

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11075 HOUSE TRANSPORTATION

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REPRESENTATIVE KEVIN MEYER

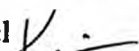
HOUSE DISTRICT 30

MEMORANDUM

DATE: March 7, 2003

TO: Representative Jim Holm
Chairman, House Transportation Committee

FROM: Representative Kevin Meyer 

RE: House Bill 81 Motor Vehicle  ns Inspection

At your earliest convenience, please schedule HB 81 Motor Vehicle Emissions Inspection for a hearing in the House Transportation Committee.

HB 81 streamlines existing motor vehicle emission statutes to improve compliance and enforcement, provide consistency between State departments, provide relief from extraneous requirements, and protect consumers.

Thank you for your time and consideration.

REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 30

House Bill 81

“An Act relating to motor vehicle emissions; and providing for an effective date.”

House Bill 81 streamlines existing motor vehicle emission statutes to improve compliance and enforcement, provide consistency between departments, provide relief from extraneous requirements, and protect consumers.

In areas that require motor vehicle emission programs, car owners have found several loopholes to evade programs and falsely register cars. Before a vehicle's registration can be renewed, a car must also have a current and valid emission inspection. A problem arises when the inspection expires and the registration is current. This creates a disconnect between the dates on the license plate and the certificate of inspection, and reduces the ability to enforce proper registration. HB 81 limits changes so that the emission inspection and the vehicle registration renewal date may be synchronized.

The same loopholes exist for title transfers. Before a title can be transferred for a 1987 or older vehicle, it must have an inspection dated within 12 months. When the title is transferred, often the registration is still current. When the new emission test is done for a title transfer, the vehicle has an inspection decal that is good for two years, but a registration that will expire in less than two years. HB 81 removes the requirement for yearly tests and synchronizes registration and emission inspections tests for all vehicles, regardless of age.

Enforcement of emission programs is an area of concern. The authority to enforce emission programs through registration renewal is within the Department of Administration. The entities responsible for administering the emission control programs, such as the Department of Environmental Conservation (DEC) and municipalities, do not have a direct mechanism to insure that vehicles are properly registered. HB 81 gives them that mechanism by extending the authority to enforce emission inspection requirements through proper registration to DEC and the municipalities that require such programs.

DEC has found that the current fine for a program violation is not a reasonable deterrent for egregious offenders. A \$200 fine seems manageable when costly repairs may provide an economic incentive to evade the program. Under Section 5, the fine is raised to \$500.

A consumer protection measure has been inserted into HB 81 in an effort to assist Alaskans who are shopping for a used automobile. HB 81 specifies that the used vehicle must display a valid emissions inspection decal, have a valid record of emissions inspection with the DMV, or have a certificate of inspection even though the certificate may show that the vehicle is not in compliance with program requirements. Consumers can feel comfortable knowing to look for the inspection decal, and know that the vehicle has met program requirements and is contributing to quality air standards.

House Bill 81 is a comprehensive clean-up act. The provisions contained in HB 81 will close loopholes in current emission programs and requirements, extend authority to those entities who oversee emission programs, provide an increased deterrent for those individuals who choose to evade emission programs, and protect Alaskans who are looking to buy used vehicles.

Last Updated: 2/25/03

Email: Representative_Kevin_Meyer@legis.state.ak.us • Toll Free: (866) 465-4945

Session: State Capitol, Juneau, Alaska 99801-1182 • Phone: (907) 465-4945 Fax: (907) 465-3476

Interim: 716 W. 4th Ave., Anchorage, Alaska 99501-2133 • Phone: (907) 269-0199 Fax: (907) 269-0197

REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 30

Sectional Analysis

House Bill 81

“An Act relating to motor vehicle emissions; and providing for an effective date.”

Section 1: Repeals the requirement that alternatively fueled vehicles are exempt from meeting emissions requirements in order to be registered.

Section 2: Provides that a motor vehicle registration period cannot extend beyond the expiration of any applicable emissions inspection certificate.

Section 3: Amends provisions that specify when an emissions certificate is required if the ownership of a vehicle is transferred. Provides that all vehicles, regardless of the year manufactured, must have an emissions inspection that is two years old or younger in order for a title transfer to occur.

Section 4: Amends provisions relating to commercial sales of used motor vehicles. Specifies that the inspection decal must be displayed on the windshield of the vehicle, the inspection records must be on file with the Department of Administration, or, if the vehicle is not in compliance with program requirements, then the certificate of inspection needs to be on file with the commercial dealer. These requirements are to be met when a vehicle is sold and is intended to be used in an area with an emissions inspection program.

Section 5: Increases the fine for violating emissions requirements to \$500.

Section 6: Repeals language relating to suspension or cancellation of a motor vehicle's registration for failure to meet emissions requirements.

Section 7: Creates authority for a department or municipality that enforces a pollution control program to determine if a vehicle is properly registered.

Section 8: Increases the fine for failing to display an emissions inspection decal to \$500.

Section 9: Effective date.

Last Updated: 2/25/03

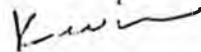
REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 19

MEMORANDUM

DATE: March 25, 2003

TO: Representative Jim Holm
Chairman, House Transportation Committee

FROM: Representative Kevin Meyer 

RE: HB 81 Motor Vehicle Emissions Inspection

Attached are letters of support from the Fairbanks North Star Borough I/M Program and the Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee.

The following individuals will be available for public testimony on HB 81:

1. Tom Chapple, Director of Air and Water Quality
Alaska Department of Environmental Conservation
(Anchorage Legislative Information Office)
2. Chuck Hossack, Deputy Director Division of Motor Vehicles
Alaska Department of Administration
3. James Armstrong, AMATS Coordinator
Municipality of Anchorage
(Anchorage Legislative Information Office)
4. Glenn Miller, I/M Program Manager
Fairbanks North Star Borough

Thank you for your time and consideration.



Fairbanks North Star Borough

809 Pioneer Road

P.O. Box 71267

Fairbanks, Alaska 99707-1267

907/459-1000

March 17, 2003

Representative Keven Meyer
State Capitol
Juneau, Alaska 99801-1182

Re: House Bill 81

Dear Representative Meyer,

Thank you for the opportunity to comment on House Bill 81. The Fairbanks I/M Program supports legislation that streamlines the motor vehicle inspection process and registration renewals with retention of program integrity. H.B. 81 is certainly focused in this direction and therefore, the FNSB I/M Program is in support of this bill. To further simplify the proposed amendments I would like to offer the following suggestion.

I have reviewed the proposed amendments and have comment regarding the proposed changes to AS 28.10.271. This statute addresses change of ownership requirements. AS 28.10.271 contains an amendment that reads, "(ii) has a certificate of inspection, but the certificate shows that the vehicle is not in compliance with program requirements". An individual that has a non-complying vehicle (or complying vehicle) and wishes to transfer ownership can do so under AS 28.10.271(d) (2) (A) or (B) without the certificate of inspection. Therefore, I do not believe this amendment is needed.

Thank you for your work on this legislation. Our office has been serving motorists since 1985 and we have experienced many regulatory changes, which affect those consumers. Therefore, we are very pleased to see proposed amendments that will in effect, simplify the vehicle registration renewal process. Please call me at 459-1005 at your earliest convenience so I may concisely confer my thoughts.

Sincerely,

Glenn E. Miller
FNSB I/M Program Manager

Cc:
David Leone, Special Assistant to the Mayor
Mayor Boyles, FNSB
Linda Anderson, Govt. Consultant

RECEIVED

MAR 24 2003



Anchorage
Metropolitan
Area
Transportation
Solutions

MUNICIPALITY OF ANCHORAGE
Traffic Department
Transportation Planning Division
Permit Center, 4700 S. Bragaw Street, 2nd Floor
P.O. Box 196650, Anchorage, AK 99519-6650
Voice (907) 343-7991 Facsimile (907) 343-7998
E-mail: armstrongjj@ci.anchorage.ak.us

March 20, 2003

Representative Kevin Meyer
State Capitol
Juneau, AK 99801-1182

Dear Representative Meyer:

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee is offering this letter of support for House Bill 81, "An Act relating to motor vehicle emissions; and providing for an effective date." HB 81 streamlines motor vehicle emission statutes to provide relief from motor vehicle emission inspections and improve compliance with enforcement efforts.

The motor vehicle emissions program is one of Anchorage's key programs to maintain its air quality and allow continued progress in our transportation planning and construction. As Anchorage moves from improving its air quality into maintaining its air quality, the motor vehicle emission program must operate as efficiently as possible.

Your proposed bill will not only assist Anchorage in ensuring its enforcement efforts are productive but it will also assist in protecting its citizens from extraneous emission testing. Transportation planning and ensuring air quality conformity are the fundamental responsibilities of AMATS. Any bill, such as yours, that assists our mission is greatly appreciated.

Sincerely,

David R. Eberle, (Chair)
Regional Director
Alaska Department of Transportation and Public Facilities

George P. Wuerch
Mayor
Municipality of Anchorage

Dick Traini
Chair
Anchorage Municipal Assembly

Tom Chapple
Director of Air & Water Quality
Alaska Department of Environmental Conservation

Doug Van Etten
Member
Anchorage Municipal Assembly

HB

93

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4

ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

MEMORANDUM

DATE: February 12, 2003
TO: Rep. Koehring *tblm*
FROM: Rep. Bruce Weyhrauch *BW*
SUBJECT: HB 93 – Boating Safety Reauthorization

Attached are materials in support of HB 93. At this time I respectfully request a hearing before your committee on this very important piece of legislation.

My predecessor, the Honorable Representative Bill Hudson requested that I take over this piece of unfinished work from his career. Rep. Hudson felt so strongly that he will be attending the hearings and intends to testify. For your information, HB 108 passed the 21st Legislature and HB 93 repeals the sunset set for the Boating Safety program which is paid for by federal marine fuel tax dollars.

If you have any questions or need further information, I invite you to contact myself, or my aide, Linda Sylvester.

Thank you for your kind attention to this matter.

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4

ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

HB 93

Sponsor Statement

Boating Safety Act Reauthorization

Between 1965 and 1987, every state and territory except Alaska successfully established a comprehensive boating safety program. During this same time period, Alaska consistently suffered from the worst recreational boating fatality rate in the nation – over 10 times the national average. Finally, in 2000, *HB 108*, the Alaska Boating Safety Act, sponsored by Representative Bill Hudson, was signed into law after 11 successive attempts at passage.

The Act did two things: it consolidated boating regulatory functions and it created a steady funding source for boater education program for the state of Alaska. Funding for the new registration function is derived from federal motor fuel taxes collected in Alaska as well as revenues from the boat registration program.

Proceeding cautiously, the 21st Legislature added repealing language for the program if the state did not receive the anticipated federal marine fuel funds. If the future funding stream did not come through, the 2005 sunset would take effect and the comprehensive boating safety education program would face termination.

Essentially, it was left to a future legislature to verify the funding stream was indeed in place. The Sponsor of HB 93 states that as expected, the federal funds for the boater education component are in place and the sunset provisions of the Alaska Boating Safety Act can be dropped.

Contact: Rep. Bruce Weyhrauch
465-3744

Last updated: February 9, 2003

*In the uncodified law, (Section 30, ch. 28, SLA 2000), Sections 3, 5, 7, 9, 11, 14, 16, 18, 20, 23, 26, 27 are to take effect on July 1, 2005, or 90 days after the Chair of the Alaska Legislative Council notifies the revisor of statutes that the federal funds are not anticipated.

