

Reduce the Interstate Transport of Aquatic Invasive Species via Trailerred Watercraft



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Making a difference in natural resource conservation


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Project Grantees: Creative Resource Strategies, LLC in
partnership with the National Sea Grant Law Center

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Reduce the Interstate Transport of Aquatic Invasive Species via Trailered Watercraft
Project Period 10/1/2024–12/31/2025
Project Grantee: Creative Resource Strategies, LLC in partnership with the
National Sea Grant Law Center

FINAL REPORT

Project Purpose

This project was intended to build upon Call Before You Haul PSMFC-funded efforts to date, amplify Clean, Drain, Dry and Call Before You Haul to raise awareness of and compliance with AIS transport laws, and draft a National Clean Watercraft Interstate Transport Law and briefing materials.

Project Actions

Kickoff

- **Project kickoff (24 October 2024)** – A presentation on Call Before You Haul was given at the Western Regional Panel on Aquatic Nuisance Species in Grand Junction, Colorado (2:50pm–3:10pm).

Identify and Share Barriers to Implementing Clean, Drain, Dry

- **Identify and Share Barriers to Implementing Clean, Drain, Dry and Develop and Vet Up to 5 New Strategies to Help Address the Goal of Reducing the Interstate Transport of AIS Via Trailered Watercraft** – This deliverable was achieved in a variety of ways, including convenings, meetings and presentations, many of which were interactive and gave participants an opportunity to vocalize challenges and potential solutions, particularly those virtual convenings that used the interactive *Mentimeter* software to capture input:
 - a. **Convenings**
 - i. 12 November 2024 (2:50pm–3:05pm) – Virtual meeting with American Association of State Highway and Transportation Officials Subcommittee on Freight Operations to present the Call Before You Haul program and obtain guidance and feedback from transportation officials on approaches to improve the efficacy and participation in the program.
 - ii. 10 December 2024 (4:15pm–4:30pm) – Presentation to the Columbia River Basin Team in Spokane, Washington on Call Before You Haul and program advancements.
 - iii. 6 February 2025 (12:00pm–1:00pm) – Virtual meeting with Illinois Department of Transportation staff to discuss strategies to further engage transportation officials in addressing AIS-infested watercraft coming out of the Great Lakes.
 - iv. 11 February 2025 (10:40am–11:00am) – Presentation to the Mississippi River Basin Panel to discuss the Call Before You Haul program and strategies to prevent AIS-infested watercraft being transported from the Mississippi River Basin states to the western states.

- v. 30 April 2025 (10:00am–10:30am) – Presentation to the Northeast Panel on Aquatic Nuisance Species to share the Call Before You Haul program and explore strategies to further engage the New England states.
- vi. 3 June 2025 (2:10pm–2:30pm) – Presentation to the Columbia River Basin Team meeting in Boise, Idaho to share and obtain feedback on the state legal analysis to improve transport requirements.
- vii. 19 August 2025 (9:00am–10:00am) – National webinar on the Call Before You Haul program to discuss the program, the state legal analysis, and next steps. Feedback from the state representatives was incorporated from the June 2025 meeting prior to presenting this national webinar.
- viii. 18 November 2025 (4:10pm–4:40pm) – Presentation on the Call Before You Haul program to the Great Lakes Panel on Aquatic Nuisance Species.
- ix. 19 November 2025 (9:00am–10:00am) – National webinar to present and obtain feedback on the status of the draft National Clean Watercraft Interstate Transport Model Law.

Barriers and Challenges to Hauling Clean, Drain, Dry - A summary of feedback and input heard on the barriers and challenges to hauling Clean, Drain, Dry watercraft. These challenges, by theme, included:

- **Facilities and infrastructure** - Lack of easy access/convenience to facilities to Clean, Drain, Dry, including lack of equipment at boat launches or marinas.
- **Awareness** - Lack of understanding of necessary protocols to ensure watercraft are Clean, Drain, Dry; Lack of information about the watercraft being hauled (e.g., how long it was in the last waterbody, name of last water body, exact final destination, ambiguity about route being transported); Lack of promotion; Lack of knowledge of regulations or how to meet regulatory standards; Boat transporters do not believe it is a worthwhile endeavor to Clean, Drain, Dry; Lack of knowledge of invasives, i.e., a low sense of danger.
- **Time and resources** – The time required to properly Clean, Drain, Dry is impossible at many boat launches that are busy and not built for efficiency; Too much fuss for boaters; Time, money, patience.
- **Enforcement and legislation**- Lack of enforcement; Complicated interjurisdictional rules; consistency of programs across North America.
- **Other** - Mistrust of government; Willful ignorance; Clean, Drain, Dry is not as important as other fish and game issues, such as poaching and safety.

Suggestions made by people participating in convenings to address challenges included:

- **Resources** - Grant funding to source point marinas or launches in infested areas nationally; Provide optional ways for boat transporters to provide information on the watercraft they are transporting (in addition to the hotline).
- **Outreach** - Engage social media/YouTube influencers more; Work with state Clean Marina programs; Implement a larger and more effective communications strategy; Use behavioral change strategies to promote adoption and consistent practice of AIS prevention practices.
- **Enforcement and legislation** - Unified national, international, provincial, and state mandatory requirements for permits and inspections and decontaminations.

- **Collaboration** - Create stronger relationships between the different regions.

Strategies Vetted

Strategies that were vetted with entities, particularly those in the Lower Colorado River and Great Lakes regions, included:

- Creating an online option for boat transporters to provide information about watercraft they are hauling across interstate lines, in addition to the existing option of calling a 24-7 hotline. The option would include a link to the form, a QR Code to the form, a fillable .pdf that could be downloaded and submitted online, and a printable .pdf that could be completed and carried during transport.
- Drafting language and asking marina operators to incorporate into their slip leases and rules and regulations the requirement that all boats launched at their marina be Clean, Drain, Dry prior to launch. Working with state Clean Marina programs to promote Call Before You Haul and help address barriers to Clean, Drain, Dry.
- Developing a draft National Clean Watercraft Interstate Transport Law model and asking state representatives if they could support the concept of implementing such a law.
- Increasing outreach to marinas, boat transporters, and boat brokers.

Strategies Implemented

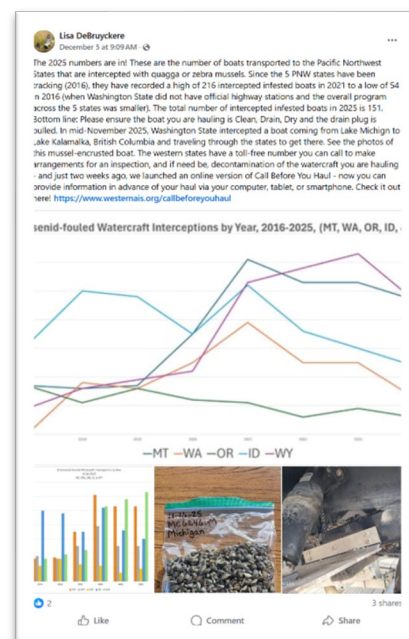
The strategies were vetted with states throughout the course of the project through the webinars, presentations, and convenings described above. As a result of the support for these strategies:

Online Call Before You Haul Reporting Form

- An online form (see Appendix A for a copy of the form) was created and launched in November of 2025 for boat transporters to report Call Before You Haul information online via a desktop computer, tablet, or smartphone using a hyperlink or QR code. In addition, a fillable .pdf and printable .pdf were made available. **Performance metric:** An increase in the number of boat transporters using the Call Before You Haul program/hotline/online platform.

Language for Marinas to Incorporate Into Marina Rules and Slip Leases

- Draft language was created for marina operators to incorporate into their slip leases and rules and regulations: “All watercraft and associated gear must be Clean, Drained, and Dry before and after launching a vessel and in accordance with state and local law. Lessees are responsible for abiding by all current watercraft regulations, including mandatory inspections and decontaminations for aquatic invasive species.” **Performance metric:** Number of marinas that add language into their slip leases and/or rules and regulations promoting Clean, Drain, Dry.

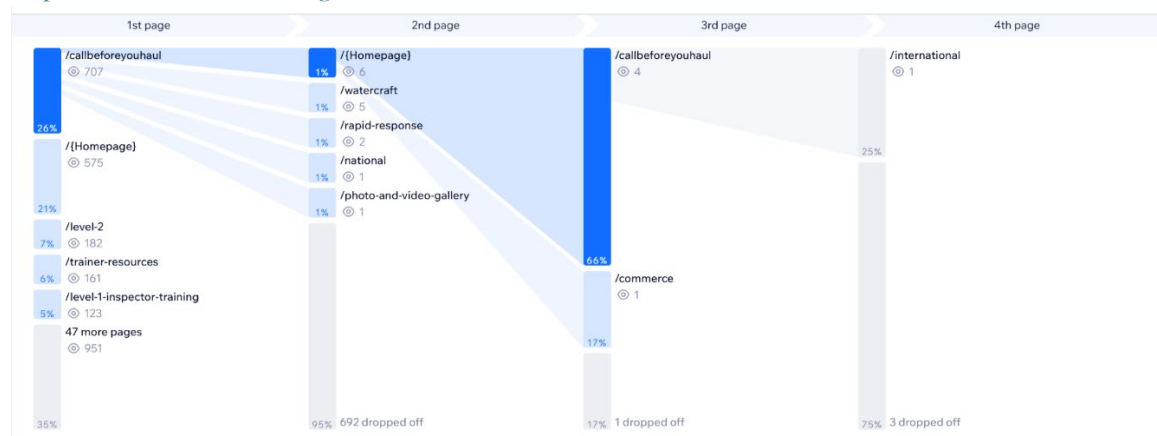


Outreach

With additional support from the US Army Corps of Engineers and Pacific States Marine Fisheries Commission, a direct mailing was sent to 778 marinas and commercial boat transporters in the Great Lakes and Lower Colorado River regions the first week of December. In addition, efforts to connect with boat transporters continued via social media posts on their platforms (see example to the right that was posted on the Boat Transport Facebook page). Social media posts were displayed on Boat Transporters (7,700 members), Boat Transport (724 members), Professional Boat Transport Services (7,500 members), and Transporting and Hauling of Boats (281 members).

Performance metric: Number of marinas in the Great Lakes and Lower Colorado River regions that add the language to their marina slip leases and/or rules and regulations.

Performance metric: Increase in visitation to the Call Before You Haul webpage of the <https://westernais.org> website, and the amount of time spent on that webpage. An example of monitoring this information is a report from the website on website traffic on the 90 days prior to December 5, 2025 – Call Before You Haul was the most visited page of the <https://www.westernais.org> website.



