regulations, Regulatory Staff, Maryland Department of Natural Resources Fishing and Boating Services, 580 Taylor Avenue, E-4, Annapolis, MD 21401, or call 410-260-8300, or email to boatingregpubliccomment.dnr@maryland.gov or complete the google comment form at https://dnr.maryland.gov/boating/Pages/regulations/changes_boating.aspx#pr-fsk. Comments will be accepted through June 30, 2025. A public hearing has not been scheduled.

.05 Patapsco River — Francis Scott Key Bridge Construction Areas.

A. The speed limit for the areas described in this regulation is 6 knots at all times.

B. East Area. The east construction area encompasses all of the waters of the Patapsco River enclosed by a line beginning at a point defined by Lat. 39°12.892' N, Long. 76°31.423' W; then running 321° True to a point defined by Lat. 39°13.276' N, Long. 76°31.827' W; then running 46° True to a point defined by Lat. 39°13.575' N, Long. 76°31.428' W; then running 141° True to a point defined by Lat. 39°13.191' N, Long. 76°31.025' W; then running 226° True to the point of beginning.

C. West Area. The west construction area encompasses all of the waters of the Patapsco River enclosed by a line beginning at a point defined by Lat. 39°12.574' N, Long. 76°31.828' W; then running 320° True to a point defined by Lat. 39°12.953' N, Long. 76°32.238' W; then running 45° True to a point defined by Lat. 39°13.158' N, Long. 76°31.976' W; then running 141° True to a point defined by Lat. 39°12.773' N, Long. 76°31.572' W; then running 225° True to the point of beginning.

JOSH KURTZ
Secretary of Natural Resources

08.18.26 Susquehanna River

Authority: Natural Resources Article, §8-704, Annotated Code of Maryland

Notice of Proposed Action [25-061-P]

The Secretary of Natural Resources proposes to amend Regulation .06 and adopt new Regulation .07 under **COMAR 08.18.26 Susquehanna River**.

Statement of Purpose

The purpose of this action is to establish a 6-knot effective at all times speed zone in the Susquehanna River for the area surrounding the construction site of the Susquehanna River Rail Bridge Project. The speed zone is necessary to help protect workers, vessel operators, barges, and other equipment during construction. This construction project is located on the waters between Havre de Grace and Perryville, Maryland. The construction project is designed to improve speed and reliability by replacing the existing Susquehanna River Bridge with a modern, two-track, high-level, fixed structure. Additionally, this project will add a second two-track bridge to facilitate higher speeds and increase capacity. Construction for this project began in June 2024 and is scheduled to continue through 2036.

The upper end of the new speed zone is the US-40 bridge and the zone terminates approximately 500 yards downstream of the current Amtrak bridge. The new area overlaps two existing speed zones. The east side of the Susquehanna River upstream of the Amtrak bridge, adjacent to Perryville, currently has a speed zone of 6-knots at all times, while a portion of the west side of the Susquehanna River downstream of the bridge, adjacent to Havre de Grace, has a speed zone of 6-knots on Saturdays, Sundays, and holidays during the boating season. The proposed action addresses the overlap by creating a new regulation for the construction area and modifying the description of the west side of the Susquehanna River downstream of the bridge, ensuring that the entire construction area has a speed limit of 6-knots at all times.

The Department anticipates removing this speed zone when the construction project is completed, however due to the extended timeline of the project and possibility of delay, the Department is not proposing a sunset provision for this zone as it has with other speed zones instituted for construction projects with much smaller time durations.

Estimate of Economic Impact

The proposed action has no economic impact.

Economic Impact on Small Businesses

The proposed action has minimal or no economic impact on small businesses.

Impact on Individuals with Disabilities

The proposed action has no impact on individuals with disabilities.

Opportunity for Public Comment

Comments may be sent to Susquehanna River Regulations, Regulatory Staff, Maryland Department of Natural Resources Fishing

and Boating Services, 580 Taylor Avenue, E-4, Annapolis, MD 21401, or call 410-260-8300, or email to boatingregspubcomment.dnr@maryland.gov or complete the google comment form at https://dnr.maryland.gov/boating/Pages/regulations/changes_boating.aspx#sr-am. Comments will be accepted through June 30, 2025. A public hearing has not been scheduled.

.06 Havre de Grace.

A. Area. [All] *Excluding the area defined in Regulation .07 of this chapter, the area encompasses all of the waters enclosed by a line beginning at a point at or near Lat. 39° 32.262' N., Long. 76° 5.541' W., then running 176° to a point, at or near Lat. 39° 32.113' N., Long. 76° 5.526' W., then running along the North shore of Tydings Island Eastward to a point, at or near Lat. 39° 32.193' N., Long. 76° 5.31' W., then running 93° to a point, at or near Lat. 39° 32.177' N., Long. 76° 4.902' W., then running 2° to a point, at or near Lat. 39° 32.502' N., Long. 76° 4.888' W., then running 355° to a point, at or near Lat. 39° 32.742' N., Long. 76° 4.913' W., then running 338° to a point, at or near Lat. 39° 32.87' N., Long. 76° 4.98' W., then running 328° to a point, at or near Lat. 39° 33.226' N., Long. 76° 5.273' W., then running 252° to a point, at or near Lat. 39° 33.185' N., Long. 76° 5.438' W., then running South along shore to the point of beginning.*

B. (text unchanged)

.07 Susquehanna River Rail Bridge Project.

A. *The construction area encompasses all of the waters of the Susquehanna River enclosed by a line beginning at a point defined by Lat. 39°32.969' N, Long. 76°5.268' W; then running 329° True to a point defined by Lat. 39°33.509' N, Long. 76°5.682' W; then running 60° True to a point defined by Lat. 39°33.927' N, Long. 76°4.762' W; then running 168° True to a point defined by Lat. 39°33.178' N, Long. 76°4.548' W; then running 249° True to the point of beginning.*

B. *The speed limit for the area described in this regulation is 6 knots at all times.*

JOSH KURTZ
Secretary of Natural Resources

Title 09 DEPARTMENT OF LABOR Subtitle 14 STATE ATHLETIC COMMISSION

09.14.18 Muay Thai Regulations—Professional

Authority: Business Regulations Article, §§4-205, 4-301, and 4-303 Annotated Code of Maryland

Notice of Proposed Action [25-016-P]

The Maryland State Athletic Commission proposes to adopt new Regulations .01—,12 under a new chapter, **COMAR 09.14.18 Muay Thai Regulations—Professional**. This action was considered at a public meeting of the Maryland State Athletic Commission on September 18, 2024.

Statement of Purpose

The purpose of this action is to add Muay Thai as new combative sport under the regulation of the Maryland State Athletic Commission.