

CHAPTER 412**WATERBORNE TRANSPORTATION****SUBCHAPTER 1****FERRIES****§4401. Ferry service for North Haven, Vinalhaven, Islesboro, Matinicus Isle, Swan's Island and Frenchboro**

It is the duty of the Department of Transportation to operate a ferry route or routes between the mainland and the towns of North Haven, Vinalhaven, Islesboro, Matinicus Isle and Swan's Island for the purpose of transporting vehicles, freight and passengers to and from these towns, and the department may operate the ferry route or routes to and from Frenchboro. Ferry service to Matinicus Isle must be at least 12 times per year and may be up to 36 times per year and may be provided by state-owned or privately contracted vessels. These ferry routes are designated as the "Maine State Ferry Service." During periods of facility repair or maintenance or during periods of extraordinary demand, the department may carry out its responsibilities by utilizing privately contracted vessels to provide additional or substitute service to islands served by the Maine State Ferry Service as long as the use of privately contracted vessels is in accordance with an agreement between the department and the State's collective bargaining agent as defined in Title 26, section 979-A, subsection 1. [PL 1999, c. 20, §1 (AMD).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1989, c. 544, §1 (AMD). PL 1997, c. 612, §1 (AMD). PL 1999, c. 20, §1 (AMD).

§4402. Charter service

The Department of Transportation may operate a special charter service to Hurricane Island in Knox County, or to ports added or to be added by legislative enactment. The operation of this charter service shall not interfere nor curtail in any way the schedule of the Maine State Ferry Service to ports named in this section or to ports added or to be added by legislative enactment. [PL 1987, c. 402, Pt. A, §148 (AMD).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1987, c. 402, §A148 (AMD).

§4403. Ferry service between mainland and islands in Casco Bay

Whenever it is determined by the Public Utilities Commission that ferry transportation for persons and property between the mainland and the islands in Casco Bay located within the limits of the City of Portland and the Town of Cumberland can no longer feasibly be provided by private operators at rates established by the Public Utilities Commission, the Department of Transportation shall take such means as necessary to provide the service, either through contract with private operators or by acquiring and operating the necessary facilities as provided in this section. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW).

§4404. Tolls

The Department of Transportation shall, in a manner consistent with the Maine Administrative Procedure Act, Title 5, chapter 375, establish tolls for the use of such ferry line or lines by vehicles, freight and passengers. Tolls collected from the operation of the Maine State Ferry Service shall at all times be kept in a separate fund distinct from all other moneys of the State and shall be used for the operation and debt retirement of the ferry service. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW).

§4405. Student rates

The Department of Transportation shall grant to the towns of North Haven, Vinalhaven, Isleboro, Swan's Island and Frenchboro free use of the scheduled ferry service for: [PL 2005, c. 9, §1 (AMD).]

1. School functions. Students and their adult supervisors using the ferry for transportation as part of a school function or school sponsored activity. Students are classified as children attending nursery schools or day care centers, children attending public or private schools approved by the State to educate students from grades kindergarten to grade 12, or any one or several of those grades; [PL 1981, c. 456, Pt. A, §88 (NEW).]

2. Accompanying staff. The superintendent of schools, principal or staff members accompanying students as a part of a school function or school sponsored activity; and [PL 1981, c. 456, Pt. A, §88 (NEW).]

3. Inter-school trips. Trips made by students from the mainland schools for the purpose of visiting the schools of the towns mentioned in this section. [PL 1981, c. 456, Pt. A, §88 (NEW).]

All vehicles used to transport students, as the term students is defined in this section, are subject to applicable tariff charges, [PL 1981, c. 456, Pt. A, §88 (NEW).]

The department may develop rules and regulations pertaining to the administration of this section. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 2005, c. 9, §1 (AMD).

§4406. Radar requirements on vessels operating in Casco Bay

1. Radar device required. Every person, firm or corporation engaged in the transport of 6 or more passengers by vessel, for compensation, between or among the islands of Casco Bay and the mainland, shall provide an operable radar device on each vessel operated by the person or corporation which carries 6 or more passengers and shall provide a person qualified to operate the radar device in accordance with all federal regulations relating to the operation of federally licensed passenger carrying vessels. [PL 1987, c. 475, §1 (NEW).]

