LEGISLATIVE COMMITTEE MINUTES

# HB137

# Bill as Introduced

# HB 137 - AS INTRODUCED

2023 SESSION

23-0332
10/04

HOUSE BILL ***137***

AN ACT relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.

SPONSORS: Rep. Creighton, Hills. 30; Rep. Vail, Hills. 6; Rep. Harvey-Bolia, Belk. 3; Rep. Harb, Rock. 20; Rep. J. MacDonald, Carr. 6; Rep. Post, Hills. 42; Rep. Healey, Hills. 12; Rep. Horgan, Straf. 1; Sen. Avard, Dist 12; Sen. Fenton, Dist 10; Sen. Ward, Dist 8

COMMITTEE: Transportation

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## ANALYSIS

This bill allows the commissioner of the department of safety to adopt by reference certain U.S. Coast Guard rules on boating safety equipment regulations and boating safety state numbering system regulations. The bill also establishes a committee to study boat registration fees.

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Explanation: Matter added to current law appears in ***bold italics.***
Matter removed from current law appears [~~in brackets and struckthrough.~~]
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

23-0332
10/04

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty Three*

AN ACT relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1 New Paragraph; Navigation; Rulemaking; Department of Safety; Boating Safety. Amend RSA 270:11 by inserting after paragraph IV the following new paragraph:

V. For the rules under paragraph I(a), the commissioner may adopt by reference, as amended, the current version of the federal boating safety equipment regulations promulgated by the U.S. Coast Guard, Department of Homeland Security, contained in 33 C.F.R. parts 175.13-175.25, 175.101-175.140, 175.110-175.120, and 175.301-175.320. The commissioner shall be authorized to exempt boats and operators operating exclusively on state waters from such rules which the commissioner determines impose an unnecessary regulatory burden without providing a corresponding safety benefit.

2 New Paragraph; Vessel Numbering; Rulemaking. Amend RSA 270-E:12 by inserting after paragraph XII the following new paragraph:

XIII. For the rules under this section on vessel numbering, the commissioner may adopt by reference, as amended, the current version of the federal boating safety state numbering system regulations promulgated by the U.S. Coast Guard, Department of Homeland Security, contained in 33 C.F.R. parts 174.3, 174.17-174.19.

3 Study Committee Established; Boat Registration Fees. There is established a committee to study collection and dispersal of boat registration fees collected for state agencies according to RSA 270-E, the collection and dispersal of the boats fees according to RSA 72-A, and the establishment of an online boat registration renewal program.

I. The members of the committee shall be as follows:

(a) Four members of the house of representatives, appointed by the speaker of the house of representatives.

(b) One member of the senate, appointed by the president of the senate.

II. The members of the committee shall seek input, advice, and expertise from the following persons and organizations:

(a) The commissioner of the department of environmental services, or designee.

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(e) A representative of the New Hampshire Marine Trades Association.

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(j) A representative from a local lake association.

(k) Representatives of the recreational powerboating community.

(l) A representative from the New Hampshire Rivers Council.

(m) Any person or entity the committee deems relevant to its study.

II. Legislative members of the committee shall receive mileage at the legislative rate when attending to the duties of the committee.

III. The committee shall gather the appropriate data and information on the collection of boat registration revenues for the department of safety.

IV. The committee shall gather the appropriate data and information related to the collections of boat registration revenues for state agencies other than the department of safety.

V. The committee shall gather the appropriate data and information on the collection of boat fee revenues for the department of safety and cities and towns.

VI. The committee shall gather the appropriate data and information related to an online boat registration renewal process.

VII. The members of the committee shall elect a chairperson from among the members. The first meeting of the committee shall be called by the first-named house member. The first meeting of the committee shall be held within 45 days of the effective date of this section. Three members of the committee shall constitute a quorum.

VIII. The committee shall report its findings and any recommendations for proposed legislation to the speaker of the house of representatives, the president of the senate, the house clerk, the senate clerk, the governor, and the state library on or before November 30, 2023.

4 Effective Date.

I. Section 3 of this act shall take effect upon its passage.

II. The remainder of this act shall take effect 60 days after its passage.

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# HB 137 - VERSION ADOPTED BY BOTH BODIES

04/13/2023 1338s
08Jun2023... 2181EBA

2023 SESSION

23-0332
10/04

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COMMITTEE: Transportation

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CHAPTER 116
HB 137 - FINAL VERSION

04/13/2023 1338s
08Jun2023... 2181EBA

2023 SESSION

23-0332
10/04

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08Jun2023... 2181EBA

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116:4 Effective Date.

I. Section 3 of this act shall take effect upon its passage.

II. The remainder of this act shall take effect 60 days after its passage.

Approved: June 30, 2023
Effective Date:
I. Section 3 effective June 30, 2023
II. Remainder effective August 29, 2023

# Amendments

Sen. Ricciardi, Dist 9
April 4, 2023
2023-1315s
02/10

Amendment to HB 137

Amend paragraph II of section 3 of the bill by replacing it with the following:

II. The members of the committee shall seek input, advice, and expertise from the following persons and organizations:

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UNAMENDED

# Committee Minutes

# SENATE CALENDAR NOTICE
## Transportation

Sen Denise Ricciardi, Chair
Sen David Watters, Vice Chair
Sen Ruth Ward, Member
Sen Carrie Gendreau, Member
Sen Donovan Fenton, Member

Date: March 21, 2023

### HEARINGS

| Tuesday | 03/28/2023 |
|---|---|
| (Day) | (Date) |

| Transportation | Legislative Office Building 101 | 1:00 p.m. |
|---|---|---|
| (Name of Committee) | (Place) | (Time) |

**EXECUTIVE SESSION MAY FOLLOW**

| | | |
|---|---|---|
| 1:00 p.m. | **HB 20** | naming a bridge in the town of Merrimack for the Honorable Richard "Dick" Hinch. |
| 1:10 p.m. | **HB 52** | naming a bridge in Hinsdale as the General John Stark Memorial Bridge. |
| 1:20 p.m. | **HB 111** | establishing a committee to study electrical vehicle charging for residential renters. |
| 1:30 p.m. | **HB 153** | relative to roadway pedestrian control signals. |
| 1:40 p.m. | **HB 163-FN** | relative to authorized license plate decals. |

**Sponsors:**

**HB 20**

| | | | |
|---|---|---|---|
| Rep. Notter | Rep. Healey | Rep. Packard | Rep. Osborne |
| Rep. Mooney | Rep. B. Boyd | Rep. S. Smith | Rep. N. Murphy |
| Sen. Bradley | Sen. Carson | Sen. Avard | Sen. Birdsell |

**HB 52**

Rep. Abbott

**HB 111**

Rep. Schultz

**HB 153**

| | |
|---|---|
| Rep. Faulkner | Rep. Preece |

**HB 163-FN**

| | | | |
|---|---|---|---|
| Rep. Sellers | Rep. Lewicke | Rep. Pauer | Rep. Berezhny |
| Rep. Tierney | Sen. Avard | Sen. Innis | |

Peter O'Neill 271-4151

Denise Ricciardi
Chairman

# Senate Transportation Committee

*Peter O'Neill 271-4151*

**HB 137,** relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.

**Hearing Date:** April 4, 2023

**Time Opened:** 1:10 p.m. **Time Closed:** 1:19 p.m.

**Members of the Committee Present:** Senators Ricciardi, Watters, Ward, Gendreau and Fenton

**Members of the Committee Absent** : None

**Bill Analysis:** This bill allows the commissioner of the department of safety to adopt by reference certain U.S. Coast Guard rules on boating safety equipment regulations and boating safety state numbering system regulations. The bill also establishes a committee to study boat registration fees.

