



HILARY S. FRANZ
COMMISSIONER OF PUBLIC LANDS

SB 5598 | HB 1700

While the number of derelict vessels continues to increase, the DVRP has not seen a budget increase in 10 years.

Consequently, DNR regularly has to ask the Legislature for additional funds to address the removal of derelict vessels, and in particular larger vessels which cost more to remove.

In the News:

[Chilkat/Anacortes Removal](#)

[Port Hadlock Vessel Removal](#)

CONTACT

Brian Considine
Legislative Director

Cell: 360-764-0013
brian.considine@dnr.wa.gov
www.dnr.wa.gov

2022 DNR Legislative Priorities: Sustainable Funding for Derelict Vessels

Commercial and recreational boating is a vital contributor to the culture and economy of Washington State. However, derelict or abandoned vessels put public safety and the health of our marine and fresh waters at risk.

DNR's [Derelict Vessel Removal Program](#) (DVRP) is the state's key mechanism for addressing the problem of derelict or abandoned vessels, and is widely considered the best program in the nation. Unfortunately, despite the program's successes, the DVRP is perpetually underfunded.

The Problem

The DVRP operates on a biennial budget of approximately \$2.6 million, funded exclusively with proceeds from vessel registration fees, commercial vessel fees, and ALEA. However, these funds are not stable or sufficient to address the ongoing costs to remove and dispose of derelict vessels. Vessels continually become derelict and abandoned, creating a backlog that becomes more costly to remove and more costly to the environment with each passing day.

The Proposal

With strong support from the boating community, DNR proposes to deposit 25% of the watercraft excise tax, or approximately, \$7.5 million, into the Derelict Vessel Removal Account (DVRA) per biennium. This reliable, consistent funding would ensure that the DVRP could remove significantly more vessels each year without having to ask for annual additional Capital Budget appropriations.

The Result

- Sustainable funding to address the steady stream of derelict/abandoned vessels.
- Safer, cleaner waters throughout the state.
- Greater financial certainty for contractors involved in removal work, therefore fostering job growth in those sectors.
- Funding would be available for additional enforcement of existing laws.
- More resources would be available for the prevention of derelict vessels through the [Vessel Turn-in Program](#) (VTIP), including vessels that pose a threat to the public but are not on state-owned aquatic lands.
- Provide additional support to authorized public entities, particularly in more rural areas that lack on-water resources, so they can initiate more removals within their jurisdiction



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Map of Current Vessels of Concern

