

OREGON CLEAN MARINA NEWS



Spring 2024

A MESSAGE FROM THE PROGRAM COORDINATOR

By Glenn Dolphin

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Welcome to the 2024 edition of the Clean Marina Newsletter.

The warmer days of springtime signal the kickoff of Oregon's traditional boating season. Over the past couple of years, we've seen the expansion of our Clean Marina community and I have hopes of attracting more in 2024. See page 11 for last years new member information.

As I was out traveling around the state last summer, I visited 21 marinas for their triennial re-certifications. There was a fairly high turnover with seven new marina managers learning about the Clean Marina program. It's great to still see the enthusiasm from the marina staff, both new and old, who continue implementing program standards. My job is to help newer staff become comfortable with all aspects of the program and build a solid partnership between us. The success of every Clean Marina means an environmental win for our waterways and recreational boaters.

Remarkably, the program is entering its 18th year of implementation and I've been with the Marine Board for all but its first year, when the program framework was developed by an agency intern. Given the program's longevity, it seems appropriate to give a big shout-out to our first certified facility, **Rocky Pointe Marina and Boatyard**, located on the Multnomah Channel, near the border between Multnomah and Columbia counties.

Over the last couple of years, the "hot" topic has been around the issue of abandoned and derelict vessels (ADVs), and our agency has been working with many of you to address your specific situations. The management aspect unfortunately remains a challenge for many marinas and moorages. The ADV Prevention Standards implemented back in 2021, are now beyond the phase-in period. If marinas are out of compliance, I will be asking managers to develop a formal plan of implementation describing how they can better address vessels of concern. This newsletter contains articles from partner agencies who are working on solutions to this problem. There are high hopes there's light at the end of the tunnel with new state funding and staffing with the Department of State Lands. Keep reading for the details about this exciting new program on page four.



NEW POLICY AND ENVIRONMENTAL PROGRAM MANAGER

By Alan Hanson

Hello all, my name is Alan Hanson, and I am excited to join the Marine Board as the new Policy and Environmental Manager. I look forward to the challenges ahead in this position. Let me start with my boating credentials. I obtained my Oregon Boating Safety Education Card in 2006, and I own a 15' Oozel canoe, a 14' Klamath boat, and a 17' Crestliner Super Hawk. Unfortunately, none of them get used as much as I would like!

This is a very interesting time to enter recreational boating. In the next ten years, I believe we will see some significant changes to how Oregonians use their waterways. We've already seen growth with nonmotorized paddlecraft introducing many new boaters to the state's beautiful waterways. I anticipate with

advances in battery technology, these crafts will soon become motorized. All while traditional motorized boating retains its strong popularity. The greatest challenge will be to ensure that there are waterways for everyone to enjoy.

I appreciate Glenn Dolphin, the Environmental Program Coordinator, and the consistency and stability he brings to the Clean Marina and the Aquatic Invasive Species Programs. My goal is to support Glenn in further developing these programs to increase participation and the reach of these two program areas.

The Policy Program Coordinator for the Marine Board is currently an open position, and I am working to find the right person to fill this role.

NEW OIL SPILL KITS AVAILABLE

This past winter, parts of the state experienced colder than normal temperatures for an extended period of time. While most boat owners do a good job of winterizing their boats, others don't. Consequently, during freezing weather through-hull fittings, and engine water intake sea strainers, can become compromised if not adequately winterized. As a result, several marinas within the Portland and upper Columbia River Gorge area saw several boats sink, requiring responses by specialized contractors and the ultimate need to deploy a marinas emergency oil spill kit. This is where the Clean Marina Program comes in, where you can request a re-supply of the items that were used during a response incident.

Over the years the spill kit inventory has remained the same with; 50 feet of oil absorbent boom (in 10ft sections), 50 absorbent pads along with a couple pairs of gloves and a disposal bag. What has

changed over the years is the construction of the actual hard plastic container that holds these supplies. It's evolved from a standard 55-gallon drum container to a garbage can with wheels that in the early years was a thin plastic material, to more recently when a much stronger, thicker plastic can was purchased. Therefore,

if you want a replacement kit to replace the one that you currently have (older thin plastic can), or to add a second kit to your marina, contact me to schedule a delivery of a new kit to your facility.