National Marine Manufacturers Association Publication for Boat Transporters

- The National Marine Manufacturers Association was contacted re: their publication, *Recommended Best Practices for Boat Transporters*, a publication produced by the NMMA Transportation Task Force. A review of this document revealed it contained no information about aquatic invasive species or Clean, Drain, Dry protocols. Representatives from NMMA were contacted, provided with Clean, Drain, Dry protocols and language to incorporate, and are anticipating a revised version of the publication will be available in 2026. **Performance metric:** A revised version of the publication, *Recommended Best Practices for Boat Transporters*, will be updated in 2026, including additional language on Clean, Drain, Dry protocols, and that document will be made available to boat brokers and boat transporters.
 - Following these simple, mandatory steps prevents costly fines, delays, and ecological damage caused by aquatic invasive species:
 - (1) CLEAN - All visible material, including, but not limited to, plants, animals, and mud is removed from the watercraft;
 - (2) DRAIN - All water is drained from the watercraft, including but not limited to water in the hull, ballast tanks, bilges, live wells, and

motors; Drain plugs are removed or opened while transporting any watercraft; and

- (3) DRY - All compartments, spaces, and associated equipment that hold or may hold water are dry and any standing water removed.

Inventory of State and Legal Requirements to Clean, Drain, and Dry Watercraft

- An *Inventory of State and Legal Requirements to Clean, Drain, and Dry Watercraft* (Appendix C) was conducted in May of 2025 as a precursor to developing the draft National Clean Watercraft Interstate Transport Law. Following the analysis, draft outcomes were vetted with states and Tribes that participated in a national webinar (for feedback and input). A draft model law was created and vetted on several occasions via online presentations with discussion (see Appendix D for a copy of the model language and briefing materials). The model law was then finalized and briefing materials were developed that can be used to raise awareness and support this issue.
Performance metric: National Clean Watercraft Interstate Transport Law is developed and vetted, and states express support for implementation of the law.

Collaboration with State Departments of Transportation

- Departments of Transportation are contacted on an annual basis to ensure information about Call Before You Haul is included on their oversize/overweight permit information, and to encourage communicating about Clean, Drain, Dry. **Performance metric:** States remain engaged and supportive of sharing information about Call Before You Haul through their oversize/overweight permit divisions.

Creation of a Model National Clean Watercraft Interstate Transport Law

- A Model National Clean Watercraft Interstate Transport Law was developed in collaboration with the National Sea Grant Law Center (see appendix D). The purpose of the model law is to outline a concept for federal legislation to protect the nation's aquatic resources from the interstate overland transport and spread of aquatic invasive species by watercraft.

Appendix A. New Call Before You Haul Online Reporting Form

Call Before You Haul

Boat Transporter Reporting Form

This form collects details from individuals transporting boats overland on trailers, including origin and destination information. Participating in this program should expedite travel through the network of watercraft inspection and decontamination stations throughout the western states.

The [Call Before You Haul](#) program was created to prevent the spread of aquatic invasive species via trailered watercraft. Launched in December of 2021 by the Pacific States Marine Fisheries Commission, a toll-free number (1-844-311-4873) was established to collect information on boats being transported to expedite travel through western state inspection stations and make arrangements for inspections, and if need be, decontaminations of watercraft harboring aquatic invasive species. This form, an option to calling the hotline by providing this information online, is input into the Call Before You Haul system after submission.

Thank you for completing the form and doing your part to protect our nation's aquatic resources and the many businesses and industries that depend on these resources.

Transporter Information

Date *

Month Day Year

Full Name *

First Name

Last Name

Address *

Street Address

City

State / Province

Postal / Zip Code

Email *

example@example.com

Phone Number *

Please enter a valid phone number.

Name of Commercial Transport Company, or Name of Person Transporting Vessel *

Watercraft Information

1. Please select the watercraft that most closely matches the boat you are transporting. *

- ☐ Administration/Agency Boat
- ☐ Ballast Boat/Wakeboard Boat
- ☐ Barge/Dock
- ☐ Bass Boat
- ☐ Boat Lift
- ☐ Cabin Cruiser
- ☐ Canoe
- ☐ Catamaran
- ☐ Commercial (New)
- ☐ Commercial (Used)
- ☐ Deck Boat
- ☐ Dredge
- ☐ Drift Boat
- ☐ Duck Boat
- ☐ Fishing Boat
- ☐ Float Tube
- ☐ House Boat
- ☐ Hydroplane
- ☐ Inboard/Outboard
- ☐ Inflatable
- ☐ Jet Boat
- ☐ Jet Ski
- ☐ Kayak
- ☐ Motorboat
- ☐ Packraft
- ☐ Paddleboard
- ☐ Panga
- ☐ Pontoon
- ☐ Powerboat
- ☐ Raft
- ☐ Recreation/Fishing
- ☐ Remote Control Boat
- ☐ S.U.P.
- ☐ Sailboat (motorized)

Sailboat (non-
motorized)

- ☐ Seaplane
☐ Skiboat
☐ Submarine
☐ Wakeboard
☐ Pontoon
☐ Wakeboard Boat
☐ Wakeboard Boat with Ballast
☐ Zodiac
☐ Other

2. Boat Make *

3. Boat Model *

4. Estimated number of days the watercraft was in the water prior to transport (if you do not know, input "unknown"). *

5. Estimated date watercraft removed from water prior to transport (if you do not know, input "unknown"). *

Month Day Year

6. Lake or waterbody watercraft was in prior to transport (if watercraft is new, input "none"). *

7. Watercraft length (feet) *

8. Location where you are transporting the watercraft from (please include name of waterbody and state or province) *

9. Final destination location, including state or province (provide as much detail as possible, e.g., list the name of the waterbody, marina, street address, etc.). *

10. Date you expect to begin transporting watercraft *

Month Day Year

11. Date you expect to arrive at your destination *

Month Day Year

12. Travel route (please provide the route you will be traveling from source to destination): *

If there is anything else you would like to add, or if you have a question you would like to ask, please do so here.

Thank you for taking the time and making the effort to complete this form. You should print this form for your transporter. You will receive a copy of the completed form in your email.

Submit

Appendix B. Brochures Included in Direct Mailings to Great Lakes and Lower Colorado River Marinas and Boat Transporters



Healthy Waterways START WITH YOU!

Call Before You Haul
1 (844) 311-4873
A TOLL-FREE 24/7 HOTLINE



It's illegal to transport, import, possess, or release aquatic invasive species in the United States. **You are the first line of defense in protecting our waterways, environment and economy!** Call to arrange for watercraft inspections to avoid costly delays while transporting boats across state lines.

3 THINGS TO KNOW BEFORE YOU GO:

- 1 CALL BEFORE YOU HAUL** Always contact the toll-free number 1-844-311-4873 when transporting boats and water conveyances across state lines.
- 2 CLEAN. DRAIN. DRY.** Ensure you meet legal requirements of hauled watercraft. If you are selling or transporting a boat, take the *Clean, Drain, Dry* actions before and after entering the water.
- 3 STOP AT ALL WATERCRAFT INSPECTION STATIONS**
It's a mandatory law for boat haulers to stop at watercraft inspection stations in all states. Failure to stop may result in a fine.

LEARN MORE: WesternAIS.org/CallBeforeYouHaul



START WITH YOU!

Healthy Waterways

Why Marinas Matter

You're the Gateway to the Water!

Your marina plays a critical role in stopping the spread of aquatic invasive species (AIS) like zebra and quagga mussels, which:



- **Damage Infrastructure** – Infestations clog pipes, foul docks, and increase maintenance costs.
- **Hurt Business** – Infested waters can lead to closures, fines, loss of revenue, and fewer boaters.
- **Harm Ecosystems** – AIS disrupts fisheries, degrades water quality, and harms native species.

Here's the good news

If boats and gear are **Clean, Drain, Dry** before and after entering the water, there is no risk of spreading AIS.



CLEAN. DRAIN. DRY.

Add Clean, Drain, Dry to Your Marina Rules

A strong policy protects you, your tenants, and your waterways. Include this statement in your rules and regulations:

"All watercraft and associated gear must be Clean, Drain, Dry before and after launching a vessel and in accordance with state and local law. Lessees and day users are responsible for abiding by all current watercraft regulations, including mandatory inspections and decontaminations for aquatic invasive species."

BE THE BARRIER, NOT THE CARRIER.

Help keep invasive species out of our lakes, rivers, and coastlines!

WHY IT MATTERS

- Reinforces compliance with state law
- Sets clear expectations for boaters
- Helps protect your infrastructure & business

What You Can Do Today!

Encourage the Big Three – Clean, Drain, Dry

Share these best practices with marina users:

- ➔ Before the first launch of the season or when leaving your marina at the end of a season
- ➔ Prior to launching at a marina boat launch

CLEAN – Remove plants,

animals, mud, and debris from hulls, trailers, and equipment.

DRAIN – Remove drain plugs,

Empty all water from engines, bilges, live wells, and ballast tanks.

DRY – Allow boats and gear to

dry completely before launching or leaving your marina.

Post reminders on:

- Dock signage
- Email newsletters
- Social media
- Billing statements or agreements

US Army Corps of Engineers

SCAN QR CODE OR VISIT:
WesternAIS.org/CallBeforeYouHaul

WestermAIS.org/CallBeforeYouHaul

Together, we can stop the spread of aquatic invasive species!

• **More Resources:**
www.StopAquaticHitchhikers.org

Vessels: 1 (844) 311-4873

For boaters and brokers moving

• **Call Before You Haul Info** – across the U.S. and Canada.

• **Interactive Map** – Locate watercraft inspection stations

• **Posters & Stickers** – Remind boaters to Clean, Drain, Dry

www.WesternAIS.org/CallBeforeYouHaul

Links for the below resources and more can be found online at:

Need Tools?

We've Got You Covered.





CALLING ALL Commercial Watercraft Haulers

Healthy Waterways **START WITH YOU!**

Call Before You Haul
1 (844) 311-4873
A TOLL-FREE 24/7 HOTLINE



It's illegal to transport, import, possess, or release aquatic invasive species in the United States. **You are the first line of defense in protecting our waterways, environment and economy!** Call to arrange for watercraft inspections to avoid costly delays while transporting boats across state lines.

3 THINGS TO KNOW BEFORE YOU GO:

- 1 CALL BEFORE YOU HAUL** Always contact the toll-free number 1-844-311-4873 when transporting boats and water conveyances across state lines.
- 2 CLEAN. DRAIN. DRY.** Commercial haulers are responsible for meeting legal requirements of hauled watercraft. Ensure the seller performs the *Clean, Drain, Dry* actions.
- 3 STOP AT ALL WATERCRAFT INSPECTION STATIONS**
It's a mandatory law to stop at watercraft inspection stations in all states. Failure to stop may result in a fine.

LEARN MORE: WesternAIS.org/CallBeforeYouHaul



START WITH YOU!

CALL BEFORE YOU HAUL
COMPLIANCE INFORMATION FOR
Commercial Watercraft Haulers

BE THE BARRIER, NOT THE CARRIER.

Always call before transporting watercraft to prevent delays and avoid fines for accidentally transporting aquatic invasive species.

British Columbia: (877) 952-7277
Alberta: (855) 336-BOAT
Saskatchewan: (800) 667-7561
Manitoba: (877) 867-2470

"BC also has a legal requirement to call their provincial program prior to transporting watercraft into the province."