U.S. Department
of Transportation

United States
Coast Guard



Commander
Seventeenth Coast Guard District

P. O. Box 25517
Juneau, AK 99802-5517
Staff Symbol: osr-3
Phone: (907)463-2297
Toll Free: (800)478-6381 (Alaska)
Fax: (907)463-2256

16750
February 18, 2003

Representative Bruce Weyhrauch
State Capitol - Room 102
Juneau, Alaska 99801

Dear Representative Weyhrauch,

When the State of Alaska passed a comprehensive safe boating law in May, 2000, Alaskan waters became much safer, literally with the sweep of a pen. Alaska now enjoys an educational program, funded with Wallop-Breaux and State matching funds.

The State Office of Boating Safety coordinates with the U.S. Coast Guard, the Coast Guard Auxiliary and others in developing and delivering educational programs that will continue to have a positive effect on Alaska's recreational boating fatality rate.

A repeal of the sunset clause in Alaska's safe boating law would help the Coast Guard work with the State to achieve our mutual goal of making Alaskan waters safer for recreational boaters.

Thank you for your support of this important legislation. We look forward to working with you to make Alaska's waterways safer. Please feel free to contact myself or Michael Folkerts, Recreational Boating Safety Specialist at (907) 463-2297.

Sincerely,

A handwritten signature in black ink, appearing to read "J.W. Underwood", written over a horizontal line.

J.W. UNDERWOOD

Rear Admiral, U. S. Coast Guard
Commander, Seventeenth Coast Guard District

United States Coast Guard Auxiliary



**America's
Volunteer
Lifesavers**

From the Desk of Gary A. Taylor, District Commodore, District 17

11 Feb. 2003

To: Representative Bruce Weyhrauch
Re: Boating Safety Law

Representative Weyhrauch:

The U.S. Coast Guard Auxiliary is an all-volunteer group of nearly 400 Alaskans dedicated to making boating safer for Alaskans. We teach public education classes, perform complimentary vessel safety checks and run safety patrols, along with search and rescue, throughout the State. We are a part of the United States Coast Guard and augment their many missions in Alaska.

We enthusiastically support your pending legislation which will repeal the sunset clause in Alaska's boating safety law. Making the law permanent will not only insure that Alaska's waters remain safer, it will maintain a very effective State Boating Educational Program that we are proud partners with.

If I'm able to assist in any way, please don't hesitate to contact me at (907) 344-0206 or by e-mail at gtaylor@alaska.net Thank you again for your interest in boating safety and in Alaska's future.

Sincerely,

G.A. Taylor

Gary A. Taylor
District Commodore
U.S. Coast Guard Auxiliary
District 17 Alaska



ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4

March 3, 2004

ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273



Alaska Outdoor Council
PO Box 73902
Fairbanks, Alaska 99707

Members of the Board:

This letter comes to you as an appeal to lend your support for HB 93, the re-authorization of the Alaska Boater Safety Program. I understand that this issue has a long history with your organization and I respect your points of view. However, I want you to step back and look at this from another direction. Allow me to elaborate:

Prior to 2000, and the enactment of the Alaska Boating Safety Act:

- Alaska was ineligible for federal funding of boating safety programs because we lacked a statewide comprehensive boating safety law.
- Alaska, like every state pays motor fuel taxes, out of which comes the Wallop-Breaux Trust Fund dollars. Alaska's share of these funds were not distributed in our state because we did not have a comprehensive law. Rather, Alaska's small boating safety office was paid for entirely by GF dollars.

Prior to 2000, and the enactment of the Alaska Boating Safety Act:

- The US Coast Guard was responsible for registration of boats;
- Because the Coast Guard required only "vessels equipped with motorized propulsion" to register, non-powered boats, such as kayaks, rafts, canoes and umiaks were always exempt from the registration requirement.

In 2000, with the passage of the Alaska Boating Safety Act:

- Responsibility for boat registration transferred from the USCG to the state DMV;
- With this transfer, Alaska retained all the money that it took in for boat registration & it qualified for additional dollars via federal Wallop-Breaux Trust Fund (which is supported by motor fuel tax revenues that all Americans pay, including Alaskans);
- In addition to motorized boats, Alaska's Boating Safety Act required that non-powered boats register.

Today, the Alaska Boating Safety Act is up for reauthorization, or an extension of its sunset date. Even though the program has been a terrific success in terms of lives saved, people educated, etc. there continues to be a major conflict pertaining to whether or not the non powered boats should be included in the registration requirement.

Representative _Bruce_Weyhrauch@legis.state.ak.us
www.akrepublicans.org/weyhrauch/

The conflict:

- One group cannot see any sense in registering all their little boats be they kayaks, rafts or row boats. While some folks own a single craft, most seem to own lots of different types and operate one or more or even none in a given season.
- Another group cannot stand the perceived inequity of having to register their skiff or motor yacht while the kayaker that is paddling along side of them in the bay is not required to register.

The non-powered boaters see this as a ridiculous requirement that they have to register the kayak that they store under their bed.

The motorized boaters see this as the classic conflict of user groups. Maybe it is, maybe it isn't.

Looking at it in practical terms: The disagreement comes down to whether or not the paddleboats should pay \$10 for a 3-year registration. That's \$3.33 a year.

The political reality is that this bill will fail to pass if the exemption for non-powered boats removed. That isn't a victory for anyone. What is at stake, my friends, is a bigger issue: the Alaska Boating Safety program. That is what HB 93 is about.

We don't dismiss the issues surrounding conflicts between user groups; only we ask that we don't fight that bigger battle here with HB 93. HB 93 is about life jackets, fire extinguishers and reducing the shockingly high death rates on Alaska waters.

If HB 93 fails over this conflict:

- The Alaska Boating Safety Act sunsets;
- Alaska loses its share of the Wallop-Breaux Trust Fund for boating safety;
- Alaskans continue to pay federal motor fuel taxes to benefit other states;
- The US Coast Guard will assume responsibility for boater registration; and
- **ONLY MOTORIZED BOATS WILL BE REQUIRED TO REGISTER.**

Again, I ask that you carefully consider my words and I ask for your support for HB 93 in its current form.

Sincerely,



Representative Bruce Weyhrauch

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Subject: RE: Your Proposal

Date: Wed, 10 Mar 2004 08:16:22 -0900

From: "Hargis, Sue" <SHargis@CGAlaska.USCG.mil>

To: "Jeff Logan" <jefflogan@gci.net>

CC: "Linda Sylvester" <Linda_Sylvester@legis.state.ak.us>

Jeff,

Sure! Attached is AK 05.25 -- take a look at the yellow highlighted sections -- that's where this proposal would ideally fit. The green is proposal #1, and blue is proposal #2. Just suggestions, based on the definitions of salt water, that otherwise get extremely confusing.

Pages 6 & 12 of the statute -- copied here for ease of use.

(2) uses a size-appropriate decal for a boat that is not equipped with mechanical propulsion, that is exclusively paddled, poled, rowed, or powered by wind, and that is 10 feet or greater in length and is used on the water of the state other than fresh water or "other than inland lakes and rivers."

(15) "water of the state" has the meaning given in the term "navigable water" in AS 38.05.965 ; "water of the state" also includes the marginal sea adjacent to the state and the high seas within the territorial limits of the state, irrespective of the ownership of the land underlying those waters.

Regards,

Sue Hargis

17th District Boating Safety Specialist

shargis@cgalaska.uscg.mil

(907)463-2297

(907)463-2256 fax

-----Original Message-----

From: Jeff Logan [mailto:jefflogan@gci.net]

Sent: Tuesday, March 09, 2004 5:51 PM

To: Hargis, Sue

Subject:

Sue,

Could you please send me the federal requirement?

Thanks.

JL

23-LS0230\Q
Ford
3/21/03

CS FOR HOUSE BILL NO. 93(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVE WEYHRAUCH

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to boating safety, registration, and numbering; repealing secs. 3, 5, 7,
2 9, 11, 14, 16, 18, 20, 23, 26, 27, and 30, ch. 28, SLA 2000; and providing for an effective
3 date."

4 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

5 * Section 1. AS 05.25.055(a) is amended to read:

6 (a) An undocumented boat placed on water of the state must be registered and
7 numbered as required by this chapter. The Department of Administration shall adopt
8 by regulation a boat registration and numbering system that

9 [(1) EXCEPT AS PROVIDED IN (2) OF THIS SUBSECTION,] is
10 consistent with the national standard for state numbering systems established by the
11 United States Coast Guard [; AND

12 (2) USES A SIZE-APPROPRIATE DECAL FOR A BOAT THAT IS
13 NOT EQUIPPED WITH MECHANICAL PROPULSION, THAT IS EXCLUSIVELY
14 PADDLED, POLED, ROWED, OR POWERED BY WIND, AND THAT IS 10 FEET

1 OR GREATER IN LENGTH].

2 * Sec. 2. AS 05.25.055(i) is amended to read:

3 (i) The following boats are exempt from the numbering and registration
4 provisions of this section:

5 (1) a boat that is operated in this state for a period not exceeding 90
6 consecutive days and that has a current, valid certificate of number issued by another
7 state having a federally approved numbering system;

8 (2) a foreign boat operated in water of the state for a period not
9 exceeding 90 consecutive days;

10 (3) a boat owned by the United States or an entity or political
11 subdivision of the United States, or a boat owned by a state or an entity or political
12 subdivision of a state;

13 (4) a boat that is not equipped with mechanical propulsion [, THAT IS
14 EXCLUSIVELY PADDLED, POLED, ROWED, OR POWERED BY WIND, AND
15 THAT IS

16 (A) UNDER 10 FEET IN LENGTH; OR

17 (B) OPERATED IN THIS STATE FOR A PERIOD NOT
18 EXCEEDING 30 DAYS IN A CALENDAR YEAR BY A PERSON WHO
19 HAS NOT ESTABLISHED RESIDENCY AS DESCRIBED UNDER
20 AS 01.10.055];

21 (5) a boat with a valid document to operate the boat that is issued by
22 the United States or a foreign government.

23 * Sec. 3. Sections 3, 5, 7, 9, 11, 14, 16, 18, 20, 23, 26, 27, and 30, ch. 28, SLA 2000, are
24 repealed.

25 * Sec. 4. This Act takes effect immediately under AS 01.10.070(c).



Alaska Department of Natural Resources
Division of Parks and Outdoor Rec.



Office of Boating Safety

Boat Registration

Boating Education:

Alaska Water Wise Courses

U.S. Coast Guard Auxiliary

Boat/U.S. Foundation Course

Boating Basics Course

PWC Safety School Course

Alaska Marine Safety Education Association

Coastie The Safety Boat

Kids Don't Float Program

Publications and Reports:

Alaska Boater's Handbook

PWS Supplement to the Handbook

Laws and Regulations:

Alaska, the largest state, has over 33,000 miles of coastline, over 3,000 rivers, and more than 3 million lakes. While most our 621,000 residents live in the 10 largest cities, many others live miles from the road system in isolated towns and villages spread along Alaska's vast coastline and interior rivers. Alaskans certainly use their boats to enjoy our world-class boating and fishing, but also as an important means of transportation, and to support subsistence. Alaskans are truly "lifestyle" boaters.

Perhaps it is not surprising that drowning is second only to highway fatalities as the leading cause of unintentional death in Alaska. Alaska has one of the highest non-commercial boating fatality rates in the nation. Alaska's cold water and remote settings are risk factors that significantly reduce the odds of surviving a boating accident in Alaska. Most boating fatalities in Alaska are not due to a collision, but rather from capsizing or a fall overboard where the victim was not wearing a life jacket.

In response, the State Office of Boating Safety was established within the Division of Parks and Outdoor Recreation. The Office is responsible for administering the Alaska Boating Safety Program, working to reduce Alaska's boating fatalities and enhance safe enjoyable boating statewide, primarily through boater education.

