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SHEMIA FAGAN  
SECRETARY OF STATE

CHERYL MYERS  
DEPUTY SECRETARY OF STATE



ARCHIVES DIVISION

STEPHANIE CLARK  
DIRECTOR

800 SUMMER STREET NE  
SALEM, OR 97310  
503-373-0701

**NOTICE OF PROPOSED RULEMAKING**  
INCLUDING STATEMENT OF NEED & FISCAL IMPACT

CHAPTER 856  
PUBLIC UTILITY COMMISSION  
OREGON BOARD OF MARITIME PILOTS

**FILED**

07/22/2022 12:18 PM  
ARCHIVES DIVISION  
SECRETARY OF STATE

FILING CAPTION: Proposed adoption of two new definitions.

LAST DAY AND TIME TO OFFER COMMENT TO AGENCY: 08/26/2022 3:00 PM

*The Agency requests public comment on whether other options should be considered for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.*

*A public rulemaking hearing may be requested in writing by 10 or more people, or by a group with 10 or more members, within 21 days following the publication of the Notice of Proposed Rulemaking in the Oregon Bulletin or 28 days from the date the Notice was sent to people on the agency mailing list, whichever is later. If sufficient hearing requests are received, the notice of the date and time of the rulemaking hearing must be published in the Oregon Bulletin at least 14 days before the hearing.*

CONTACT: Susan Johnson  
971-673-1530  
susan.johnson@obmp.oregon.gov

800 NE Oregon St.  
Suite 507  
Portland, OR 97232

Filed By:  
Susan Johnson  
Rules Coordinator

NEED FOR THE RULE(S)

Terms require defining for the purposes of ORS 776.115(5)(a).

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE

Rules Committee Meeting Notes 7/1/22; Board Meeting Minutes 7/21/22.

STATEMENT IDENTIFYING HOW ADOPTION OF RULE(S) WILL AFFECT RACIAL EQUITY IN THIS STATE

This will have no effect on racial equity in the state.

FISCAL AND ECONOMIC IMPACT:

There is no fiscal or economic impact.

COST OF COMPLIANCE:

*(1) Identify any state agencies, units of local government, and members of the public likely to be economically affected by the rule(s). (2) Effect on Small Businesses: (a) Estimate the number and type of small businesses subject to the rule(s); (b) Describe the expected reporting, recordkeeping and administrative activities and cost required to comply with the rule(s); (c) Estimate the cost of professional services, equipment supplies, labor and increased administration required to comply with the rule(s).*

The Board has no authority over any entity other than its licensees.

DESCRIBE HOW SMALL BUSINESSES WERE INVOLVED IN THE DEVELOPMENT OF THESE RULE(S):

The Board has no authority over any entity other than its licensees.

WAS AN ADMINISTRATIVE RULE ADVISORY COMMITTEE CONSULTED? NO IF NOT, WHY NOT?

The proposed rules are recommended by the Board's Rules Review Committee and Board counsel.

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AMEND: 856-010-0003

RULE SUMMARY: Adds two new definitions.

CHANGES TO RULE:

856-010-0003

Definitions ¶¶

- (1) "Barge" - A general term for a heavy, flat bottomed, often rectangular vessel used to carry cargo, usually in sheltered and inland waters but also, sometimes at sea; usually pushed or towed by tug. By U.S. Government definition, barges are any non-self propelled vessels other than houseboats and dredges.¶¶
- (2) "Loaded tanker" - A tanker whose mean draft equals or exceeds 80 percent of its maximum allowable draft, or whose mean draft exceeds 30 feet.¶¶
- (3) "Ocean-going vessel" - Any ship actively engaged in carrying cargo or passengers for hire in offshore navigation between ports.¶¶
- (4) "Pilot" - An individual licensed pursuant to ORS Chapter 776 and any individual who had notified the board that the individual is in a pilot trainee status.¶¶
- (5) "Pilotage" - The act or business of piloting. Also the fee paid for a pilot's services.¶¶
- (6) "Piloting" - The act of assisting the master of a vessel in navigating the vessel while it is underway on a pilotage ground.¶¶
- (7) "Licensed physician" - Means an individual who holds a degree of Doctor of Medicine or Doctor of Osteopathy and has a valid license issued by the Oregon Board of Medical Examiners or the Washington Medical Quality Assurance Commission.¶¶
- (8) "Ship" - A floating, decked vessel that is self-propelled and regularly carries cargo or passengers for hire or is engaged in military purposes in deep water oceanic navigation. Deep water oceanic navigation is navigation in seas beyond the territorial jurisdiction of the United States.¶¶
- (9) "Ship turn" - For purposes of OAR 856-015-0010(4), "ship turn" is defined as meaning turning a ship in the Willamette River from a generally upstream orientation to a generally downstream orientation, or from a generally downstream orientation to a generally upstream orientation, which may be made with or without the aid of a tug or towboat.¶¶
- (10) "Tank barge" - A barge with double bottoms designed to transport liquids.¶¶
- (11) "Tanker" - A vessel specially constructed for carriage of bulk liquids including, but not limited to, petroleum and its products, chemicals and liquified natural gas.¶¶
- (12) "Transit" - For purposes of OAR 856-015-0010(4) a "transit" is a complete trip over part of the Columbia and Willamette River pilotage ground, with one end of the trip at Astoria and the other end at Portland or Vancouver harbor. A transit also includes any combination of trip segments between ports or anchorages, which together begin at Astoria and end at Portland or Vancouver harbor, or begin at Portland or Vancouver and end at Astoria.¶¶
- (13) "Trip" - Any instance of travel by a vessel under the direction of a pilot as required by ORS 776.405 between two points on any of the pilotage grounds defined by 776.025(1) through (4).¶¶
- (14) "Tug"; "towboat"; "towing vessel" - A commercial vessel of small tonnage which is engaged in or intending to engage in the service of pulling, pushing or towing alongside or any combination of pulling, pushing or towing alongside.¶¶
- (15) "Unlimited state-licensed pilot" - An individual who holds an Oregon license to pilot a vessel without any restriction or limitation.¶¶
- (16) "Upper harbor in Portland" - That portion of the pilotage ground defined by ORS 776.025(2) lying on the Willamette River between the St. Johns Bridge and the Ross Island Bridge.¶¶
- (17) "Vessel" - Includes every description of water craft, including nondisplacement craft, used or capable of being used as a means of transportation on water, except that, for the purposes of ORS 776.405(1)(a), and the board operations fee authorized by Oregon Laws 2013, Chapter 539, a barge is not a vessel.¶¶
- (18) "Working pilot" - An unlimited state-licensed pilot who regularly provides piloting services for compensation pursuant to the published tariff.¶¶
- (19) "Pilot apprentice trainee" - For purposes of OAR 856-015-0025, an individual who does not meet the experience requirements of 856-015-0010(3) and (4), and who has been certified by the Board to enter the Apprentice Training Program.¶¶
- (20) "Pilot trainee" - For purposes of OAR 856-015-0025 and 856-015-0020, an individual who meets the experience requirements of 856-015-0010(3) and (4)(a).¶¶

(21) For the purposes of ORS 776.600(1)(a), the following definitions apply;¶¶

(a) "Vessel Assistance" or "Assisting the vessel," means:¶¶

(A) Use of a vessel;¶¶

(B) Through mechanical means for:¶¶

(1i) Pushing the vessel being piloted;¶¶

(2ii) Pulling the vessel being piloted; or ¶¶

(3iii) Towing alongside the vessel being piloted, when the assist vessel is tethered to the vessel being piloted and helping to guide it; and¶¶

(C) With navigational changes, or when maneuvering. ¶¶

(b) Financial Interest means:¶¶

(A) Income;¶¶

(B) Honoraria or other payment for services;¶¶

(C) Equity, including but not limited to:¶¶

(1i) Stock options; and¶¶

(2ii) Stock, excluding stock in a company that owns boats or equipment assisting ships on the Coos Bay bar pilotage ground or the Yaquina Bay bar pilotage ground and is registered on a national securities exchange; or¶¶

(3iii) Other security representing ownership interests; and¶¶

(D) Royalties.¶¶

(c) Entering the Bay means:¶¶

(A) Transiting from any point along a line drawn from the seaward extremity of the Coos Bay South Jetty to the seaward extremity of the Coos Bay North Jetty;¶¶

(B) to a point inside Coos Bay when and where the first mooring line is made fast from the vessel being ¶¶

(d) Exiting the Bay means:¶¶

(A) Departing from a point inside Coos Bay when and where the last mooring line is let go from a terminal or pier to the vessel being piloted;¶¶

(B) to any point along a line drawn from the seaward extremity of the Coos Bay South Jetty to the seaward extremity of the Coos Bay North Jetty.¶¶

(e) Emergency means:¶¶

(A) An unforeseen development that imposes an immediate hazard to the safety of the vessel, the passengers, the crew, the cargo, property, or the maritime environment, requiring urgent action to remove or mitigate the hazard; or¶¶

(B) A circumstance when a scheduled assist vessel fails to arrive, is impaired, or becomes otherwise unavailable.¶¶

(C) The pilot assigned is unexpectedly, physically or mentally incapacitated, less than 24 hours before the vessel is scheduled to be piloted.¶¶

(D) Any other unforeseen circumstance or unforeseen set of circumstances that will cause a vessel that is scheduled to arrive or sail within 24 hours to miss a tidal window, and which can be mitigated by using an additional assist vessel.¶¶

(22) "Distress" - For the purposes of ORS 776.115(5)(a), Distress means a situation wherein there is reasonable certainty that a person, a vessel or other craft is threatened by grave and imminent danger and requires immediate assistance.¶¶

(23) "Extraordinary Pilotage" - For the purposes of ORS 776.115(5)(a), Extraordinary Pilotage means situations that the current, regular rate order for the ground at issue does not set.

Statutory/Other Authority: ORS 776.115

Statutes/Other Implemented: ORS 776.600