2. Standards; promulgation; enforcement; penalty. The Department of Transportation shall adopt rules relating to the use and installation of radar devices in the vessels referred to in subsection 1. These rules must include, but not be limited to, the specification of standards for the radar devices to be carried by the vessels and the qualifications of those persons responsible for the proper operation of the radar devices. Until those rules are adopted, the rules previously adopted by the Public Utilities Commission remain in effect. [PL 1989, c. 866, Pt. B, §2 (AMD); PL 1989, c. 866, Pt. B, §26 (AFF).]

SECTION HISTORY

PL 1987, c. 475, §1 (NEW). PL 1989, c. 866, §§B2,26 (AMD).

§4407. Free nonemergency transportation services for catastrophic medical reasons

1. Definitions. As used in this section, unless the context otherwise indicates, the following terms have the following meanings.

A. "Catastrophic illness" means an unforeseen, prolonged and extended illness or medical condition, the medical and associated travel expenses of which are not covered by any other state or federal program or any insurance contract. [PL 2005, c. 472, §1 (NEW).]

B. "Free transportation services" means round-trip transportation without charge from an island served by the Maine State Ferry Service to the mainland and back on scheduled trips of vessels of the Maine State Ferry Service for one eligible resident and one personal vehicle to transport the eligible resident to a scheduled medical appointment. "Free transportation services" includes transportation for one adult attendant to accompany an eligible resident to a scheduled medical appointment. [PL 2005, c. 472, §1 (NEW).]

C. "Medically necessary" means prescribed by a physician and reasonably necessary to treat a catastrophic illness. [PL 2005, c. 472, §1 (NEW).]

D. "Unforeseen, prolonged and extended illness or medical condition" means a severe illness or medical condition of a life-threatening nature, the treatment of which is expected to require a series of procedures or therapeutic interventions at regular intervals extending over a period of months, including, but not limited to, cancer requiring chemotherapy or radiation treatments or kidney disease requiring dialysis treatments. [PL 2005, c. 472, §1 (NEW).]

[PL 2005, c. 472, §1 (NEW).]

2. Eligibility. Residents of the island communities served by the Maine State Ferry Service are eligible for free transportation services when traveling to and from regularly scheduled, medically necessary appointments with medical care providers if those appointments pertain to a catastrophic illness. Free transportation services under this section are not available for routine visits to medical care providers or to meet transportation needs arising from an emergency, medical or otherwise. Free transportation services under this section are available only upon approved application. Reimbursement of expenses incurred prior to application for services pursuant to this section is prohibited.

[PL 2005, c. 472, §1 (NEW).]

3. Rulemaking authorized. The Maine State Ferry Service may, pursuant to the Maine Administrative Procedure Act, adopt rules necessary to interpret and administer this section. Rules adopted pursuant to this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter 2-A. The ferry service also may develop, adopt, use and from time to time amend forms for use in connection with the administration of this section. The development, adoption, use and amendment of these forms is exempt from the rule-making process.

[PL 2005, c. 472, §1 (NEW).]

SECTION HISTORY

PL 2005, c. 472, §1 (NEW).

SUBCHAPTER 2**MAINE PORT AUTHORITY****§4420. Purpose**

The Maine Port Authority, as established by Title 5, section 12004-F, subsection 8, is a body both corporate and politic in the State established for the general purpose of acquiring, financing,

constructing and operating any kind of marine port terminal facility and associated multimodal infrastructure facilities that directly support marine port operations within the State in coordination with the Department of Transportation with all the rights, privileges and powers necessary. Oil pipelines and other oil off-loading facilities are limited to sites in Portland and Searsport harbors. [PL 2021, c. 555, §1 (AMD).]

It is declared that the purposes of this chapter are public and that the authority is performing a governmental function in carrying out this chapter. [PL 1997, c. 395, Pt. J, §1 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1983, c. 812, §146 (AMD). PL 1989, c. 503, §B103 (AMD). PL 1993, c. 649, §J1 (AMD). PL 1997, c. 395, §J1 (AMD). PL 1997, c. 643, §AA1 (AMD). PL 1999, c. 753, §4 (AMD). PL 2021, c. 555, §1 (AMD).