PROGRAM ITEMS AVAILABLE

A reminder to participating facilities that the items shown below are available and free to order. These include the required marina signage that might have become damaged and needs replacement, or perhaps you need a new flag. Maybe your boater spill kit supply has run low, or you have a fuel station and need a replacement “no-spill jug”, fuel nozzle custom spill pads or bilge socks. Please take inventory of these items and place an order to replace them if needed.



Oil spill reporting and certification sign—11”x17”

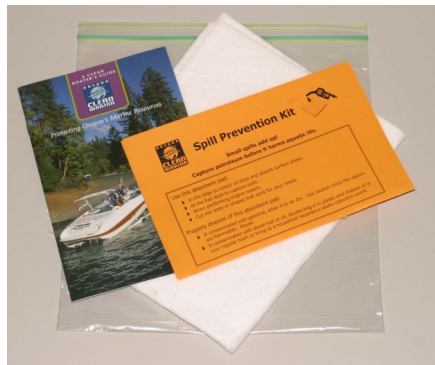
Fuel nozzle bib

REPLENISHING YOUR OIL SPILL RESPONSE SUPPLIES

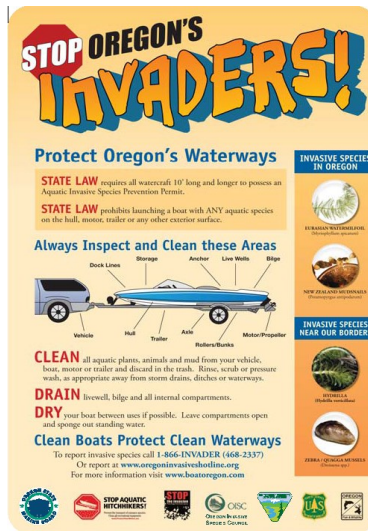
Facilities that are in good standing with the Clean Marina Program can have their oil absorbent materials replaced free of charge after they are used to respond and clean-up an oil spill. There is a one-page reporting form to document your supply use and the actions that were taken to respond to an incident. Please include photos.



Once the form is submitted and it's determined that the correct procedures were followed for reporting and responding to your incident, supplies will be replenished for your emergency spill kit.



Boater spill kit—boxes of 40 kits



AIS sign—18”x24”



Program flag



Boat bilge sock



No-spill jug

SPILLS aren't SLICK

Report ALL spills immediately

800-OILS-911

& U.S.C.G. 800-424-8802 or in Canada 800-889-8852

Be a good steward of your waters.

Prevent Spills:
Do NOT top off fuel tanks.
Avoid oily discharges, keep bilges dry and oil free.

OREGON ABANDONED AND DERELICT VESSEL PROGRAM

By Dorothy Diehl (Department of State Lands)

The readers of this annual Clean Marina Newsletter know all too well that abandoned, derelict, and otherwise discarded boats seriously threaten the use and enjoyment of Oregon's public waterways. Though there have been numerous local and regional efforts to address the growing issue over the years, without a dedicated statewide program and funding the state has been unable to make significant progress.

In 2023 the Oregon Legislature established the Oregon Abandoned and Derelict Vessel Program to be overseen by the Department of State Lands (DSL) in consultation and coordination with the Oregon State Marine Board, the Department of Environmental Quality, and the Oregon Parks and Recreation Department. The new ADV Program will strive to ensure that state-owned submerged and submersible lands are managed for the public interests in fishery, navigation, commerce, and recreation. Additionally, HB 5029 (2023) allocated \$18.76 million from the Monsanto PCB settlement to the newly established Oregon Abandoned and Derelict Vessel Fund.

Development of a proposed Abandoned and Derelict Vessel Program framework

- In 2023, DSL held more than 40 one-on-one listening sessions with stakeholders to gather perspectives on the scope of the problem, how it impacts certain entities, and potential solutions. This process also helped to identify primary stakeholders to be included in the newly formed Abandoned and Derelict Vessel Workgroup.

