

Testimony: HB 2695 Support and Amend

I'm John Weigant, 18989 NE Marine Drive, Slip 15, Portland, OR 97230. (503-841-1727)

Qualifications to testify:

Paddling: 1952-2015: canoe; 1969-current: kayak; 1993-current: dragon boat

Sailboat owner: 1975-current

Naval Officer: 1962-66

Floating Home owner/resident: 1993-current

Urban Planner: 1971-1989

Futurist: 1974-current

Testimony: I invite your attention these facts: Oregon State Marine Board (OSMB) could reduce climate change, but its actions promote it. For example, last session it imposed a Water Access "Fee" on human-powered boaters, which it's actually a tax violating the 1859 Act of Congress Admitting Oregon to the Union. OSMB called it a fee, but it does not satisfy the definition of "fee;" it's a tax to serve (a subset of) the general public. Human powered boaters don't cause climate change, but their exercise promotes fitness, in the public interest. But the fuel used by power boaters pollutes both air and water, and is substantial: fuel taxes are 28% of OSMB's non-federal revenue, about 18 million gallons, and is just part of the fuel they use.

Nor do sail boats cause noticeable climate change. Example: my 1957 26-foot sailboat has a 7.5 hp outboard that moves it near its maximum (hull) speed, which I use rarely. Wind is sustainable power. Yet my registration fees (at \$5.95/foot) are triple those of my neighbors' 9-foot 265 hp jetskis, whose usual goal is to run at full power, making as much noise, wakes and damage as possible. Another close neighbor has a cabin cruiser with twin 350 hp engines. My fun is proportional to my skill level; theirs is proportional to fuel use.

I ask you to amend this bill to include climate change awareness by its board members. Fishing is named 3 times, the environment twice (but not necessarily climate change), other special interests 1 each, and the future, none.

The world must be zero-carbon by 2050, just 29 years away. That includes boats. Human powered boats are already zero carbon, and sailboats nearly so. Many power boats are stored on trailers that require heavy tow rigs, and on large lots, increasing secondary and tertiary carbon use. Human powered boats are transported car-top, and sailboats are more likely stored on water (trailer them is a major effort). Likewise power boats have a substantial part of their price embedded in the engines, so they are more expensive with shorter lives. Their greater cost implies their owners can afford higher registration fees, perhaps based on horsepower.

The intent of this bill is to improve representation. The future is insufficiently represented.

Thank you.

John Weigant