Ensure the seller performs the Clean, Drain, Dry actions prior to hauling!

SCAN QR CODE OR VISIT:
Westerns.org/CallBeforeYouHaul

US Army Corps of Engineers

**It's simple.
It's smart.
It's the law.**

1 (844) 311-4873

What happens when you call:

1. Share Trip Details: Provide your hauling route and watercraft information.
2. Inspection Coordination: We notify your final destination to arrange a free inspection (and decontamination if needed). You still need to stop at every inspection station along the way.
3. Stay Compliant: Avoid legal issues, protect waterways, and keep your load moving.

More than 40 states and Canadian provinces participate in this program to keep invasive species from spreading.

REMEMBER: It's easier to make the call than to deal with delays or fines.

Healthy Waterways


Traveling to Canada?

What is Call Before You Haul?

Why Call Before You Haul?

Protect Our Waters, Protect Your Business

Aquatic invasive species (AIS) threaten ecosystems, local economies, and recreational waterways. Just one contaminated watercraft can spread AIS like zebra and quagga mussels across state lines, causing millions in damages and devastating fisheries, boating, and tourism industries.



CLEAN. DRAIN. DRY.

Clean, Drain, Dry & Call

The Four Steps Every Hauler Should Take:

- ✓ **Clean** – Remove all plants, animals, and mud from boats, trailers, and gear.
- ✓ **Drain** – Pull the drain plug and leave it open. Empty live wells, ballast tanks, and engines.
- ✓ **Dry** – Ensure the watercraft is completely dry before transport.
- ✓ **Call** – 1 (844) 311-4873 before you hit the road.

BE THE BARRIER, NOT THE CARRIER.

Help keep invasive species out of our lakes, rivers, and coastlines!



Your role matters


As a commercial watercraft hauler, you're on the front line. By making one simple call, you help:

- **Protect the Environment:** Stop AIS from disrupting native species and water quality.
- **Prevent Costly Delays & Fines:** Stay compliant with state and federal law.
- **Support the Industry:** Healthy waterways mean a healthy hauling business.

QUICK FACTS

- Invasive species can spread by attaching to watercraft and trailers inside compartments.
- Aquatic invasive species (AIS) cause billions in economic damages annually, harm our environment and reduce access to recreation.
- One toll-free call keeps you legal and our waters clean!





CALLING ALL Watercraft Buyers & Haulers

Healthy Waterways START WITH YOU!

Call Before You Haul
1 (844) 311-4873
A TOLL-FREE 24/7 HOTLINE



It's illegal to transport, import, possess, or release aquatic invasive species in the United States. **You are the first line of defense in protecting our waterways, environment and economy!** Call to arrange for watercraft inspections to avoid costly delays while transporting boats across state lines.

3 THINGS TO KNOW BEFORE YOU GO:

- 1 CALL BEFORE YOU HAUL** Always contact the toll-free number 1-844-311-4873 when transporting boats and water conveyances across state lines.
- 2 CLEAN. DRAIN. DRY.** Commercial haulers are responsible for meeting legal requirements of hauled watercraft. If you are buying or transporting a boat, ensure *Clean, Drain, Dry* actions are taken.
- 3 STOP AT ALL WATERCRAFT INSPECTION STATIONS**
It's a mandatory law to stop at watercraft inspection stations in all states. Failure to stop may result in a fine.

LEARN MORE: WesternAIS.org/CallBeforeYouHaul



Healthy Waterways

Resources and Support

What is Call Before You Haul?

Why Selling Clean Boats Matters

Protect Your Reputation. Protect Our Waters.

Aquatic invasive species (AIS) like zebra and quagga mussels are one of the biggest threats to boating, fisheries, and recreation. If AIS hitchhikes a ride on a boat you sell, the consequences can be severe:

- **Massive Environmental Damage** – AIS disrupts ecosystems and kills native species.
- **Economic Losses** – Infested waters harm tourism, marinas, and property values.
- **Industry Impact** – Infested boats mean bad headlines and costly liability.

Here's the good news

If the boat is sold to **Clean, Drain, Dry**, standards the risk ends with you. No matter where the watercraft is transported, you've solved the problem at the source.



CLEAN. DRAIN. DRY.

Clean, Drain, Dry Before You Sell

Make "Clean at Sale" Your Standard

- ✓ **Clean** – Remove all plants, animals, and mud from hulls, trailers, and gear.
- ✓ **Drain** – Empty all compartments, live wells, ballast tanks, and engines.
- ✓ **Dry** – Ensure every part of the boat is completely dry before transfer.
- ✓ **Call** – 1 (844) 311-4873 before the boat is transported.

WHEN YOU SELL CLEAN, YOU SELL RESPONSIBLY.

Help keep invasive species out of our lakes, rivers, and coastlines!

WHY IT MATTERS TO YOU

- **Avoid Legal Liability**
It's the law in most states.
- **Protect Your Brand**
Clean boats = happy customers.
- **Safeguard Your Industry**
No infestations, no shutdowns, no bad press.

START WITH YOU!

CALL BEFORE YOU HAUL
INFORMATION FOR ASSURING YOUR
watercraft is sold 'clean at sale'






Need Tools?
We've Got You Covered.
Links for the below resources and more can be found online at:
www.WesternAIS.org/CallBeforeYouHaul

- **Posters & Stickers** – Remind boaters to *Clean, Drain, Dry*
- **Interactive Map** – Locate watercraft inspection stations across the U.S. and Canada.
- **Call Before You Haul Info** – For boaters and brokers moving vessels: 1 (844) 311-4873

More Resources:
• www.StopAquaticHitchhikers.org

Together, we can stop the spread of aquatic invasive species!

SCAN QR CODE OR VISIT:
WesternAIS.org/CallBeforeYouHaul

The Call Before You Haul program is a 24/7 toll-free hotline that ensures boats are inspected and cleared before transport:

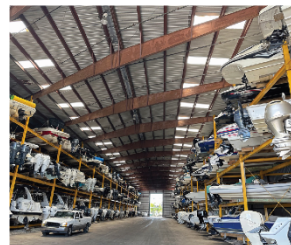
1 (844) 311-4873

For Brokers, This Means:

- **Easy Compliance:** Coordinate inspections for boats leaving your lot.
- **Fewer Headaches:** No delays, no fines for your buyers or haulers.
- **A Selling Point:** Promote clean boats as part of your customer service.

What happens when you call:

1. **Provide Details:** Origin, destination, and watercraft information.
2. **Inspection Coordination:** The destination state/province is notified to arrange a free inspection and decontamination.
3. **Peace of Mind:** You know every boat leaves your lot compliant, clean, and ready for its new home; issues, protect waterways, and keep your load moving.



Appendix C. Inventory of State Legal Requirements to Clean, Drain, and Dry Watercraft



**INVENTORY OF STATE LEGAL REQUIREMENTS TO CLEAN, DRAIN, AND DRY
WATERCRAFT**

Stephanie Otts

Director, National Sea Grant Law Center

May 2025

This report was prepared by the National Sea Grant Law Center using federal funds from the U.S. Fish & Wildlife Service under Award number F24AP01723 through a subcontract from Creative Resources Strategies, LLC. The statements, findings, conclusions, and recommendations are those of the author and do not necessarily reflect the views of the U.S. Fish and Wildlife Service.

NSGLC-25-05-01

Aquatic invasive species (AIS) are spread in many ways. Preventing harmful introductions before they occur is the most effective means to avoid the costs and negative consequences from AIS. Managing pathways that contribute to the introduction and movement of AIS is critical to controlling their spread. One of the highest priority pathways identified in the United States is the overland transport of watercraft. The movement of watercraft after use in waterways infested with AIS presents a significant risk of AIS introduction to uninfested waters.

To address this pathway, states promote *Clean, Drain, Dry* (CDD). The phrase “Clean Drain Dry” entered into the national vocabulary of AIS prevention in 2008 through the *Stop Aquatic Hitchhikers!* campaign. The CDD message is designed to help recreational users remember critical prevention measures that can reduce the risk of AIS spread. These measures are:

- Cleaning the conveyance by removing all visible organic material, including, but not limited to, plants, animals, and mud;
- Draining the conveyance by removing any plug or other barrier that prevents water drainage and running any pumps on board to expel water; and
- Drying all compartments, spaces, and associated equipment that hold or may hold water.

During the past 20 years, states and conservation partners have developed extensive CDD outreach campaigns that include ads, education materials, posters, brochures, presentations, and websites.

Many states have gone a step beyond outreach and have taken action to give the CDD message the force of law through the enactment of legislation or regulations. State CDD laws range along a continuum from simple prohibitions on the transport of aquatic plants on watercraft, trailers, and vehicles to mandatory directives that watercraft be cleaned and drained upon removal from a water. Compliance and enforcement of these laws is often supported by state watercraft inspection and decontamination (WID) programs that involve operation of inspection stations and provision of decontamination services by trained personnel.

This report presents the results of a national inventory and comparative analysis of state AIS laws to determine the extent of CDD policy adoption and gaps in the legal framework. The focus of this analysis was on legally enforceable requirements for boaters to CDD watercraft. As discussed in more detail below, policy elements were considered present in a state only if expressly stated in law, regulation, or agency order.

The findings in this report are not intended to imply value judgments regarding the effectiveness of a state’s overall AIS program. Many states with elements missing in this analytical framework have robust AIS management programs with demonstrated impact in reducing the spread of AIS. Rather, these findings are intended to highlight details of existing state policy regimes to inform discussions regarding whether there is a need for, and what potential benefits may be provided by, a federal CDD policy.

To conduct its analysis, the National Sea Grant Law Center reviewed the AIS laws in each of the 50 states for CDD requirements (See Appendix A). Specifically, the Law Center was looking for legislative or regulatory provisions that imposed express requirements on boaters to clean watercraft by removing animals and plants, drain water from watercraft, and take some action to dry watercraft. States vary in their policy preferences regarding when boaters should take required CDD actions. States may require boaters to take action prior to launch, upon removal from a waterway, or during transport. For each CDD provision identified, the Law Center also noted the corresponding “trigger” for action. The draft research

findings and a short survey were distributed to state AIS Coordinators to ensure accuracy of the legal compilation and gather input on state policies.

Nearly 70% of states (33) have at least one legally enforceable CDD provision. Of the three components, drainage requirements are the most common. Twenty-six states have drainage requirements with statewide applicability and an additional three states have requirements for certain bodies of water (29 total). Nineteen states have cleaning requirements that apply statewide and three states have requirements that apply to certain bodies of water (22 states). Nine additional states have cleaning requirements that apply statewide but are specific to certain species (31 total). Mandatory drying requirements are the rarest - five states impose statewide requirements and three impose requirements on specific waterbodies (8 total).

A total of 27 states have a law or regulation that prohibits the transport of AIS or quagga and zebra mussels regardless of mode. Such general transport restrictions do prohibit the transport of AIS on watercraft and boaters are required to CDD watercraft to avoid possible violations. However, the mandatory requirements are not an express directive to boaters to CDD, which was the focus of this comparative analysis. There is overlap among states with general AIS transport restrictions and watercraft-specific transport restrictions resulting in states following into one of four categories.