- Since September 2023, the Workgroup has met regularly to provide input on key elements of the statewide Program. The 24 workgroup members represent a wide variety of perspectives and expertise, including experience working in public ports, marinas, waterway recreation, environmental protection, vessel salvage, insurance, and local government.
- The proposed Program framework includes core focus areas identified by the Workgroup, including mechanisms for how the Fund can be used; sustainable funding options; prevention methods; vessel reporting and mapping; technical assistance; disposal; and education and outreach. Within each focus area, directions for future work of DSL staff have also been identified. DSL will consider public input and incorporate it as appropriate into the Program framework, which will be finalized in April 2024.

In coordination with the Workgroup, DSL has identified a few challenges future legislation could help overcome. These include securing sustainable and reliable funding for the Program, eliminating unnecessary barriers to the efficient disposal of marine debris, and clarifying the responsibilities and liabilities of parties connected with abandoned and derelict boats. DSL and the Workgroup are currently working on the form these legislative solutions might take, with a legislative concept anticipated to be brought forward in the 2025 Legislative Session.

For more information, please contact Waterways Stewardship Manager Josh Mulhollem at:

joshua.mulhollem@dsl.oregon.gov.

METRO BOAT TURN-IN PROGRAM

By Stephanie Rawson (Metro)

In a collaborative effort to address the issue of abandoned boats cluttering our waterways and public spaces, Metro, in partnership with the Oregon State Marine Board and the Multnomah County Sheriff's Office River Patrol, launched a temporary boat turn-in program in 2023.

The boat turn-in program provided accessible disposal options to boat owners within the Metro Service Boundary, helping them to dispose of unwanted, unseaworthy, damaged or poor condition boats. The program disposed of 107 boats between April and October 2023.

When end-of-life boats are given away or sold for a low price, they often end up abandoned or dumped in waterways and public spaces. This not only poses environmental hazards but also leads to a financial burden on local communities. Boat disposal costs can range from a few hundred dollars to over \$3,000, depending on the size and hauling needs of the boat.

Through an application process, boat owners initiated the process of responsibly dismantling and disposing of their boats, all at no cost to them. The program offered two options for boat owners: "express turn-in" for those who could deliver their boats to designated disposal locations in the greater Portland area, and "hardship turn-in" for owners who could not deliver their boats for disposal. Of the 107 disposed boats, 37 were hardship turn-ins.

By providing a cost-free and accessible solution, the program not only eased the financial burden for boat owners but also handled the logistical challenges of removing boats from water and transporting them to disposal facilities. This proactive approach was significantly more cost-effective than dealing with abandoned or dumped boats retroactively.

The program operated for six months and received 168 applications. The program spent \$253,603 on disposal and transportation costs with an average boat disposal cost of \$2,370. The primary reasons for turning in boats included the boat owner was deceased and the boat was old, not working or otherwise unwanted. The average age of the boats turned in was 46 years.

The program was made possible by the 2022 Oregon Legislature House Bill 5202, which awarded Metro with a \$10 million investment to address waste impacts from the COVID-19 pandemic. Metro is the elected regional government that regulates and guides the garbage and recycling system in greater Portland including most of Clackamas, Multnomah and Washington counties.

The local Portland news station FOX channel 12 put together a good story about this project that you can view by clicking on this link: (use the "Ctrl" button on your keyboard and the left mouse button together to view)

[107 ADVs were removed](#)



SUCCESSFUL PARTNERSHIP IN NEWPORT'S YAQUINA BAY

One of the many topics I talk with marina managers about is the need to build partnerships with a strong foundation. The Marine Board relies heavily on willing partners to accomplish our agency mission and asks marina managers to also seek out relationships with their local partners. One key partner includes your local County Sheriff's Office Marine Patrol Unit. The Marine Board contracts with 31 counties and the Oregon State Police Fish and Wildlife Division for state-wide enforcement of fish, wildlife and boating law enforcement.

