



March 2024

Community Engagement Report: Abandoned and Derelict Vessels

OREGON DEPARTMENT OF STATE LANDS

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The contents of the report reflect the feedback we heard from the community on the barriers to and opportunities in addressing abandoned and derelict vessels in Oregon. Sometimes this feedback was contradictory, more often it offered different perspectives aligned on complementary solutions. The contents of this report do not necessarily reflect the opinions or position of the Oregon Department of State Lands.

Cover Photo: DSL contractors Aaron Harrington, Director of Casualty Response and PNW Business Manager, and Willie Hayward, Salvage Specialist, for Global Diving. Behind them is the FV Tiffany, a 200 ton ADV with extremely high levels of PCB and lead being pulled from the Columbia River at Hyak Maritime in Astoria.

Community Engagement Report: Abandoned and Derelict Vessels in Oregon

March 2024

The Department of State Lands is establishing a new statewide program to address hazardous vessels in Oregon's waterways. Essential to the development of the program was engaging broadly through different methods to understand the barriers and opportunities.

This resulted in [Oregon's Abandoned and Derelict Vessel program framework](#) which will guide the work of staff and partners for near-term action and long-term solutions. It was developed through:

- **Stakeholder Interviews (June – October 2023):** The Department held over 40 one-on-one listening sessions with stakeholders to gain early insights into the scope of the issue, key challenges, and opportunities.
- **ADV Workgroup (September 2023 – present day):** The Department convened an advisory workgroup of stakeholders and partners to provide feedback on key elements of the new program. The twenty-four workgroup members brought a wide variety of perspectives and expertise, including ports, marinas, waterway recreation, environmental protection, vessel salvage, and local government. Past meeting materials and upcoming meetings for the advisory workgroup can be found at: <https://www.oregon.gov/dsl/waterways/Pages/ADV.aspx>. The workgroup will continue to meet through April 2024 to inform legislative concept development. See Appendix A for the member roster.
- **Online feedback form (February 7 – March 8, 2024):** To reach a broader audience, we opened an online form to solicit feedback on the proposed program framework and received input from 13 individuals. See Appendix B.

The core focus areas of the program include:

- Abandoned and Derelict Vessel Fund use
- Permanent funding sources and mechanisms
- Reporting, mapping, and classifying hazardous vessels
- Technical assistance
- Prevention
- Disposal
- Process and procedure improvement
- Outreach and education

This report provides a detailed summary of key themes and considerations gathered from the interviews, ADV Workgroup meetings, and comments.



Community Perspectives on: Abandoned and Derelict Vessel Fund Use

DSL must have the staff capacity and tools needed to lead multi-jurisdictional vessel removal efforts when a vessel is identified as a high priority for the State.

- The negative impacts of ADVs grow each year. We need to act now, and quickly, with the authorities that agencies currently have. The longer an ADV is allowed to remain on or near waterways, the greater risk of sinking and increased costs in specialized labor and equipment.
- Enforcement agencies have many of the authorities needed to address, if not prevent, ADVs. What's missing is the funding, streamlined enforcement and procurement processes, and safe disposal options.
- Suggestions included revising definitions of “abandoned” and “derelict” boats and extending ticketing authority to state agencies to enforce vessel registration and other aquatic laws.
- This is a spatial problem and needs dedicated GIS support.

Non-DSL entities in the position of responding to ADVs need low-barrier mechanisms for receiving financial support from the Abandoned and Derelict Vessel Fund for approved expenses related to ADV response.

- ADVs affect people at an individual or local level, even if it doesn't rise to the broader State priority, when it has a significant impact on a community.
- Empower local (e.g. county, city, Ports, etc.) authorities to remove ADVs and dispose of them in publicly beneficial ways.
- There is broad support for the Department of State Lands to incorporate substantial Enforcement Agency/Authorized Public Entity cooperation:
 - Workable and has precedent.
 - Empowers local jurisdictions to identify, prioritize, and act on regional problems and shifts unilateral mandate off DSL.
 - Considerations include availability of funds, adherence to due process, how a vessel fits into State prioritization matrix.

- DSL should maintain its capacity to take the lead on large, complicated, multi-jurisdictional projects.
- Can there be funding for local law enforcement agencies' efforts to enforce vessel registration and aquatic laws? Enforcement of vessel registration for both recreational and commercial vessels will support ownership tracking.
- Empower private property owners to declare vessels abandoned or derelict.

Affordable, responsible options for disposal of end-of-life boats are limited, leading to these vessels becoming a problem for the state, the environment, and other entities.

- *See more in Section 5: Prevention*



Community Perspectives on: Permanent Funding Sources and Mechanisms

For the ongoing stability of the program and ultimate success in achieving its goals, a dedicated and permanent funding stream must be secured.