- States with both a general AIS transport restriction and a watercraft-specific transport restriction (16)
- States with a watercraft-specific transport restriction only (9)
- States with a general AIS transport restriction only (11)
- States with neither (14)

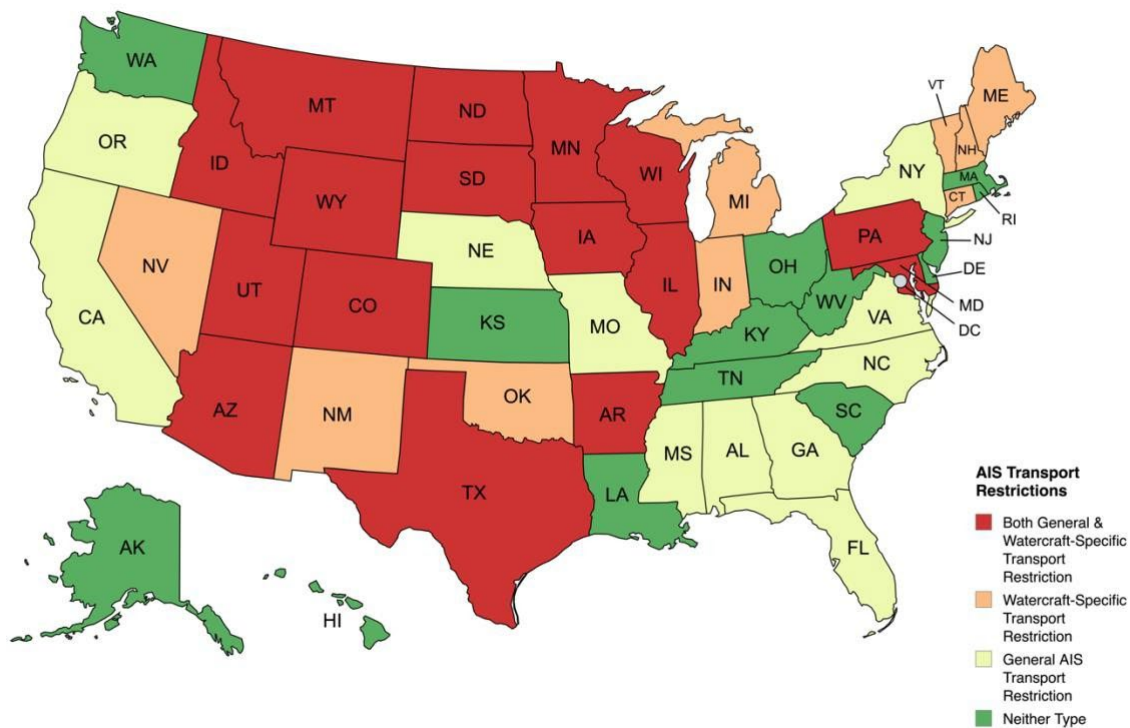


Fig. 1. Map illustrating the type of state approach with respect to AIS transport restrictions.

Clean

The “clean” in CDD refers to the best practice of cleaning the watercraft by removing all visible organic material, including, but not limited to, plants, animals, and mud. In its review, the National Sea Grant Law Center searched for language in enacted laws or regulations that required boaters to take an action equivalent to this best practice regardless of whether the term “clean” was used. There are two common approaches to the translation of the “clean” best practice into state law. First, states may adopt affirmative removal requirements. For example, Massachusetts regulations require boat operators to immediately remove all plants and animals upon leaving any inland water (302 Mass. Code Regs. 18.04).

Alternatively, states may prohibit watercraft from being launched, removed, or transported with species attached, which implies an obligation to remove such species from the watercraft. For example, in North Dakota, watercraft must be free of prohibited or regulated aquatic nuisance species when entering or leaving any water body, or while in transit (N.D. Admin. Code 30-03-06-01).

Thirty-one states have a legal provision that requires boaters to take some action to clean watercraft. In 19 states, the law applies statewide to all state waters. In three states, boaters are only required to take action when leaving certain waters, such as waters listed as infested by AIS or managed by particular agencies. In nine states, the cleaning requirements are specific to certain species, most commonly aquatic plants. Nineteen states have no legal requirement for boaters to clean watercraft.

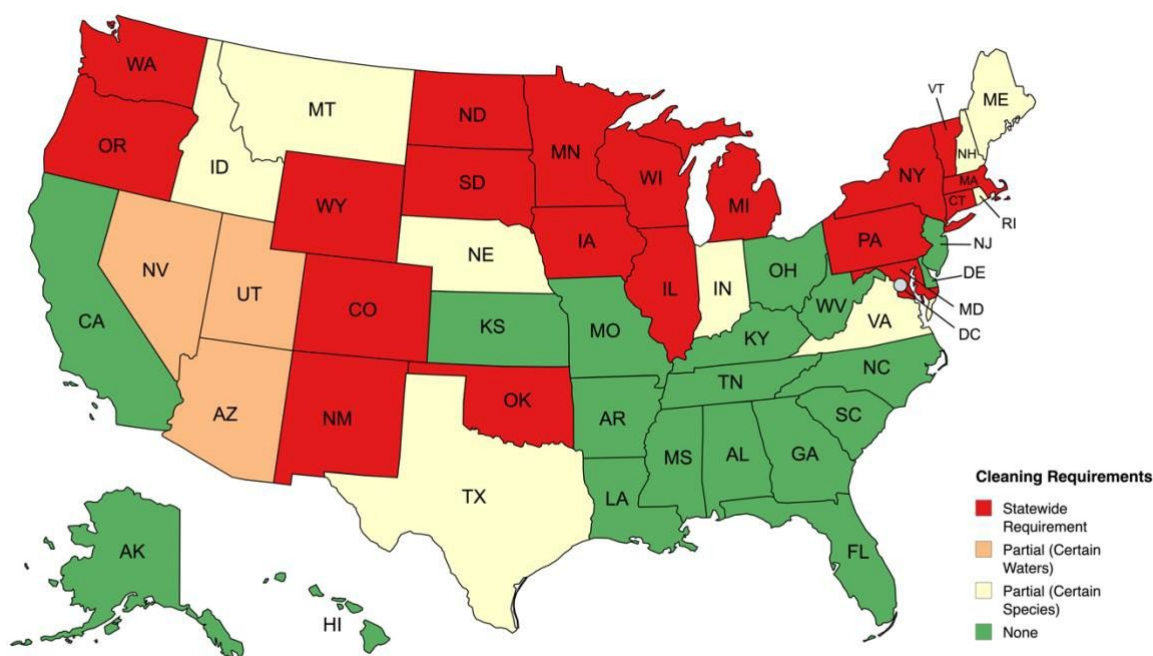


Fig. 2. Map illustrating the type of watercraft cleaning requirements state have enacted.

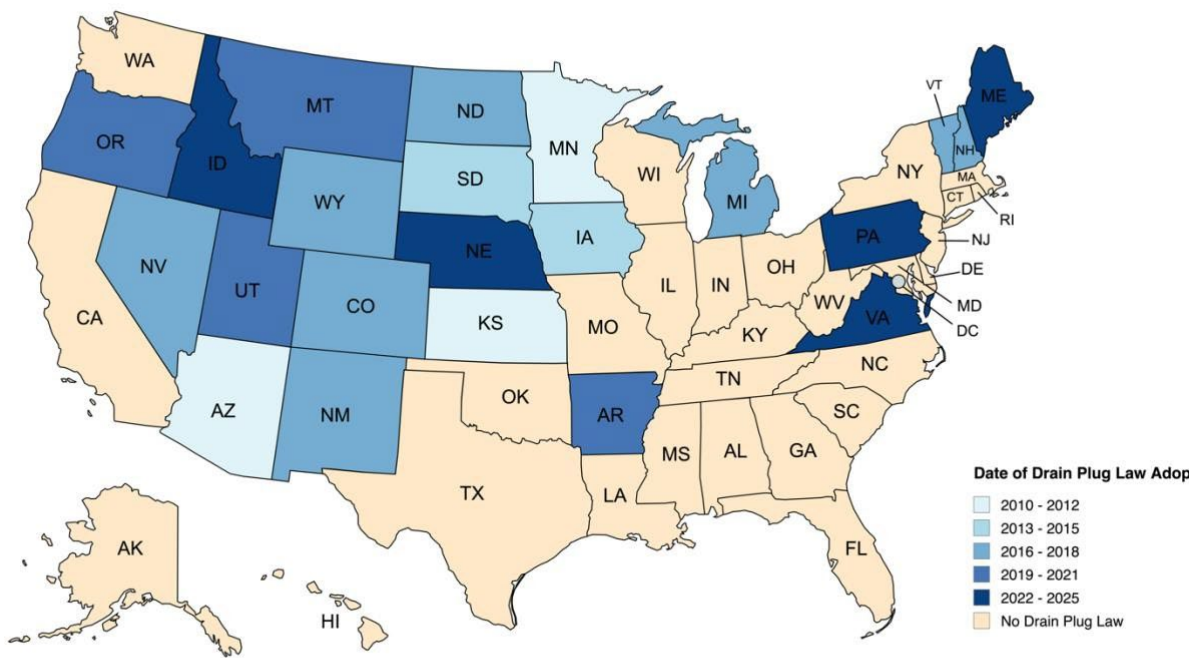
There is significant variation in the legal triggers for cleaning requirements. Four states incorporate all three triggers, requiring boats to be clean before launch, upon removal, and during transport. The rest

incorporate a mix of 1–2 triggers. Among states with only one trigger, five require cleaning before launch, six require cleaning upon removal, and two require cleaning during transport. Among states with two triggers, six require cleaning before launch and upon removal, five require before launch and during transport, and three require upon removal and during transport (See table).

	Launch	Removal	Transport	All Three
Launch	5: MD, MN, NV, NY, OR	6: AZ, MA, NE, NM, RI, SD	5: IA, MI, NH, OK, PA	
Removal		6: MT, TX, UT, VA, WA, WY	3: CO, ID, ME	
Transport			2: CT, IN	
All Three				4: IL, ND, VT, WI

Drain

The “drain” in CDD refers to draining the watercraft. In its relevant of this policy element, the National Sea Grant Law Center searched for language in enacted laws or regulations that required boaters to take action to drain water from boats. States use more consistent language in their translation of this best practice into law, and most states use some variation of the term “drain” (e.g., drained, draining, drainage). Although a few states impose general requirements to drain watercraft without specific guidance on how boaters are required to do so, most states direct boaters to remove plugs or other barriers that prevent water drainage. These provisions, referred to in this report collectively as “drain plug laws,” also often require that drain plugs remain open and removed during transport. To date, 27 have enacted drain plug laws.



Created with mapchart.net

Fig. 3. Map illustrating the states that have drain plug laws categorized by date of enactment.