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**Sponsors:**

| | | |
|---|---|---|
| Rep. Creighton | Rep. Vail | Rep. J. Harvey-Bolia |
| Rep. Harb | Rep. J. MacDonald | Rep. Post |
| Rep. Healey | Rep. Horgan | Sen. Avard |
| Sen. Fenton | Sen. Ward | |

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**Who supports the bill:** Rep. Creighton, Tim Dunleavy; NH State Police Marine Patrol, Andrea Lamoreaux; NH Lakes, John Whalley; NH Marine Traders Association, Jared Maraio; Lakes Management Advisory Committee, Michele Tremblay; Rivers Management Advisory Committee, Bruce Freeman; Board Chair of NH Lakes, John Macone; Merrimack River Watershed Council, Marty Mobley; NH Fish and Game, Stuart Greer, Scott Powell, Charles Rhoades, David Beardsley, Stephanie Thornton, Suzanne Smith, Lorie Dunne, Lee Wells, Jack Kutner, James Lovell, Jennier King

**Who opposes the bill:** None

**Who is neutral on the bill:** None

**Summary of Testimony Presented:**

**Representative Jim Creighton**

- Rep. Creighton testified that New Hampshire is out of compliance with federal law where New Hampshire receives boat registration fees and then disperses

that money to DES, Fish and Game, and the Peace Commission. This is in violation with coast guard regulations.

- Noted that last year HB 641 was not capable of getting New Hampshire's laws up to par with federal standard.
- Rep. Creighton stated that HB 137 is a result of the interim study and aims to bring New Hampshire back into federal compliance. This bill would give a committee until November of this fiscal year to come up with a plan to bring New Hampshire up to federal standards. The Rep. added that simultaneously, there has been coordination with Senator Shaheen's office to change the federal standard. Added that there are seven other states in a similar predicament and that they are attacking this issue from both the internal and federal side, HB 137 would be the internal piece for the state of New Hampshire.
- Sen. Watters added that he had looked at the registration issue for a while and appreciates seeing this bill brought forth.

**Tim Delevey**
**(Retied Captain of the Marine Patrol Unit)**

- Mr. Delevey testified that HB 137 is a result of a review and audit of the coast as it relates to the receipt of federal boating safety dollars. Furthered that the first part of the bill is related to terms as the boating and vehicle industry moves so rapidly.
- Noted that so much of what the state needs to keep up with for federal requirements would require two to three bills a fiscal year so legislation reflects updates to federal statutes. What this bill does is recognize federal statutes in a way, so that when federal law and standards change, the commissioner through the administrative rule-making process can keep up with the federal changes.
- Mr. Delevey notes that this strategy came from the commercial vehicle section of the motor vehicle law.
- Provided the committee members with copies of CFR related to safety equipment.
- Mr. Delevey noted that the second part of this bill falls under what ep. Creighton said in the bill introduction. He added on that the committee collects fees for several agencies when a person registers their boat in New Hampshire. However, this is in violation of federal law for them to collect any fees that are related to different specific duties of different agencies.
- This puts these agencies in jeopardy as the fees are critical dollars to these agencies yet the committee is responsible for collecting these fees at the time of the boat registration, taking them away from the agencies.
- Concluded that this study committee would help solve how the fees should be collected in order to comply with federal law and by providing the appropriate grant funds to the agencies suffering from lost fee collection.
- Senator Ward asked whether the online exam, which was spoken about last year for anybody who is going to get a certificate, was added to those rules.
- Mr. Delevey answered that it was submitted to the department but is not sure whether those rules have been adopted, and deferred the question to the Department of Safety.

**Andrea Lamreaux**

**(President and Policy Advocate for New Hampshire Lakes)**

- Ms. Lamoreaux spoke on the non-compliance with federal law surrounding the collection of fees.
- Ms. Lamoreaux specifically brought up the lake restoration prevention fund largely funds our aquatic invasive species prevention and management programs in New Hampshire. She added that other states have been in this situation and that they have gone ahead and separated out the fees perhaps without much thought in how to best do that which has resulted in crippling reductions in funding. New Hampshire's aquatic invasive species and prevention fund is already underfunded and Ms. Lamoreaux believes that we cannot risk any more reduces in funding.
- Ms. Lamoreaux stated that by forming this study committee hopefully a solution will arise where the fees can still be collected in order to better allocate the fees to the appropriate agency funds.

**John Walley**
**(New Hampshire State Highway Safety Engineer)**

- Mr. Walley stated that he is the President of the New Hampshire Marine Trades Association and testified on behalf of them and in support of HB 137.
- Added that he would like to work with all parties to move forward this piece of legislation.

**Tim Delevey**
**(Retied Captain of the Marine Patrol Unit)**

- Sen. Watters asked about the difference between in-board and out-board engines, and questioned whether there is potential for new kinds of motors to require new kinds of changes to federal law and in turn state law, and asked whether this study committee could look into this as well.
- Mr. Delevey responded that he is familiar with foot pounds per thrust and that some of that horsepower with electric engines is lost between engine and propeller. Stated that he will try to add that in of the committee.

