

**REVENUE: No revenue impact**

**FISCAL: No fiscal impact**

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<b>Action:</b>	Do Pass
<b>Vote:</b>	7 - 0 - 2
<b>Yeas:</b>	Clem, Esquivel, McKeown, Reardon, Thompson, Unger, Witt
<b>Nays:</b>	0
<b>Exc.:</b>	Krieger, Whitsett
<b>Prepared By:</b>	Beth Patrino, Administrator
<b>Meeting Dates:</b>	4/25, 5/7

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**WHAT THE MEASURE DOES:** Defines “charter boat.” Specifies State Marine Board (Board) has authority over charter boats carrying seven or more passengers for hire. Authorizes Board to adopt rules establishing charter boat licensing requirements and safety standards. Creates and modifies provisions related to regulation of charter boats. Establishes person holding valid license or registration in state of Washington may operate in Oregon without obtaining charter boat license from Board under specified circumstances. Requires license applicant to submit evidence of charter boat’s carrying capacity. Enhances punishment for certain violations regulating charter boats to maximum of one year in prison, \$6,250 fine, or both. Declares emergency, effective on passage.

**ISSUES DISCUSSED:**

- Need to address vessels that operate as charter boats but are not subject to U.S. Coast Guard inspection
- Lack of state inspection authority under current law
- Effect of lock closure on Willamette Queen

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** Established in 1959, the Oregon State Marine Board (Board) is the state’s recreational boating agency. Funded by user fees, the Board provides services such as boating safety education programs, marine law enforcement and improved boating facilities. User fees are generated through titling and registering of more than 195,000 recreational vessels. The Board establishes statewide boating regulations, which are enforced by the Oregon State Police and county sheriffs.

Vessels carrying seven or more passengers for hire are required to be inspected by the U.S. Coast Guard when they operate on federally navigable rivers. As a result, Board regulations for such vessels are less stringent. There have been occasions when vessels that carry fewer than seven passengers qualify as a charter boat; these vessels are therefore subject to Board regulation but not U.S. Coast Guard inspection. Senate Bill 25 A would give the Board authority over vessels carrying seven or more passengers for hire that are not under the jurisdiction of the U.S. Coast Guard. The measure would also: clarify that vessels licensed in Washington may continue to operate in Oregon waters; amend language to provide clarification of the difference between cost sharing and payment for services; provide the Board with a greater range of offenses for which it can suspend, revoke or deny a license; and increase the minimum required liability coverage for charter boat licensees from \$300,000 to \$500,000.