§4421. Directors; appointment; president; vacancy

The Maine Port Authority consists of a board of directors, referred to in this section as "the board." The board consists of 7 directors who must be broadly representative of the State and must have a background in international trade, marine transportation, finance or economic development. Five directors are appointed by the Governor, each to serve for 4 years. The Commissioner of Transportation serves as an ex officio member of the board and as chair of the board and president. The president of the Maine International Trade Center serves as an ex officio member of the board. The directors shall elect a vice-chair, treasurer and other officers as the board determines necessary. A vacancy must be filled for an unexpired term by the Governor. [PL 2007, c. 134, §4 (RPR).]

1. Meetings of directors; compensation. All the powers of the Maine Port Authority may be exercised by the board in lawful meeting and a majority of the directors is necessary for a quorum. Regular meetings of the board may be established by bylaw, and notice need not be given to the directors of a regular meeting. Each director, other than those who serve ex officio, is entitled to compensation in the amount of \$100 per board meeting plus expenses, but only if the compensation is provided solely from the revenues of the Maine Port Authority. [PL 2007, c. 134, §4 (RPR).]

2. Actions at law or in equity. Actions at law or in equity in the courts of this State or before the Public Utilities Commission or Workers' Compensation Board may be brought by or against the Maine Port Authority as if it were a private corporation, except that its property may not be attached, trusteeed or sequestered, but, if a judgment recovered against it is not paid within 30 days, its personal property may be seized on execution. [PL 2007, c. 134, §4 (RPR).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1983, c. 812, §147 (AMD). PL 2007, c. 134, §4 (RPR).

§4422. Agreements

The Maine Port Authority and the Department of Transportation may enter into such agreements as the directors and commissioner determine to be in the best interests of the State for the department to acquire, construct, maintain and operate any or all facilities funded from bonds issued under section 4423. The department may not operate a railroad that is constructed or acquired under this chapter. Any agreements must set forth the terms and conditions of the operation and be subject to all the terms and conditions of any trust indenture and covenants relating to revenue bonds. The Maine Port Authority or the department may establish, own, operate and maintain such navigational aids in coastal waters adjacent to the shores and harbors of the State as the directors or commissioner determine essential for safety. Any such navigational aids must conform to and be consistent with any and all federal regulation. [PL 1993, c. 649, Pt. J, §2 (AMD).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1993, c. 649, §J2 (AMD).

§4423. Bonds

1. Authorization. The Maine Port Authority may provide by resolution from time to time for the issuance of bonds for the purpose of funding the establishment, acquisition or effectuation of marine port terminal facilities and associated multimodal infrastructure facilities, for construction of proposed facilities and improvement of existing or acquired facilities and for the fulfillment of other undertakings that it may assume. The bonds of the Maine Port Authority do not constitute a debt of the State, or of any agency or political subdivision thereof, but are payable solely from the revenue of the authority, and neither the faith nor credit nor taxing power of the State, or any political subdivision thereof, is pledged to payment of the bonds. Any provision of any law to the contrary notwithstanding, any bonds issued pursuant to this subchapter are fully negotiable. In case any director whose signature appears on the bond or coupons ceases to be a director before the delivery of those bonds, that signature is valid and sufficient for all purposes as if that director had remained a director until delivery. [PL 2021, c. 555, §2 (AMD).]

2. Resolution; prospective issues. The authority may by resolution authorizing prospective issues provide:

- A. The manner of executing the bonds and coupons; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- B. The form and denomination thereof; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- C. Maturity dates; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- D. Interest rates thereon; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- E. For redemption prior to maturity and the premium payable therefor; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- F. The place or places for the payment of interest and principal; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- G. For registration if the authority deems it to be desirable; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- H. For the pledge of all or any of the revenue for securing payment; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- I. For the replacement of lost, destroyed or mutilated bonds; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- J. For the setting aside of reserve and sinking funds and the regulations and disposition thereof; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- K. For limitation on the issuance of additional bonds; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- L. For the procedure, if any, by which the contract with the bondholder may be abrogated or amended; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- M. For the manner of sale and purchase thereof; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- N. For covenants against pledging of any of the revenue of the Maine Port Authority; [PL 1981, c. 456, Pt. A, §88 (NEW).]
- O. For covenants fixing and establishing rates and charges for use of its facilities and services made available so as to provide at all times funds which will be sufficient to pay all costs of operation and maintenance, meet and pay the principal and interest of all bonds as they severally become due and payable; for the creating of such revenues for the principal and interest of all bonds

and for the meeting of contingencies and the operation and maintenance of its facilities as the directors determine; [PL 1981, c. 456, Pt. A, §88 (NEW).]