PJO
Date Hearing Report completed: April 7, 2023

# Speakers

# SENATE TRANSPORTATION COMMITTEE

Date 04/4/23 Time 1:10 p.m. Public Hearing on **HB 137**

*(Relative to ~~boating safety~~ equipment rules and vessel numbering rules, and establishing a committee to study boat registration fees)*

***Please check box(es) that apply.***

| SPEAKING | FAVOR | OPPOSED | NAME(Please print) | REPRESENTING |
|---|---|---|---|---|
| ☑ | ☑ | ☐ | Tim Dunleavy | State - Police - Marine Patrol |
| ☑ | ☑ | ☐ | Andrea LaMoreaux | NH Lakes |
| ☑ | ☑ | ☐ | Rep Jim Creighton | Bill Sponsor |
| ☑ | ☑ | ☐ | John Whalley | NH Marine Trades Assoc. |
| ☐ | ☐ | ☐ | | |
| ☐ | ☐ | ☐ | | |
| ☐ | ☐ | ☐ | | |
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# Testimony

U.S. Department of Homeland Security
United States Coast Guard

Commandant
U.S. Coast Guard

2703 Martin Luther King Jr. Ave SE
Washington, DC 20593-7509
Staff Symbol: CG-BSX
Phone: 202-372-1062
Email: RBSInfo@uscg.mil

16751
CG-BSX
Correspondence 22-01
11 Jul 2022

GLENDYE.TROY.PERRY.1011778980 Digitally signed by GLENDYE.TROY.PERRY.1011778980 Date: 2022.07.11 12:33:30 -04'00'

From: T. P. Glendye, CAPT
COMDT (CG-BSX)

To: Distribution

Subj: FEES FOR ISSUING A VESSEL CERTIFICATE OF NUMBER (Registration)

Ref: (a) 46 U.S.C. §12307

(b) 33 C.F.R. §174.31

1. Purpose. This letter provides guidance with regard to acceptable State fees per the requirements of ref (a).

2. Background.

   a. Ref (a) regulates the authority to issue a vessel a certificate of number and permits the state to prescribe regulations to establish fees to carry out the intent of the chapter. The intent of Chapter 123 is the numbering of vessels.

   b. Ref (b) permits States to condition the issuance of vessel numbers only for; proof of ownership, proof of liability insurance, or proof of payment of state or local taxes.

3. Discussion.

   a. Per ref (a), the Coast Guard has authority to require the issuance of a certificate of number (CON) and to prescribe regulations to establish fees to carry out the intent of chapter 123. The intent of chapter 123 of Title 46 is to number undocumented vessels. Further, ref (b) permits states to condition the issuance of a CON only for proof of ownership, proof of liability insurance, or [proof] of payment of state or local taxes. Although a fee may be charged for issuing a CON, this fee can only be used to carry out the intent of chapter 123 of Title 46 of the U.S. Code. Further, the issuance of a CON can only be conditioned on what the Coast Guard has expressly prescribed in regulation.

   b. A state may not levy a fee as a condition to receive a CON that *is not* related to the costs associated with issuing the CON. This includes, but is not limited to, financing unrelated state activities and programs like Aquatic Invasive Species programs. If a fee is charged while obtaining a CON that does not fund a program that carries out numbering of

recreational vessels, then the associated fee cannot be levied. Unrelated fees need to be bifurcated from issuing a CON.

c. Further, the condition on the issuance of a CON would still be impermissible if the surcharge is characterized as a tax or surcharge. One of the permitted conditions in ref (a) is proof of payment of state or local tax, not the imposition of a tax itself. For example, proof of payment of a vessel's sales tax is permissible, while imposition of a separate tax on vessel numbering is not.

4. Action.

a. In accordance with refs (a) and (b), a state may impose fees to issue a vessel a CON, but only if the fees are used to directly pay for the issuance of the CON.

b. Any state with a past or existing surcharge, additional fee, or additional tax directly attached to the issuance of vessel CON should send a Corrective Action Plan (CAP) to this Office to the attention of their cognizant Coast Guard State Program Coordinator (SPC). The CAP shall include the State's plan and timeline to remove the impermissible surcharge(s), fee(s) or tax(es).

c. During assessments of State Recreational Boating Safety grant programs, Coast Guard SPCs will review applicable State law to determine compliance with refs (a) and (b).

5. Disclaimer. The guidance in this letter is not a substitute for applicable legal requirements and is not a rule. The guidance in this letter is not intended to impose legally-binding requirements on any party. This guidance represents the Coast Guard's current thinking on this topic and may assist States, the general public, and the Coast Guard, in applying statutory and regulatory requirements.

6. Questions. Questions from the public concerning this letter should be directed to Commandant (CG-BSX-21), Inspections and Compliance Directorate, Office of Auxiliary and Boating Safety, Boating Safety Division, Program & Operations Management Branch at RBSInfo@uscg.mil.

#

Dist: U.S. States and Territories Boating Law Administrators
District of Columbia Boating Law Administrators
USCG Coast Guard District Prevention Divisions

## CFR References

**33 CFR § 174.17 Contents of application for certificate of number.**

**(a)** An application for a certificate of number must contain the following information:

**(1)** Name of owner.

**(2)** Address of owner, including ZIP code.

**(3)** Owner identifier, which must be the owner's tax identification number, date of birth together with driver's license number, or date of birth together with other unique number.

**(4)** State of principal operation.

**(5)** Number previously issued by an issuing authority.

**(6)** Application type: Authorized terms are "new number", "renewal of number", or "transfer of ownership".

**(7)** Primary operation: Authorized terms are, "charter fishing", "commercial fishing", "commercial passenger carrying", "dealer or manufacturer demonstration", "other commercial operation", "pleasure", or "rent or lease".

**(8)** Make and model of vessel.

**(9)** Model year.

**(10)** Hull identification number, if any.

**(11)** Overall length of vessel.

**(12)** Vessel type: Authorized terms are "air boat", "auxiliary sail", "cabin motorboat", "houseboat", "inflatable boat", "open motorboat", "paddlecraft", "personal watercraft", "pontoon boat", "rowboat", "sail only", or "other".

**(13)** Hull material: Authorized terms are "aluminum", "fiberglass", "plastic", "rubber/vinyl/canvas", "steel", "wood", or "other".

**(14)** Propulsion type: Authorized terms are "air thrust", "manual", "propeller", "sail", "water jet", or "other".

**(15)** Engine drive type: Authorized terms are "inboard", "outboard", "pod drive", "sterndrive", or "other".

**(16)** Fuel: Authorized terms are "electric", "diesel", "gas", or "other".

**(17)** Signature of the owner.

**(b)**

**(1)** An application made by a manufacturer or dealer for a number that is to be temporarily affixed to a vessel for demonstration or test purposes may omit the information under paragraphs (a)(9) through (a)(17) of this section.

**(2)** An application made by an owner of a vessel without propulsion machinery may omit the information under paragraphs (a)(16) and (a)(17) of this section.

(3) An issuing authority may print on the certificate of number a quotation of State boating regulations or other boating-related information, such as safety reminders, registration, or law enforcement contact information.

(c) For an issuing authority listed in Appendix A of this part on April 27, 2012, the requirements of paragraphs (a) and (b) of this section apply on January 1, 2017. Between April 27, 2012 and January 1, 2017, the issuing authority may continue to issue certificates of number containing the contents in effect on April 27, 2012.