- Across the board, people agreed sustainable funding was necessary for an ADV program. The funding source is where differences emerged:
 - The people and businesses who manufacture, sell, profit from, or otherwise use boats should be accountable for sustainably funding the removal of those boats.
 - People doing it right should not be penalized through increased registration fees or making it harder or more expensive to enjoy boating.
 - Find another source of funding, other than the Common School Fund, to deal with ADVs. One that doesn't impact funding for Oregon school children.
 - Potential funding sources identified by community members included: Recreational and commercial registration fees; watercraft excise tax for new and used boats; vessel title transfer fees; waterway lease fees; boat launch fees; surcharge on moorage; Off-Road Diesel Tax; and State of Oregon General Fund.
- There were mixed perspectives on the value of scrap sales from vessels. Some saw it as a viable option for reducing costs; others shared experiences of very low return on scraps – particularly for sunken boats and fiberglass boats.
- There were mixed perspectives on the effectiveness of vessel insurance as a viable option to increase prevention. Some users have been unsuccessful in using their coverage to address a sunken boat in their port or marina. Read more in "Prevention" section of this report.

Reliance on federal dollars, one-time allocations, or other uncertain sources alone will hinder the State's ability to comprehensively deal with the past, present, and future problem of ADVs.

- Research and leverage grant funding opportunities to supplement the program, but don't rely on it as a sustainable source of funding.
- Leverage federal funding whenever possible to enhance dedicated funding in Oregon.



Community Perspectives on: Reporting, Mapping, and Classifying Hazardous Vessels

The Department needs a system for visualizing, comparing, and communicating about the status of known hazardous vessels.

- The costs of monitoring reports and complaints add up across enforcement agencies. Oregon is at a point where immediate action is needed.
- Response and funding for emergencies should always be the priority for any ADV program and partners. Then, target time and money on ADVs that aren't in danger of sinking soon or pose an active threat to human health, safety, and the environment (for example, consider vessel condition, size, proximity to navigation channels, and more). Consider emulating the State of Washington's Department of Natural Resources criteria.
- Criteria should meet the same threshold as other local agencies and be defined clearly with examples provided.
- Flexibility in the vessel prioritization criteria is key for good stewardship of funds.
- A localized ADV removal event can reduce costs through a single mobilization of contractor(s).
- Consider environmental justice communities (e.g. rural, remote, Tribal, and communities experiencing health inequities near Superfund sites) in prioritization and resource allocation.
- Improvements to a tool or system can be built over time and scaffolded to meet the needs of program staff and partners. Consider the regional and local-level needs and how they fit within the context of a statewide system. Consider "why" you are making this tool and design it to meet the need.

Oregonians want to participate in the reporting of and prioritization of ADVs and vessels of concern, and strongly desire a visual representation of known ADVs.

- This is a spatial issue and requires a spatial tool to track it.
- Staff capacity for managing the accuracy of reported data is essential. Data-informed decision making requires well-managed, accurate data.

- Vessels can become targets. In the past, people have used information on the locations of ADVs to purchase, move, and/or scrap vessels, further complicating cleanup efforts. If public maps are made available, they should not show precise vessel locations.
- Privacy concerns for vessel owners are raised with tracking the location of suspected, but unconfirmed, ADVs in the absence of violation of state or local laws.

Vessels and areas of concern identified in stakeholder engagement:

- Many stakeholders named areas in and around Multnomah County as primary areas of concern:
 - Most often cited was in and around Ross Island, Holgate channel and Willamette River
 - In and around East Island and Toe Island
 - Multnomah channel, with the greatest attention paid from Sauvie Island bridge down to Scappoose
 - North Portland Harbor, specifically the west end
 - Central region of Portland: Swan Island and downtown corridor area
 - Columbia River up to Troutdale/Sandy River
 - West side of the Willamette River
 - The Columbia Slough has small nooks to hide boats, which require water site visits
- Some stakeholders named very specific boats:
 - LST-1166 / USS Washtenaw County – a decommissioned 400-foot-long Vietnam-era military ship on the Lower Columbia is covered in PCB laden paint.
 - Sunken large fishing vessel in Schofield Slough in Reedsport.
 - El Conquistador - 142 ft steel hull ice breaking tug from Canada now located in Coos Bay.
- Some marina owners shared there are abandoned boats in their marinas, but the owners did not transfer title to them. Removal of these vessels is a priority for them.
- Coastal areas were a high area of concern for unexpected events and funding emergency removals. Oregon's coast has many cultural resources and natural resources to protect, and often when boats run aground and are wrecked – they're in hard-to-reach areas.



