

# MAINE STATE LEGISLATURE

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**LAWS**  
**OF THE**  
**STATE OF MAINE**

AS PASSED BY THE

ONE HUNDRED AND FIFTEENTH LEGISLATURE

**THIRD SPECIAL SESSION**

October 1, 1992 to October 6, 1992

**FOURTH SPECIAL SESSION**

October 16, 1992

ONE HUNDRED AND SIXTEENTH LEGISLATURE

**FIRST REGULAR SESSION**

December 2, 1992 to July 14, 1993

THE GENERAL EFFECTIVE DATE FOR

FIRST REGULAR SESSION

NON-EMERGENCY LAWS IS

OCTOBER 13, 1993

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

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J.S. McCarthy Company  
Augusta, Maine  
1993

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**PUBLIC LAWS**  
**OF THE**  
**STATE OF MAINE**

**AS PASSED AT THE**  
**FIRST REGULAR SESSION**

**of the**  
**ONE HUNDRED AND SIXTEENTH LEGISLATURE**

**1993**

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venient place of business for distribution to the voters at least 3 days before the annual meeting or the annual business meeting.

See title page for effective date.

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## CHAPTER 20

### H.P. 320 - L.D. 408

#### An Act to Amend the Law Pertaining to Abandoned Vehicles

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

**Sec. 1. 29 MRSA §2610, sub-§1**, as repealed and replaced by PL 1991, c. 458, §1, is amended to read:

**1. Application.** This section applies to a vehicle that is:

- A. Towed at the request of the owner or driver;
- B. Towed pursuant to section 1111;
- C. Towed after being left on property without permission;
- D. Left on property without the permission of the property owner or person in charge of the property or premises where the vehicle is located; or
- E. Left at a place of business after being repaired pursuant to a written work order signed by the person requesting the repair work.

If a person abandons a vehicle described by this subsection, the owner of the premises or property where the vehicle is located may obtain a letter of ownership or a certificate of title by complying with this section. A vehicle is abandoned if the owner or lienholder does not retrieve it and pay all reasonable charges for towing, storing and authorized repair of the vehicle within 14 days of publication as required by subsection 2 or within 14 days of receipt of the notice required by subsection 3. Daily storage charges must be reasonable and total storage charges may not exceed the equivalent of \$600 for a 30-day time period. A vehicle towed for snow removal purposes is exempt from this section for 48 hours immediately following completion of the tow.

**Sec. 2. 29 MRSA §2610, sub-§2**, as amended by PL 1991, c. 458, §2, is further amended to read:

**2. Owner or lienholder unknown.** If the owner or lienholder of a vehicle described in subsection 1 is unknown, the owner of the premises or property where the vehicle is located shall inquire of the Secretary of State

in writing whether the Secretary of State's records contain information as to the owner and lienholder, if any, of the vehicle. If the lienholder only is unknown, the inquiry required by this section may be made by telephone and need only be confirmed in writing with the Secretary of State. That inquiry must include the vehicle's make, model, year, body type, vehicle identification number and any registration and plates on the vehicle. Upon receipt of the inquiry, the Secretary of State shall provide the holder of the vehicle with the name and address of the vehicle's owner and lienholder or shall state that no record of the vehicle is on file.

A. If the Secretary of State provides the name of the owner or lienholder, the holder of the vehicle shall comply with subsection 3.

B. If the Secretary of State finds no record of the vehicle, the owner of the premises or property where the vehicle is located shall publish, at least twice in a newspaper of general circulation in the county where the premises or property is located, a notice that clearly describes the vehicle and states that if the owner of the vehicle or lienholder has not properly retrieved it and paid all reasonable charges for its towing and storage within 14 days from the date of last publication, ownership of the vehicle will pass to the owner of the property or premises where the vehicle is located. The notice must clearly state how the owner of the premises or property may be contacted.

See title page for effective date.