**33 CFR § 174.3 Definitions.**

*Airboat* means a vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine.

*Auxiliary sail* means a vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.

*Cabin motorboat* means a vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.

*Certificate of number* means the certificate required by 33 CFR 173.21.

*Charter fishing* means a vessel carrying a passenger(s) for hire who is (are) engaged in recreational fishing.

*Commercial fishing* means a vessel that commercially engages in the catching, taking, or harvesting of fish which, either in whole or in part, is intended to enter commerce through sale, barter, or trade.

*Houseboat* means a motorized vessel that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.

*Hull identification number* or *HIN* means a number required by 33 CFR 181.23.

*Inboard,* in the context of an engine, means an engine mounted inside the confines of a vessel which powers a drive shaft that turns a water jet impeller or that runs through the bottom of the hull and is attached to a propeller at the other end.

*Inflatable boat* means a vessel that uses air-filled flexible fabric for buoyancy.

*Open motorboat* means a vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water.

*Operate* means use, navigate, or employ.

*Operator* means the person who is in control or in charge of a vessel while it is in operation.

*Outboard,* in the context of an engine, means an engine with propeller or water jet integrally attached, which is usually mounted at the stern of a vessel.

*Owner* means a person, other than a secured party, having property rights in or title to a vessel, including persons entitled to use or possess a vessel subject to a security interest in another person, but excluding lessees under a lease not intended as security.

§ 175.15 Personal flotation devices required.

Except as provided in §§ 175.17 and 175.25:

(a) No person may use a recreational vessel unless -

(1) At least one wearable PFD is on board for each person;

(2) Each PFD is used in accordance with any requirements on the approval label; and

(3) Each PFD is used in accordance with any requirements in its owner's manual, if the approval label makes reference to such a manual.

(b) No person may use a recreational vessel 16 feet or more in length unless one throwable PFD is onboard in addition to the total number of wearable PFDs required in paragraph (a) of this section.

(c) No person may operate a recreational vessel under way with any child under 13 years old aboard unless each such child is either -

(1) Wearing an appropriate PFD approved by the Coast Guard; or

(2) Below decks or in an enclosed cabin.

§ 175.17 Exemptions.

(a) Canoes and kayaks 16 feet or more in length are exempted from the requirements for carriage of the additional throwable PFD required under § 175.15(b).

(b) Racing shells, rowing sculls, racing canoes, and racing kayaks are exempted from the requirements for carriage of any PFD required under § 175.15.

(c) Sailboards are exempted from the requirements for carriage of any PFD required under § 175.15.

(d) Vessels of the United States used by foreign competitors while practicing for or racing in competition are exempted from the carriage of any PFD required under § 175.15, provided the vessel carries one of the sponsoring foreign country's acceptable flotation devices for each foreign competitor onboard.

§ 175.19 Stowage.

(a) No person may use a recreational boat unless each wearable PFD required by § 175.15 is readily accessible.

(b) No person may use a recreational boat unless each throwable PFD required by § 175.15 is immediately available.

§ 175.21 Condition; size and fit; approval marking.

No person may use a recreational boat unless each PFD required by § 175.15 is -

§ 175.25 Enforcement of State requirements for children to wear personal flotation devices.

(a) This section applies to operators of recreational vessels on waters subject to the jurisdiction of any State that has established by statute a requirement for children of a certain age to wear an appropriate PFD approved by the Coast Guard, while aboard a recreational vessel.

(b) If the applicable State statute establishes any requirement for children of a certain age to wear an appropriate PFD approved by the Coast Guard, then that requirement applies on the waters subject to the State's jurisdiction instead of the requirement provided in § 175.15(c) of this part.

CFR § 175.110 Visual distress signals required.

(a) No person may use a boat 16 feet or more in length, or any boat operating as an uninspected passenger vessel subject to the requirements of 46 CFR chapter I, subchapter C, unless visual distress signals selected from the list in § 175.130 or the alternatives in § 175.135, in the number required, are onboard. Devices suitable for day use and devices suitable for night use, or devices suitable for both day and night use, must be carried.

(b) Between sunset and sunrise, no person may use a boat less than 16 feet in length unless visual distress signals suitable for night use, selected from the list in § 175.130 or § 175.135, in the number required, are on board.

§ 175.113 Launchers.

(a) When a visual distress signal carried to meet the requirements of § 175.110 requires a launcher to activate, then a launcher approved under 46 CFR 160.028 must also be carried.

§ 175.115 Exceptions.

The following persons need not comply with § 175.110; however, each must carry on board visual distress signals suitable for night use, selected from the list in § 175.130 or § 175.135, in the number required, between sunset and sunrise:

(a) A person competing in any organized marine parade, regatta, race, or similar event;

(b) A person using a manually propelled boat; or

(c) A person using a sailboat of completely open construction, not equipped with propulsion machinery, under 26′ in length.

§ 175.120 Stowage.

No person may use a boat unless the visual distress signals required by § 175.110 are readily accessible.

(d) The use of dry chemical stored pressure fire extinguishers not fitted with pressure gauges or indicating devices, manufactured prior to January 1, 1965, is permitted on board recreational vessels if such extinguishers are maintained in good and serviceable condition. The following maintenance and inspections are required for such extinguishers:

(1) When the date on the inspection record tag on the extinguishers shows that 6 months have elapsed since the last weight check ashore, then such extinguishers are no longer accepted as meeting required maintenance conditions until they are reweighed ashore, found to be in a serviceable condition, and within required weight conditions.

(2) If the weight of the container is 1/4 ounce less than that stamped on the container, it must be serviced.

(3) If the outer seal or seals (which indicate tampering or use when broken) are not intact, the boarding officer or marine inspector will inspect such extinguishers to see that the frangible disc in the neck of the container is intact; and, if such disc is not intact, the container must be serviced.

(4) If there is evidence of damage, use, or leakage, such as dry chemical powder observed in the nozzle or elsewhere on the extinguisher, the extinguisher must be serviced or replaced.

(e) Dry chemical extinguishers, stored pressure extinguishers, and fire extinguishers without pressure gauges or indicating devices, manufactured after January 1, 1965, cannot be labeled with the marine type label described in 46 CFR 162.028-4. These extinguishers may be carried onboard recreational vessels as excess equipment, subject to paragraphs (a) and (b) of this section.

(f) Semi-portable extinguishers must be fitted with a suitable hose and nozzle, or other practicable means, so that all portions of the space concerned may be covered.

§ 175.315 Fixed fire extinguishing systems.

(a) A fixed fire extinguishing system must be of a type approved by the Coast Guard under 46 CFR part 162.

(b) A carbon dioxide system must be designed and installed in accordance with 46 CFR part 76, subpart 76.15.

(c) An automatic sprinkler system must be designed and installed in accordance with 46 CFR 25.30-15(c).