Community Perspectives on: Technical Assistance

Reliable guidance, training, and technical assistance regarding response to an ADV situation is not readily available, especially from a single source.

The processes for vessel reporting, seizure, and disposal are confusing. More structure, guidance, and support are needed at the state level, such as:

- A "single point of contact" at the State of Oregon coordinating info on ADV reporting and response.
- A framework for roles and responsibilities and work agreements between agencies. Clear coordination will increase agency leadership comfort in decision-making and accountability.
- Access to state funding to support local priorities, particularly for proactive removals to address vessels before they sink to avoid greater cost, complexity, and environmental hazards.
- Greater access to resources and guidance (e.g. clear process, templates, vendor service agreements) to support a streamlined process for procurement, removal, and disposal.
- Clarification and streamlining on the seizure and storage process, as well as greater access to storage facilities.
- Some agencies want hands-on training to empower use and quality of data entry in any tool or system used statewide for tracking and reporting vessels of concern.



Community Perspectives on: Prevention

Progress is needed in preventing vessels from becoming a burden or obligation to the State and those with responsibilities on the water.

- There is a perceived lack of accountability for owners who drop their vessels anywhere or set them adrift, leaving others to bear the risk or burden of removal.
- A vessel turn-in program can be a good tool for prevention:
 - A permanent, consistently offered program which serves the entire state is a must. If you give the public the opportunity to do the right thing, most of them will participate in it rather than abandon the boat.
 - It is cheaper to dispose of a boat through a turn-in program than wait until it's half-submerged.
 - Offer free of cost, or on a sliding scale based on income bracket. How can we consider disadvantaged communities when prioritizing resources? There are other barriers, such as not having access to a boat trailer, to be considered.
 - Issues with tenants in marinas abandoning boats but not transferring the title which impacts legal custody and ability to participate.
- Mixed perspectives on whether insurance should be considered as a tool for prevention:
 - If a boat isn't registered and doesn't have insurance, it has no business being on the water. We require minimum liability insurance for car owners, so why not boat owners for vessels over a certain size?
 - The responsibility of boat ownership costs needs to fall on the owner, whether through fees or insurance.
 - Many marinas and ports are beginning to require insurance.
 - How would the relatively small marine insurance industry be able to meet this demand?
- Outreach and education are important tools for prevention (see Section 8: Outreach and Education)



Community Perspectives on: Disposal

Those entities involved with vessel dismantling and disposal encounter difficulty discerning and assuring consistent compliance with applicable environmental regulations.

- Environmental regulations are complex, particularly for smaller businesses responding to vessels smaller than 40ft.
- Owners seeking to make a claim with their insurance company can delay the process.
- No place to securely store the boat after it's towed, or when it's ready to be disposed of.
- ADVs have unique considerations impacting the needs of the contract. A few examples:
 - A sailboat may just need to be put on a trailer and moved to temporary, secure storage.
 - A sunken commercial vessel requires an environmental assessment.
 - A huge sunken military vessel is a multi-million-dollar project that is highly complex and requires partnership with other agencies.

Perspectives on availability of vendors to do the work were mixed.

- Plenty of contractors are ready to do the work if the funding is there to pay for it.
- There are limited contractors for this work. In more remote areas, there is just one local person to do the job and may require bringing someone else in from the Portland metro area.
- There are even fewer contractors for specialized jobs, particularly for hazardous vessels that have sunk and require being raised.
- We need contractors ready and responsive with adequate equipment. The State needs to keep up with evolving project needs as well as new tools or resources (e.g. new dry dock; new partner available, new funding opportunities).
- Can more vendors be incentivized to "get into the business" of ADVs?



Community Perspectives on: Process and Procedure Improvement

The ADV landscape in Oregon has evolved since current statutes regarding them were adopted; responders need opportunities to handle and dispose of waterway waste in practical and efficient ways.

- Agencies need the legal authority to address ADVs, and to act in a shorter period than currently exists. Delays in seizure attract more ADVs and create unsafe conditions for waterway users, particularly at docks.
- The process for addressing clearly abandoned vessels, and now marine debris, needs to be streamlined, in lieu of going through the entire seizure and storage process. Aside from cost, the three largest barriers for seizures are storage, paperwork, and the means (adequate and appropriate equipment and properly trained staff to perform removals).
- Many stakeholders equated the ideal process to cars. If a car is in violation: it's towed, placed in centralized and secure storage, and the owner can claim it and reimburse the costs.

Long-term camping on abandoned or derelict vessels is occurring in many Oregon communities; use of vessels for shelter is directly connected to the issue of homelessness.