We hope you enjoy our web page. We offer a wide range of resources for boaters, and new items are being added, so check back occasionally.

BOAT SMART FROM THE START - WEAR YOUR LIFE JACKET!

[Alaska Boating Laws](#)

[Federal Equipment Requirements](#)

[State Equipment Requirements](#)

[The Navigation Rules](#)

[Boat Accident Reporting](#)

Grant Programs:

[Boat US Foundation](#)

[National Water Safety Congress](#)

[National Safe Boating Council](#)

Weather and Tides:

[National Weather Service-Alaska Region](#)

[Tide Tables](#)

Other:

[Donate Life Jackets!](#)

[AK Boating Safety Advisory Council](#)

Boating Links:

[17th Coast Guard District Boating Safety Program](#)

[U.S. Coast Guard Office of Boating Safety](#)

[National Association of State Boating Law Administrators](#)

[National Safe Boating Council](#)

[National Vessel Documentation Center U.S. Coast Guard](#)

For more information contact:

POSTERS

The Alaska Boating Safety Program publishes a variety of educational materials, including a series of award-winning posters that highlight specific boating safety messages. If you would like to receive a poster, please contact Georgia Rand at (907) 269-8706





Take a Boating Safety Course and Certification Test online.

- Learn to be a better boater - no matter how much boating experience you have there's always more to learn.
- Receive a boating safety certificate upon successful completion of this NASBLA-approved boating course.
- Qualify for a discount on your boat or personal watercraft insurance.
- Progress on your own schedule and at your own pace.

This boating safety course is approved by the National Association of State Boating Law Administrators and recognized by the U.S. Coast Guard.

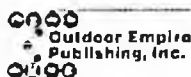
All of the safe boating information is free.
Why not get started right now?

[Start the Course](#)

[Our Privacy Policy](#)

[Contact Us](#)

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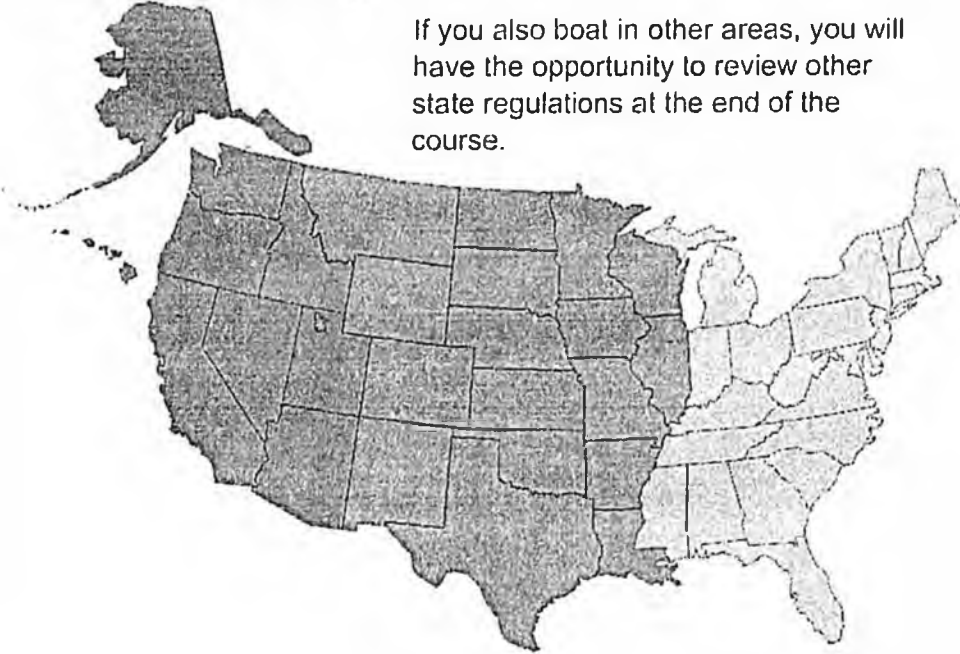
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■ BoatingBasicsOnline.com ■ Basic Boating Safety Course ■
■ Please choose a state ■

Welcome to the Boating Safety Course

Please choose the state in which you reside (where your certificate and ID card will be mailed) so that we may include state-specific information as you progress through the course.

If you also boat in other areas, you will have the opportunity to review other state regulations at the end of the course.



If you have a slow connection or cannot see the map, [click here](#) for a text-based version of the boating safety course that meets Section 508 Accessibility requirements.

Powered by [Outdoor Empire Publishing](#) and [BoatSafe.com](#)



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BoatingBasicsOnline.com Basic Boating Safety CourseAK

1.2 Introduction

Introduction

3 The Boat

4 Requirements

5 Preparation

6 Operations

7 Underway

8 Accidents

9 Special Items

10 State Info

Final Exam

This Basic Boating Safety course is approved by the National Association of State Boating Law Administrators (NASBLA) and recognized as acceptable to the United States Coast Guard Recreational Boating Program. Most insurance companies give marine insurance discounts to persons successfully completing a NASBLA approved course.

This course covers basic boating safety concepts that you need to know if you intend to participate in water sport activities. It has been designed by marine educators to provide information to people who might not otherwise have the opportunity to receive it. You can progress at your own pace and on your own time schedule.

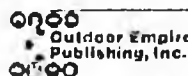
Welcome Aboard!

This Basic Boating Safety Course gives only the minimum requirements for safety equipment and general information. To obtain a greater knowledge of boating skills and seamanship we encourage you to attend more in-depth boating courses.

[Next Page](#) ↗

[Boating Basics](#)
[Glossary of Terms](#)

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[home](#) [driver's manuals](#) [license plates](#) [parking permits](#) [vehicle registration](#)

Boat Registration

Link to Division of Parks - [Boating Safety](#)

General Information:

On January 1st, 2001, the Division of Motor Vehicles assumed the boat registration program from the U.S. Coast Guard. House Bill 108, passed in the 2000 legislative session, authorized this registration program and a comprehensive boating safety program. Prior to January 1st, 2001, the Coast Guard registered powered boats that are used on navigable waterways of the state. These registrations are valid for three years and a Certificate of Number issued by the USCG will still be valid until the expiration date, unless the boat changes ownership. When the USCG issued registration expires or when the ownership changes, boat owners must renew the registration with DMV.

What Must Be Registered:

The USCG registered only powered boats used on navigable waterways, however, the state law requires the following to be registered:

- All powered boats (including non-powered boats with auxiliary power units) used on any water of the state. (This includes all rivers, streams, and lakes, regardless of size, and all salt water within 3 miles of land.)
- Non-powered boats 10 feet or greater in length when used on any water of the state.

NOTE: "Boat" means a watercraft used or capable of being used as a means of transportation on water, except for:

- A ship's lifeboat
- A seaplane
- An inspected passenger vessel
- A single air mattress, single inner tube or other water toy

NOTE: Tenders are boats that are used exclusively for transportation from a boat to shore. Under the previous USCG registration program, tenders did not have to be registered. This changes under the state program. Tenders must be registered unless they are non-powered and are under 10 feet in length.

What Cannot Be Registered in Alaska:

Boats that are not principally used in Alaska. (Alaska residents such as military members or college student that live outside of the state cannot register their boats in Alaska. They must register them in the state where they are currently living or using the boat. This is required

by federal law and there is no exemption for any group.)

Exempt from Registration in Alaska:

- A boat with a valid registration from another state or country that is not operated more than 90 consecutive days in Alaska.
- A boat owned by any government agency at the federal, state or local level.
- A boat not equipped with mechanical propulsion and that is:
 - Under 10 feet in length or
 - Owned by a non-resident and is operated not more than 30 days in a calendar year.
- A documented boat. The documentation may be either from the U.S. or a foreign country.

Fees:

- \$24.00 for powered boats
- \$10.00 for non-powered boats

A registration is valid for three years and will expire at the end of the month in which the boat is first registered. The Certificate of Number must be carried aboard the boat whenever it is in operation.

NOTE: If you register your boat as a powered boat and remove the source of power at a later time, you may wait until renewal to change to a non-powered boat class. If you register as a non-powered boat and then obtain auxiliary power, you must submit a change with DMV and pay the \$24.00 fee for a powered boat. The registration period will start over and there will not be any refund given for any unused portion of the registration.

Items Required to Register a Boat:

- Application
- Fees
- Ownership document. Must be one of the following:
 - Manufacture Statement of Origin (MSO)
 - Carpenter's Certificate
 - Bill of sale from previous owner or dealer
 - Title or registration from a previous state
 - Affidavit of ownership

The first time a boat is registered in Alaska, or when there is a transfer of ownership, the paperwork must be submitted in person. Renewals, duplicate stickers and duplicate certificate of number can be requested through the mail.

Lost Certificate of Number or Validation Sticker:

- Must apply for a duplicate within 15 days
- Complete an application if any information has changed
- Fees of \$5.00

Address Change:

- Must notify DMV within 15 days, in writing, by one of the following methods:
 - Mailed or delivered to any DMV office
 - E-mail to DMV webmaster
- Notice must contain the boat number or HIN, name of the owner, new address.

Transfer of Ownership:

- New owner must apply for a Certificate of Number within 30 days of purchase
- Registration starts over and full fees must be paid.

NOTE: If a registered owner is adding or deleting an owner's name from the registration record, this is not considered a transfer of ownership. Complete an application and pay fees of \$5.00 for the duplicate Certificate of Number. No other fees are required unless the registration is being renewed at the same time. In this case, the \$5.00 fee is not required as a new Certificate of Number will be issued when the boat registration is renewed.

Renewal of Registration:

Renewal notices will be mailed approximately 60 days prior to the expiration date. Renewal can be processed:

- Over the Internet Registration Renewal. Payment by Visa or MasterCard only
- Over the telephone (Must have a registration renewal number). Payment by Visa or MasterCard only
 - 1-888-DMV-KWIK - Only within the State of Alaska (Other than Anchorage)
 - 269-5590 - Anchorage
- By Mail (DMV; 1300 W Benson Boulevard STE 200; Anchorage AK 99503-3600)
- At any DMV office

Boat Number Information:

- Cannot be transferred to another boat
- Assigned by computer. No special request number will be issued
- Display of boat number is required for POWERED boats. (Optional for non-powered boats) Painted or permanently attached to each side of the forward half of the boat.

- in plain vertical block characters, 3 inches or more in height
- contrast with the color of the background and be distinctly visible and legible
- have spaces or hyphens that are equal to the width of a letter other than "I" or a number other than "1" between the letter and number groupings.
(Example: AK-1234-AA or AK 1234 AA)
- read from left to right

NOTE: It is illegal to operate a boat with a number other than the assigned boat number on the forward half of the boat. The boat number must be removed when the boat is documented by the USCG or when the boat is no longer principally used in Alaska.

Validation Sticker Information:

- Powered boats: Two stickers issued. Must be affixed within six inches of the Boat Number on boat sides of the forward half of the boat.
- Non-powered boats: Single sticker issued. Must be displayed in a location that is visible when the boat is in operation, on the top or side of the forward half of the boat.

Boats Purchased From a Boat Dealer:

State law requires a boat dealer to have the purchaser of a new or used boat sold at retail complete an application and pay the registration fee before the boat leaves the dealer's premises, other than exempt boats. The following are included in addition to regular boat or marine dealers:

- Dealers and consignment businesses who act as an agent for the owner
- Car dealers that take boats in trade
- Warehouse and department stores that sell boats
- Hobbyists who build or recondition boats and sell more than three boats in a year

Lienholder Information:

DMV does not record lienholders for boats. Contact the Recorder's Office for information on Uniform Commercial Code (UCC) filing procedures.

