

MAINE STATE LEGISLATURE

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LAWS
OF THE
STATE OF MAINE

AS PASSED BY THE
ONE HUNDRED AND TWELFTH LEGISLATURE

SECOND REGULAR SESSION
January 8, 1986 to April 16, 1986

SECOND SPECIAL SESSION
May 28, 1986 to May 30, 1986

AND AT THE

THIRD SPECIAL SESSION
October 17, 1986

PUBLISHED BY THE DIRECTOR OF REVISOR OF STATUTES IN
ACCORDANCE WITH MAINE REVISED STATUTES ANNOTATED,
TITLE 3, SECTION 163-A, SUBSECTION 4.

J.S. McCarthy Co., Inc.
Augusta, Maine

PUBLIC LAWS
OF THE
STATE OF MAINE

AS PASSED AT THE
SECOND REGULAR SESSION
of the
ONE HUNDRED AND TWELFTH LEGISLATURE
1985

CHAPTER 658

S.P. 830 - L.D. 2090

AN ACT to Increase the Amount of Insurance for Vehicles Used in Transporting Students.

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

Sec. 1. 29 MRSA §831, as amended by PL 1973, c. 469, §8, is further amended to read:

§831. Insurance for vehicles for hire

The Secretary of State shall not register any motor vehicle rented or leased on plans commonly known as U-Drive, Drive Yourself or Driverless Car plans nor any motor vehicle used for livery or hire, except as provided in Title 35, section 1510, ~~or as a school bus,~~ and no person, firm or corporation shall ~~may~~ operate or cause to be operated upon any public highway in this State any such motor vehicle, until the owner or owners thereof shall have procured insurance or a bond, having a surety company authorized to transact business in this State or 2 individuals as sureties thereon, in the amount of \$20,000 because of bodily injury or death to any one person, and subject to ~~said~~ the limit respecting one person, in the amount of \$40,000 because of bodily injury to or death to 2 or more persons in any one accident, and in the amount of \$10,000 because of injury to and destruction of property in any one accident, which insurance or bond shall be approved by the Secretary of State and shall indemnify the insured against any legal liability for personal injury, the death of any person or property damage, which injury, death or damage may result from or have been caused by the operation of the motor vehicle described in the contract of insurance or such bond. The Secretary of State shall not approve the policy or bond unless it provides primary coverage for the operator as well as the owner.

Sec. 2. 29 MRSA §831-A is enacted to read:

§831-A. Insurance for vehicles used in transporting students

The Secretary of State shall not register any motor vehicle used as a school bus or used in transporting students under contract with any municipality

or school district, and no person, firm or corporation may operate or cause to be operated upon any public highway in this State any such motor vehicle until the owner or owners of the vehicles have procured insurance or a bond, having a surety company authorized to transact business in this State or 2 individuals as sureties on the bond, in the amount of \$100,000 because of bodily injury or death to any one person, and subject to the limit respecting one person, in the amount of \$300,000 because of bodily injury to or death to 2 or more persons in any one accident, and in the amount of \$50,000 because of injury to and destruction of property in any one accident, which insurance or bond shall be approved by the Secretary of State and shall indemnify the insured against any legal liability for personal injury, the death of any person or property damage, which injury, death or damage may result from or have been caused by the operation of the motor vehicle described in the contract of insurance or bond. The Secretary of State shall not approve the policy or bond unless it provides primary coverage for the operator as well as the owner.

Effective July 16, 1986.

CHAPTER 659

H.P. 1542 - L.D. 2179

AN ACT to Adjust the Nonresident Commercial Fishing License Fee.

Emergency preamble. Whereas, Acts of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the Portland fish pier is about to enter commercial operation; and

Whereas, its success is dependent upon a high volume of fish landed or traded in Portland; and

Whereas, the high license fees for nonresident commercial fishermen imposes a burden on Maine fishermen who land fish in states with reciprocal licensing fee arrangements; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of