

State; (2) construction or reconstruction of a reservoir, dam, or waterway obstruction; (3) construction in a waterway; and (4) dredging or filling of bulkheading or shore line changes.

The applicant shall personally or by certified mail serve the adjacent property owners with notice of the application and shall certify the same to the Department of Water Resources, and shall give notice to the public of the application and hearing by publication once in each week for two successive weeks prior to the hearing in a daily newspaper published in the city or cities, county or counties, and in more than one weekly newspaper of general circulation in the city or cities, county or counties, which the Department determines may be directly affected by the proposed appropriation or use, or construction, reconstruction, or repair. The county commissioners of each such county, the mayor or chief executive officials of each such city and the proper officials of any interested agency of the State, or political subdivision thereof shall also be notified by the applicant by registered or certified mail. In the public notice of the application, the date, place, and time fixed by the Department for the public hearing on the application shall be stated [, at] . At the public hearing, the applicant and any other interested person shall be given an opportunity to present facts, evidence, and arguments for or against the granting of the application.

29AB.

(a) Except for a vessel carrying or receiving twenty-five (25) barrels of oil or less, any vessel, whether or not self-propelled, in or entering upon the waters of the State for the purpose of discharging or receiving a cargo of any bulk oil in the State shall post a bond with the Maryland Port Authority or the Department of Natural Resources of at least one hundred dollars (\$100.00) per gross ton of oil cargo to the State. The bond shall be in a form approved by the Authority and the Department and may be obtained individually or jointly by the vessel, its owner or agent, its charterer, or by the owner or operator of the terminal at which the vessel discharges or receives the bulk oil. If the Authority or the Department determines that oil has been discharged or spilled into the waters of the State from the vessel, the bond shall be forfeited, to the extent of the costs incurred by the spillage, to the extent of damage caused to the natural and recreational resources of the State, and to the extent of any otherwise uncollectible fines levied against the vessel, its owner or agent, its charterer, or the owner or operator of the terminal at which the vessel discharges or receives the bulk oil. The remedies provided in this section shall be in addition to all other remedies available. No bond shall be released without certification by the Authority or the Department that the vessel has not been a source of oil discharge or spillage into the waters of the State. Where a vessel has presented adequate evidence of financial responsibility to the federal government, it shall be exempt from the Maryland provisions requiring the posting, and forfeiture, on certain conditions of a bond.

SEC. 2. *And be it further enacted*, That this Act shall take effect July 1, 1972.

Approved April 11, 1972.