P. For such other covenants as to rates and charges as the directors determine; [PL 1981, c. 456, Pt. A, §88 (NEW).]

Q. For covenants as to the rights, liability, powers and duties arising upon the breach by the Maine Port Authority of any covenant, condition or obligation; [PL 1981, c. 456, Pt. A, §88 (NEW).]

R. For covenants as to the bonds to be issued, as to the issuance of those bonds in escrow and otherwise and as to the use and disposition of the proceeds; [PL 1981, c. 456, Pt. A, §88 (NEW).]

S. For covenants as to the use of its facilities and their maintenance and replacement, and the insurance to be carried on them, and the use and disposition of insurance money; [PL 1981, c. 456, Pt. A, §88 (NEW).]

T. For the issuance of such bonds in series; [PL 1981, c. 456, Pt. A, §88 (NEW).]

U. For the performance of any and all acts as may be in the discretion of the directors necessary, convenient or desirable to secure the bonds, or will tend to make the bonds more marketable; and [PL 1981, c. 456, Pt. A, §88 (NEW).]

V. To issue bonds on terms and conditions so as to effectuate the purpose of this subchapter. [PL 1981, c. 456, Pt. A, §88 (NEW).]
[PL 1981, c. 456, Pt. A, §88 (NEW).]

3. Money received. All money received from any bonds issued must be applied solely for the establishment, acquisition or effectuation of marine port terminal facilities and associated multimodal infrastructure facilities that directly support marine port operations and things incidental to those facilities, for the construction of proposed facilities, improvement of existing or acquired facilities and the fulfillment of other undertakings that are within the power of the authority. There is created a lien upon the money until so applied in favor of the bondholders or any trustee as may be provided in respect of the bonds.

[PL 2021, c. 555, §3 (AMD).]

4. Trust indenture. In the discretion of the directors, the bonds may be secured by a trust indenture by and between the Maine Port Authority and a corporate trustee, which may be any trust company or bank having the powers of a trust company, located either within or outside the State. Such a trust indenture may pledge or assign the revenues of the Maine Port Authority or any part of it. Any indenture may set forth the rights and remedies of the bondholders and the trustee, and may restrict the individual right of action of bondholders, and may contain such other provisions as the directors may deem reasonable and proper for the security of bondholders. Expenses incurred in carrying out any trust indenture may be treated as a part of maintenance.

[PL 1981, c. 456, Pt. A, §88 (NEW).]

5. Rights of bondholders. Provisions may be made for protecting and enforcing the rights and remedies of the bondholders, including covenants as to acquisition of property, construction, maintenance, operation and repair, insurance and the custody, security and application of all moneys.

[PL 1981, c. 456, Pt. A, §88 (NEW).]

6. Depositories. Any trust company or bank having the powers of a trust company and located either within or outside the State may act as depositories of the proceeds of the bonds and revenue and may furnish such indemnity or pledge such securities as may be required by the Maine Port Authority.

[PL 1981, c. 456, Pt. A, §88 (NEW).]

7. Tax free. The purposes of this subchapter being public and for the benefit of the people of the State, the Maine Port Authority bonds shall at all times be free from taxation by the State.

[PL 1981, c. 456, Pt. A, §88 (NEW).]

8. Revenue refunding bonds. The Maine Port Authority may issue revenue refunding bonds for the purpose of refunding the revenue bonds issued under this subchapter. The issuance of any refunding bonds shall be the same as provided for in this subchapter relating to revenue bonds. [PL 1981, c. 456, Pt. A, §88 (NEW).]

9. Default. In the event of default on the bonds and in the event the default continues for a period of 3 months, action may be brought to enforce the rights of the bondholders by insuring that the operation by the directors be in conformity with the covenants of the bonds or indenture. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1993, c. 649, §J3 (AMD). PL 2021, c. 555, §§2, 3 (AMD).