3300 B. Fairbanks Street, Anchorage AK 99503

Title - Registration - Driver License - DMV HCME PAGE - Dept. of Administration - State

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 93
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Natural Resources
 Title An Act relating to boating safety: repealing BRU Parks & Recreation Management
secs. 3,5,7,9,11,14,18,23,26,27,30 Component Parks & Recreation Access
 Sponsor Representative Weyhrauch
 Requester (H) TRANS Component No. 2136

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is associated with this bill.

The primary purpose of this bill is to repeal the sunset provision of the Alaska Boating Safety Program.

Prepared by: Jeff Johnson Phone 907/269-8705
 Division Parks and Outdoor Recreation Date/Time 2/21/2003
 Approved by: Tom Irwin, Commissioner Date 2/21/2003
 Agency Natural Resources

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Prepared by: Jeff Johnson Phone 907/269-8705
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 Agency Natural Resources

FAX TRANSMISSION

ALASKA STATE PARKS
3601 C Street Suite 1280
Anchorage, Alaska 99503
Phone: (907) 269-8705
Fax: (907) 269-8907

To: Representative James Holm **Date:** Feburary 27, 2003

Fax #: (907) 465-2937 **Pages:** (3)

From: Jeffrey S. Johnson
Boating Law Administrator
Office of Boating Safety

Subject:

COMMENTS:



11 AAC 07.100

NATURAL RESOURCES

11 AAC 07.190

Part 2. Parks, Recreation, and Public Use.

Chapter

- 07. Boating and Boating Safety (11 AAC 07.100 — 11 AAC 07.990)
- 09. State Recreation Rivers System (11 AAC 09.005 — 11 AAC 09.900)
- 12. Public Use (11 AAC 12.010 — 11 AAC 12.340)
- 18. Special Park Use Permits (11 AAC 18.010 — 11 AAC 18.200)
- 20. State Park Land and Water (11 AAC 20.010 — 11 AAC 20.990)
- 21. Alaska Chilkat Bald Eagle Preserve (11 AAC 21.010 — 11 AAC 21.290)

Chapter 07. Boating and Boating Safety.

Article

- 1. Uniform State Waterway Marking System (11 AAC 07.100 — 11 AAC 07.190)
- 2. General Provisions (11 AAC 07.990)

Article 1. Uniform State Waterway Marking System.

Section

- 100. Uniform state waterway marking system
- 110. Compliance with state regulatory marker

Section

- 190. Prohibited activities

11 AAC 07.100. Uniform state waterway marking system. The provisions of the United States Aids to Navigation System prescribed in 33 C.F.R. 62.27, 62.29, 62.31, 62.33, and 62.35, as revised as of July 1, 2002 and hereby adopted by reference, constitute the uniform state waterway marking system for the placement of regulatory markers in the state. All regulatory markers placed on or near the water of the state must conform to the applicable specifications in the federal regulations adopted by reference in this section. (Eff. 10/25/2002, Register 164)

Authority: AS 05.25.052

AS 41.21.020

11 AAC 07.110. Compliance with state regulatory marker. A person shall comply with a state regulatory marker that conveys an official regulatory message. (Eff. 10/25/2002, Register 164)

Authority: AS 05.25.052

AS 41.21.020

11 AAC 07.190. Prohibited activities. A person may not

- (1) moor or otherwise attach a boat or other object to a state regulatory marker, other than a mooring buoy;
- (2) deface, remove, destroy, or otherwise alter a state regulatory marker. (Eff. 10/25/2002, Register 164)

Authority: AS 05.25.052

AS 41.21.020

11 AAC 07.990 ADMINISTRATIVE CODE SUPPLEMENT 11 AAC 07.990

Article 2. General Provisions.

Section
090. Definitions

11 AAC 07.990. Definitions. In this chapter, unless the context requires otherwise,

- (1) "official regulatory message" means a message, warning, instruction, or prohibition on a regulatory marker, including messages addressing boat speed, no wake zones, and swim areas;
- (2) "regulatory marker" has the meaning given in AS 05.25.100;
- (3) "state regulatory marker" means a regulatory marker placed by the state on or near the water of the state;
- (4) "water of the state" has the meaning given in AS 05.25.100. (Eff. 10/25/2002, Register 164)

Authority: AS 05.25.052 AS 41.21.020

Subject: boating safety, HB 93

Date: Wed, 05 Mar 2003 11:34:49 -0900

From: Barbara Cotting <Barbara_Cotting@Legis.state.ak.us>

Organization: Alaska State Legislature

To: jeffj@dnr.state.ak.us

Hi Jeff,

Regarding HB 93 which repeals the sunset on the Boating Safety Act of 2000 (HB 108), I need the following information:

1. If the legislature deletes the registration requirement for paddle boats (non-powered boats) from the Boating Safety Act and passes HB 93 without it, would your boating safety program be endangered?
2. Would any of the federal funds Alaska now receives for its boating safety program be in jeopardy?
3. Would it affect the current registration program for power boats?
4. Are there any other possible effects you can think of?

Thanks for your help.

Barbara Cotting,
House Transportation Committee Aide

DNR's Beatings Law Administrator
* Jeffrey Johnson 269-8705

~~* OK to drop paddle boat~~
He says it's registration!!!

DPS hasn't done any
yet.

DMV wrote regs to
register boats

DNR's
Emergency Reg: Uniform State
Marshaling system

2/27/3:

Get a copy of the regulations

Sec. 28 1. DNR

2. Dept of Public Safety

3. Dept of Admin

regulations

~~HOME~~

DNR law
Boating
~~Safety~~

ASK

Jeffrey Johnson

269-8705



Alaska Department of Natural Resources
Division of Parks and Outdoor Rec.



Office of Boating Safety

Boat Registration

Boating Education:

Alaska Water Wise Courses

U.S. Coast Guard Auxiliary

Boat/U.S. Foundation Course

PWC Safety School Course

Alaska Marine Safety
Education Association

Coastie The Safety Boat

Kids Don't Float Program

Publications and Reports:

Alaska Boater's Handbook

PWS Supplement
to the Handbook

Laws and Regulations:

Alaska Boating Laws

Federal Equipment
Requirements

Alaska, the largest state, has over 33,000 miles of coastline, over 3,000 rivers, and more than 3 million lakes. While most our 621,000 residents live in the 10 largest cities, many others live miles from the road system in isolated towns and villages spread along Alaska's vast coastline and interior rivers. Alaskans certainly use their boats to enjoy our world-class boating and fishing, but also as an important means of transportation, and to support subsistence. Alaskans are truly "lifestyle" boaters.

Perhaps it is not surprising that drowning is second only to highway fatalities as the leading cause of unintentional death in Alaska. Alaska has one of the highest non-commercial boating fatality rates in the nation. Alaska's cold water and remote settings are risk factors that significantly reduce the odds of surviving a boating accident in Alaska. Most boating fatalities in Alaska are not due to a collision, but rather from capsizing or a fall overboard where the victim was not wearing a life jacket.

In response, the State Office of Boating Safety was established within the Division of Parks and Outdoor Recreation. The Office is responsible for administering the Alaska Boating Safety Program, working to reduce Alaska's boating fatalities and enhance safe enjoyable boating statewide, primarily through boater education.

We hope you enjoy our web page. We offer a wide range of resources for boaters, and new items are being added, so check back occasionally.

BOAT SMART FROM THE START - WEAR YOUR LIFE JACKET!

State Equipment Requirements

The Navigation Rules

Boat Accident Reporting

Grant Programs:

Boat US Foundation

National Water Safety Congress

National Safe Boating Council

Weather and Tides:

National Weather Service- Alaska Region

Tide Tables

Other:

Donate Life Jackets!

Boating Links:

17th Coast Guard District Boating Safety Program

U.S. Coast Guard Office of Boating Safety

National Association of State Boating Law Administrators

National Safe Boating Council

National Vessel Documentation Center U.S. Coast Guard

AK Boating Safety Advisory Council

For more information contact:

Jeffrey S. Johnson
Boating Law Administrator
Division of Parks & Outdoor Recreation
Office of Boating Safety
550 W. 7th Avenue #1370
Anchorage, AK 99501-3561
(907) 269-8705 phone
(907) 269-8907 fax

POSTERS

The Alaska Boating Safety Program publishes a variety of educational materials, including a series of award-winning posters that highlight specific boating safety messages. If you would like to receive a poster, please contact Georgia Rand at (907) 269-8706



 e-mail: <[Jeff Johnson](mailto:Jeff.Johnson)> 

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Last update: Wednesday, February 26, 2003 *Webmaster: www-parks@dnr.state.ak.us*

Subject: Re: boating safety, HB 93

Date: Wed, 05 Mar 2003 12:15:36 -0900

From: Jeff Johnson <jeffj@dnr.state.ak.us>

To: Barbara Cotting <Barbara_Cotting@Legis.state.ak.us>

CC: Janet Burleson Baxter <janet_burleson@dnr.state.ak.us>

Barbara, in answer to your questions:

1. If the legislature deletes the registration requirement for paddle boats (non powered boats) from the Boating Safety Act and passes HB 93 without it, would your boating safety program be endangered?

Alaska's program depends entirely on federal grant funds. One of the conditions for this funding is that the states register boats with mechanical propulsion, in accordance with federal standards. The registration of non powered boats is not required for a state to receive federal funding.

2. Would any of the federal funds Alaska now receives for its boating safety program be in jeopardy?

No. If we required registered non powered boats to display the entire "AK" number those boats would then count toward the formula that determines our share of federal funding. However, we only require non powered boats display a single validation decal in Alaska, so although non powered boat registration means income to the state in registration receipts, those registrations do not affect the amount our federal grant for boating safety.

3. Would it affect the current registration program for power boats?

I don't see how it would.

4. Are there any other possible effects you can think of?

1. Reduced state boat registration receipts

2. Paddlers would still receive the benefits of search and rescue, emergency locate and theft recovery efforts by the Coast Guard and the state, but those efforts will be more costly to the state if their boats are not registered.

Hope this helps you, Barbara.

Jeff

Barbara Cotting wrote:

Hi Jeff,

Regarding HB 93 which repeals the sunset on the Boating Safety Act of 2000 (HB 108), I need the following information:

1. If the legislature deletes the registration requirement for paddle

boats (non-powered boats) from the Boating Safety Act and passes HB 93 without it, would your boating safety program be endangered?

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4. Are there any other possible effects you can think of?

Thanks for your help.

Barbara Cotting,
House Transportation Committee Aide

Jeff Johnson <jeffj@dnr.state.ak.us>
Boating Law Administrator

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4

ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

MEMORANDUM

DATE: March 25, 2003

TO: Representative Jim Holm
Chair, House Transportation

FROM: Rep. Bruce Weyhrauch

SUBJECT: HB 93 – Boater Safety Reauthorization

Attached is a draft committee substitute for HB 93. This CS, for your consideration on Thursday afternoon contains a major change: it eliminates non-motorized boats from the registration requirement. This was a significant sticking point of the original version of the bill. I am assured by the Coast Guard, that this change does not impact the federal funding for this program.

This is a bill that I proudly introduced at the request of Admiral Underwood, Commander of the Seventeenth Coast Guard District. His letter of support is also attached to this memo. As well, HB 93 is the completion of my predecessor, Rep. Bill Hudson's efforts from the 21st Legislature. With respect, I ask for your favorable consideration at tomorrow's hearing and vote to pass the bill out of the Transportation committee.

If you have any questions or need further information, I invite you to contact me.