§ 175.320 Fire extinguishing equipment required.

(a) *Recreational vessels 65 feet or less in length.*

NH LAKES

March 31, 2023

The Honorable Denise Riccardi Chair
Senate Transportation Committee
Legislative Office Building, Room 101
Concord, NH 03301

RE: HB 137, *Committee to Study Boat Registrations, Online Boat Registration Renewals, and Fees Collected*

Dear Chair Ricciardi and Members of the Committee:

Thank you for the opportunity to comment on HB 137. NH LAKES strongly supports HB 137, Committee to Study Boat Registrations, Online Boat Registration Renewals, and Fees Collected.

As a statewide nonprofit organization dedicated to restoring and preserving New Hampshire's lakes, NH LAKES is directly involved with aquatic invasive species (AIS) spread prevention efforts. It is in the best interest of New Hampshire's lakes, citizens, and economy that AIS prevention programs continue to be funded to avoid the spread of invasive plants and animals in our waterbodies.

NH LAKES joins several state agencies and innumerable local groups, municipalities, and businesses in a broad-based, statewide spread prevention education effort. This work is vital to our state economy, outdoor recreation, and quality of life. However, the fees that support AIS prevention and management programming, as well as other critical programming, including lake water quality monitoring, Fish and Game Search and Rescue, and public boat access, is in jeopardy due to conflict with Coast Guard rules for the collection of boat registration fees. By losing the boat vessel registration funding, NH LAKES and the State of New Hampshire risk losing leveraged support that enables AIS spread prevention activities.

Pursuant to RSA 270-E:5, those who register their watercraft in New Hampshire pay $9.50 annually to support AIS prevention and management and lake water quality monitoring programs. This funding, along with an additional $8.00 funds collected to support the Statewide Public Boat Access Fund, the Fish and Game Search and Rescue fund, and the Pease Development Authority Dredging and Pier Maintenance Fund, are being collected in violation of Federal law. If New Hampshire does not demonstrate an effort to remedy the noncompliance, the US Coast Guard could withhold its

Recreational Boating Safety Grant which provides roughly half the annual budget of the New Hampshire Marine Patrol.

The funds collected through RSA 270-E:5 are crucial to maintaining clean and healthy lakes, free from problematic invasive species, and a legislative fix is needed to remedy this noncompliance. This bill would provide an opportunity to study this multifaceted issue and discuss potential solutions with a number of impacted stakeholders.

Approximately 90 waterbodies in New Hampshire (lakes, ponds, and rivers) are already infested with aquatic invasive plants (like variable water milfoil) and several waterbodies are fouled with invasive animals (like the Asian clam). These infestations not only impact the health of these waterbodies, they impact our ability to use them. Aquatic invasive species infestations cost tens, and in some cases, hundreds of thousands of dollars annually to manage. In almost all cases, without eradicating the target species, management merely controls their spread. As is often said, "An ounce of prevention is worth a pound of cure."

NH LAKES applies for and receives funding annually from the New Hampshire Department of Environmental Services to help support a statewide courtesy boat inspection program to help boaters do their part to prevent the spread of invasive species. This grant, made possible by boat registration fees, leverages an additional nearly $750K in foundation funding, local funding, and volunteer time to further prevent the spread of invasive species. Every summer, NH LAKES stations approximately 800 Lake Hosts (about 300 paid; the remainder volunteer) at about 100 public access boat ramps. Lake Hosts educate boaters on how to effectively clean and drain their watercraft, trailers, and gear to prevent the further spread of aquatic invasive plants and animals. In its 20-year history, Lake Hosts have surveyed over 1.4 million boats and removed over 1,600 invasive species from boats entering or leaving waterbodies.

This bill provides an opportunity to bring impacted stakeholders together to find a way to maintain critical Marine Patrol funding without sacrificing dedicated and additional leveraged funding for AIS prevention and management, lake water quality monitoring, search and rescue, and public access programming. We urge you and the Senate Transportation Committee to vote "ought to pass" on HB 137 and help protect New Hampshire's waterbodies and all the benefits they provide.

Respectfully,

Andrea LaMoreaux

Andrea LaMoreaux, President & Policy Advocate
NH LAKES

# N.H. Lakes Management Advisory Committee

N.H. Lakes Management and Protection Program
29 Hazen Drive; PO Box 95; Concord, NH 03302-0095; Tel: 603-271-8811
https://www.lmac.des.nh.gov/

April 4, 2023

The Honorable Denise Ricciardi, Chair
Senate Transportation Committee
Legislative Office Building, Room 101
Concord, NH 03301

**RE: HB 137 - AN ACT relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registration fees.**

Dear Chair Ricciardi and Members of the Committee:

The Lakes Management Advisory Committee (LMAC) is writing to express its **support of House Bill 137**, which establishes a committee to study boat registration fees.

At the time of boat registration, New Hampshire currently collects $17.50 in additional fees. These fees are used for search and rescue, public boat access, coastal pier maintenance, and the lake restoration fund. The lake restoration fund is the sole source of funding for the state's program to prevent and manage aquatic invasive species, which includes providing grants to non-profit organizations and municipalities for work to address aquatic invasive species.

Aquatic invasive species spread rapidly if left untreated. Their dense populations hinder boat navigation, negatively affect recreational enjoyment, and harm populations of native species. Since aquatic invasive species are easily transported from waterbody to another when boats are used in multiple places, the current fee structure ties the funding source to a community that benefits from clean waterways and whose actions are most likely to inadvertently cause the spread of aquatic invasive species. Having a reliable, dedicated source of funding that is adequate to combat aquatic invasive species is critical to the public's continued enjoyment of New Hampshire lakes, including the associated economic benefits.

Stakeholders recently became aware that collecting these fees as part of boat registration is out of compliance with U.S. Coast Guard regulations. Without a change, Marine Patrol stands to lose as much as half of its annual funding. This is an issue facing multiple states. Other states have seen revenues drop significantly when they have separated their boat registration fee from fees used to support boat-related programs like safety, access, and aquatic invasive species work. A better solution is needed in order to protect these essential programs in New Hampshire.

Establishing a committee is an appropriate way to explore remedies that would be acceptable to all affected stakeholders, as well as allowing time for stakeholders across states to work with the federal government to see if the issue can be resolved at the national level. Consequently, the LMAC supports the study committee created in HB 137.