- The intersection with ADVs used as shelter is complex. It requires a nuanced and human-centered approach.
- Most stakeholders emphasized that living on or along waterways is not a safe or healthy option for permanent long-term camping solutions.
 - Isolated, with no access to transportation or connection to services.
 - Difficult for service providers and outreach workers to reach, as well as emergency services.
 - Exposed to extreme weather conditions.
 - Basic needs like clean water and sanitation cannot be met.

- A few stakeholders made suggestions for how to support people in being safe and healthy while living on or along waterways.
- The housing crisis is a contributing factor to people seeking shelter on the shoreline and in derelict vessels.
 - Marinas are at max capacity for slips that allow live aboards, and demand is very high for people seeking low-cost housing.
 - Service providers have difficulty providing alternative housing solutions once they do reach people living on derelict vessels.
- Long-term camping also has severe, and potentially irreversible, impacts on waterway health.
 - Water quality is a major concern, as are fire risk and damage caused by human waste, vehicle use, trash, and the presence of humans.
- The marine community is frustrated with, and expressed resistance to, following the laws and regulations in waterways when they see their neighbors sheltering on ADVs not being held accountable.
- The ready supply of current ADVs in our waterways, combined with the lack of a statewide vessel-turn-in program and pathway to disposal for boat owners, contributes to active use of ADVs as shelter.



Community Perspectives on: Outreach and Education

Oregonians need information about the ADV program that is up-to-date, accessible, and transparent. When programs and resources are available (such as turn-in programs or grants), outreach must be strategic to ensure resources are offered and dedicated equitably.

- Plug into existing connection points, like when you buy a new boat, when you register the boat with OSMB, or when you renew your fishing license with ODFW.
- Work with marinas and river patrols, having information about reporting ADVs or vessel turn-in programs at boat ramps. Opportunity for outreach synergies with OSMB's Clean Marina program.
- Create a "Walking the Docks" program for both enforcement and outreach.
- Offer a variety of methods to reach a wide range of audiences who are vessel owners or impacted by ADVs. For example: website, emails, flyers/pamphlets at harbors, newspapers, etc.
- Get creative and try new things, for example: notices in Oregon DMV mail, power bill, local television, and radio.
- Photographs of ADVs are highly effective at communicating with the public.



Abandoned and Derelict Vessels Workgroup

Member Roster Updated: January 10, 2024

Name	Title	Affiliation	Alternate/Delegate (as applicable)
MEMBERS			
Glenn Dolphin	Environmental Programs Coordinator	Oregon State Marine Board	
Katie Gauthier	Government Relations and Policy Manager	Oregon Parks and Recreation Department	
Laurel Hillmann	Ocean Shore and Scenic Waterway Specialist	Oregon Parks and Recreation Department	
Justin Parker	North Coast District Manager	Oregon Parks and Recreation Department	
Abby Boudouris	Senior Legislative Analyst	Department of Environmental Quality	Logan Giles, DEQ
Aaron Bretz	Director of Operations	Port of Newport	
Sgt. Stephen Dangler	Sergeant	Multnomah County Sheriff's Office River Patrol	
Mike Dunning	Chief Port Operations Officer	Port of Coos Bay	
Rachel Fischer	Western Policy and Engagement Manager	National Marine Manufacturers Association	
Aaron Harrington	Director of Casualty Response	Global Diving and Salvage	
Vicente Harrison	Health, Safety and Emergency Manager	Portland Parks and Recreation	Sofia Chavier-Caamaño, Security Manager, PP&R
Chris Hathaway	Community Programs Director	Lower Columbia Estuary Partnership	
Eric Hunter	Sr. Project Manager	Diversified Marine Inc.	
Chris Jones	Owner	Red Shield Insurance Agency	
Mark Landauer	Executive Director	Oregon Public Ports Association	
CDR Tonya Lim	Prevention Dept. Head, Sector Columbia River	United States Coast Guard	LT Carlie Gilligan, USCG
Stephanie Rawson	Regional Illegal Dumping Program Manager	Metro's Waste Prevention & Environmental Services Division	
Daryl Stafford	Waterfront Manager	Port of Hood River	

