

**HB 2695 A STAFF MEASURE SUMMARY**  
**Senate Committee On Business and Transportation**

**Carrier:** Sen. Roblan

---

**Action Date:** 05/10/17  
**Action:** Do pass the A-Eng bill.  
**Vote:** 3-2-0-0  
**Yeas:** 3 - Beyer, Girod, Thomsen  
**Nays:** 2 - Monroe, Riley  
**Fiscal:** Has minimal fiscal impact  
**Revenue:** No revenue impact  
**Prepared By:** Patrick Brennan, LPRO Analyst

---

**WHAT THE MEASURE DOES:**

Exempts certain towing vessels and their towed barges from the requirement that a licensee of the Oregon Board of Maritime Pilots pilot the vessel.

**ISSUES DISCUSSED:**

- Ships make regular runs hauling logs from Canada to Coos Bay
- Possible impact of federal trade negotiations on log imports
- Different requirements for interstate and international shipping
- Danger inherent to traversing the bar

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

The Oregon Board of Maritime Pilots, established in 1846, is the state's regulatory agency that promotes public safety by ensuring that only well-qualified persons are licensed to pilot vessels entering and leaving Oregon ports. The nine-member board consists of three pilots, three shipping industry representatives and three public members, all appointed by the Governor. The Board operates pilot trainee and apprentice programs, investigates incidents involving licensees and trainees, issues licenses and regulates rates charged by pilots for their services.

Current law requires that vessels traversing the Columbia River Bar, Coos Bay or Yaquina Bay be piloted by a licensed bar pilot. House Bill 2695-A exempts vessels engaged in the coasting trade between British Columbia and Oregon from this requirement in cases where the towing vessel is piloted by an individual holding the appropriate federal mariner license.