*LMAC VOTING MEMBERS:* **Jared Maraio, Chair,** NH Travel Council • **Shane Bradt,** Scientific Community • **Ryan Cardella,** Marine Trades Association • **Tiffany Grade,** Conservation Community • **Sara Holland,** NH Association of Realtors • **Janet Kidder,** Planning Boards • **Frank Lemay,** NH Business & Industry Assoc. • **Andrea LaMoreaux,** NH LAKES • **Lisa Morin,** State Conservation Committee • **Susan Price,** NH Fish & Game Commission • **Dick Smith,** Fishing Interests • **Meredith Smith,** Municipal Official • **Steve Wingate,** Conservation Commissions

*LMAC NON-VOTING MEMBERS:* **Garret Graaskamp, Vice Chair,** NH Fish & Game Dept. • **Capt. Tim Dunleavy,** NH Dept. of Safety • **Eric Feldbaum,** NH Dept. of Natural and Cultural Resources • **Jennifer Gilbert,** NH Dept. of Business and Economic Affairs • **Mark Hemmerlein,** NH Dept. of Trans. • **Shawn Jasper,** NH Dept. of Ag, Markets & Food

The LMAC is a legislatively created body charged to work with the New Hampshire Department of Environmental Services (NHDES) to administer RSA 483-A, the Lakes Management and Protection Program. The Governor and Council appointed Committee is comprised of 19 members representing academia, business, conservation organizations, lake associations, tourism, fish and game commission, marine trades, realtors, municipal government as well as several state agencies.

**In conclusion, the LMAC supports HB 137 for the reasons stated above.** Thank you for the opportunity to comment. Should you have questions, please feel free to contact me at (603) 366-5531 or Jared@cruisenh.com.

Respectfully,

Jared Maraio, Chair

ec: Senators Avard, Fenton, and Ward
LMAC Representatives
Robert R. Scott, Commissioner, NHDES

VOTING MEMBERS

**Michele L. Tremblay**
Chair
Conservation
Community

**Larry T. Spencer**
Vice Chair
Conservation
Commissions

**Christopher Hodgdon**
NH Fish & Game
Commission

**Frederick J. McNeill**
Municipal Officer

**Madeleine Mineau**
Granite State
Hydropower Assoc.

**Robert M. Roseen**
Recreational Interests

**Donald L. Ware**
Public Water Suppliers

**Vacant**
Agricultural Community

**Vacant**
Business & Industry
Association

**Vacant**
Historic/Archeological
Interests

**Vacant**
Local River Management
Advisory Committees

NON-VOTING MEMBERS

**Peter Bowman**
NH Dept. of Natural and
Cultural Resources

**Natasha Cole**
NH Department of
Safety

**Jennifer Gilbert**
NH Dept. of Business
and Economic Affairs

**Mark Hemmerlein**
NH Department of
Transportation

**Shawn Jasper**
NH Dept. of Agriculture,
Markets & Food

**John Magee**
NH Fish & Game
Department

STAFF

**Tracie Sales**
Program Administrator

**Vacant**
Program Assistant

# NH Rivers Management Advisory Committee

NH Rivers Management and Protection Program

April 4, 2023

The Honorable Denise Ricciardi, Chair
Senate Transportation Committee
Legislative Office Building, Room 101
Concord, NH 03301

**RE: HB 137** *An act relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.*

Dear Chair Ricciardi and Members of the Committee,

The Rivers Management Advisory Committee (RMAC) is writing to express its **support of House Bill 137**, which establishes a committee to study boat registration fees.

The RMAC supports this bill because

- With each boat registration, New Hampshire collects $17.50 of fees that are allocated to search and rescue, public boat access, coastal pier maintenance, and the lake restoration fund;
- This current practice is out of compliance with US Coast Guard regulations and requires immediate action to keep these vital programs funded and to not jeopardize the state's federal grant for safety programs;
- The lake restoration fund is the sole source of money for the state's program to prevent and manage aquatic invasive species. This includes providing grants to nonprofit organizations and municipalities to address aquatic invasive species;
- Aquatic invasive species can take over an area. Prevention is the most effective and the lowest cost approach;
- Once introduced, aquatic invasive species spread rapidly if left untreated. Their dense populations hinder boat navigation, negatively affect recreational enjoyment, and harm populations of native species;
- Having a reliable, dedicated funding source that is adequate to combat aquatic invasive species is critical to the public's continued enjoyment of New Hampshire waterways, and the economic benefits that result;
- This is an issue affecting multiple states. Other states that have recently separated invasive species fees from boat registration fees in order to comply with Coast Guard regulations have lost a significant amount of funding; and
- Passage of this bill allows time for agencies and advocates to work with the Coast Guard and federal stakeholders to explore potential federal solutions.

The RMAC is a legislatively created body charged to work with the New Hampshire Department of Environmental Services (NHDES) to administer RSA

483, the Rivers Management and Protection Program. The Governor and Council appointed Committee is composed of members from business, agriculture, hydroelectric, municipal government, water supply, conservation, recreation, fish and game, and historical interests.

Should you have any questions regarding our testimony in support of HB 137, feel free to contact me at 603.796.2615 or MLT@naturesource.net.

Sincerely,



Michele L. Tremblay, Chair

ec: Senators Avard, Fenton, and Ward
RMAC Representatives
Robert R. Scott, Commissioner, NHDES

## Peter O'Neill

**om:** Leeds Brewer <leedsb@comcast.net>
**ent:** Friday, March 31, 2023 3:48 PM
**To:** Denise Ricciardi; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
**Cc:** alamoreux@nhlakes.org
**Subject:** HB 137

I am writing to urge your support for HB 137. New Hampshire lakes cannot afford the loss of funds that will occur if the additional fees included with boat registrations disappear. Boaters, like myself, are obviously willing to pay these fees as evidenced by the fact that boat registration numbers have not been adversely affected by their presence.

It is my understanding that the Coast Guard regulations don't allow additional fees to be added to state registration costs. Would it be possible to separate these fees on the registration bill, show what they're for, and require their payment as a prerequisite for registration?
Thank you for your time.
Leeds

**Peter O'Neill**

**From:** Mike Farrelly <mikefarrelly@comcast.net>
**Sent:** Friday, March 31, 2023 4:27 PM
**To:** Denise Ricciardi; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
**Subject:** Please support HB137!

Caution! This message was sent from outside your organization.

Denise, Ruth, Carrie, Donavan and Peter,
I am asking you to please support HB137 and help New Hampshire protect the beauty of our lakes. They are truly part of our lifeblood for generating revenue for the State through Tourism!!!!
Thank you for your consideration.
All the best.
Mike

Mike Farrelly
mikefarrelly@comcast.net
603-496-7337
M&M Footwear Brands
Havatex & Frontier North
Vanita Living Kitzbhel
Trenditions - Chippewa Accessories
SUPERLAMB

**Peter O'Neill**

**om:** Scott Powell <scottpowellnh1@gmail.com>
**ent:** Friday, March 31, 2023 4:31 PM
**To:** Denise Ricciardi; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
**Subject:** Support HB137

Caution! This message was sent from outside your organization.