A perfect example is the Port of Newport and the Lincoln County Sheriff's Office. In 2019, the Marine Board discovered deteriorating conditions at the South Beach Marina, managed by the Port of Newport. Non-compliance for registration by moored boaters was high. Additionally, many boats were deemed unseaworthy, and in derelict conditions posing a high likelihood of abandonment at the docks. The local Lincoln County Marine Patrol Deputy Dion Blake was made aware of the situation and was asked by Marine Board staff to help with compliance. Deputy Blake contacted the port staff overseeing marina operations and came up with a mitigation plan. In Dion's words, "To capture lost state registration revenue, and overcome the burden we were facing with ADV's, we needed to rebuild our working relationship with marina management." Deputy Blake adds, "Working closely with marina staff is helping improve our marine law enforcement work and enables us to better support the marina staff with trainings about boating laws leading to better two-way communication." The end result is port staff now take a tougher stance on expired registrations and notify boat owners about registration non-compliance. This has saved time for law enforcement who used to spend countless hours determining ownership and locating

responsible parties.

The first step was to communicate to boat owners their vessel was out of registration compliance. The Marine Board created a yellow warning sticker which was placed on their boat, indicating their non-compliance status and the regulating authority. This sticker also shows other boaters at a marina that law enforcement officers or marina staff are present at a facility and holding boat owners accountable to state law registration requirements for moorage. The warning sticker has proven to be a valuable tool because boaters don't like having the sticker on their boat and once it's been seen by an owner, they have been contacting the port or sheriff's staff within 24-48 hours after posting seeking corrective action. To assist with this notification effort, the port has spent a significant amount of time updating their boat owner's contact information and following up on the required insurance policies as part of the owner's moorage contract. Additionally, boat sales and tracking new ownership in the marina is a key element to accurate records for the Marine Board and marina staff if a vessel becomes abandoned.

The following are several key successes from this partnership initiative. Deputy Blake recently provided the following as examples:

- Registration compliance at the port is at an all-time high. Our most recent dock walk revealed only 8 expired registration stickers. This doesn't include the vessels currently in the seizure process by the port. If we compare this back to 2019, when we found 88 expired registrations at the docks, this is a huge improvement. Additionally, day-use boaters using the ports launch ramp have shown a higher-than-normal compliance rate with registration as law enforcements presence at the facility has increased and the local word of mouth has gotten out.

NEWPORT PARTNERSHIP CONT.

- Relationships between law enforcement and the Port of Newport are a key to the continued success. We've built a relationship of trust and teamwork, and the port has expressed working together has impacted more than just the registration compliance issue. The regular presence of law enforcement at the marina has also assisted with lowering vandalism and crime rates at the facility.
- The port has taken a stronger position to address vessels that are not in compliance with the moorage agreement. This has impacted the time a derelict vessel is left on the water as well as assisted in the timely removal of a vessel if needed. This timely removal of ADV's from the water to a storage spot on land has also reduced the financial burden and environmental pollution exposure that these vessels pose.
- With the ports moorage tenant records being kept more up to date than in the past, this has resulted in better communications with and knowing the location of responsible parties that have failed to complete the boat re-titling and registration process.

Deputy Blake continues, "We highlighted this partnership model to other local marinas and are now achieving similar results. The Embarcadero Marina registration compliance is also at an all-time high. The Harbormaster and office staff at this marina have also proven to be excellent partners addressing and maintaining compliance at their facility. The marinas in Yaquina Bay are now diligently working to remove ADV's from the water and limiting the environmental and financial exposure they pose. The curb side appeal of a clean and ADV free marina, is far more inviting to the community along with current and future moorage customers."

In conclusion, Deputy Blake had the following to say, "I can't underscore enough how much good this project and outcomes have produced. Marina managers have expressed their appreciation and continue to develop new policies and procedures to maintain a clean and healthy operating environment."

A hearty congratulations to everyone involved who stepped forward, especially Deputy Blake and Kody Robinson the Ports Harbormaster. I encourage all marina staff to look for opportunities like this one for your facility.

VESSEL REGISTRATION VIOLATION

This vessel is not in compliance with Oregon Revised Statutes (ORS) Chapters 830.770-830.830, which require all vessels on waters of this state, including while at moorage or anchor, to display identifying numbers and current validation stickers in the manner described in state law. Federally documented vessels are exempt from displaying state-issued identifying numbers but shall display current validation stickers.