Name	Title	Affiliation	Alternate/Delegate (as applicable)
CDR Bonnie Stewart	Response Dept. Head, Sector Columbia River	United States Coast Guard	LCDR Joe Anthony, Incident Management Division Chief, USCG
Captain Steven Bevins	Captain	Multnomah County Sheriff's Office River Patrol	
Stan Tonneson	Marina owner & WOOO representative	Waterway Organizations of Oregon (WOOO) and Rocky Point Marina	Doug Romjue, Executive Director, Columbia River Yachting Association, Board Member of WOOO
Sean Whalen	Harbor Master	Portland Fire and Rescue	
Travis Williams	Executive Director	Willamette River Keeper	
Troy Wood	Derelict Vessel Removal Program Manager	Washington State Department of Natural Resources (DNR)	
<p><i>Additional members or delegates may be confirmed, and this roster subsequently updated. Current meeting materials and information can be found on the Department of State Lands website: https://www.oregon.gov/dsl/waterways/Pages/ADV.aspx</i></p>			
STAFF/ADVISORS			
Erik Jensen (<i>Facilitator</i>)	Principal	Jensen Strategies, LLC	
Chris Castelli	Interim Deputy Director, Operations	Department of State Lands (DSL)	
Dorothy Diehl	Waterways Stewardship Project Manager	Department of State Lands (DSL)	
Patricia Fox	Southern Operations Field Manager	Department of State Lands (DSL)	
Cait McCusker	Community Engagement Officer	Department of State Lands (DSL)	
Josh Mulhollem	Waterways Stewardship Manager	Department of State Lands (DSL)	
INTERESTED PARTIES			
Andrew Mason	Pacific Northwest Regional Coordinator, Marine Debris Program	NOAA	



Feedback on the Proposed ADV Program Framework

An online feedback form was one of three methods used to inform a framework guiding the new Abandoned and Derelict Vessel (ADV) program at the Department of State Lands. Additional methods included 40+ one-on-one listening sessions and a monthly ADV Workgroup of stakeholders. Learn more about the ADV program: www.oregon.gov/dsl/waterways/Pages/ADV.aspx

A feedback period was open from February 7, 2024 – March 8, 2024. Community members could either provide a single comment or give input on each of the eight program framework sections (with the option to skip sections).

The Department of State Lands heard from **13 individuals in total**. Feedback was primarily received through an online form. Those received via PDF are attached at the end of the document.

Lauri Brewster, Multnomah County – February 7, 2024

Derelict Vessel Fund Use

I work for OR Dept of Fish and Wildlife and I manage lands with ADVs in adjacent waterways. For Commitment c.) above, I see a step missing in regards to the entities knowing how much removal will actually cost. I recall looking into this and could not find a way to obtain an estimate. In order to seek reimbursement, entities would need to have a better sense of the overall cost beforehand. Perhaps a contractor could provide estimates for removal/disposal once the map is complete and the logistics are better understood for removing each ADV?

Reporting, Mapping, and Classifying Vessels

An interactive web map is a good idea. But it will need to be well advertised and very simple. For example, it should not require too many fields or require that all fields are completed. Perhaps just location would be required and then contact info, photos, or details about the ADV could be optional. Minimizing barriers for people to submit data would be essential.

(Name Not Provided), Lincoln County – February 7, 2024

Derelict Vessel Fund Use

As someone who owns a boat currently in Newport, I became curious recently about what options exist for people on the coast to dispose of boats that reach their natural end of life (fortunately not a problem I currently face). When looking at the OSMB page related to derelict vessel disposal, all I could find was a single page of phone numbers and locations of boat disposal services, and none of them were remotely close to the mid-coast. For a boat like mine that is 36' long and 11' wide and

can't go on the highway easily, this means I'd need to take it on the ocean to get it to a disposal location, and that would presumably be a dicey proposition if it's in an unsafe condition.

Last year I watched someone try to haul a sailboat up the ramp at South Beach to cut apart and dispose in a dumpster they'd rented in the parking lot, but because they were borrowing a friend's utility trailer rather than a suitable sailboat trailer, the boat ended up on its side on the launch ramp with chewed up fiberglass everywhere. The Port had to come the next day with heavy equipment to rescue the situation, which added to the cost and burden for everybody.

It would sure be nice if the state could help facilitate new geographical locations for boat disposal or storage-for-disposal, as well as a 'loaner' program for things like boat trailers, cranes, or dumpsters that might help people responsibly and affordably transport vessels to a suitable resting place. Also, a better public landing page that connects boaters to end-of-life resources and information would probably help people make better decisions about giving boats a dignified death.

Permanent Funding Sources and Mechanisms

Could the state levy fees on boat insurance companies? Would this potentially incentivize these companies to contribute resources toward preventing derelict vessels and making end-of-life more feasible for owners? The cost would come to the boat owners either way, however, I don't think this would solve the problem of the very large commercial vessels that end up derelict and cost a disproportionate amount to address, and it may risk fewer companies offering insurance in Oregon (insurance is already hard enough to secure for older well-kept boats). However, some sort of shared risk pool does make a certain sense.

Reporting, Mapping, and Classifying Vessels

I see the benefit of having a statewide map of derelict vessels, but I wonder what the value is of having that map open to the public. Might it attract unwanted behavior? Maybe if you include with each map entry an option for someone to make a bid to remove it that the state could fund, that could create a 'crowd source' mechanism for removing the smaller vessels at least. You might get some good Samaritans trying to clean up the waterways, but that could also carry its own risks.