I am writing to express my support of HB137. It is important to our state's commerce and tax base to ensure we maintain good water quality in our lakes and rivers. This bill will give us the ability to use collected funding in the best way possible in the future.

Thank you for your support of this bill, and for your commitment and your honorable service to the citizens of New Hampshire.

Scott Powell
Meredith

## Peter O'Neill

**From:** Andrea <andrealakeside@gmail.com>
**Sent:** Friday, March 31, 2023 5:15 PM
**To:** Peter O'Neill
**Subject:** Support HB137

Caution! This message was sent from outside your organization.

Please support HB 137
Thank you,

Andrea Lawson
39 Sachs Rd
Nottingham, NH 03290

**Peter O'Neill**

**From:** Jack KUTNER <kut4@comcast.net>
**Sent:** Sunday, April 2, 2023 7:55 AM
**To:** Peter O'Neill
**Subject:** Support HB137

Caution! This message was sent from outside your organization.

Dear Mr. O'Neill,
I am writing to register my support for this bill. Protection of NH Lakes is critical to our long-term quality of life and economy.

Best, Jack Kutner, Newbury NH

## Peter O'Neill

**From:** Katheryn Holmes <143katheryn@gmail.com>
**Sent:** Sunday, April 2, 2023 8:15 AM
**To:** Peter O'Neill
**Subject:** Support HB137

Caution! This message was sent from outside your organization.

New Hampshire is out of compliance with Federal Coast Guard regulations on how boat registration fees are collected. When a boat is registered, the state adds additional fees. These additional fees support critical programs, including the lake restoration and preservation fund which supports the prevention and management of invasive species in our lakes.

HB 137, which would establish a committee to study boat registrations, will be heard by the Senate Transportation Committee on Tuesday, April 4.

Please Support HB137

Thank you,

Katheryn C. Holmes, Chair
Newbury Conservation Commission

**Peter O'Neill**

**From:** jim.lovell@nm.com
**Sent:** Sunday, April 2, 2023 9:50 AM
**Subject:** please support HB 137... urgent and important.. protects lakes and lowers future costs of fixing problems

Caution! This message was sent from outside your organization.

- Protecting lakes from invasive species is urgent, important, and on-going.
- Prevention is cheaper and sustains lake quality
- Lakes generate revenue to NH
- Funding to protect lakes is critical, must sustained, should be increased

Please support HB 137

Thank you,

Jim Lovell
8 Katie Lane
Hampton

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Northwestern Mutual
720 East Wisconsin Avenue
Milwaukee, Wisconsin 53202-4797.

**Peter O'Neill**

**om:** Jennifer King <king.jen@comcast.net>
**nt:** Sunday, April 2, 2023 2:00 PM
**To:** Denise Ricciardi; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
**Cc:** Andrea LaMoreaux
**Subject:** Support for HB 137

Honorable Members of the Transportation Committee,

I am writing in support of HB 137 regarding a committee to study boat registration fees and bring NH into compliance with Coast Guard regulations. The funding currently received from vessel registrations is critical for programs that protect NH's 1000+ lakes from the spread of invasive species.

As a property owner on Northeast Pond in Milton, NH, Co-President of Milton Three Ponds Protective Association, and NH Lakes Board Member, I am well-aware of the costs of managing European Naiad. If we don't dedicate resources to prevent invasive spreading, the demand for funding to manage the problem increases and a greater burden will fall on municipalities, property values will decrease, and recreational tourism will take a big hit.

The NH Lakes Lake Host Program educates the public about the risks of invasive aquatic plants and animals and provides courtesy boat inspections to prevent their spread at many ramps around the state. It is one example of the critically important lake restoration and preservation funding applications. Once an invasive takes hold, it is unlikely to be eradicated in that water body, and if not managed, will interfere with swimming, boating, fishing and property values. The economic impacts will be significant throughout the state of NH if we don't continue to find dedicated funding to preserve our lakes. Please create the committee to study vessel registration so we can continue our important efforts to protect the water quality of NH's lakes for all to enjoy.

Thank you for the work that you do for the citizens of NH,

Jennifer King
(603)964-8888

**Peter O'Neill**

**From:** J Saghir <jasonsaghir@gmail.com>
**Sent:** Sunday, April 2, 2023 8:41 PM
**To:** Denise Ricciardi; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
**Subject:** Please support HB 137

Caution! This message was sent from outside your organization.

My name is Jason Saghir, I live in Newbury, NH by Lake Sunapee. Please support HB 137!

Regards,
Jason

Jason Saghir
115 Bay Point Rd
Newbury, NH 03255
(617) 872-3586
Jasonsaghir@gmail.com

**Peter O'Neill**

**From:** Martha A. Gagnon <mgpa2@comcast.net>
**Sent:** Monday, April 3, 2023 10:02 AM
**To:** Denise Ricciardi; Ruth Ward; Carrie Gendreau; Donovan Fenton; Peter O'Neill
**Cc:** Andrea at NH Lakes
**Subject:** Transportation Committee Hearing on HB 137

Caution! This message was sent from outside your organization.

Dear Committee Members:

I am writing to urge you to support HB 137 to establish a committee to study boat registrations. The funding that the state attaches to boat registration bills is extremely important and alternate means of collecting these funds for critical programs must be determined.

One of the most significant programs funded by the current boat registration fee structure is the lake restoration and preservation fund which supports the prevention and management of invasive species in our lakes. NH is not the first state to face this boat registration problem. Elimination or reduction of this funding has had disastrous consequences in other states. Let us learn from those mistakes and find the best solution to the problem by passing HB 137 and establishing the study committee.

Sincerely,

Gary & Martha Gagnon

## Peter O'Neill

**om:** Warren Emley <weemley@comcast.net>
**nt:** Monday, April 3, 2023 10:35 AM
**To:** Peter O'Neill
**Subject:** HB 137

Plesae support this bill. Thank you. Warren Emley

# Voting Sheets

# Senate Transportation Committee
## EXECUTIVE SESSION RECORD
*2023-2024 Session*

**Bill #** HB 137

**Hearing date:** _____

**Executive Session date:** _____

**Motion of:** OTP **Vote:** _____

| Committee Member | Present | Made by | Second | Yes | No |
|---|---|---|---|---|---|
| Sen. Ricciardi, Chair | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sen. Watters, VC | ☐ | ✓ | ☐ | ☐ | ☐ |
| Sen. Ward | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sen. Gendreau | ☐ | ☐ | ✓ | ☐ | ☐ |
| Sen. Fenton | ☐ | ☐ | ☐ | ☐ | ☐ |