OBSERVED VIOLATION

_____ Current validation stickers are not present or are not correctly displayed.

_____ Identifying number ("OR #") is not present or is not correctly displayed.

_____ If vessel is federally documented, vessel name and home port are not correctly displayed.

_____ Other: _____

Posted on: Date: _____ Time: _____

Vessel description: _____ Slip Number or location: _____

Posting Agency: _____ Agency phone number: _____

A copy of this notice will be shared with the port/marina manager, local law enforcement, and/or the Oregon State Marine Board as appropriate. Additional action against the owner of the non-compliant vessel may be forthcoming. Violations of these statutes carry a fine of up to \$265.

For assistance with vessel registration, contact the Oregon State Marine Board at 503-378-8587.

Boat registration warning sticker, used during the work described within this article.

ANNUAL GOLDEN ANCHOR AWARD Port of Brookings

Our annual award is now in its fourth year recognizing certified facilities going above and beyond in their efforts to protect the environment. We realize that all program participants are doing great work and by remaining a certified marina after your reoccurring three-year evaluation, it's a major accomplishment for all participants. However, every summer a facility (marina or boatyard) stands out as going above and beyond the basic implementation of program standards. The Golden Anchor Award is aimed at Clean Marina facilities who completed their re-certification evaluations during the previous year's field season (Summer of 2023 for this cycle). The award recipient receives kudos from the Marine Board, is highlighted in this section of the newsletter, and receives a framed certificate signed by the Marine Board Director.

This year's award was the most difficult decision to date. Three coastal marinas stood out from the rest. You read about the great work being done in Newport back on page six, and this year's honorable mention is highlighted on page ten, so that just leaves this year's recipient... the Port of Brookings Harbor!

The Port became a certified facility in 2012 and has consistently improved throughout the years. Every time I visit this southern port, I'm impressed with the professionalism of Port Manager Travis Webster and his staff put into managing their facilities. Whenever there's a recommendation Travis and his staff have always been very receptive to the suggested improvement. This was absolutely the case back a few years ago when the new Abandoned Derelict Vessel prevention standards came on-line. This port, as was the case with most ports along the coast, was struggling with low boat registration

compliance along with moored, unseaworthy boats that had unresponsive or missing owners. I personally remember walking the ports docks in 2020, documenting the boat registration non-compliance issue and interacting with a boat owner who happened to be on his boat that day. As I walked by with my agency uniform on while holding a clipboard, he made a comment to me and said, "it's about time someone from the state has come down here to start doing something about all of these boats that are out-of-compliance. I do my part to register my boat so maybe you can do something about all of these other boaters?" My response was, "I'm here documenting the problem and will be working with the port staff to find solutions. Thank you for registering your boat with the Marine Board and hopefully you will notice a difference during the coming years."

What a big difference out on the docks at this port, now! When the ADV prevention standards became formalized in 2021 and guidance was given to certified facilities to start implementation, the Brookings staff didn't hesitate to start the process. They started inventorying the problem out on the docks and contacting boat owners who needed to address issues with their vessels. They started educating owners about federally documented boats also requiring Marine Board registration under state law; ultimately, holding moorage customers accountable to the compliance with marina rules as outlined in signed contracts. The Port of Brookings was also the first facility to apply under the AVRAP Program to the Marine Board (see 2022 and 2023 newsletters for more details) for financial assistance



GOLDEN ANCHOR AWARD CONT.

to remove abandoned boats from their facility. Now, if a boat doesn't meet established regulations, port staff will actively work with the owners on seaworthiness and compliance, offering to help find the least costly solution for their situation without having to use penalties but rather incentives, to gain compliance. The Port of Brookings also owns an adjacent boatyard, to hoist boats out of the water and allow owners to work on necessary maintenance activities. The Port also implemented a payment plan for those who might not have the financial means to pay for everything all at once. By intervening early and offering solutions to those who are willing to work together in good faith, this port has been able to interrupt the cycle of boats becoming abandoned at the docks and consequently negatively impacting the environment. It's been reported that the entire marina during the month of March this year had 100% compliance with boat registrations. Only a few boats are on the port's list for completing maintenance. Seaworthiness demonstrations are now common practice on a

monthly basis, if deemed necessary by port staff.

