

MAINE STATE LEGISLATURE

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ONE HUNDRED AND SEVENTH LEGISLATURE

Legislative Document

No. 900

H. P. 723

House of Representatives, March 5, 1975

Referred to the Committee on Marine Resources. Sent up for concurrence and ordered printed.

EDWIN H. PERT, Clerk

Presented by Mr. McMahon of Kennebunk.

Cosponsors: Mr. Rolde of York, Mr. MacLeod of Bar Harbor, Mr. Greenlaw of Stonington.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-FIVE

AN ACT to Regulate Certain Oil Carrying Vessels in Maine Waters.

Be it enacted by the People of the State of Maine, as follows:

38 MRSA § 546-A is enacted to read:

§ 546-A. Certain vessels regulated

No vessel exceeding 110,000 deadweight tons shall enter the jurisdiction of the State of Maine unless such vessel is equipped with the following essential safety features: Segregated ballast design incorporating a double bottom throughout the cargo length; a lateral control mechanism such as lateral thrusters, twin screws or continuous and adequate tug assistance; and a properly installed and maintained flue gas inerting system in conformance with Intergovernmental Maritime Consultive Organization regulations.

All such vessels shall have on board and available for inspection by representatives of the department a certificate of inspection stating that the above equipment has been inspected within the last 12 months and found to be in sound condition and good working order.

STATEMENT OF FACT

Current proposals for supertanker ports on the coast of Maine have substantially increased the likelihood that Very Large Crude Carriers (VLCC's)

and Ultra Large Crude Carriers (ULCC's) will be transiting Maine waters. In order to protect the fragile marine environment on the coast, it is believed essential that all such supertankers be equipped with current safety features. Although such devices increase somewhat the cost of operation and construction of supertankers, that cost, when measured against the projected reduction in oil pollution is insignificant.

The Intergovernmental Maritime Consultive Organization is the only international authority to which vessels are accountable. It is an agency of the United Nations.