§4424. Property of the State

All real and personal property owned by and in the name of the Maine Port Authority shall be considered as property of the State and entitled to the privileges and exemptions of property of the State, except insofar as waived by the duly authorized contract, or other written instrument of the Maine Port Authority or by this subchapter. The Maine Port Authority and the Department of Transportation shall agree upon and from time to time review the preferred status of property held or controlled by them and necessary to either body's performing its statutory duty and shall arrange to sell, exchange, give or otherwise transfer title or possession of various properties between themselves consistent with sound business management and as may serve the best interest of the State in their opinion; and shall be authorized to execute and record a deed or lease between them to effectuate the transfer. The Governor may grant to the Maine Port Authority such rights in submerged land owned by the State and located within harbor limits as may be necessary for the Maine Port Authority to fulfill its powers, duties and obligations. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW).

§4425. Acquisition of land

Land required for improvement to existing facilities or construction of new facilities undertaken by the Maine Port Authority or in cooperation with the Department of Transportation may be acquired for these purposes in the same manner as provided in chapter 3, subchapter III. [PL 1993, c. 649, Pt. J, §4 (AMD).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW). PL 1993, c. 649, §J4 (AMD).

§4426. Conflict of interest

No member, officer or employee of the Maine Port Authority may acquire any interest, direct or indirect, in any contract or proposed contract of the authority nor may any member, officer or employee participate in any decision on any contract entered into by the authority if he has any interest, direct or indirect, in any firm, partnership, corporation or association which will be party to such contract or financially involved in any transaction with the authority, except this prohibition shall not be applicable to the acquisition of any interest in notes or bonds of the authority issued in connection with any contracts or agreements of the authority or to the execution of agreements by banking institutions for the deposit or handling of authority funds in connection with any contract or to act as trustee under any trust indenture or to utility services, the rates for which are fixed or controlled by a governmental agency. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW).

§4427. Environmental laws

Facilities acquired, constructed, operated or maintained under this subchapter, and land upon which the facilities are located is subject to such of the environmental laws of the State as would be applicable to private enterprise were the facilities owned or operated by the private sector and further providing that the Department of Transportation and the Maine Port Authority, its successors or assigns, are subject to Title 38, chapter 3, subchapter II-A. [PL 1981, c. 456, Pt. A, §88 (NEW).]

SECTION HISTORY

PL 1981, c. 456, §A88 (NEW).

§4428. Funds received to support marine port linkages

Notwithstanding any other provision of this subchapter, funds paid to the Maine Port Authority as a result of state investments or loans for the development of marine port terminal facilities and associated multimodal infrastructure facilities that directly support marine port operations may be used by the Maine Port Authority, in cooperation with the Department of Transportation, to undertake projects that link the State's marine ports to freight networks within the State. [PL 2021, c. 555, §4 (AMD).]

SECTION HISTORY

PL 1997, c. 643, §AA2 (NEW). PL 2021, c. 555, §4 (AMD).

§4429. Marketing program

The Maine Port Terminal Facilities Marketing Program is established to encourage and promote business opportunities for marine port terminal facilities and associated multimodal infrastructure facilities that directly support marine port operations developed by the Maine Port Authority or the Department of Transportation including facilities in Portland, Searsport and Eastport. The Maine Port Authority shall develop and implement the marketing program. The authority may enter into agreements or cooperative arrangements with any person or entity for the purpose of increasing the use of marine port terminal facilities and associated multimodal infrastructure facilities that directly support marine port operations developed by the Maine Port Authority or the Department of Transportation. The authority may receive, administer and disburse funds, either independently or in conjunction with state funds allocated for the purpose, as long as funds contributed are used only for the purpose of marketing and economic development programs. [PL 2021, c. 555, §5 (AMD).]

SECTION HISTORY

PL 2001, c. 439, §LLLL1 (NEW). PL 2021, c. 555, §5 (AMD).

§4430. Employees

1. Employees; executive director. The board of directors of the Maine Port Authority shall hire an executive director and set the compensation, fringe benefits and term and determine all other significant employment provisions regarding the executive director. The board may authorize the executive director to hire other employees necessary or desirable to fulfill its purposes, if the board approves the compensation, fringe benefits and terms and determines all other significant provisions regarding those employees. The board may also authorize the executive director to competitively procure contracts for port operations, capital planning services, engineers, construction contractors, marketing services, finance and accounting services, attorneys, inspectors and other consultants or services necessary or desirable to fulfill its purposes. [PL 2021, c. 555, §6 (AMD).]