U.S. Department
of Transportation

United States
Coast Guard



Commander
Seventeenth Coast Guard District

P. O. Box 25517
Juneau, AK 99802-5517
Staff Symbol: osr-3
Phone: (907)463-2297
Toll Free: (800)478-6381 (Alaska)
Fax: (907)463-2256

16750
February 18, 2003

Representative Bruce Weyhrauch
State Capitol – Room 102
Juneau, Alaska 99801

Dear Representative Weyhrauch,

When the State of Alaska passed a comprehensive safe boating law in May, 2000, Alaskan waters became much safer, literally with the sweep of a pen. Alaska now enjoys an educational program, funded with Wallop-Breaux and State matching funds.

The State Office of Boating Safety coordinates with the U.S. Coast Guard, the Coast Guard Auxiliary and others in developing and delivering educational programs that will continue to have a positive effect on Alaska's recreational boating fatality rate.

A repeal of the sunset clause in Alaska's safe boating law would help the Coast Guard work with the State to achieve our mutual goal of making Alaskan waters safer for recreational boaters.

Thank you for your support of this important legislation. We look forward to working with you to make Alaska's waterways safer. Please feel free to contact myself or Michael Folkerts, Recreational Boating Safety Specialist at (907) 463-2297.

Sincerely,

J.W. UNDERWOOD

Rear Admiral, U. S. Coast Guard
Commander, Seventeenth Coast Guard District

KIDS DON'T FLOAT Program

334 active sites throughout Alaska - 135 communities- 14 new sites added for 2002 season

Akiok	Eagle City	Kenai	Northway	Susitna
Akutan	Eagle River	Kiana	Nunam Iqua	Takotna
Aleknagnik	Eagle Village	King Cove	Old Harbor	Talkeetna
Amber	Elim	King Salmon	Ouzinkle	Tanacross
Anchor Point	Ester	Kivalina	Palmer	Tatillik
Anchorage	Ewok	Klawock	Pelican	Tenakee Springs
Anderson	Fairbanks	Klukwan	Petersburg	Teller
Angoon	False Pass	Kobuk	Pilot Point	Tellin
Aniak	Fort Yukon	Kodiak	Point Hope	Thorne Bay
Barrow	Galena	Kokhanok	Point Lay	Togalak
Bethel	Game Creek	Kotzebue	Port Alsworth	Tok
Big Lake	Glennallen	L. Chatanika	Port Lions	Tok/BLM
Buckland	Golovin	Larson Bay	Port Protection	Toksok Bay
Chevak	Haines	Manley Hot Springs	Ruby	Trapper Creek
Chignik Lake	Halibut Cove	Manokotak	S. Soldotna	Unalakleet
Chuathbaluk	Healy	McGrath	Salcha	Unalaska
Chuglak	Homer	Mentasta	Sand Point	Valdez
Clear AS	Hoonah	Naknek	Selawik	Wasilla
Coffman Cove	Huslia	Nanwalek	Seldovia	White Mountain
Council	Hydaburg	Nenana	Seward	White Water
Cooper Landing	Iliamna	Newhalen	Shungnak	Whittier
Cordova	Jackolof Bay	Nicholai	Sitka	Willow
Craig	Juneau	Nikiski	Skagway	Wrangell
Deering	Kake	Ninlchik	Soldotna	
Delta Junction	Kalskag	Noatak	Sourdough	
Dry Creek Community	Karluk	Nome	South Naknek	
Dutch Harbor	Kasaan	Noorvik	St. Paul	
Dillingham	Kasliof	North Pole	Sterling	135 communities

updated 1/24/02

Alaska's Federal Boating Safety Dollars At Work

- Boating safety is on the National Transportation Safety Board's "12 Most Wanted list" for needed transportation safety improvements. Alaska's boating fatality rate is among the highest in the nation. In Alaska, only highway related accidents account for more unintentional deaths than does drowning. Alaska was the last of the states and territories to establish a boating safety program.
- Boating safety programs work. Since the Alaska Boating Safety Program was established in 1998, Alaska's boating fatalities have decreased steadily from 38 that year, down to 16 in 2002. The four-year average of Alaska boating fatalities fell from 26 per year (between 1995 and 1998), to 21 per year (from 1999 -2002).
- At least 6 Alaskan children are alive today because of a *Kids Don't Float* loaner life jacket. To date, over 320 loaner life jacket display boards, with over 6,000 life jackets, have been placed in over 120 towns and villages around the state. Alaska's boating safety program is a primary source of life jackets for *Kids Don't Float*.
- The program provides for school programs that teach Alaskan students about cold water and the importance of life jackets. Over 5,000 children have been reached.
- Alaska's new and nationally approved state boating safety course, *Alaska Water Wise*, has been developed. Over 100 potential boating safety instructors from Fairbanks, Kenai, Bethel, Kotzebue, Galena, Anchorage, Glen Allen, Valdez and Sitka, have been trained.
- The program produces a web page (alaskaboatingsafety.org), a variety of public service messages for radio and television, and publications and articles including the popular *Alaska Boater's Handbook*, and an award - winning poster series.
- The program offers financial support for the efforts of our boating safety partners, including the U.S. Coast Guard Auxiliary's Vessel Safety Check and "*Coastie the Safety Boat*" programs.
- The Alaska Boating Safety Program is funded entirely by a U.S. Coast Guard grant.
- The Alaska Boating Safety Program has received the U.S Coast Guard's *Public Service Commendation*, and the U.S. Department of Transportation's *Partnering for Excellence Award*. The *Kids Don't Float Peer Educator Program* was the regional winner of the National Safe Boating Council's 2002 *Boating Education Advancement Award*.

Distributed by Rep. Weyhrauch



Wallop-Breaux Aquatic Resources Trust Fund

Trust Fund Pays Off

By Kimberly Hermes
Editor, *Small Craft Advisory*

[Wallop-Breaux 101
PowerPoint Presentation](#)

[Boating Safety's Fair
Share?](#)

Recreational boating fatalities have dramatically decreased since the 1960s and '70s. This decline is even more significant considering that the number of recreational vessels has more than doubled since that time. According to the U.S. Coast Guard, the lives of an estimated 27,000 boaters have been saved through the nation's various boating safety measures over the past three decades. This success is due in large part to the implementation of a series of boating safety legislative acts, namely those that have established and improved the Aquatic Resources Trust Fund, which generates money to support various safe boating outreach efforts through public education, awareness and enforcement. With the upcoming reauthorization of the trust fund, now is a good time to review the history of this funding.

History

The federal government first became involved in recreational boating safety with the Motor Boat Regulations Act of 1910 (36 Stat 462). This statute set minimum safety standards for motorboats by requiring certain vessels to use navigation lights and carry life preservers and fire extinguishers. The biggest problem with early boating legislation in the United States was that each requirement was part of the law passed by Congress. This meant that it took an act of Congress to change, improve or add new requirements as the need arose. The Coast Guard's authority was greatly expanded by the Federal Boat Safety Act of 1971, the model for today's program. The FBSA created a more flexible regulatory authority concerning the use of boats and associated equipment to include all recreational vessels and expanded its jurisdiction to all United States navigable waters.

The 1971 act also included provisions for the Recreational Boating Safety (RBS) federal financial assistance program to "encourage greater state participation and uniformity in boating safety efforts, and particularly to permit the states to assume the greater share of boating safety education, assistance, and enforcement activities" (46 U.S.C. 13101). Administration of the program was delegated to the Coast Guard. With general revenue funds authorized by this act, the State Recreational Boating Safety Grant Program was established, but the first appropriation was for 1973.

AQUATIC RESOURCES TRUST FUND FLOW CHART

18.3¢ per Gallon
Federal Fuel Tax



1.09% of the total Highway Trust Fund is attributable to motorboat fuel. However, under present law, only 13 cents per gallon is used for purposes of calculating the amount to be transferred to the Aquatic Resources Trust Fund. This will rise to 13.5 cents on October 1, 2003.



The Aquatic Resources Trust Fund (Wallop-Breaux) consists of excise taxes attributable to motor boat fuels and fishing equipment along with import duties on fishing equipment, yachts and pleasure boats, interest earned on the funds and excise taxes attributable to gasoline used in small engines.



Money is divided into the following accounts:

Boat Safety Account
\$59 million in FY02

U.S. Coast Guard
\$5 million in FY02

Sport Fish Restoration Account
\$322.22 million in FY02

Authorization for the State RBS Grant Program expired in 1979 but was reestablished by the National Recreational Boating Safety and Facilities Improvement Act of 1980, also known as the Biaggi Act. In addition, the act provided that a portion of federal excise tax receipts attributable to motorboat fuel use would be transferred to a new RBS account to fund the program.

By returning a portion of the fuel taxes paid by boaters to boating safety, the Biaggi Act ensured that those benefiting from the program would also help pay the costs – “user pays, user benefits.” The Biaggi Act authorized a total of \$20 million per year – \$10 million for boating safety and \$10 for facilities. However, Congress never supported the facilities improvement part of the program and appropriated funds only for boating safety. The first appropriations under this new mechanism were not approved until 1982.

Congress built upon the Biaggi Act with the Wallop-Breaux Amendments to the Sport Fishing Restoration Act in 1984. Sponsored by Sen. Malcolm Wallop of Wyoming and then-Congressman John Breaux of Louisiana, this legislation created the Aquatic Resources Trust Fund, also known as the Wallop-Breaux Trust Fund, with two separate accounts – one for boating safety funds and another for sport fish monies – and authorized the transfer of all but \$1 million of the motorboat fuel taxes to the new trust fund. It also expanded the excise taxes and import duties on fishing equipment and recreational boats deposited into that account.

An amendment in 1988 (102 Stat. 1836) increased the amount of motorboat fuel taxes authorized to be transferred into and appropriated from the Boat Safety Account from \$45 million to \$60 million for fiscal years 1989 and 1990, then to \$70 million for fiscal years 1991-1993.

In 1990, Sen. Breaux developed a new program for Coastal Wetlands Restoration to be funded from small engine fuel tax revenues but appropriated through the Sport Fish Restoration Account's permanent appropriation. Following the five-cent gas tax increase that same year, a proposal by Congress in 1991 to increase the Boat Safety Account authorization from \$70 million to \$90 million was opposed by the Coast Guard because the discretionary appropriation of Boat Safety Account funds were scored against the Coast Guard budget.

The Clean Vessel Act enacted by Congress in 1992 left the discretionary BSA authorization at \$70 million per year and provided additional state RBS funding via Sport Fish Restoration's mandatory appropriation – but only half the amount originally proposed. The original proposal would have increased the BSA authorization by \$10 million in fiscal year 1992, \$15 million in FY1993-94 and \$20 million in 1995. However, half the increase was taken out for another program and RBS did not get the full \$20 million until 1998.

Under the Transportation Equity Act for the 21st Century (TEA-21) in 1998, Congress expanded on the Clean Vessel Act transfer of mandatory appropriations from the Sport Fish Restoration Account. The Boat Safety Account remained subject to the annual appropriations process. However, the amendments guaranteed a minimum funding level of \$59 million, with a maximum of \$71.6 million for fiscal years 1999-2003, for boating safety if the \$70 million authorized from the BSA is appropriated. In addition, the Coast Guard receives \$5 million mandatory funding for coordination of the national RBS program. Yet funds from the Boat Safety Account have not been appropriated and the states are receiving only \$59 million per year in mandatory funding transferred from the Sport Fish Restoration Account under the formula in the Clean Vessel Act.

Gauging success

Annual boat registrations have more than doubled in the past three decades. In fact, just since 1988, annual boat registrations have steadily increased from 10 million to nearly 13 million boats – an increase of 23 percent. Approximately 78 million Americans enjoy recreational boating each year. Yet, due to the cooperative efforts of various organizations, recreational boating fatalities have continued to decline.