Twenty-six states have enacted statewide draining requirements, and three have requirements applicable to certain bodies of water. The states without drain plug laws with more general language regarding draining are: Illinois, Maryland, Massachusetts, and New York.

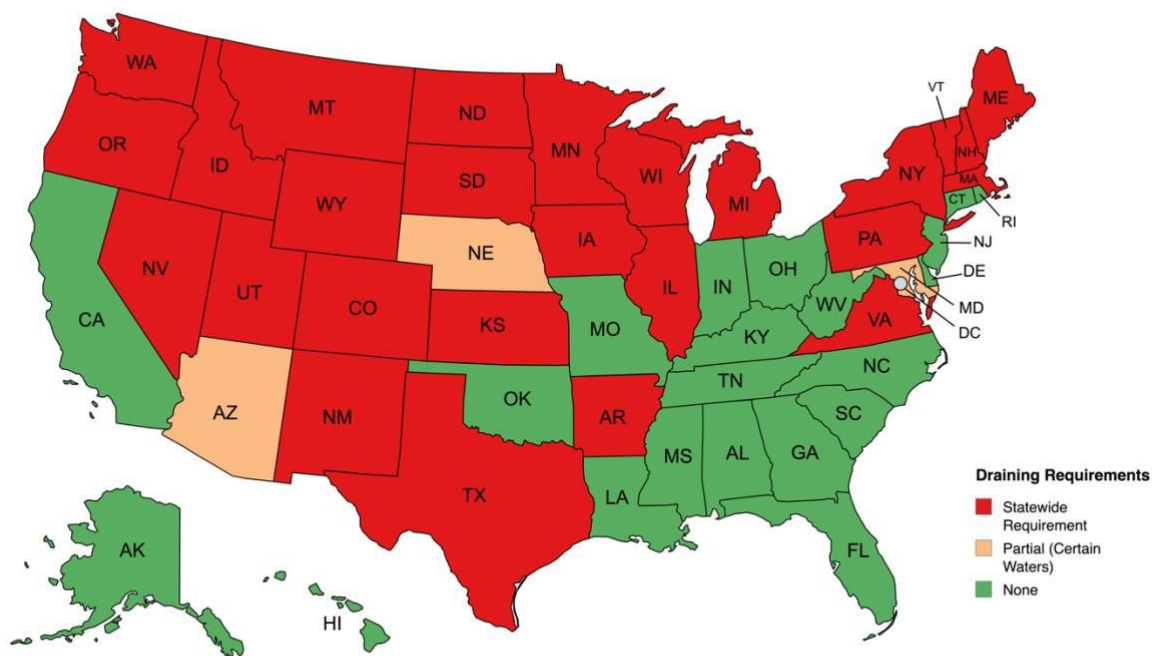


Fig. 4. Map illustrating the type of draining requirements imposed by states.

Consistent with cleaning requirements, there is significant variation in the legal triggers for drainage requirements. The most common approach is to require watercraft to be drained upon removal from waters and during transport (14 states). The next most common approach is to require upon removal only seven states. For the remaining states, one state requires draining prior to launch, two states require draining during transport, three states require before launch and upon removal, and two states require before launch and during transport. (See table)

	Launch	Removal	Transport	All Three
Launch	1: NY	3: CO, ME, NE	2: MD, MI	
Removal		7: IL, KS, MA, OR, VA, WA, WI	14: AZ, AR, ID, IA, MN, MT, NV, NH, NM, ND, PA, SD, VT, WY	
Transport			2: TX, UT	

Dry

The “dry” in CDD refers to drying all compartments, spaces, and associated equipment that hold or may hold water. In its review, the National Sea Grant Law Center found very few states with express references in law to generally applicable drying requirements. The drying of watercraft is facilitated by the draining requirements discussed above, especially if state law requires drain plugs to be removed and remain open during transport. Separate drying requirements may be deemed unnecessary or redundant in such states. When drying is mentioned, it is often in the context of mandatory decontamination orders that do not apply to all watercraft.

Five states have enacted explicit drying requirements that apply statewide, although the exact meaning of the term “dry” is not defined. Virginia, for example, requires boat operators take “reasonable measures to dry bilges, livewells, baitwells, and ballast tanks on a watercraft before it is used on another body of water” (4 Va. Admin. Code 15-370-45).

Three states have drying requirements that apply to certain bodies of water. In Nevada, it is unlawful to leave an impaired body of water and launch in another body of water without decontaminating the vessel. A person required to decontaminate must allow the vessel or conveyance to dry for not less than the period recommended by the Drying Time Estimator of the 100th Meridian Initiative (Nev. Admin. Code 488.520).

With respect to triggers in these eight states, six require watercraft to be dried upon removal from the water, whereas two impose the requirement before launch.

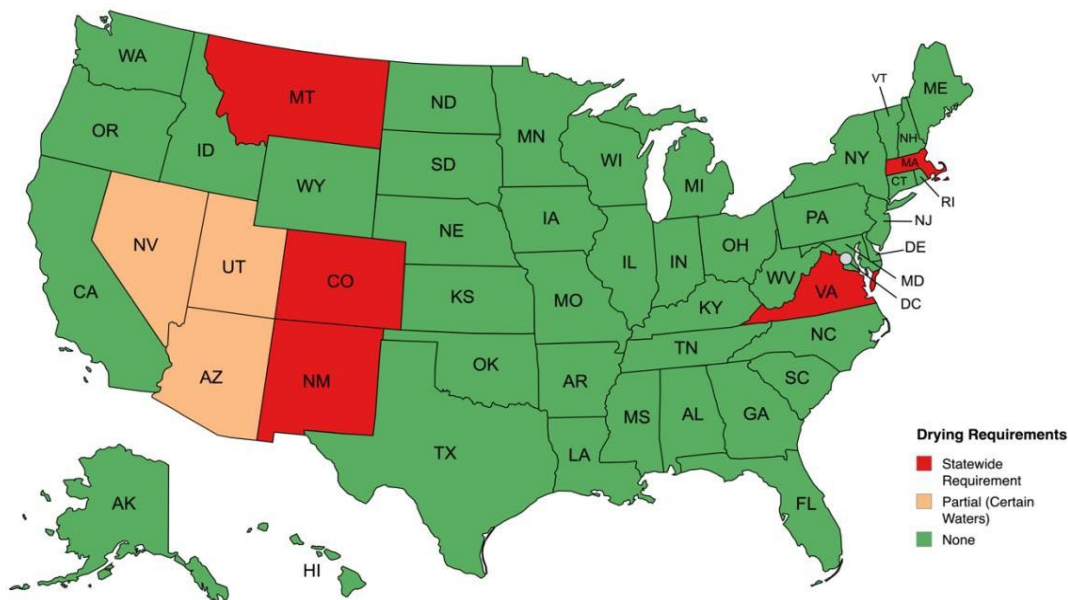


Fig 5. Map illustrating the type of drying requirements enacted by states.

Key Takeaways

The objective of this research was to identify the presence or absence of explicit CDD requirements in state law. A strong regulatory framework reinforces state policies and outreach messaging regarding desired behavior change and ensures legal mechanisms are available to penalize egregious actions that threaten the state's environmental and conservation goals. Further, because boaters frequently transport watercraft across state lines, consistency among state laws is critical to minimizing confusion and increasing compliance. This research reveals inconsistencies and gaps in several key areas:

- Although many states require boaters to take action to clean watercraft, in some states the directives are limited to certain species or bodies of water. Such limitations can create compliance and enforcement challenges, as species identification can be difficult and the travel history of watercraft is often unknown. Gaps could be addressed by states enacting or amending laws and regulations to (1) require boaters to clean watercraft before entering or when leaving any water body in the state and (2) consistently defining cleaning broadly as the removal of all visible mud, debris, plants, animals, and other material from watercraft.
- State laws that reference draining of watercraft are the most consistent, although some states limit the geographic scope of their requirements. State laws vary with respect to whether drain plugs must remain open during transport, although such provisions are easier to enforce as compliance can be visually confirmed. Gaps could be addressed by states enacting or amending laws and regulations to require (1) draining upon exit of any water body in the state and (2) drain plugs and other similar devices remain open during transport.
- Additional policy clarity is needed with respect to the “dry” element of CDD. Only a handful of states explicitly require boaters to dry watercraft, and most do not provide guidance on what steps should be taken to do so. Gaps could be addressed by states enacting or amending laws and regulations to outline the actions required to dry a boat after water has been drained. Such steps could include wiping down surfaces with a towel or allowing everything to completely dry before launching (e.g., recommended minimum number of days).

