

style.

(B) THE OWNER, AGENT, CHARTERER, AND OWNER OR OPERATOR OF THE TERMINAL AT WHICH A VESSEL DISCHARGES OR RECEIVES CARGO OF BULK OIL WITHOUT BEING BONDED AS PROVIDED IN SUBSECTION (A) OF THIS SECTION IS GUILTY OF A MISDEMEANOR AND UPON CONVICTION IN A COURT OF COMPETENT JURISDICTION IS SUBJECT TO A FINE NOT EXCEEDING \$5,000 FOR EACH OFFENSE.

REVISOR'S NOTE: This subsection presently appears as Article 96A, section 29AB(b) of the Code. The penalty provision is retained despite the uniform penalty provision in section 8-1501 because it is more severe. The only other changes made are in style.

8-1408. COMPENSATORY FEE FOR OIL SPILLAGE.

THE MARYLAND PORT ADMINISTRATION AND THE DEPARTMENT SHALL CHARGE AND COLLECT A COMPENSATORY FEE FROM THE PERSON RESPONSIBLE FOR ANY OIL SPILLAGE. THIS FEE SHALL COVER THE COST OF LABOR, EQUIPMENT OPERATION, AND MATERIAL NECESSARY TO ELIMINATE THE RESIDUE OF OIL SPILLAGE, AND THE COST OF RESTORING THE AREA DAMAGED BY THE SPILLAGE TO ITS ORIGINAL CONDITION. THE FEE IS RETAINED BY THE UNIT CHARGING THE FEE.

REVISOR'S NOTE: This section presently appears as Article 96A, section 29B of the Code. The only changes made are in style.

8-1409. LIABILITY FOR DAMAGES CAUSED BY OIL SPILLAGE.

THE PERSON RESPONSIBLE FOR THE OIL SPILLAGE SHALL BE LIABLE TO ANY OTHER PERSON FOR ANY DAMAGE TO HIS REAL OR PERSONAL PROPERTY DIRECTLY CAUSED BY THE SPILLAGE.

REVISOR'S NOTE: This section presently appears as Article 96A, section 29BC of the Code. The only changes made are in style.

8-1410. VESSELS DISCHARGING OIL.

(A) PROHIBITED; EXCEPTIONS.—EXCEPT IN CASE OF EMERGENCY IMPERILING LIFE OR PROPERTY, UNAVOIDABLE ACCIDENT, COLLISION, OR STRANDING, IT IS UNLAWFUL FOR ANY PERSON TO DISCHARGE OR PERMIT THE DISCHARGE OF OIL IN ANY MANNER INTO OR ON WATERS OF THE STATE FROM ANY