Technical Assistance

Yes, any and all ways to make it clearer what options exist and what the requirements are would help boaters when they need to make end of life decisions for their boats.

When I went looking for information recently about boat disposal options, what I'd been hoping to find were process instructions, a map of "service areas" for disposal, transportation information, salvage opportunities, ballpark cost estimates, and testimonials from boat owners and service providers with helpful tips and encouragement to make the process seem remotely achievable for mere mortals.

Prevention

Good ideas. On the secondary liability requirement, I wonder if that will have a snowball effect on the requirements for vessel surveys as liability protection, which in turn could increase overall costs of boat ownership across the board for well-kept vessels. Defining at-risk boats could

become its own challenge, as there are all kinds of risks (e.g., thru-hull hose failure, fire, grounding) that would not be factors at time of vessel sale. There's also not a clear connection in my mind between an "at risk" boat and a boat that has been abandoned or left derelict.

Disposal

I think it would be helpful to differentiate between small and large vessel disposal challenges and opportunities, as well as the relative demand and services for each. They seem to be two different worlds.

(Name Not Provided), Coos County – February 9, 2024

I have patiently waited 3 long years for your department to meet, discuss the matter of government auctions selling these vessels for a profit knowing the vessel has reached the end of its sea worthiness to the public who has NO IDEA that this vessel will cost them 10 times the price to remove from the water and pay for expenses to dismantle and remove their occurred metal toxic trash. THREE LONG YEARS you have left the towed 150 foot El Conquistador rotting in our waters in Coos Bay allowing the owner never be held accountable to remove his toxic trash destroying and polluting our area. THREE YEARS you have been paying yourselves full salary and tax payers paying your pensions and paid vacations while you sit around talking about the problem. Shameful you take our money and have no consequence for setting an action plan with objectives and dates to move ahead to solve the problem. Stop selling this junk you are creating the problem. Put a lien on the property or business that leaves the vessels rotting in the water. Find a metal scraper and with the fines earned pay them to break the vessel down dock side and take it away

This solvable. Set date solve it. And tell me when will you have the El Conquistador removed from Coos Bay?

Mike Kondrat, Washington County – February 17, 2024

I support your efforts. The MCSO and Metro did a great program that provided measurable results. Yeah.

David Stone, Lane County – February 22, 2024

This should not be the responsibility of tax payers. Ther should be a deposit on all boats larger than canoes, kayaks and row boats to pay for removing derelict boats.

(Name Not Provided), Multnomah County – February 22, 2024

Derelict Vessel Fund Use

This is a good framework.

Permanent Funding Sources and Mechanisms

The boating community, recreational and commercial, should bear the burden of funding the program. Federal funding should also be maximized.

Reporting, Mapping, and Classifying Vessels

DSL should prioritize timely response to addressing vessels reported by the public as hazardous or abandoned. A mapping system accessible to the public is desirable, but the focus should be identifying and remediating problem vessels.

Technical Assistance

DSL should issue RFPs for assistance with program implementation, and maintain a list of qualified contractors for the desired areas of expertise.

Prevention

I agree with the outlined priorities for this problem area.

Disposal

Salvage and shipbreaking should comply with all relevant environmental regulations. DSL can provide technical assistance to businesses to help them comply. Weakening regulations or issuing general permits should not be a part of any changes.

Process and Procedure Improvements

Our waterways are public commons. They should not be used as impromptu slums or substitutes for housing that meets environmental standards and is safe and sustainable.

(Name Not Provided), Coos County – February 27, 2024

It is outrageous that since 2020 when the government sold for profit El conquistador vessel was towed and dumped in our water ways at The Hollering Place park in Coos Bay that this agency has NEVER ENFORCED REMOVAL BY THE OWNER. THE GOVERNMENT SHOULD NOT BE SELLING THEIR ROTTING JUNK TO PEOPLE WHO HAVE NO IDEA THE VESSEL HAS REACHED THE END OF ITS LIFE SPAN. THEY HAVE ENOUGH MONEY TO BUY YOUR GOVERNMENT JUNK BUT NOT ENOUGH MONEY TO REMOVE IT FROM THE WATER AND PROPERLY DISMANTLE THE VESSEL. THIS AGENCY CREATED THE PROBLEM BY FOOLING THE PUBLIC TO BUY THE VESSEL WHEN IT WAS YOUR JOB TO REMOVE THIS VESSEL. YOU HAVE NOW COST THE TAXPAYERS FOUR YEARS OF CONTACTING THIS STATE AGENCY TO DO SOMETHING TO REMOVE THIS TRASH. FROM OUR WATERWAYS. FOUR YEARS YOU HAVE ALL SAT THERE PAYING YOURSELF FULL SALARY AND BENEFITS BETTER THAN WHAT THE HARD WORKING TAXPAYER RECEIVES. FOUR YEARS LATER YOU ARE STILL JUST TALKING ABOUT THE PROBLEM YOU HAVE CREATED INSTEAD OF HAVING AN ACTION PLAN POSTED TO THE COMMUNITY WITH SET DATES OF ACTION. FOUR YEARS...WHEN WILL YOU HOLD THE OWNER ACCOUNTABLE OR YOU BE ACCOUNTABLE TO DO YOUR JOB AND REMOVE THIS TRASH THE EL CONQUISTADOR FROM OUR WATERS.