OTP

**Motion of:** 1315s **Vote:** 5-0

| Committee Member | Present | Made by | Second | Yes | No |
|---|---|---|---|---|---|
| Sen. Ricciardi, Chair | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sen. Watters VC | ☐ | ✓ | ☐ | ☐ | ☐ |
| Sen. Ward | ☐ | ☐ | ✓ | ☐ | ☐ |
| Sen. Gendreau | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sen. Fenton | ☐ | ☐ | ☐ | ☐ | ☐ |

**Motion of:** OTP/A **Vote:** 5-0

| Committee Member | Present | Made by | Second | Yes | No |
|---|---|---|---|---|---|
| Sen. Ricciardi, Chair | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sen. Watters, VC | ☐ | ✓ | ☐ | ☐ | ☐ |
| Sen. Ward | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sen. Gendreau | ☐ | ☐ | ✓ | ☐ | ☐ |
| Sen. Fenton | ☐ | ☐ | ☐ | ☐ | ☐ |

Consent
5-0

**Reported out by:** Ricciardi

**Notes:** _____

# Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE
FOR THE CONSENT CALENDAR

Tuesday, April 4, 2023

THE COMMITTEE ON Transportation

to which was referred **HB 137**

AN ACT relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS WITH AMENDMENT

BY A VOTE OF: 5-0

AMENDMENT # 1338s

Senator Denise Ricciardi
For the Committee

This bill allows the commissioner of the department of safety to adopt by reference certain U.S. coast Guard rules on boating safety equipment regulations and boating safety state numbering system regulations. The bill also establishes a committee to study boat registration fees. The committee amendment added one member from the New Hampshire Camp Directors Association.

Peter O'Neill 271-4151

FOR THE CONSENT CALENDAR

**TRANSPORTATION**

**HB 137**, relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.
Ought to Pass with Amendment, Vote 5-0.
Senator Denise Ricciardi for the committee.

This bill allows the commissioner of the department of safety to adopt by reference certain U.S. coast Guard rules on boating safety equipment regulations and boating safety state numbering system regulations. The bill also establishes a committee to study boat registration fees. The committee amendment added one member from the New Hampshire Camp Directors Association.

**General Court of New Hampshire - Bill Status System**

# Docket of HB137

Docket Abbreviations

**Bill Title:** relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.

*Official Docket of* **HB137.:**

| Date | Body | Description |
|---|---|---|
| 12/28/2022 | H | **Introduced** 01/04/2023 and referred to Transportation |
| 2/16/2023 | H | Public Hearing: 02/21/2023 10:45 am LOB 201-203 |
| 3/1/2023 | H | Executive Session: 03/07/2023 10:00 am LOB 201-203 |
| 3/8/2023 | H | Committee Report: Ought to Pass 03/07/2023 **(Vote 20-0; CC) HC 15** P. 8 |
| 3/16/2023 | H | **Ought to Pass**: MA VV 03/16/2023 **HJ 9** P. 22 |
| 3/21/2023 | S | Introduced 03/16/2023 and Referred to Transportation; **SJ 11** |
| 3/30/2023 | S | **Hearing:** 04/04/2023, Room 101, LOB, 01:10 pm; **SC 16** |
| 4/6/2023 | S | Committee Report: Ought to Pass with Amendment **#2023-1338s**, 04/13/2023; Vote 5-0; CC; **SC 17** |
| 4/13/2023 | S | Committee Amendment **#2023-1338s**, AA, VV; 04/13/2023; **SJ 13** |
| 4/13/2023 | S | **Ought to Pass with Amendment** 2023-1338s, MA, VV; OT3rdg; 04/13/2023; **SJ 13** |
| 5/18/2023 | H | House Concurs with Senate Amendment 2023-1338s (Rep. T. Walsh): MA VV 05/18/2023 **HJ 14** P. 3 |
| 6/14/2023 | S | Enrolled Bill Amendment **#2023-2181e** Adopted, VV, (In recess of 06/08/2023); **SJ 19** |
| 6/15/2023 | H | Enrolled Bill Amendment **#2023-2181e**: AA VV (in recess of) 06/08/2023 **HJ 15** P. 76 |
| 6/21/2023 | S | Enrolled Adopted, VV, (In recess 06/15/2023); **SJ 20** |
| 6/21/2023 | H | Enrolled (in recess of) 06/15/2023 **HJ 16** P. 15 |
| 7/12/2023 | H | Signed by Governor Sununu 06/30/2023; Chapter 116; Eff: I. Sec 3 eff 6/30/23 II. Rem eff 8/29/23 **HJ 17** |

NH House | NH Senate

# Other Referrals

June 12, 2023
2023-2181-EBA
08/05

Enrolled Bill Amendment to HB 137

The Committee on Enrolled Bills to which was referred HB 137

AN ACT relative to boating safety equipment rules and vessel numbering rules, and establishing a committee to study boat registrations fees.

Having considered the same, report the same with the following amendment, and the recommendation that the bill as amended ought to pass.

FOR THE COMMITTEE

---

Explanation to Enrolled Bill Amendment to HB 137

This enrolled bill amendment makes technical corrections.

Enrolled Bill Amendment to HB 137

Amend RSA 270:11, V as inserted by section 1 of the bill by replacing line 1 with the following:

V. For the rules under subparagraph I(a), the commissioner may adopt by reference, as

Amend section 3 of the bill by replacing line 1 of the second paragraph II with the following:

II-a. Legislative members of the committee shall receive mileage at the legislative rate when

# Senate Inventory Checklist for Archives

**Bill Number:** HB 137 **Senate Committee:** Transportation

Please include all documents in the order listed below and indicate the documents which have been included with an "X" beside

X Final docket found on Bill Status

**Bill Hearing Documents: {Legislative Aides}**

X Bill version as it came to the committee
X All Calendar Notices
X Hearing Sign-up sheet(s)
X Prepared testimony, presentations, & other submissions handed in at the public hearing
X Hearing Report
___ Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

**Committee Action Documents: {Legislative Aides}**

All amendments considered in committee (including those not adopted):

___ - amendment # 13155 ___ - amendment #_____
___ - amendment #_____ ___ - amendment #_____

X Executive Session Sheet
X Committee Report

**Floor Action Documents: {Clerk's Office}**

All floor amendments considered by the body during session (only if they are offered to the senate):

___ - amendment #_____ ___ - amendment #_____
___ - amendment #_____ ___ - amendment #_____

**Post Floor Action: (if applicable) {Clerk's Office}**

___ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):
X Enrolled Bill Amendment(s) 2181 EDA
___ Governor's Veto Message

**All available versions of the bill: {Clerk's Office}**

X as amended by the senate ___ as amended by the house
X final version

**Completed Committee Report File Delivered to the Senate Clerk's Office By:**

Peter O'Neill — **Committee Aide**

8/29/2023 — **Date**

**Senate Clerk's Office** AK