Other implemented best management practices include:

- fish cleaning station, which is fully enclosed and able to be locked at night.
- stormwater drains in parking lots have oil absorbent materials installed and are replaced twice a year.
- upgraded the fuel dispensing pump, along with a rebuild of the floating fuel dock itself and the uplands area that connects this dock to the shore.
- maintain two separate boat sewage pump-out stations and have their used oil and antifreeze collection area located inside a locked shipping container for better control of what goes into the tanks (customers have to contact the Port office for disposal). These collection tanks are completely out of the weather elements adding to the environmental protection.

Great job and congratulations to the Port of Brookings on their well-deserved recognition!



Port BMP's:

Upper left—Fish cleaning station

Lower left—Indoor recycling station

Lower middle—Oil absorbents placed in storm drains

Right—AIS sign at the boat ramp area



GOLDEN ANCHOR AWARD—HONORABLE MENTION



Last year marked the inaugural Golden Anchor Award Honorable Mention category and this year there was another difficult decision to make.

As a very close second place to this year's award considerations, the **Salmon Harbor Marina** earned this year's recognition. This marina is located in Winchester Bay, just south of Reedsport on the Oregon coast. The facility is owned and managed by Douglas County and is a long-time certified Clean Marina participant. The facility has a lot of program components to operate and manage, and they do an amazing job keeping up with it all. A few years ago, when the marina hired a new manager, it coincided with the ADV prevention standards coming on-line.

When new managers are hired at certified marinas, I try and make a point of meeting with them during their first year on the job. When I met with Jim Zimmer, he was excited about the opportunity to help this marina get a handle on the number of boats that were showing signs of being unseaworthy, and to work on fully implementing the moorage customer insurance policy requirement. I have seen this facility under Jim's leadership and his hard-working maintenance supervisor, Ryan Sullens, be willing to tackle and achieve success on dock issues. Not only have they made some great progress, but every time I conduct an evaluation, they routinely score high marks demonstrating their commitment to maintaining their facilities to go above and beyond the basic requirements.

Great job Jim, Ryan and the rest of the staff at this marina!

PROGRAM STANDARDS, IMPLEMENTATION AND NEXT STEPS

As you have read about within this newsletter and in recent editions, improvements to the program during the last couple of years were aimed at addressing vessels of concern before becoming abandoned or in the worst cases, sinking. Managers have been asked to increase the oversight of boats at their facilities and hold boat owners accountable for the condition their boats are kept in while moored. You have read about some recent success stories and so there is momentum and a light at the end of the tunnel.

After 17+ years of walking docks around the state, I've seen non-seaworthy boats deteriorate year after year and this is why the ADV prevention standards were developed. As a review, the standards now include:

- a minimum of an 80% compliance rate for motorboat and sailboat registrations when moored in Oregon waters (let's all strive

for a higher percentage).

- a requirement for all boats to be in *seaworthy condition; and,
- an adequate insurance policy is maintained for each moored boat.

For the prevention standards to work as intended, all three elements need to be enforced with consequences for non-compliance. These standards will continue to be a high priority during site visits this summer. There's been improvement with active intervention at some facilities, while others are taking much needed steps in a positive direction. With continued momentum, there is hope that by working together we can overcome ADV pollution impacts and ultimately prevent problems from happening into the future.

** A seaworthy ship or other vessel under common law is one that is fit for the normal perils of the sea and offers reasonable safety to those on board.*

PROGRAM CERTIFICATION UPDATE

Last year another new facility was certified to join our community. Let's welcome the **Fern Ridge Shores Marina**, located on Fern Ridge Reservoir in Veneta, just west of Eugene. This is a privately-owned marina, managed by a small staff, with summer moorage available to boaters. Fern Ridge Shores Marina has an adjacent RV park with year-round residents, making this a unique facility in our Clean Marina community. Fern Ridge Reservoir, along with many others in western Oregon, has its remaining water drawn down during the fall months resulting in marinas shutting down and boats having to be removed from the marina due to low water levels. This is a facility that has a very small unimproved boat ramp and 102 moorage slips.