Appendix A

Inventory of State CDD Legal Requirements

AIS Transport Restrictions

State	Present	Citation	Notes
Alabama	Y	Ala. Admin. Code r. 220-2-.26	Restricted species regulation incorporate Lacey Act injurious species list by reference, which includes QZM. Regulation prohibits transport of listed species within the state except by permit.
Alaska	N	5 AAC 41.075	QZM are listed Class A banned species by regulation refers only to possession, not transport.
Arizona	Y	A.R.S. § 17-255.02	Unlawful to "transport into or within this state" an aquatic invasive species.
Arkansas	Y	Ark. Admin. Code 002.01.1-J1.04	QZM are listed on the prohibited exotic aquatic species list. Unlawful to transport any live specimen.
California	Y	14 CCR § 671	Unlawful to transport live restricted animals, which includes QZM and golden mussels.
Colorado	Y	C.R.S.A. § 33-10.5-105	Unlawful to transport an aquatic nuisance species
Connecticut	N	Regs. Conn. State Agencies § 26-55-5	QZM are a listed nuisance aquatic invertebrate, but regulation only refers to import, introduction, and possession not transport.
Delaware	N	7 Del. Admin. Code 3545	State does have transport restrictions for a few invasive finfish, but QZM not listed nor does state have a general AIS transport restriction.
Florida	Y	Fla. Admin. Code r. 68-5.007	Transport of live specimens of listed prohibited non-native species is prohibited except by permit. QZM are listed on the state's prohibited non-native species list. Also unlawful to transport listed prohibited plants. Fla. Admin. Code r. 5B-64.011
Georgia	Y	Ga Comp. R. & Regs. 391-4-8-.03	Unlawful to transport certain listed wild animals but QZM not included (Ga. Code Ann., § 27-5-4). However, QZM are listed as prohibited wild animals by a separate DNR rule that appears to supplement the list in Ga. Code Ann., § 27-5-5. No general AIS transport restrictions.
Hawaii	N	Haw. Admin. Rules (HAR) § 13-124-3	Zebra mussel designated as a pest for control and eradication purposes, but that doesn't appear to have transport prohibitions. (Haw. Admin. Rules (HAR) § 4-69A Attachment 1). Unlawful to transport live injurious wildlife to islands or locations within the State where they are not already established and living in a wild state. However, QZM not included on list of injurious wildlife. (Haw. Admin. Rules (HAR) § 13-124 Exhibit 5).
Idaho	Y	I.C. § 22-1905, IDAPA 02.06.09.120	Unlawful to transport an invasive species except by permit. QZM listed invasive species. (IDAPA 02.06.09.140).
Illinois	Y	17 Ill. Adm. Code 805.30	Unlawful to transport injurious species with some exceptions. QZM included on list of injurious species. 17 Ill. Adm. Code 805.20
Indiana	N	312 IAC 9-9-3	QZM import and possession is prohibited, but no reference to transport
Iowa	Y	Iowa Admin. Code 571-90.3(456A)	AIS transport restriction in statute is limited to water-related equipment. I.C.A. § 456A.37, but general restriction in regulation. QZM are listed. Iowa Admin. Code 571-90.2(456A)
Kansas	N	K.A.R. 115-18-10	Importation, possession, or release of certain live wildlife species prohibited in Kansas which includes QZM. Transportation not mentioned.
Kentucky	N	301 Ky. Admin. Regs. 1:122	Import, possession, and release of certain aquatic species is prohibited including zebra mussel. Only transportation references are to carp.
Louisiana	N		Transport restrictions for certain types of exotic fish (LSA-R.S. 56:319) but no restrictions regarding QZM or general AIS found.
Maine	N	09-137 CMR Ch. 7, § 7.06	Lacey Act injurious species incorporated by reference into state's Category 1 Restricted Species List. 09-137 CMR Ch. 7, § 7.18. A permit is required to import, possess Category 1 restricted species. No mention of transport.
Maryland	Y	COMAR 08.02.19.04	Unlawful to transport listed nonnative aquatic organisms, which includes QZM.
Massachusetts	N		Massachusetts has a prohibited plant list and watercraft restrictions, but no general AIS transport restrictions or prohibited species list found. Certain fish species are prohibited without a permit. 321 CMR 9.01
Michigan	N		QZM are listed restricted species. M.C.L.A. 324.41301. Introduction of restricted species is prohibited. M.C.L.A. 324.41305. Not general transport restrictions - do have watercraft transport regulations
Minnesota	Y	Minnesota Rules, part 6216.0265	No one may transport a prohibited invasive species. QZM are prohibited invasive species. Minnesota Rules, part 6216.0250. Also may not transport aquatic macrophytes. M.S.A. § 84D.09
Mississippi	Y	2 Miss. Admin. Code Pt. 1, Subpt. 4, Ch. 11	Zebra mussels are listed as prohibited species. Transport of prohibited species is unlawful.
Missouri	Y	3 Mo. Code of State Regulations 10-4.117	Prohibited species may not be transported live. QZM are listed prohibited species.
Montana	Y	ARM 12.6.2201	QZM are prohibited species. ARM 12.6.2215. Permits may be issued to allow possession, and some transportation through the state is allowed. ARM 12.6.2220. Prohibited species may not be transport in Montana except by permit.
Nebraska	Y	Neb. Admin. R. & Regs. Tit. 163, Ch. 2, § 0	Zebra mussel listed as category 2 priority species. Unlawful to possess or transport.
Nevada	N		QZM and golden mussels are listed aquatic invasive species. NAC 503.074. Nevada has watercraft transport restrictions, but no general transportation restriction found.
New Hampshire	N		Possession of zebra mussels is prohibited (N.H. Code Admin. R. Fis 804.03). So is import (N.H. Code Admin. R. Fis 803.04) and release (N.H. Code Admin. R. Fis 805.01). Definition of "prohibited" refers to transportation. N.H. Code Admin. R. Fis 801.19, but there are no separate regulatory references.
New Jersey	N		No relevant provisions found regarding prohibited species.

AIS Transport Restrictions

New Mexico	N		QZM are identified as aquatic invasive species. (N. M. S. A. 1978, § 17-4-35). New Mexico has watercraft transport restrictions, but no general AIS transport provisions found
New York	Y	6 NYCRR 575.3	QZM are listed prohibited species which may not be transported.
North Carolina	Y	15A NCAC 10C.0211	Possession of certain "live fishes" is prohibited. List includes QZM.
North Dakota	Y	NDCC, 20.1-17-06	Unlawful to transport a prohibited aquatic nuisance species. QZM are listed prohibited species. ANS Species List (https://gf.nd.gov/ans/species)
Ohio	N	OAC 1501:31-19-01	Ohio's list of injurious AIS includes QZM (https://dam.assets.ohio.gov/image/upload/ohiodnr.gov/documents/wildlife/fishmanagement/Injurious%20Aquatic%20Invasive%20Species.pdf). Unlawful to import, possess, release. No general transport restriction
Oklahoma	N	Okla. Admin. Code 800:20-4-3	QZM are listed harmful ANS, but only possession and import prohibited. State does have watercraft transport restrictions.
Oregon	Y	OAR 635-056-0050	QZM are included on list of prohibited species. Prohibited species may not be transported live.
Pennsylvania	Y	58 Pa. Code § 71a.11	QZM are listed prohibited species. May not be transported in or through the state.
Rhode Island	N		Possession of zebra mussel prohibited. 250-RICR- 40-05-3.17. Relevant part of regulation doesn't mention transport.
South Carolina	N		SC's regulations for nonnative wildlife are limited to Black and White tegu. S.C. Code of Regulations R. 123-152. Found no other relevant provisions.
South Dakota	Y	SDCL § 41-13A-2	Transport of AIS without permit is prohibited. QZM included on list of AIS. ARSD 41:10:04:01
Tennessee	N		Zebra mussels are Class V wildlife. Tenn. Comp. R. & Regs. 1660-01-18-.03. Class V species may only be held in zoos under certain conditions. T. C. A. § 70-4-403. No references to transport.
Texas	Y	31 TAC § 57.113	QZM are a list exotic species. 31 TAC § 57.112. May not transport a controlled exotic species except in limited circumstances (by permit, frozen)
Utah	Y	U.A.C. R657-60-3	May not transport dreissena mussel.
Vermont	N		QZM are defined as aquatic nuisances. 10 V.S.A. § 1452. State has general watercraft transport restrictions, but not general transport restriction. Unlawful to import or possess "live wild animal" unless by permit or listed as unrestricted live wild animal. Vt. Admin. Code 16-4-116:4.0 Unrestricted live wild animals are for animals commonly sold in the pet trade. QZM are listed as an "exception" to the unrestricted wild animal list. So permit to import/possess required. No reference to transport in relevant sections.
Virginia	Y	VA Code Ann. § 29.1-574	May not knowingly transport aquatic nuisance species. QZM are included as ANS by legislative definition. VA Code Ann. § 29.1-571
Washington	N		Unlawful to introduce or possess a Prohibited Level 1 species. WAC 220-640-100. RCWA 77.135.040. QZM are Prohibited Level 1. WAC 220-640-030. No reference to transport in relevant provisions. State has watercraft transport restrictions.
West Virginia	N		State has prohibited amphibian and reptile list, but no general AIS found.
Wisconsin	Y	Wis. Adm. Code § NR 40.06	QZM are restricted species. Wis. Adm. Code § NR 40.05. Transport only allowed with permit.
Wyoming	Y	W.S.1977 § 23-4-202	Unlawful to transport AIS except as authorized. QZM is listed aquatic invasive species. WY Rules and Regulations 040.0001.62 § 2.
Total	27		
Percentage	54%		

Cleaning Requirements

State	Present	When Triggered?	Citation	Notes
Alabama	N			Alabama has no relevant provisions on state level.
Alaska	N			Alaska has no relevant provisions on state level.
Arizona	P (G)	Removal	A.A.C. R12-4-902	May not place in any waters of this state any equipment, watercraft, vessel, vehicle or conveyance that has been in any water or location where aquatic invasive species are present within the preceding thirty days without first decontaminating. A.R.S. § 17-255.02. This places a geographic restriction on the requirement (only applies to AIS-listed waters). Upon removing watercraft from any listed waters and prior to transport, person shall remove all clinging materials such as plants, animals, and mud.
Arkansas	N			Arkansas Fish and Game Commission regulations prohibit the possession of certain aquatic plants (Ark. Admin. Code 002.01.1-19.20), which agency reviewers asserted means boaters "must ensure invasive plants are not transported onto or from these properties on their boats, trailers, or other items." However, that is not an express directive.
California	N			California law authorizes watercraft inspections, but there are no express directives to boaters.
Colorado	Y	Removal & Transport	2 CCR 405-8:803	Colorado Parks and Wildlife regulations state that it is the responsibility of the vessel owner to clean vessel between launches. There is also an express directive to remove aquatic plants upon removal of vessel from waters of the state. Transport of vessel with plants attached is prohibited.
Connecticut	Y	Transport	C.G.S.A. § 15-180	Vegetation and visible aquatic nuisance species must be removed from vessel before transport.
Delaware	N			Delaware has no relevant provisions
Florida	N			Florida has no relevant watercraft provisions.
Georgia	N			Georgia has no relevant provisions
Hawaii	N			Hawaii has no relevant provisions
Idaho	P (S)	Removal & Transport	I.C. § 22-1905A	Immediately upon removing a conveyance from any waters of this state or for transport of conveyances within the state, the operator shall remove all visible vegetation from the conveyance. Must be inspected prior to launch if they've been in mussel infested water or from out of state.
Illinois	Y	Launch, Removal & Transpo	625 Ill. Comp. Stat. Ann. 45/5-23	No person may place or operate a vehicle, seaplane, watercraft, or other object of any kind in waters of this State if it has any aquatic plants or aquatic animals attached to the exterior of the vehicle, seaplane, watercraft, or other object. May not take off with a seaplane or operate on a highway with aquatic plants or animals attached.
Indiana	P (S)	Transport	312 IAC 18-3-23	May not transport prohibited invasive plant species on or within boat or related equipment.
Iowa	Y	Launch & Transport	Iowa Code Ann. § 456A.37	A person shall not transport on a public road, or place or attempt to place into waters of the state, any water-related equipment that has an aquatic invasive species or aquatic plant attached to or within
Kansas	N			No provision found requiring the removal of animals and plants
Kentucky	N			Kentucky has no relevant provisions
Louisiana	N			Louisiana has no relevant provisions
Maine	P (S)	Removal & Transport	Me. Rev. Stat. Ann. tit. 38, § 419-C	A person may not transport or fail to remove any aquatic plant or parts of any aquatic plant from the outside of a vehicle, boat, personal watercraft, boat trailer or other equipment on a public road
Maryland	Y	Launch	Md. Code Regs. 08.02.19.05	A person may not place or attempt to place upon or into State waters a watercraft or associated equipment with attached or contained aquatic plants, zebra mussels, or other prohibited species of nonnative organisms.
Massachusetts	Y	Launch & Removal	302 Mass. Code Regs. 18.04	Immediately upon leaving any Inland Water, boat operators must remove all plants and animals. Regulations also prohibit launch with plants and animals attached. 302 CMR 18.03
Michigan	Y	Launch & Transport	Mich. Comp. Laws Ann. § 324.41325	May not place a watercraft, watercraft equipment, or a watercraft trailer in the waters of this state with an aquatic plant attached. May not transport before ensuring watercraft are free of aquatic organisms, including plants.
Minnesota	Y	Launch	M.S.A. § 84D.10, M.S.A. § 84D.09	May not place water-related equipment in waters of the state with aquatic macrophytes or prohibited invasive species attached.
Mississippi	N			Mississippi has no relevant provisions.
Missouri	N			Missouri has no relevant provisions.
Montana	P (S)	Removal	Mont. Admin. R. 12.5.706	Upon removing a vessel, all aquatic vegetation must be removed from the vessel, trailer, and equipment;
Nebraska	P (S)	Launch & Removal	163 Neb. Admin. Code Ch. 2, 012	Unlawful on property owned or operated by the Parks and Game Commission to arrive at or leave any water body with equipment that contains any plant material.
Nevada	P (G)	Launch	NAC 488.520	It is unlawful to leave an impaired body of water in Nevada or any other state and launch the vessel any body of water in Nevada without first decontaminating the vessel. Nev. Rev. Stat. Ann. § 488.530(c). A person required to decontaminate must remove AIS and aquatic plant material and clean each item on the vessel.
New Hampshire	P (S)	Transport	N.H. Rev. Stat. Ann. § 487:16-c	No person shall negligently transport any aquatic plants or plant parts or exotic aquatic weed or weed parts to or from any New Hampshire waters
New Jersey	N			New Jersey has no relevant provisions.
New Mexico	Y	Removal	N.M. Admin. Code 19.30.14.12	It shall be unlawful for the owner or person in control of a conveyance(s) or equipment to fail to take reasonable measures upon exiting a waterbody to decontaminate all equipment, compartments or spaces that are wet, hold water or could transfer AIS, including aquatic vegetation. Decontaminate by definition means "to clean." N.M. Admin. Code 19.30.14.7
New York	Y	Launch	6 NYCRR 576.3	May not launch a watercraft into a public waterbody without inspection and removing any plant or animal.
North Carolina	N			North Carolina has no relevant provisions.
North Dakota	Y	Launch, Removal & Transpo	N.D. Admin. Code 30-03-06-01	Upon entering or leaving any water body or while in transit, watercraft must be free of prohibited or regulated aquatic nuisance species. Additionally, no aquatic vegetation may be on watercraft when out of the water. NDAC 30-03-06-03. No one may transport aquatic vegetation to or from water. NDAC 30-03-06-04
Ohio	N			Ohio has no relevant provisions.