2. Retirement. Employees of the Maine Port Authority are subject to the state retirement system provisions of Title 5, Part 20 and the state employee health insurance program under Title 5, chapter 13, subchapter 2.

The retirement accounts of state employees transferred to the authority in its capacity as an independent agency must remain in the state regular plan. New employees of the authority shall also become members of the Maine Public Employees Retirement System under the state regular plan. The authority shall make employer retirement plan contributions at the state regular plan rate. Employee retirement plan contributions are at the state regular plan rate.

Authority employees are entitled to receive the same retirement health benefits as state employees. [PL 2007, c. 58, §3 (REV); PL 2007, c. 134, §5 (NEW).]

3. Fringe benefits. The accrued fringe benefits of state employees transferred to the Maine Port Authority in its capacity as an independent agency, including vacation and sick leave, health and life insurance and retirement, remain with the transferred employee.

[PL 2007, c. 134, §5 (NEW).]

SECTION HISTORY

PL 2007, c. 58, §3 (REV). PL 2007, c. 134, §5 (NEW). PL 2021, c. 555, §6 (AMD).

§4431. Report to Legislature; departmental review of certain fiscal items

1. Annual report. Beginning January 1, 2023, on an annual basis, the Maine Port Authority shall present a report of the authority's activities for the preceding fiscal year, including a report of its receipts and expenditures from all sources and a description of progress toward its strategic goals, to the Legislative Council and send copies to the joint standing committee of the Legislature having jurisdiction over transportation matters and to the Commissioner of Transportation.

[PL 2021, c. 555, §7 (NEW).]

2. Budget and fiscal items affecting department. Beginning May 1, 2023, on an annual basis, the executive director shall present the portions of the operating budget, the capital plans and all other fiscal items of the Maine Port Authority that affect the budgets, capital planning or work plans of the Department of Transportation for the next fiscal year to the Commissioner of Transportation for approval. The Maine Port Authority may make expenditures regarding such items only in accordance with allocations approved annually by the commissioner or in accordance with changes approved by the commissioner or the commissioner's designee.

[PL 2021, c. 555, §7 (NEW).]

SECTION HISTORY

PL 2021, c. 555, §7 (NEW).

SUBCHAPTER 3

PORT FACILITIES RELATING TO OFFSHORE WIND POWER PROJECTS

§4441. Port facility-related requirements

1. Definitions. As used in this subchapter, unless the context otherwise indicates, the following terms have the following meanings.

A. "Offshore wind power project" has the same meaning as in Title 35-A, section 3405, subsection 1, paragraph C. [PL 2023, c. 481, §1 (NEW).]

B. "Offshore wind terminal" has the same meaning as in Title 35-A, section 3410, subsection 1, paragraph D. [PL 2023, c. 481, §1 (NEW).]

C. "Public authority" has the same meaning as in Title 26, section 1304, subsection 7. [PL 2023, c. 481, §1 (NEW).]

D. "Public work" has the same meaning as in Title 26, section 1304, subsection 8. [PL 2023, c. 481, §1 (NEW).]
[PL 2023, c. 481, §1 (NEW).]

2. Public works; offshore wind terminals; agreements. Notwithstanding Title 26, section 3601, if an offshore wind terminal that is a public work is constructed or altered for the purpose of supporting an offshore wind power project, the public authority responsible for the construction or alteration shall require agreements that comply with 29 United States Code, Section 158(f) or Title 35-A, section 3408, subsection 3 for all construction work.
[PL 2023, c. 481, §1 (NEW).]

3. Public-private partnership; agreements. If an offshore wind power project involves a public-private partnership that includes the lease of an offshore wind terminal owned or operated by the State, including any port facility owned or operated by the Maine Port Authority, the department, authority or other agency responsible for granting the lease shall require agreements that comply with 29 United States Code, Section 158(f) or Title 35-A, section 3408, subsection 3 as a condition of the lease for all on-site construction and fabrication of materials for the offshore wind power project.
[PL 2023, c. 481, §1 (NEW).]

SECTION HISTORY

PL 2023, c. 481, §1 (NEW).

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