Being a smaller facility with limited infrastructure, it was a more straightforward certification process to meet the program standards. The biggest project for this marina was adding environmental protection measures to their written moorage rules. They also had to post the standard signage throughout the facility and implement the emergency response plan (aka the "Panic Preventer File").

All these elements were provided during initial site visits. It was great to see the staff embrace the process and complete their certification nine months into their preliminary status. This is the second marina on Fern Ridge Reservoir to join the Clean Marina program in the past two years. We hope other facilities on this reservoir will also join the program in the near future.

Clean Marina Recertifications

Every boating season, participating facilities receive re-certification site visits every three years. These evaluations ensure that each facility is still meeting the standards of the program. During these visits if deficiencies are found, they are addressed and program supplies are delivered if needed. The following facilities were re-certified during 2023:

- Coos Bay Yacht Club
- Garibaldi Marina
- Hayden Bay Marina
- Island Cove Floating Homes
- Jantzen Bay Marina
- McCuddy's Big Oak Marina
- McCuddy's Landing Marina
- McCuddy's Marine Drive Marina
- Port of Astoria Marina
- Port of Astoria Boatyard
- Port of Brookings Harbor

- Port of Bandon Marina
- Port of Columbia County Scappoose Bay
- Port of Coos Bay Marina
- Port of Coos Bay Shipyard
- Port of Garibaldi Marina
- Port of Gold Beach
- Port of Newport South Beach Marina
- Salmon Harbor Marina
- Sundance Marina
- Tomahawk Bay Marina

Marina Spot Checks

This practice was introduced in 2017 to provide checks and assistance to participating marinas in-between scheduled visits. Therefore, as staff travel the state, they perform short unannounced site evaluations of certified facilities along the travel route. This ensures that Clean Marinas are maintaining their facilities in alignment with the program standards, and also allows staff to provide any needed program assistance.

AQUATIC INVASIVE SPECIES PROGRAM UPDATE 2023 ANNUAL REPORT COMPLETED

Executive Summary

In 2009, the Oregon Legislature passed House Bill 2220 that created the Aquatic Invasive Species (AIS) Prevention Program and established a new user fee for boaters (AIS Prevention Permit), which funds the AIS Prevention Program. The September 2023 discovery of quagga mussel veligers in the Snake River below Twin Falls, Idaho emphasizes the importance of the AIS Prevention Program to help protect Oregon's waters from the introduction of aquatic invasive species and limit the spread of existing aquatic invasive species. The Oregon Department of Fish and Wildlife (ODFW) and Oregon State Marine Board (OSMB) are partners in managing the AIS Prevention Program. Watercraft inspection staff activities are managed by ODFW. Administration of the AIS Prevention Permit and law enforcement coordination are managed by OSMB.

ODFW operated five watercraft inspection stations located near Oregon's southern, eastern, and northern borders. Ashland and Ontario watercraft inspection stations operated year-round. The Klamath Falls station opened in May and closed in mid-September, the Brookings station opened in June and closed in September, and the Umatilla station opened in June and closed in October. This year, the AIS program also added a two-person Roving Team based in Salem. The Roving Team's original objective was to conduct AIS outreach and education activities at various boat ramps around the state, including the State Fair, but due to staffing issues, the team focused instead on filling staffing gaps at the Ontario inspection station. All motorized and non-motorized boats (canoes, kayaks, rafts, etc.) regardless of size are required to stop at inspection stations. In 2023, five stations conducted 16,428 watercraft inspections and 336 watercraft decontaminations, which included nine for quagga or zebra mussels (*Dreissena rostriformis bugensis*, *D. polymorpha*, respectively).