Cleaning Requirements

State	Present	When Triggered?	Citation	Notes
Oklahoma	Y	Launch & Transport	Okla. Admin. Code 800:20-4-2, Okla. Admin. Code 800:20-4-3	Aquatic plants may not be transported between waters of the state. Plants must be removed from boat trailer and other gear before launch. In addition, Boats, trailers, and boat parts must be cleaned free of live zebra and/or quagga mussels before launching in any public waters.
Oregon	Y	Launch	O.R.S. § 830.560	May not launch a boat with visible species attached.
Pennsylvania	Y	Launch & Transport	58 Pa. Code § 71a.12	May not place a watercraft in state waters that has aquatic plants or prohibited species attached. Persons transporting watercraft must ensure the watercraft, trailer, etc. is free of aquatic organisms.
Rhode Island	P (S)	Launch & Removal	250 R.I. Code R. 60-00-10.6	The transport of any plant or plant part into or out of any Rhode Island waterbody on boats, vessels, other water conveyances, vehicles, trailers, fishing supplies, or any other equipment is prohibited.
South Carolina	N			South Carolina has no relevant provisions.
South Dakota	Y	Launch & Removal	SDCL § 41-13A-3, S.D. Codified Laws § 41-13A-4	A person removing watercraft must clean the conveyance by removing all visible organic material, including plants, animals, and mud. May not place a conveyance in waters without meeting the requirements of 41-13A-4.
Tennessee	N			Tennessee has no relevant provisions.
Texas	P (S)	Removal	TEX. PARKS & WILD. CODE § 66.	Exotic aquatic plants must be removed upon leaving any public or private body of water.
Utah	P (G)	Removal	Utah Admin. Code r. R657-60-5	The owner, operator, or possessor of any equipment or conveyance that has been in a waterbody subject to decontamination requirements must inspect for mussels. If found free of mussels, fish, plants and mud, may be transported to location for decon or storage.
Vermont	Y	Launch, Removal & Transpo	Vt. Stat. Ann. tit. 10, § 1454	A person shall not transport an aquatic plant, aquatic plant part, or aquatic nuisance species to or from any Vermont water. A person transporting a vessel should, prior to launching the vessel and upon leaving a water, inspect and remove aquatic plants and aquatic nuisance species.
Virginia	P (S)	Removal	4 Va. Admin. Code 15-370-45	Before leaving the area where the watercraft has been removed from the water, all aquatic vegetation must be removed from the vessel, trailer, and equipment.
Washington	Y	Removal	Wash. Rev. Code Ann. § 77.135.110	A person in possession of an aquatic conveyance must meet clean and drain requirements after the conveyance's use in or on a water body or property. By definition "clean and drain" includes removal of visible native and nonnative aquatic animals, plants, or other organisms. Wash. Rev. Code Ann. § 77.135.010
West Virginia	N			West Virginia has no relevant provisions.
Wisconsin	Y	Launch, Removal & Transpo	Wis. Admin. Code NR § 40.07, Wis. Stat. Ann. § 30.07	Any person who removes a vehicle, boat, boat trailer, boating or fishing equipment, or other equipment or gear of any type from any inland or outlying water or from its bank or shore shall remove all attached aquatic plants and aquatic animals immediately. In addition, No person may place or operate a vehicle, seaplane, watercraft, or other object of any kind in a navigable water if it has any aquatic plants or aquatic animals attached to the exterior of the vehicle, seaplane, watercraft, or other object. Wis. Stat. Ann. § 30.07. Also unlawful to transport watercraft on highway with aquatic plants attached.
Wyoming	Y	Removal	Wyo. Admin. Code 040.0001.62 § 3	Immediately upon removal, the operator shall remove all visible vegetation from the watercraft and trailer.
Total	19			
Percentage	38%			

Draining Requirements

State	Present	When Triggered?	Drain Plug Law	Citation	Notes
Alabama	N				Alabama has no relevant provisions on state level.
Alaska	N				Alaska has no relevant provisions on state level.
Arizona	P (G)	Removal & Transport	Y	A.A.C. R12-4-902	Upon removal of watercraft from AIS-listed waters, person must remove all plugs and other valves or devices that prevent water drainage from all compartments that may retain water, such as ballast tanks, ballast bags, bilges, and ensure plugs or devices remain removed or open during transport.
Arkansas	Y	Removal & Transport	Y	Ark. Admin. Code 002.01.1-37.10	All aquatic vessel drain plugs must be removed before and during trailering of vessel to and from waterbody access facilities.
California	N				California law authorizes watercraft inspections, but there are no express directives to boaters.
Colorado	Y	Launch & Removal	Y	2 CCR 405-8:803	Colorado Parks and Wildlife regulations state that it is the responsibility of the vessel owner to drain vessel between launches. There is also an express directive to remove drain plugs upon removal from waters of the state.
Connecticut	N				Connecticut has no relevant provisions.
Delaware	N				Delaware has no relevant provisions
Florida	N				Florida has no relevant watercraft provisions.
Georgia	N				Georgia has no relevant provisions
Hawaii	N				Hawaii has no relevant provisions
Idaho	Y	Removal & Transport	Y	I.C. § 22-1905A	Immediately upon removal, all water must be drained. Drained plugs must be removed and remain open during transit.
Illinois	Y	Removal		Ill. Admin. Code tit. 17, § 875.50	It is unlawful to remove any watercraft, boat, boat trailer or other equipment from waters of the State without emptying and draining any bait bucket, livewell, baitwell, bilge, etc., or any other compartment capable of holding natural waters.
Indiana	N				Indiana has no relevant provisions
Iowa	Y	Removal & Transport	Y	Iowa Code Ann. § 456A.37	A person shall drain all water from water-related equipment when leaving the waters of the state and before transporting the water-related equipment off a water access area or riparian property. Drain plugs must remain removed and open during transport.
Kansas	Y	Removal	Y	Kan. Admin. Regs. 115-30-13	The livewells and bilges shall be drained and the drain plugs removed from all vessels being removed from the waters of the state before transport on any public highway of the state.
Kentucky	N				Kentucky has no relevant provisions
Louisiana	N				Louisiana has no relevant provisions
Maine	Y	Launch & Removal	Y	38 M.R.S.A. § 419-C	Prior to launch and when removing watercraft from inland waterbody and prior to transport away, drain plugs must be removed and open.
Maryland	P (G)	Transport		Md. Code Regs. 08.02.19.05	Water taken from waters infested by prohibited nonnative species may not be transported on public roads, with limited exceptions
Massachusetts	Y	Removal		302 Mass. Code Regs. 18.04	Upon removal, operators must Dispose of livewell, cooling, bilge and ballast water away from the shore after each use in Inland Water
Michigan	Y	Transport	Y	M.C.L.A. 324.41325	Drain plugs must be removed and water drained prior to transport.
Minnesota	Y	Removal & Transport	Y	Minn. Stat. Ann. § 84D.10	Water must be drained by removing drain plug before transporting the water-related equipment. Drain plugs must be removed and open during transport.
Mississippi	N				Mississippi has no relevant provisions.
Missouri	N				Missouri has no relevant provisions.
Montana	Y	Removal & Transport	Y	MCA 80-7-1015	After use in state waters, water must be drained and drain plugs disengaged. Drain plugs may be reengaged after draining. If there are no drain plug, reasonable measures must be taking to dry. Transport of surface water is prohibited. Mont. Admin. R. 12.5.706
Nebraska	P (G)	Launch & Removal	Y	163 Neb. Admin. Code Ch. 2, 012	Must drain water by removing drain plug before arriving at, attempting to enter, or leaving a water body owned or operated by the Commission. Unlawful to arrive at or leave any water body owned or operated by the Commission with water from other than a domestic source.
Nevada	Y	Removal & Transport	Y	NAC 488.526	At or near the site where the boat is taken out of the water, must drain all water. Drain plugs must be removed and open during transport.
New Hampshire	Y	Removal & Transport	Y	N.H. Rev. Stat. § 487:16-d	When leaving waters of the state, boats must be drained. Drain plugs must be removed and open during transport.
New Jersey	N				New Jersey has no relevant provisions.
New Mexico	Y	Removal & Transport	Y	N.M. Admin. Code 19.30.14.12	It shall be unlawful for the owner or person in control of a conveyance(s) or equipment transported on a public road in New Mexico to have any plug or other barrier in place that prevents water drainage from bilge lines, ballast tanks, motor cooling systems, live wells, compartments and equipment. Additionally, it shall be unlawful for the owner or person in control of a conveyance(s) or equipment to fail to take reasonable measures upon exiting a waterbody to decontaminate all equipment, compartments or spaces that are wet, hold water or could transfer AIS, including aquatic vegetation. Decontaminate by definition means "to drain." N.M. Admin. Code 19.30.14.7
New York	Y	Launch		6 NYCRR 576.3	No one may launch a watercraft in public waterbody without draining water from the watercraft
North Carolina	N				North Carolina has no relevant provisions.
North Dakota	Y	Removal & Transport	Y	NDAC 30-03-06-05	All water must be drained when watercraft are out of the water or upon entering the state. Drain plugs must be removed and remain open during transport.
Ohio	N				Ohio has no relevant provisions.
Oklahoma	N				OK does not require watercraft to be drained.
Oregon	Y	Removal	Y	O.R.S. § 830.302	After leaving the waters of this state with a boat, a person shall remove or open all drain plugs prior to transport. Because it doesn't explicitly state they need to be open during transport, only counted removal as trigger.
Pennsylvania	Y	Removal & Transport	Y	58 Pa. Code § 71a.12	When leaving state waters, a person must drain watercraft before transporting. Drain plugs must remain removed or open during transport.
Rhode Island	N				Rhode Island has no relevant provisions.
South Carolina	N				South Carolina has no relevant provisions.
South Dakota	Y	Removal & Transport	Y	S.D. Codified Laws § 41-13A-4	Upon removal, must drain the conveyance by removing any plug or other barrier that prevents water drainage and running any pumps on board to expunge water. all trailered boats must have all drain plugs, bailers, valves, and other devices used to control the drainage of water opened or removed. S.D. Admin. R. 41:10:04:03