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## CHAPTER 21

### H.P. 728 - L.D. 987

#### An Act Relating to Compulsory Insurance Limits for Hired Vehicles Used to Transport Passengers

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

**Whereas**, changes in the motor vehicle insurance laws that were enacted in the Second Regular Session of the 115th Legislature impose inappropriately high and burdensome insurance premium costs upon the taxicab industry and threaten the ability of the providers of taxi service throughout the State to continue providing service to the communities they serve; and

**Whereas**, in this State, taxis serve primarily the poor, the elderly and the physically challenged; and

**Whereas**, immediate action is necessary to prevent a curtailment or cessation of service in the State's communities; and

**Whereas**, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

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

**Sec. 1. 29 MRSA §2708-A, sub-§2, ¶B**, as enacted by PL 1991, c. 793, §11 and affected by §13, is amended to read:

B. For vehicles used exclusively to transport passengers for hire between points within the State, including motor vehicles under contract with the State, a municipality or a school district for the transportation of students, but not vehicles defined as school buses in section 2011, there is a combined single limit of:

(1) Three hundred Twenty thousand dollars because of bodily injury or death to any one person, \$40,000 because of bodily injury or death to 2 or more persons in any one accident and \$10,000 because of injury to and destruction of property in any one accident for vehicles with 7 or fewer passengers not under contract with the State, a municipality or a school district for the transportation of students;

(1-A) One hundred twenty-five thousand dollars, or split limits consisting of \$50,000 per person and \$100,000 per occurrence for bodily injury liability, and \$25,000 for property damage liability for vehicles not under contract with the State, a municipality or a school district for the transportation of students, that are designed to carry no more than 3 passengers behind the driver's seat;

(1-B) Three hundred thousand dollars for vehicles that are designed to carry 4 to 7 passengers behind the driver's seat, except as provided in subparagraph (1-A);

(2) Seven hundred fifty thousand dollars for vehicles with that are designed to carry 8 to 15 passengers behind the driver's seat;

(3) One million five hundred thousand dollars for vehicles with that are designed to carry 16 to 30 passengers behind the driver's seat; and

(4) Two million dollars for vehicles with that are designed to carry 31 or more passengers behind the driver's seat.

**Sec. 2. Repeal.** That part of this Act that amends the Maine Revised Statutes, Title 29, section 2708-A, subsection 2, paragraph B, subparagraph (1) is repealed June 1, 1993.

**Sec. 3. Effective date.** That part of this Act that amends the Maine Revised Statutes, Title 29, section 2708-A, subsection 2, paragraph B, subparagraph (1) takes effect April 1, 1993. Those parts of this Act that relate to Title 29, section 2708-A, subsection 2, paragraph B, subparagraphs (1-A), (1-B) and (2) to (4) take effect June 1, 1993.

**Emergency clause.** In view of the emergency cited in the preamble, this Act takes effect April 1, 1993.

Effective April 1, 1993.

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## CHAPTER 22

### S.P. 326 - L.D. 978

#### An Act to Preserve the Solvency of the Unemployment Compensation Fund

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

**Whereas**, the Unemployment Compensation Fund will soon be depleted necessitating the borrowing of funds to continue the payment of unemployment benefits; and

**Whereas**, such borrowing would incur interest costs payable by employers; and

**Whereas**, such borrowing would also complicate solving the long-term solvency problem of the fund; and

**Whereas**, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

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

**Sec. 1. 26 MRSA §1043, sub-§3-A**, as enacted by PL 1991, c. 870, §1, is amended to read:

**3-A. Alternate base period.** For benefit years effective on or after September 27, 1992 and prior to ~~December 31, 1994~~ March 26, 1995, for any individual who fails to meet the eligibility requirements of section 1192, subsection 5, in the base period as defined in subsection 3, the Department of Labor shall make a re-determination of eligibility based on a base period that consists of the last 4 completed calendar quarters imme-