In the 2023 fiscal year, revenue generated from AIS Prevention Permit totaled \$926,296. The AIS Prevention Program provided (either partial or full) funding for seven full-time positions, and ten seasonal or part-time positions. Additionally, these funds supported law enforcement activities such as checking boaters for a current AIS or the Waterway Access Permits and enforcing mandatory stops at watercraft inspection stations. State and county law enforcement officers issued 2,171 warnings and 218 citations for failure to possess an AIS or a Waterway Access Permit and 56 warnings and nine citations for failure to stop at a watercraft inspection station.

The program received additional funding from the US Army Corps of Engineers as part of the Water Resources Development Act (WRDA). This grant provided \$616,352 over 18 months and was used to help fund additional inspectors and hours of operation at the inspection stations.

During 2023, the watercraft inspection program faced several challenges including intermittent closures of some inspection stations due to unhealthy air quality and road closures from wildfires, low water levels at several lakes and reservoirs, and difficulty hiring staff at several stations.

Boat intercepted at an ODFW watercraft inspection station. This boat was inspected and quagga mussels were found. ODFW decontaminated the boat on-site and re-inspected with no additional mussels found.





Primary Agency Address:
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Suite 400
Salem, OR 97301

Mailing Address:
P.O. Box 14145
Salem, OR 97309

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E-mail:
marine.board@boat.oregon.gov

Find Us Online

Boat.Oregon.gov

Connect with us
Online!



The Oregon Clean Marina Program is a voluntary environmental certification program that recognizes marinas, boatyards, yacht clubs, and floating home moorages. The program is implemented in a non-regulatory manner because the Marine Board is not an environmental enforcement agency. Free technical assistance is offered to interested facilities and if environmental problems are identified, then solutions are sought through a partnership, not an enforcement action. Along with being in compliance with existing environmental regulations, certified facilities are asked to implement a high percentage of environmentally responsible practices. The goal of this program is to help protect and improve local water quality by promoting the usage of environmentally responsible practices at marinas. The program provides information on how to eliminate or reduce the input of polluting materials – such as oil, paint, cleaning chemicals, sewage, fish waste, and trash – into the environment.

How to become a certified marina:

- ◆ Learn about the program – contact the program coordinator for details.
- ◆ Take the Clean Marina pledge – sign the form and work towards pursuing certification within one year or less.
- ◆ Conduct a self-assessment – after reviewing the program guidebook, use the checklist to evaluate your own facility. Or contact the program coordinator for technical assistance to complete a comprehensive evaluation of the marina facilities.
- ◆ Checklist – categories include moorage rules, boater education, ADV management, solid waste and stormwater management, sewage and common waste management, fueling, uplands and building maintenance and emergency planning. Items can be required by law, by the program, or optional to implement.
- ◆ Schedule a confirmation visit – once it is determined that a facility meets the necessary requirements a confirmation site visit is scheduled. This occurs with the marina manager and the program coordinator. A passing score for certification is 85% however; most of the certified facilities score much higher than the minimum.
- ◆ Receive your certification – once you pass, you can receive your certification and other rewards (see incentives below).
- ◆ Maintain your certification – Every three years the program coordinator will schedule an on-site visit to confirm everything is still meeting the program standards.

Program incentives:

- ◆ Receive a Clean Marina Flag to fly at the marina
- ◆ Receive a framed certificate signed by the Oregon State Marine Board Director
- ◆ Receive a 45-gal dock-side oil spill response kit with; 50ft of absorbent boom in 10ft sections that link together, 50 oil absorbent pads, non-latex gloves and disposal bags.
- ◆ May receive a discount on marina environmental liability insurance premiums (dependent on insurance company policies)
- ◆ Obtain official State recognition for being good stewards of the environment
- ◆ Ensure your facility is in compliance with environmental regulations
- ◆ Receive recognition in Marine Board publications and on the agency's website
- ◆ Have access to free environmental technical assistance from the program staff
- ◆ Promote your facility as being an environmental steward and get authorization to use the program logo to display on websites, signs, newsletters etc.
- ◆ Receive free materials to hand out to boaters or homeowners (for example oil absorbent pads and oil bilge socks)

Contact Glenn Dolphin if you would like to learn more, schedule a site visit or if you have any questions: glenn.dolphin@boat.oregon.gov or 503-856-6709