ANYONE ELSE....IN A JOB WHO FAILED TO HAVE AN ACTION PLAN AND DATES TO RESOLVE A MATTER WOULD ABSOLUTELY BE FIRED FOR FAILURE TO PERFORM WITHIN A YEAR TWO MAX. YOU

HAVE DONE NOTHING TO GET THIS REMOVED FOR FOUR YEARS. WHY DO YPU THIS THIS LACK OF ACCOUNTABILITY IS NOTHING MORE THAN FAILURE TO DO YOUR. JOB? The tax payers are being stolen from to pay you all for service we are not getting back from you. This makes the tax payers feel stolen from.

(Name Not Provided), Multnomah County – March 7, 2024

Derelict Vessel Fund Use

Use existing laws and rules to remove derelict and non licensed boats

Permanent Funding Sources and Mechanisms

No new taxes and fees on Oregon boaters!

Reporting, Mapping, and Classifying Vessels

The marine sheriffs and police know where most derelict boats and bum boats are. Get the data from them. Also contact yacht clubs as they see where most of the jm boats are

Technical Assistance

No more studies or consultants, just go to work!

Prevention

The state and local governments let people drive autos without insurance, license & registrations so how will you make marine requirements effective?

Disposal

Streamline rules should similar to auto wrecking yards

Process and Procedure Improvements

Remove them for disposal of human waste into the waterways

Outreach and Education

No matter what you do the BMW I the boats will say they did not know they were wrong etc. create a one strike you are out. Otherwise nothing will change.

Suzanne De Groot, Multnomah County – March 7, 2024

I think this program should be implemented as soon as possible.

Dale Tonagel, Multnomah County – March 7, 2024

Derelict Vessel Fund Use

F7nds for disposal before vessels become derelict might be nice

Permanent Funding Sources and Mechanisms

New fees and taxes are not the answer.

Reporting, Mapping, and Classifying Vessels

With proper and timely response and removal a mapping system may not be required. Single location reporting is a necessity. Any abandoned and derelict vessel is hazardous.

Technical Assistance

Prior comment about boat disposal before they are derelict. Easier and more reasonable cost options /assistance.

Prevention

Cost effective disposal options

Disposal

Cheaper than digging them out of waterways.

Process and Procedure Improvements

Support for enforcement of existing law would go a long way.

Outreach and Education

Options should be shared regularly to marinas and all registered vessel owners.

Frank Gonzales, State of Washington – March 7, 2024Derelict Vessel Fund Use

Additional things to consider. Using funds to invest in equipment or land to help reduce cost of disposal per boat. This would allow more small companies to participate which would also drive the cost down.

Permanent Funding Sources and Mechanisms

I'm not familiar with Oregon's budget, but my understanding in Washington state, they were able to lobby to redirect boat related funding that was going into the general fund to the vessel turn in program.

Reporting, Mapping, and Classifying Vessels

Would be good to take the historic nature of a potential adv into consideration

Technical Assistance

It would be good to have a process for companies providing services to submit their info

Prevention

Community Engagement Report: Abandoned and Derelict Vessel Program in Oregon
Appendix B: Feedback on the Proposed ADV Program Framework

Marketing information about options other than state funding would be helpful. We've found a big part of the issue is people being unaware services exist for boat disposal and recycling.

Disposal

Having a "dump" that will accept properly prepared boats is helpful.

Tim Larson, Multnomah County – March 8, 2024

Derelict Vessel Fund Use

Good policy.

Permanent Funding Sources and Mechanisms

The money should come from fines against the last registered owner. In 99% of the cases the last registered owner has sold the boat to someone else in order to avoid the high cost of proper disposal.

This is a serious environmental and quality of life issue! Vessel owners have to be made aware that they are responsible for proper licensing and registration of their craft.

A few years of publicity and vigorous enforcement of the fines should reduce this problem almost completely.

Reporting, Mapping, and Classifying Vessels

All of this is important and reporting by the public will quickly identify the vast majority of these problem vessels.

