

Submitter: Daniel Harkavy

On Behalf Of:

Committee: Senate Committee On Energy and Environment

Measure: SB1589

My family and I have been regulars on this stretch of water for the past 26 years. We are in strong opposition to this bill. We observe the rules and understand the why behind them. We believe that this measure will deprive countless families of one of the greatest privilege's that come with living here in the PNW. We use all types of vehicles on this stretch of water ranging from paddle boards, kayaks, small fishing boats and wake surfing boats. A bill like this would seriously cause me and my family to consider moving which would be a shame and a potentially costly outcome since we have two businesses located in this area as well.

(b) The maximum loading weight of the motorboat is less than 5,000 pounds, which is the sum of the factory-specified dry gross weight of the motorboat and the factory-specified

maximum factory ballast capacity of the motorboat;

(c) The person provides the board with information regarding the motorboat's make, model,

length, dry gross weight and maximum factory ballast capacity specifications as listed by the manufacturer; and

I have not yet seen any sound reasoning for the above proposed limitation. And instead am reading the following on the bill.

SECTION 4. (1) The State Marine Board may conduct a study on increasing or decreasing the maximum loading weight prescribed in ORS 830.643. If the board undertakes a study, the board shall determine on the basis of objective, peer reviewed scientific research whether

increasing or decreasing the maximum loading weight is likely to:

(a) Have an adverse effect on the waters, beds and banks of this state;

(b) Have an adverse effect on aquatic, nearshore and shoreline habitats, fish and wildlife

habitats and salmonid habitats; or

(c) Exceed or violate state or federal turbidity limits.

(2) Before making a determination, the board shall consult with and receive comments

from the Department of State Lands, the State Department of Fish and Wildlife and the

Department of Environmental Quality.

(3) If the board undertakes a study under this section, the board shall report to the interim committees of the Legislative Assembly related to the environment, in the manner

provided in ORS 192.245, on the board's research, findings, determinations and recommendations, including recommendations for legislative changes, if any.

SECTION 5. (1) The amendments to ORS 830.643 by section 1 of this 2022 Act apply to

towed watersports motorboat certificates issued, renewed or replaced on or after the effective date of this 2022 Act.

(2) The amendments to ORS 830.649 and 830.652 by sections 2 and 3 of this 2022 Act apply

to actions occurring on or after the effective date of this 2022 Act.

SECTION 6. This 2022 Act being necessary for the immediate preservation of the public

peace, health and safety, an emergency is declared to exist, and this 2022 Act takes effect

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on its passage.

If there are real environmental concerns, I suggest the above proposed studies be done and then if damage is found, a solution such as being proposed be considered. This process makes no sense and I am strongly opposed!

Sincerely,

Daniel Harkavy