



# Oregon

Kate Brown, Governor

## Department of State Lands

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### State Land Board

To: Senator Lee Beyer, Chair, Senate Committee on Energy and Environment  
Senator Lynn Findley, Vice-Chair, Senate Committee on Energy and Environment  
Members, Senate Committee on Energy and Environment

Kate Brown  
Governor

Shemia Fagan  
Secretary of State

From: Andrea Celentano, Policy and Legislative Analyst, Department of State Lands

Tobias Read  
State Treasurer

### Re: **Abandoned and Derelict Boats**

Good afternoon, Chair Beyer and members of the Senate Committee on Energy and Environment. For the record, my name is Andrea Celentano, Policy and Legislative Analyst with the Department of State Lands. I am here today to provide information about abandoned and derelict boats and the Department's work to keep public waterways safe and healthy for all Oregonians.

The people of Oregon own the beds and banks of all navigable and tidally influenced waterways throughout the state. DSL manages these waterways to ensure public use for recreation, navigation, fishing, commerce and more, and thusly has a role in cleanup and removal of abandoned and derelict boats.

These boats affect the health and safety of Oregon's waterways in multiple ways, creating environmental hazards as well as navigational hazards. Water contamination, habitat degradation, and public and private property damage are among the impacts abandoned and derelict boats can have.

For years, DSL has been working with federal, state, and local partners to clean up and remove abandoned and derelict recreational boats and commercial vessels. This work includes coordinating with the Oregon State Marine Board on recreational boat removal and development of cost-sharing agreements to help stretch limited resources.

The issue of abandoned and derelict boats is ongoing and growing, with removal needs outpacing the efforts of DSL and partners to address the problem. We have worked together to prioritize removals in order to focus limited resources and protect waterways as much as possible. For example, removing boats before they sink is less expensive and better for the environment, but not always possible due to changing conditions and budget constraints. It is important to note that there is no dedicated funding stream for abandoned or derelict commercial vessels.

DSL and many of our partners are doing this work without a formal program or budget. The Department was recently able to hire one limited duration position to support the extensive coordination required for waterway cleanup efforts, as well as outreach and compliance efforts. We are also examining our existing authorities to support preventative measures.

Though collaboration and patchworking resources has helped address specific situations, we acknowledge this approach is not sustainable long term. Public use and enjoyment of waterways is increasingly affected, and the public and stakeholders are increasingly expressing concerns regarding abandoned and derelict boats.

Continuous work is needed to address these issues, and DSL remains committed to partnering with OSMB and others to proactively address the problems presented by abandoned and derelict boats.

Thank you for the opportunity to testify. I am happy to answer any questions.