At the time the Federal Boat Safety Act of 1971 was approved, the fatality rate for recreational boaters stood at 29.2 deaths per 100,000 registered boats. And in 1973, the number of reported

recreational boating fatalities reached a high of 1,754. Last year, the fatality rate dropped to 5.4 deaths per 100,000 registered boats, with a record low of just over 700 deaths reported to the Coast Guard from the 50 states, five U.S. territories, and the District of Columbia. These encouraging figures confirm the effectiveness of the Recreational Boating Safety program supported by the Wallop-Breaux Trust Fund. The money generated through the fund is being well used toward spreading the word about safety among boaters through public education, awareness and enforcement.

[Home](#) | [History](#) | [References](#) | [News](#) | [Links](#) | [Contact](#)
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Comments? Visit our [Contact](#) page.
If you would like to provide site feedback, contact the Wallop-Breaux [Webmaster](#) by e-mail.



To: Representative Bruce Weyhrauch

From: Dave Ausman

Re: Alaska Boating Safety Law

Dear Representative Weyhrauch,

The Personal Watercraft Club of Alaska is in complete support of your efforts in repealing the sunset clause of the Alaska Boating Safety Law.

To familiarize you with our club, the PWCA promotes the sport of watercraft riding for pleasure recreation and other non-profitable purposes. We also work for fair and equitable watercraft laws, promote development of launching and docking facilities, and provide education and promote safety in all water sports.

The Alaska Boating Safety Law; by providing education to Alaska boaters through Federal and State funding; has proven effective in reducing the number of boating fatalities. It is essential this law not be allowed to lapse through the sunset clause.

Sincerely,

Dave Ausman

President,

Personal Watercraft Club of Alaska

Website: www.pwcalaska.org email akpwcrdr@acsalaska.net or davealaska@aol.com

Club contact number 345-6723

Subject: boating safety and GDL

Date: Wed, 26 Mar 2003 21:35:40 -0900

From: Perkins <perkins@ak.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Dear Representative Weyhrauch,

I'm impressed with your involvement with several safety issues. I'm an Eagle River constituent and an injury epidemiologist (I study injury patterns in various communities and populations). I have lived in Alaska for 25 years, 8 of which were in Dillingham. My injury prevention work with the U.S. Public Health Service took me to communities throughout Alaska before my retirement in 1998. I'm writing to encourage you in your support of HB93, to keep the Boating Safety Law active and in place. As you know, this Law brings in about \$600,000 of federal funds each year and the hardship on individuals is a miniscual \$10 registration fee every 3 years. It helps pay for flotation devices which are used on Kids Don't Float loaner boards throughout Anchorage and Alaska. It is a good law with huge positive impacts on the safety of all Alaskans and a very small impact on individuals. I introduced and encouraged the use of Float Coats throughout rural Alaska in the mid-seventies, and now they are used as the rule rather than the exception.

The other very positive legislation you are developing is the strengthening of the Graduated Driver's Licensing requirement for new drivers. Teens are 4 times more likely to die in a motor vehicle crash than their adult counterparts. Much of this increased risk is due to inexperience, lower seat belt useage, and alcohol. Teens rarely get into crashes when they are learning to drive with an adult present. Their risks increase tremendously shortly after they go solo, drive with other teens in the car, and drive after midnight. The good GDL laws that have been inacted in other states and countries have cut the teen crashes in half. They demand that teens have 6 months behind the wheel under an adult's supervison, no other non-family passengers, and no driving after midnight. Motor vehicles related injuries are the leading cause of death for our teens and we must see that they recieve the proper experience before turning them loose on the roads. School based driver's education has been shown to be ineffective, FYI.

I'm currently the Exec. Director of a non-profit injury prevention center and my special interest is to reduce the needless deaths and trauma from preventable injuries. If I can be of technical assitance to you on any injury prevention issues, please call 907-929-3941.

Ron Perkins, MPH

Subject: boating safety and GDL

Date: Wed, 26 Mar 2003 21:35:40 -0900

From: Perkins <perkins@ak.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

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The other very positive legislation you are developing is the strengthening of the Graduated Driver's Licensing requirement for new drivers. Teens are 4 times more likely to die in a motor vehicle crash than their adult counterparts. Much of this increased risk is due to inexperience, lower seat belt useage, and alcohol. Teens rarely get into crashes when they are learning to drive with an adult present. Their risks increase tremendously shortly after they go solo, drive with other teens in the car, and drive after midnight. The good GDL laws that have been inacted in other states and countries have cut the teen crashes in half. They demand that teens have 6 months behind the wheel under an adult's supervision, no other non-family passengers, and no driving after midnight. Motor vehicles related injuries are the leading cause of death for our teens and we must see that they recieve the proper experience before turning them loose on the roads. School based driver's education has been shown to be ineffective, FYI.

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Ron Perkins, MPH

Subject: HB 93 - Boating Registration Regulations

Date: Fri, 28 Feb 2003 08:58:00 -0900

From: Jos Govaars <Jos_Govaars@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Rjkinney@alaska.net, saliss@alaska.net, arctreks@ptialaska.net, dlturner@gci.net, paddlers-l@zorba.admin.uaf.edu, LBodwell@compuserve.com, d_reichardt@hotmail.com, jgroves@asf.alaska.edu

Greetings,

I have been directed by Representative Holm to let you know the current status of

HB 93 -REPEAL BOATING SAFETY SUNSET-. As you are all aware there are significant issues that need to be addressed with this bill.

Currently this bill is in the Transportation Committee, and the Representative does not plan on passing the bill out in its current form. We do really appreciate your input and will keep your thoughts in mind when this bill is amended in committee.

Thank you and have a wonderful day.

Jos Govaars

Staff for Representative Holm

Subject: HB 93

Date: Mon, 17 Mar 2003 08:52:34 -0900

From: Barbara Cotting <Barbara_Cotting@Legis.state.ak.us>

Organization: Alaska State Legislature

To: denraft@mtaonline.net

Hi Valerie,

Thanks for your inquiry. As the bill stands now, it would have no additional effect on your commercial rafting operation. Representative Holm has said he will not move the bill out of his Transportation Committee unless the registration requirement for non-motorized boats is removed - in which case you could cease having to register and pay that fee.

Let me know if you have any other questions.

Barbara Cotting

Subject:

HB 93 -REPEAL BOATING SAFETY SUNSET

Date:

Sun, 16 Mar 2003 12:46:41 -0900

From:

"Denali Raft Adventures, Inc." <denraft@mtaonline.net>

To:

Jos_Govaars@Legis.state.ak.us

Hi,

I received an e-mail via the Fairbanks paddlers list regarding HB 93 -REPEAL BOATING SAFETY SUNSET, I was wondering if you could tell me what it is about and if it will effect the commercial rafting industry.

Thanks and Have a great day!

Sincerely,
Valerie Rasis
Denali Raft Adventures, Inc.



STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES

Janet Burleson Baxter
Legislative Liaison

400 Willoughby Avenue, 5th Floor
Juneau, AK 99801 - 1796

Tel: (907) 465-4730
Fax: (907) 465-3886

Email: Janet_Burleson@dnr.state.ak.us

Subject: Boating Safety Program

Date: Thu, 06 Mar 2003 07:11:55 -0900

From: Anna Clark Kim <anna_kim@legis.state.ak.us>

Organization: Legislative Finance

To: barbara_cotting@legis.state.ak.us

CC: Rob <rob_carpenter@legis.state.ak.us>

Barbara,

The Boating Safety Program is located in DNR's capital budget and is funded by (CIP receipts) federal receipts. For FY03 looks like they were authorized \$600,000, have spent \$76,000, encumbered or obligated \$98,000, and have a balance left as of this morning of \$426,000.

Thanks, Anna

Anna Clark Kim <anna_kim@legis.state.ak.us>
Legislative Fiscal Analyst
Legislative Finance

Bill Resolution Versions Display



BILL ID:HB 108

ChamberID	Amended Name	Intro/Offrd Date	House	Senate
-----	-----	PDF	-----	-----
HB0108A	<u>HB 108</u>	PDF 02/22/1999		
HB0108B	<u>CSHB 108(TRA)</u>	PDF 03/31/1999		
HB0108C	<u>CSHB 108(JUD)</u>	PDF 04/12/1999		
HB0108D	<u>CSHB 108(FIN)</u>	PDF 02/09/2000		
HB0108E	<u>CSHB 108(FIN) AM</u>	PDF 02/28/2000	03/01/2000	
HB0108F	<u>SCS CSHB 108(RES)</u>	PDF 04/19/2000		
HB0108G	<u>SCS CSHB 108(FIN)</u>	PDF 04/20/2000	05/03/2000	05/02/2000



Bill Root:



TO REPORT PROBLEMS WITH BASIS INQUIRY

LIVE KTOO STREAMS

Return to Basis Main Menu (21st Legislature)

Return to Legislature Home Page

George Allen from District 9 – Does not support HB 93

He has a small inflatable boat that the dealer was forced to register when he first bought the boat. Why did the dealer have to register my boat for me that's unnecessary government. The seller had to do the work for me and as a small business owner that's not right to have him in my business. Especially for a boat that I use only a couple of times a year.

Also Most of the paddlers in Fairbanks support this bill because they are Kayakers and have boats that don't apply and they think that our fees will go to improving our facilities. In recent years when facilities are built, later they are not fully funded then they close them. Or maybe they will just raise the fees to make up the differences. It starts small and then they fees are increased and used for other things.

How much will be spent to operate this program including the registration and later with the enforcement of those regulations.

Maybe we need to lower the footage to smaller sizes to include the hard shelled kayaks, those people typically run in the most dangerous waters in the state, and these boats are not currently registered. You should change the law if we are including inflatable boats over 10 feet to include the smaller, hard shell kayaks.

from Jos

Subject: HB 93 Testimony

Date: Tue, 25 Feb 2003 13:18:50 -0900

From: "Lari Anne Mazzitello" <lamazz@hotmail.com>

To: Todd_Larkin@Legis.state.ak.us

To the members of the Alaska House of Representatives:

Please sunset the registration requirement for non-motorized water crafts by voting against HB 93. Registering non-motorized water crafts has not made me safer on Alaskan waterways.

(1) As a rule, I am against repealing sunset clauses. Too many times the sunset clause is repealed or extended with no justification or follow-up on the benefit, necessity, or original intent of the statute.

(2) Eliminate the registration requirement. The State Government is already increasing at an unsustainable rate and demanding additional revenue. Is the money taken from the real economy of Alaska via registration fees actually benefiting the People Of The State or only the State Government?

(3) At the very least I would prefer you exclude canoes and rowboats and non-motorized crafts under 18 ft.

As mentioned above, please vote against HB 93 and sunset non-motorized water craft registration. And as a general rule, please vote to enforce sunset clauses to repeal unnecessary legislation or legislation that cannot prove its value to the Alaskan People.

Thank you,

Lari Anne B. Mazzitello

(907) 378-9708

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<http://join.msn.com/?page=features/featuredemail>

Subject: testimony regarding HB 93

Date: Tue, 25 Feb 2003 12:10:13 -0900

From: "Lari Anne Mazzitello" <lamazz@hotmail.com>

To: Todd_Larkin@Legis.state.ak.us

To the members of the Alaska House of Representatives:

Please sunset the registration requirement for nonmotorized water crafts by voting against HB 93. If your intent is to fulfill funding requirements attached to federal dollars, I can understand that, but registering unmotorized water crafts has not made me safer on Alaskan waterways.

I appreciate your weighing of my testimony prior to voting on this bill. My testimony is not isolated to this specific bill, but to all bills repealing sunset clauses in general.

