

Individual State Agency Fiscal Note

Bill Number: 5262 S SB	Title: Vessel pilotage act exempt.	Agency: 205-Board of Pilotage Commissioners
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Part I: Estimates

☒ No Fiscal Impact

Estimated Cash Receipts to:

Non-zero but indeterminate cost. Please see discussion.

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- ☐ If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- ☐ If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- ☐ Capital budget impact, complete Part IV.
- ☐ Requires new rule making, complete Part V.

Legislative Contact:	Phone:	Date: 04/06/2017
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Agency Approval: Chad Johnson	Phone: (360) 407-8130	Date: 04/07/2017
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 04/07/2017

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency.

Vessels operating in the Puget Sound or Grays Harbor pilotage districts are subject to compulsory pilotage unless they qualify for an exemption. This bill increases the maximum vessel tonnage permitted for possible exemption from the mandatory use of a marine pilot for small passenger vessels from 500 gross tons to 1,300 gross tons, and for yachts from 750 gross tons to 1,300 gross tons. Both passenger vessels and yachts must also be no more than 200 feet in length in order to qualify for an exemption . The bill also requires that small passenger vessels be staffed by United States (U.S.) licensed deck and engine officers with specified U.S.-issued credentials or by Canadian deck and engine officers with specified Canadian-issued credentials to be eligible for possible exemption from the mandatory use of a marine pilot. These vessels which are granted an exemption are required to pay a fee to the Board which may not exceed \$1,500.

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.

Although there may be an increase to revenue it is indeterminate at this time how many vessels will be exempt.

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Part III: Expenditure Detail

Part IV: Capital Budget Impact

Part V: New Rule Making Required

Identify provisions of the measure that require the agency to adopt new administrative rules or repeal/revise existing rules.