Prevention

Extremely important if the problem is to be solved.

Disposal

If you can do this and reduce the costs to vessel owners for disposal of their vessels lawfully, it would definitely reduce the number that are left in our waterways.

If it is feasible and legal, paying a small reward for bringing an offending vessel to the disposal location would be by far the most economical way of resolving most of the problem.

Process and Procedure Improvements

Highly important!!! Dangerous environmental and public health impacts are rampant in the "liveaboard" community. Any other citizen would be fined for identical behavior, even if done on their private property when such behavior endangers the Public.

Outreach and Education

No brainer. Staff should be given two weeks to prepare suggested language for approval and implementation by DSL authorities.



03/7/2024

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279

RE: Oregon’s Abandoned and Derelict Vessel Program

The National Marine Manufacturers Association (NMMA) and Marine Retailers Association of the Americas (MRAA) appreciate the opportunity to provide comments on Oregon’s Abandoned and Derelict Vessel Program.

The NMMA is the leading association representing the recreational boating industry in North America. Our member companies produce more than 80 percent of the boats, engines, trailers, accessories, and gear used by boaters and anglers throughout the U.S. and Canada. Our industry accounts for more than \$230 billion in annual economic output and supports more than 800,000 jobs across the country.¹ In Oregon, recreational boating drives \$2.3 billion dollars toward the economy, supports over 8,800 jobs, and 400 marine-related businesses.

The MRAA is the leading trade association of North American small businesses that sell and service new and pre-owned recreational boats and operate marinas, boatyards, and accessory stores. MRAA represents more than 1,300 individual member retail locations and conducts advocacy efforts on their behalf.

NMMA and MRAA support the Department of State Lands’ Abandoned and Derelict Vessel Program (ADV plan).

In its entirety, the ADV plan addresses a myriad of key challenges and solutions identified by the programs development and working group engagement. The Department of State Lands’ commitment to the assurance of staff and capacity to procure the necessary contracted services is of the utmost importance for the success of the ADV plan. As noted in the working group, this can be a struggle for state agencies as the cost-benefit of removing and disposing of abandoned and derelict vessels. Moreover, creating a culture of vessel disposal education can be stagnated by the current presence of abandoned and derelict vessels as well as lack of incentive for an owner to properly dispose of their vessel.

While NMMA and MRAA are in support of the plan, we would like to address areas for additional consideration:

1. Creating definitions for types of abandoned and derelict vessels.

¹ <https://www.bea.gov/news/2022/outdoor-recreation-satellite-account-us-and-states-2021>.

- a. Florida has the following classification program:
 - i. A “wrecked” vessel is one that is sunken or sinking; aground without the ability to extricate itself absent mechanical assistance; or remaining after a marine casualty, including, but not limited to, a boating accident, extreme weather, or fire.
 - ii. A “junked” vessel is one that has been substantially stripped of vessel components, if vessel components have substantially degraded or been destroyed, or if the vessel has been discarded by the owner or operator.
 - iii. A vessel is “substantially dismantled” if at least two of the three following vessel systems or components are missing, compromised, incomplete, inoperable, or broken:
 1. The steering system;
 2. The propulsion system; or
 3. The exterior hull integrity.²
2. When sustainable funding is attained, we ask that funds from recreational vessel registration fees or related recreational funding are diverted to the removal of recreational ADVs as recreational and commercial vessels removal costs vary greatly.
 - a. Removing and disposing of an 86-foot commercial fishing boat, Tiffany, cost Oregon over \$1.4 million in funds.³ With only \$40 million dedicated to this program, differentiating between recreational and commercial vessels could improve the ability of the Department’s removal process as well as ensuring a variety of abandoned and derelict vessels are addressed.

The NMMA and the MRAA support the additions as we believe that adding in various definitions, or categories, for derelict vessels may ultimately ensure more vessels are removed from waterways before they are severely compromised, thus, lowering the cost of removal. Furthermore, this will allow the department to prioritize the removal of vessels which pose the biggest risk to human safety and the environment.

For Oregon waterways to continue to be a healthy area for people to recreate, the presence of abandoned and derelict vessels creates undue burdens on recreationalists and continuous damage to the environment. It is evident the program has been considerate of all perspectives and has an inclusive approach to ensuring the ADV plan is viable for years to come.

Please do not hesitate to reach out to NMMA or MRAA for further information.

² <https://myfwc.com/boating/waterway/derelict-vessels/#:~:text=A%20derelict%20vessel%20is%20defined,any%20waters%20of%20this%20state.>

³ <https://www.opb.org/article/2023/10/23/funds-help-oregon-begin-removal-abandoned-derelict-vessels-state-waterways/>

Sincerely,

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