(1) As a rule, I am against repealing sunset clauses. Many are inserted into bills to lessen the bite of questionable legislation by making it appear temporary. Some clauses are even tied to a study of data gleaned during the "Trial Period" to determine the benefit of continuing the statute. Too many times the sunset clause is repealed or extended with no justification or follow-up on the benefit, necessity, or original intent of the statute.

(2) Eliminating the registration requirement eliminates the both the user fee and government processing and enforcing expenses. Is the money taken from the real economy of Alaska via registration fees benefiting the People Of The State or only the State Government?

(3) If you still chose to repeal or extend the sunset clause, please keep in mind that we are discussing non-powered boats exclusively. Powered craft are still required to register so at least change the craft length to a reasonable size of 18 ft or more. Exclude canoes and row boats please.

As mentioned above, please vote against HB 93 and sunset non-motorized water craft registration. Failing that, at least eliminate canoes and row boats from registration requirements. And as a general rule, please vote to enforce sunset clauses to repeal unnecessary legislation or legislation that cannot prove its value to the Alaskan People.

Thank you,

Lari Anne B. Mazzitello

(907) 378-9708

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Testifiers

U.S. Department
of Transportation

United States
Coast Guard



Commander (osr-3)
(907) 463-2297

Fax: (907) 463-2256
mfolkerts@cgalaska.uscg.mil

Michael R. Folkerts
Recreational Boating Safety Specialist

17th District
Coast Guard Boating Safety
P.O. Box 25517, Juneau, AK 99802



Mike Falkert

463-2297

Coast Guard

Will testify

~~LA MAZZ@HOTMAIL.COM.~~

EAGLE RIVER
JOHN LUCKING
AGAINST.

HB93
16946900

Subject: [Fwd: House Trans. Committee hearing]
Date: Sun, 23 Feb 2003 15:42:27 -0900
From: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>
To: barbara_cotting@legis.state.ak.us

Subject: RE: House Trans. Committee hearing
Date: Fri, 21 Feb 2003 16:01:06 -0900
From: "John S. French" <jsfrench@arctic.net>
To: <linda_sylvester@legis.state.ak.us>, "Folkerts, Michael" <MFolkerts@CGAlaska.USCG.mil>, "Michael Robinson" <robinson@mosquitonet.com>, "Maria Mattson" <mattson@gci.net>
CC: "Gary Taylor" <gtaylor@alaska.net>, "Barb Sands" <bsands@alaska.net>, "Cathey Sterling" <cathey@gci.net>

Mike & Linda;
I signed up to testify from the Seward LIO.
I'll see who else I can get. I assume you are looking for supporters and don't care whether they are Auxiliarists, Since we are all private citizens anyway.

John S. French
POBox 1470
Seward, AK 99664-1470
(907) 224-4429

~~-----Original Message-----~~

~~From:~~ Folkerts, Michael [mailto:MFolkerts@CGAlaska.USCG.mil]
~~Sent:~~ Friday, February 21, 2003 1:27 PM
~~To:~~ Michael Robinson; John French; Maria Mattson
~~Cc:~~ Gary Taylor; Barb Sands; Cathey Sterling
~~Subject:~~ House Trans. Committee hearing

All:

The House Transportation Committee will be hearing HB93 at 1330 on Tues. 25 Feb. HB93 is to repeal the sunset clause in Alaska's Boating Safety law. Rep. Weybrauch's office is looking for people to testify....if you are interested and can testify (esp. those in Fairbanks area), please notify Linda Sylvester at linda_sylvester@legis.state.ak.us Remember, you will be testifying as a private citizen, not as an Auxiliarist. If you have not done this before, don't hesitate to give me a call at 463-2297 work or 789-2189 home and I can 'walk' you through the process. I recommend getting involved even just to speak or write a letter...it really does make a difference, especially at this stage. Thanks! Mike Folkerts

Matt
Namath

Anchorage

644-2714

18'

1-888-263-1555

~~Handwritten scribble~~

Jeff Logan

529-1181

AOC - is aware
of the bill.

KENI had discussion urging
ppl to testify against
it!

Clet Jvd Kms
AK Boating Assn

deliver packets

313 -
3591

Call Outdoor Council
ppl.

Jessie Vanderzant

~~Handwritten scribble~~

~~Handwritten scribble?~~

455-
4262

AK
Outdoor
Council

CHUCK HOSACK DMV ✓ online
now

CAROL KASGA opposed ✓

MATT NEMETH ✓

Subject: Subject: HB-93 Sunset Clause

Date: Tue, 25 Feb 2003 10:20:43 -0900

From: "Hawkings, Keith A." <HawkingsKA@ci.anchorage.ak.us>

To: "barbara_cotting@legis.state.ak.us" <barbara_cotting@legis.state.ak.us>

-----Original Message-----

From: Keith and Holly Hawkings [mailto:hawkings@gci.net]

Sent: Monday, February 24, 2003 8:55 PM

To: Jim_Holm@legis.state.ak.us

Hello Jim

In reference to HB-93 the Safe Boating Bill, requiring the registration of all non-motorized boats over 10ft. I felted it was a bad bill when it got introduced, and I still feel that way. The purpose of this bill was to educate people and make them aware of boating safety. As a recreation boater, who ocean kayaks, white water rafts and canoes in both moving and flat water, I am disappointed to see that none of the revenues from this the registration of these non-motorized boats have not been used to address the problem of boating safety for these users of non-motorized boats in Alaska waterways and Oceans. I would urge you to allow the Sunset Clause in this bill to take place.

For the past 16 years, I have been the lead rafting instructor for Knik Canoes and Kayakers in Anchorage, Boating safety is extremely important to me. Our boating club has received zero dollars in assistance to teach any of the classes that volunteers like myself teach every year.

Keith Hawkings

HB 93
PLEASE SUNSET
ANCHORAGE

263-5496
KEITH HAWKINGS
"KNIK, KANOS, & KAYAKS"
INSTRUCTOR.
O# FROM
FED SAFETY FUNDS

RE: testimony

Subject: RE: testimony

Date: Tue, 25 Feb 2003 13:03:54 -0900

From: Jeremy Bundgard <fsjpb1@uaf.edu>

To: Todd Larkin <Todd_Larkin@Legis.state.ak.us>

Concerning HB93:

Should we pass a bill to register chain saws If we can gain some federal forestry dollars for it? The fact that sunset provisions exist at all in this water safety bill, demonstrates that the original idea was not so important as to stand on its own without large incentives from the federal government. Please do not renew this poorly applied bill. Also, please remind me of when it became government's job to keep an accounting of the citizen's personal possessions.

Jeremy Bundgard

FAIRBANKS
Jeremy Bundgard

Keith called 3/3/3 - He
is drumming up
support state-wide
to eliminate public
boat registration!

Subject: RE: Subject: HB-93 Sunset Clause

Date: Sun, 02 Mar 2003 21:26:41 -0900

From: Keith and Holly Hawkings <hawkings@gci.net>

To: Barbara Cotting <Barbara_Cotting@Legis.state.ak.us>

Hello Barbara,

thanks for the e-mail. At the general meeting on Thursday evening (over 150 people there). I did an informal poll and I ask how they felt about the dropping of registration of paddle. The membership was definitely in favor of it. I didnot ask if any body wanted to continue to register they paddle crafts. KCK is having a board meeting on Wednesday evening and I will get an official club's position.

Regards Keith

-----Original Message-----

From: Barbara Cotting [mailto:Barbara_Cotting@Legis.state.ak.us]

Sent: Thursday, February 27, 2003 12:58 PM

To: hawkings@gci.net

Subject: Re: Subject: HB-93 Sunset Clause

Hi Keith,

I think the Coast Guard folks will be making an appointment with my boss next

week to discuss the bill with him. In my talks with DNR's boating law administrator this morning, I learned that they'd be willing to drop ALL "paddle boats" from registration requirements rather than have the whole bill sunset.

Let me know what your club thinks of that idea, OK?

Thanks.

Barbara

"Hawkings, Keith A." wrote:

> Hello Barbara,
> if you could see many any more information on this bill. I would
> like to be able to inform the members of Knik Canoers and Kayakers at at
> general meeting tomorrow evening. If you could reply to my home e-mail at
> hawkings@gci.net.

> Many thanks
> Keith Hawkings

> --Original Message-----

> From: Barbara Cotting [mailto:Barbara_Cotting@Legis.state.ak.us]

> Sent: Tuesday, February 25, 2003 3:35 PM

> To: Hawkings, Keith A.

> Subject: Re: Subject: HB-93 Sunset Clause

> Thanks Keith. I distributed your email to the committee. The bill was held

> and
> not passed at this time - yea! Barbara

> "Hawkings, Keith A." wrote:

> > -----Original Message-----

> > From: Keith and Holly Hawkings [<mailto:hawkings@gci.net>]
> > Sent: Monday, February 24, 2003 8:55 PM
> > To: Jim_Holm@legis.state.ak.us
> >
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> > important
> > to
> > me. Our boating club has received zero dollars in assistance to teach
> > any
> > of
> > the classes that volunteers like myself teach every year.
> >
> > Keith Hawkings

Subject: Re: Subject: HB-93 Sunset Clause

Date: Thu, 27 Feb 2003 12:58:07 -0900

From: Barbara Cotting <Barbara_Cotting@Legis.state.ak.us>

Organization: Alaska State Legislature

To: hawkings@gci.net

Hi Keith,

I think the Coast Guard folks will be making an appointment with my boss next week to discuss the bill with him. In my talks with DNR's boating law administrator this morning, I learned that they'd be willing to drop ALL "paddle boats" from registration requirements rather than have the whole bill sunset. Let me know what your club thinks of that idea, OK?

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> Many thanks
> Keith Hawkings
>
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> From: Barbara Cotting [mailto:Barbara_Cotting@Legis.state.ak.us]
> Sent: Tuesday, February 25, 2003 3:35 PM
> To: Hawkings, Keith A.
> Subject: Re: Subject: HB-93 Sunset Clause
>
> Thanks Keith. I distributed your email to the committee. The bill was held
> and
> not passed at this time - yea! Barbara
>
> "Hawkings, Keith A." wrote:
>
> > -----Original Message-----
> > From: Keith and Holly Hawkings [mailto:hawkings@gci.net]
> > Sent: Monday, February 24, 2003 8:55 PM
> > To: Jim_Holm@legis.state.ak.us
> >
> > Hello Jim
> > In reference to HB-93 the Safe Boating Bill, requiring the
> > registration of all non-motorized boats over 10ft. I felted it was a bad
> > bill when it got
> > introduced, and I still feel that way. The purpose of this bill was to
> > educate people and make them aware of boating safety. As a recreation
> > boater, who ocean kayaks, white water rafts and canoes in both moving and
> > flat water, I am disappointed to see that none of the revenues from this
> > the
> > registration of these non-motorized boats have not been used to address
> > the
> > problem of boating safety for these users of non-motorized boats in Alaska
> > waterways and Oceans. I would urge you to allow the Sunset Clause in this
> > bill to take place.

> > For the past 16 years, I have been the lead rafting instructor for
> > Knik Canoes and Kayakers in Anchorage, Boating safety is extremely
> important
> > to
> > me. Our boating club has received zero dollars in assistance to teach any
> of
> > the classes that volunteers like myself teach every year.
> >
> > Keith Hawkings

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

DIVISION OF MOTOR VEHICLES
3300B FAIRBANKS STREET
ANCHORAGE, AK 99503

CONTACT (907) 269-5559 www.state.ak.us/dmv FAX (907) 269-6084

TO:

FROM:

Linda Sylvester

Chuck Hosack

FAX NUMBER:

DATE:

465-2273

2-24-03

PHONE NUMBER:

TOTAL NO. OF PAGES INCLUDING COVER:

4

PLEASE COMMENT

URGENT

PLEASE REPLY

PLEASE ACKNOWLEDGE RECEIPT

CONFIDENTIAL

Linda - Boat Registration Procedure page plus copies of two common forms. If owner has these 2 forms + money, DMV will register the boat. Nothing else is required. Forms are available at DMV offices or on DMV web site.



State of Alaska Division of Motor Vehicles Standard Operating Procedures	SOP No. B-30	Page No. 1 of 1
	Effective May 18, 2001	
Subject: ORIGINAL REGISTRATION	Supersedes B-30	Dated 02/14/01
	Approved <i>W. J. Marshall</i>	
Statute: AS 05.25.055	Regulation: 02 AAC 70.100 - 120	Form No. 02-841

An original registration is a registration for a boat that is not currently on the Alaska License and Vehicle Information Network (ALVIN) system. This may be a new boat, a boat from another state or country that is being registered in Alaska, a boat in the state that was not required to be registered or has not been previously registered, or a boat that was previously registered in Alaska but the boat record is not in the ALVIN system (this situation may occur if the registration has been expired for more than a year).

Alaska does not issue titles for boats and the registration is not absolute proof of ownership. A variety of documents may be used to show that the owner is entitled to possession of the boat. If the owner has no documents from the seller, the owner may complete an affidavit of ownership which must contain the following information:

1. Date boat was acquired
2. The name of the previous owner or dealer who sold the boat
3. Hull Identification Number (HIN)
4. Printed name and signature of the owner. (Not required to be notarized)

REGISTRATION PERIOD:

The boat is assigned the registration month the boat is first registered in the state. The registration period is three years and the registration expires on the last day of the assigned month. Registration periods may not be prorated to allow shorter or longer periods of registration.

REGISTRATION REQUIREMENTS:

To register the boat, an owner must:

1. Complete the Boat Registration Application (Form 02-841)
2. Submit one of the following:
 - Manufacturer Statement of Origin (MSO) - Copy
 - Carpenter's Certificate - Copy (similar to the MSO. Usually used for larger boats.)
 - Bill of sale from previous owner or dealer - Original (Copy when customer requests to keep original)
 - Title or registration from previous state - Copy
 - Affidavit of ownership - Original required

3. Pay all required fees

NOTE: When an application is submitted by a Boat Dealer, only the application and fees are required.

FEES & CLASS CODES:

Powered Boats	Class B1	\$24.00
Non-powered Boats	Class B2	\$10.00

**STATE OF ALASKA
DIVISION OF MOTOR VEHICLES
BOAT REGISTRATION APPLICATION**

Notice: A copy of this application may be used as a temporary registration for up to 60 days. The temporary registration becomes invalid when a certificate of number is issued by DMV.

BASIC BOAT INFORMATION - MUST BE COMPLETED IN FULL ON ALL APPLICATIONS

PRESENT AK BOAT NUMBER AK	REASON FOR APPLICATION <input type="checkbox"/> NEW <input type="checkbox"/> TRANSFER OF OWNERSHIP <input type="checkbox"/> DUPLICATE DECAL (\$5) <input type="checkbox"/> RENEWAL <input type="checkbox"/> DUPLICATE CERTIFICATE (\$5)		
BOAT NAME (IF APPLICABLE)	CLASS OF BOAT	<input type="checkbox"/> POWER BOAT (B1) \$24	
		<input type="checkbox"/> NON-POWER BOAT (B2) \$10	

COMPLETE FOR NEW BOATS, TRANSFERS, OR WHEN INFORMATION HAS CHANGED

HULL IDENTIFICATION NUMBER (HIN)	ADF&G # (IF ANY)	LENGTH (FT)	YEAR	MAKE/BUILDER OF BOAT
BOAT TYPE <input type="checkbox"/> A. RUNABOUT/SKIFF <input type="checkbox"/> B. CABIN CRUISER <input type="checkbox"/> C. PWC (i.e. JET SKI) <input type="checkbox"/> D. HOUSEBOAT <input type="checkbox"/> E. SAILBOAT <input type="checkbox"/> F. OTHER _____	PROPULSION <input type="checkbox"/> A. OUTBOARD <input type="checkbox"/> B. INBOARD <input type="checkbox"/> C. INBOARD/OUTDRIVE <input type="checkbox"/> D. SAIL ONLY <input type="checkbox"/> E. OARS/PADDLES	USE <input type="checkbox"/> A. PLEASURE <input type="checkbox"/> B. COMMERCIAL PASSENGER <input type="checkbox"/> C. COMMERCIAL FISHING <input type="checkbox"/> D. RENTAL <input type="checkbox"/> E. OTHER _____	FUEL TYPE <input type="checkbox"/> A. GAS <input type="checkbox"/> B. DIESEL <input type="checkbox"/> C. OTHER <input type="checkbox"/> D. NONE	HULL MATERIAL <input type="checkbox"/> A. ALUMINUM/LOCAL <input type="checkbox"/> B. FIBERGLASS/PLASTIC <input type="checkbox"/> C. WOOD <input type="checkbox"/> D. INFLATABLE <input type="checkbox"/> E. OTHER _____
HULL COLOR	TRIM COLOR	CABIN COLOR	CONTACT TELEPHONE NUMBER	

OWNER NAME AND ADDRESS INFORMATION - MUST BE COMPLETED IN FULL ON ALL APPLICATIONS

MAILING ADDRESS:	STREET/PO BOX	CITY	STATE AK	ZIP CODE
RESIDENCE ADDRESS:	PHYSICAL LOCATION (NO PO BOX OR MAIL CACHE)	CITY	STATE AK	ZIP CODE
OWNER	FULL NAME (FIRST, MIDDLE, LAST, SUFFIX OR COMPANY NAME)	SSN	DOB	DRIVER LICENSE #
#1				
#2				
#3				
#4				

I certify under penalty of law that I am the legal owner of the boat described in this application, that this boat is used primarily in Alaska and that all statements in this application are true and correct. I also acknowledge that I must notify DMV within 15 days of change of address or if the boat is destroyed, abandoned or becomes documented.

PRINTED NAME AND SIGNATURE OF APPLICANT	DATE
--	-------------

DMV USE ONLY

PREV. STATE	STICKER NUMBER	BATCH	INITIALS	DOCS. ACCEPTED: AK REG MCO CARP. CERT. BOS OWNER AFF. TITLE	FEES: \$5 \$10 \$24 PAYMENT TYPE: CA CC CK	DATE
--------------------	-----------------------	--------------	-----------------	--	---	-------------

*The Social Security Number (SSN) will be used only for DMV purposes and will not be disclosed as part of a boat record. Disclosure of the SSN is not required by law.

AFFIDAVIT OF BOAT OWNERSHIP

Hull Identification Number (HIN): _____

Boat Description: _____
(model year or year completed, make, model)

I, _____, certify that I am the owner
(Print Your Name)
of the boat described above. I purchased the boat on: _____
(Date of Purchase)

I obtained the boat in the following manner:

- | | |
|--|---|
| <input type="checkbox"/> Dealership - New | <input type="checkbox"/> I built the boat |
| <input type="checkbox"/> Dealership - Used | <input type="checkbox"/> Garage Sale |
| <input type="checkbox"/> Newspaper Advertisement | <input type="checkbox"/> Gift |
| <input type="checkbox"/> Other: _____ | |

Purchased from: _____
(Name of person or business that the boat was obtained from, if applicable)

Signature of Owner: _____

10 Leading Causes of Injury Deaths in Alaska by Age Group – 1994-1998

Rank	Age Groups										Total
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1		Fire/Flames 13	Drowning 7	MV Traffic Occupant 10	Suicide 170	Suicide 160	Suicide 145	Suicide 87	Suicide 52		Suicide 652
2	Homicide 6	Pedestrian 12	Fire/Flames 6	Drowning 9	MV Traffic Occupant 85	MV Traffic Occupant 68	Homicide 70	MV Traffic Occupant 47	MV Traffic Occupant 32	MV Traffic Occupant 33	MV Traffic Occupant 129
3		Drowning 19	Pedestrian 5	Suicide 7	Homicide 54	Homicide 58		Homicide 32	Drowning 14	Suicide 30	Homicide 251
4				Acc. Firearm 5 Homicide 5	Drowning 45	Drowning 50	Drowning 53			Fire/Flames 18	Drowning 222
5		MV Traffic Occupant					MV Traffic Occupant 51		Fire/Flames 9	Homicide 10	
6		Homicide 5			Hypothermia Frostbite 11 Snowmachine 11		Fire/Flames 21	Drowning 23	Homicide 8		
7					Acc. Firearm 10	Pedestrian 15	Hypothermia Frostbite 12 Snowmachine 12	Fire/Flames 8 Hypothermia Frostbite 8			
8					Snowmachine 11	Snowmachine 14	Pedestrian 8		Hypothermia Frostbite 5 -Pedestrian 5		Fire/Flames 98
9					Fire/Flames 9	Hypothermia Frostbite 10	Acc. Firearm 7				Pedestrian 61
10					Pedestrian 6	Fire/Flames 8					Hypothermia Frostbite 52



MARK S. JOHNSON
CHIEF
SECTION OF COMMUNITY HEALTH AND
EMERGENCY MEDICAL SERVICES



STATE OF ALASKA
DEPT. OF HEALTH & SOCIAL SERVICES
DIVISION OF PUBLIC HEALTH

P.O. BOX 110616
JUNEAU, AK 99811-0616
OFFICE: (907) 465-3027
FAX: (907) 465-1101
HOME: (907) 463-5807
mark_johnson@health.state.ak.us



When you're on or around the water, remember...

Kids Don't
F L O A T



The Kids Don't Float

program was initially developed in Homer, Alaska with a



grant from Community Health and EMS Section of the State Department of Health and Social Services and by the volunteers of the Kids Don't Float project in cooperation with the Homer Volunteer Fire Department; South Peninsula Hospital and the SAFE KIDS Coalition; Homer Community Schools and the Coast Guard Auxiliary, Homer Flotilla.

The program was adapted for statewide use in 1997, and is currently sponsored by the Alaska Department of Health and Social Services, U.S. Coast Guard, Alaska Safe Kids, the Alaska Boating Safety Program, and community volunteers.

The Kids Don't Float

program was developed to address the issue of childhood drowning in Alaska, on our rivers, lakes and on the ocean, and also right at home in bathtubs, five-gallon buckets, hot tubs and spas.



This booklet

was prepared to inform you of ways to avoid the risk of drowning in your home or on the water.

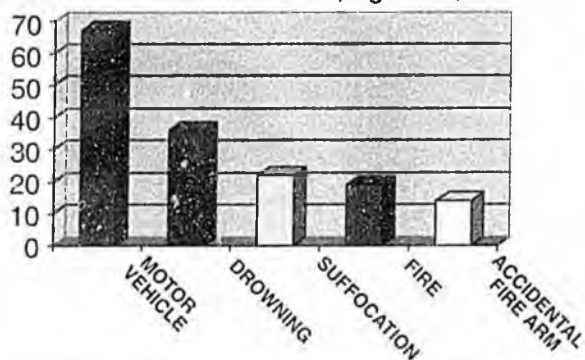


For many of us
in Alaska, the water
is our highway.



Alaska's drowning rate for children and teens is almost two and a half times the national average and significantly higher than that of any other state.

Accidental Deaths in Alaska, Age 0-19, 1994-1997



Drowning is the second leading cause of accidental death for children and teens in Alaska.