State	Present	When Triggered?	Drain Plug Law	Citation	Notes
Tennessee	N				Tennessee has no relevant provisions.
Texas	Y	Transport		TEX. ADMIN. CODE § 57.1001	Water must be drained before transporting vessels to and from waterbodies on a public roadway.
Utah	Y	Transport	Y	U.C.A. 1953 § 23A-10-305, U.A.C. R657-60-5	Drain plugs must be removed before transport. Language is silent on whether they need to remain open during transport, but section heading says during transport. Other regulation says must be removed during transport and storage.
Vermont	Y	Removal & Transport	Y	Vt. Stat. Ann. tit. 10, § 1454	When leaving a water of the State and prior to transport away from the area where the vessel left the water, a person operating a vessel shall drain the vessel, trailer, and other equipment of water, including water in live wells, ballast tanks, and bilge areas. Plugs should remain removed and open during transport.
Virginia	Y	Removal	Y	4 Va. Admin. Code 15-370-45	Before leaving area, watercraft operators must also remove or open water drain plugs from bilges of watercraft.
Washington	Y	Removal		Wash. Rev. Code Ann. § 77.135.110	A person in possession of an aquatic conveyance must meet clean and drain requirements after the conveyance's use in or on a water body or property. By definition "clean and drain" includes removal of raw water. Wash. Rev. Code Ann. § 77.135.010
West Virginia	N				West Virginia has no relevant provisions.
Wisconsin	Y	Removal		Wis. Admin. Code § NR 40.07	Water must be drained upon removal from water.
Wyoming	Y	Removal & Transport	Y	Wyo. Admin. Code 040.0001.62 § 3	Immediately upon removal, the operator shall drain all water from the watercraft. Drain plugs should be removed and remain open during transport.
Total	26				
Percentage	52%				

Drying Requirements

State	Present	When Triggered?	Citation	Notes
Alabama	N			Alabama has no relevant provisions on state level.
Alaska	N			Alaska has no relevant provisions on state level.
Arizona	P (G)	Removal	A.A.C. R12-4-902; Director's Order	If no plugs or barriers exist, upon removal must take reasonable measures to drain or dry all compartments or spaces that may retain water. Reasonable measures include, but are not limited to, emptying bilges, application of absorbents, or ventilation. Further, Director's Order 3 imposes mandatory drying times even on Day Use vessels. https://azgfd-portal-wordpress-pantheon.s3.us-west-2.amazonaws.com/wp-content/uploads/archive/2023-AIS-DO-3.pdf
Arkansas	N			Arkansas regulations do not mention drying.
California	N			California law authorizes watercraft inspections, but there are no express directives to boaters.
Colorado	Y	Removal	2 CCR 405-8:803	Colorado Parks and Wildlife regulations state that it is the responsibility of the vessel owner to dry the vessel between launches. "Dry" means no visible sign of standing water, or wetness on or in the vessel or other floating device. Watercraft that has been out of the water long enough for attached mussels to desiccate. 2 Colo. Code Regs. § 405-8:800
Connecticut	N			Connecticut has no relevant provisions.
Delaware	N			Delaware has no relevant provisions
Florida	N			Florida has no relevant watercraft provisions.
Georgia	N			Georgia has no relevant provisions
Hawaii	N			Hawaii has no relevant provisions
Idaho	N			No reference to "dry" found in regulation. Mandatory decontamination requirements do not include drying times. Website states that hot wash is required. https://invasivespecies.idaho.gov/watercraft-inspectionstations
Illinois	N			No reference to "Dry" found in law.
Indiana	N			Indiana has no relevant provisions
Iowa	N			No reference to "Dry" found in law.
Kansas	N			Kentucky has no relevant provisions
Kentucky	N			Louisiana has no relevant provisions
Louisiana	N			No reference to "Dry" found in law.
Maine	N			No reference to "Dry" found in law.
Maryland	N			No reference to "Dry" found in law.
Massachusetts	Y	Launch	302 CMR 18.04	Upon removal, All equipment must be dried prior to its use on another Inland Water body.
Michigan	N			No reference to "Dry" found in law.
Minnesota	N			No reference to "Dry" found with respect to watercraft. They do have a 21-day drying period for boat lift, dock, swim raft, or associated equipment. Minn. Stat. Ann. § 84D.10 (West)
Mississippi	N			Mississippi has no relevant provisions.
Missouri	N			Missouri has no relevant provisions.
Montana	Y	Removal	Mont. Admin.R. 12.5.706	Reasonable measures must be taken to "dry or drain" all compartments. Doesn't expressly say trigger, but in context appears to be removal. In addition, drying time may be part of ordered decon and vessels with ballast or bladders must be decontaminated upon entering the state or crossing the continental divide into the Columbia River basin unless not launched in previous 45 days. Mont. Code Ann. § 80-7-1030. If decon not possible may be locked to complete drying period.
Nebraska	N			Regulations mention that vessels can be ordered removed from water body or quarantined for certain amount of time up to 30 days, but not general obligation. Neb. Admin. R. & Regs. Tit. 163, Ch. 2, § 012
Nevada	P (G)	Launch	NAC 488.520	It is unlawful to leave an impaired body of water in Nevada or any other state and launch the vessel any body of water in Nevada without first decontaminating the vessel. Nev. Rev. Stat. Ann. § 488.530(c). A person required to decontaminate must Allow the vessel or conveyance to dry for not less than the period recommended by the Drying Time Estimator of the 100th Meridian Initiative.
New Hampshire	N			NH law encourages public boat access facility owners to provide technology to assist with CDD and decontamination. Boaters are required to use such technology when available, but not a express directive to dry.
New Jersey	N			New Jersey has no relevant provisions.
New Mexico	Y	Removal	N.M. Admin. Code 19.30.14.12	It shall be unlawful for the owner or person in control of a conveyance(s) or equipment to fail to take reasonable measures upon exiting a waterbody to decontaminate all equipment, compartments or spaces that are wet, hold water or could transfer AIS, including aquatic vegetation. Decontaminate by definition means "to dry or otherwise treat" in accordance with director guidelines and UMPS. N.M. Admin. Code 19.30.14.7
New York	N		6 NYCRR 576.3	No one may launch a watercraft into a public waterbody without taking reasonable precaution of treating, which can be one of two methods - drying or rinsing. As drying is not absolutely required, did not count.
North Carolina	N			North Carolina has no relevant provisions.
North Dakota	N			Nothing found for watercraft but "All docks, lifts, and related equipment must be dried and left out of the water for at least twenty-one days before they may be placed in another water." N.D. Admin. Code 30-03-0601
Ohio	N			Ohio has no relevant provisions.
Oklahoma	N			No reference to "Dry" found in law.
Oregon	N			No reference to "Dry" found in law.
Pennsylvania	N			No reference to "Dry" found in law.
Rhode Island	N			Rhode Island has no relevant provisions.
South Carolina	N			South Carolina has no relevant provisions.
South Dakota	N			No reference to "Dry" found in law.
Tennessee	N			Tennessee has no relevant provisions.
Texas	N			Texas has no relevant provisions.

Drying Requirements

State	Present	When Triggered?	Citation	Notes
Utah	P (G)	Removal	U.A.C. R657-60-5	The owner, operator, or possessor of any equipment or conveyance that has been in a waterbody subject to decontamination requirements may transport a clean boat to a location for decon or storage/return to same waterbody. Definition of decon contains drying requirements with specific time periods. U.A.C. R657-60-2
Vermont	N			No reference to "dry" found. Regulation does have this provision "A person operating a vessel shall drain the vessel, trailer, and other equipment of water in a manner to avoid a discharge to the water of the State." Vt. Stat. Ann. tit. 10, § 1454. But still just refers to draining.
Virginia	Y	Removal	4 Va. Admin. Code 15-370-45	Operators shall take reasonable measures to dry bilges, livewells, baitwells, and ballast tanks on a watercraft before it is used on another body of water.
Washington	N			No reference to "Dry" found in law.
West Virginia	N			West Virginia has no relevant provisions.
Wisconsin	N			No reference to dry in Chapter 40. There are some required drying times for construction equipment. See, Wis. Adm. Code § NR 345.04
Wyoming	N			No reference to "Dry" found in law.
Total	5			
Percentage	10%			

Appendix D. National Clean Watercraft Interstate Transport Law and Briefing Materials

Preventing the Spread of Aquatic Invasive Species: A Model National Clean Watercraft Interstate Transport Law



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Cover photograph: Tom Britt

Background

Aquatic invasive species (AIS) are spread in many ways. Preventing harmful introductions before they occur is the most effective means to avoid the costs and negative consequences from AIS. Managing pathways that contribute to the introduction and movement of AIS is critical to controlling their spread. One of the highest priority pathways identified in the United States is the overland transport of watercraft. The movement of watercraft after use in waterways infested with AIS presents a significant risk of AIS introduction to uninfested waters.

To address this pathway, states promote *Clean, Drain, Dry* (CDD). The CDD outreach campaigns are designed to help recreational users remember critical prevention measures that can reduce the risk of AIS spread. These measures are:

- Cleaning the conveyance by removing all visible organic material, including, but not limited to, plants, animals, and mud;
- Draining the conveyance by removing any plug or other barrier that prevents water drainage and running any pumps on board to expel water; and
- Drying all compartments, spaces, and associated equipment that hold or may hold water.

Many states have given the CDD message the force of law through the enactment of legislation or regulations. State CDD laws range from simple prohibitions on the transport of aquatic species on watercraft, trailers, and vehicles to mandatory directives that watercraft be cleaned and drained upon removal from a water. Compliance and enforcement of these laws is often supported by state watercraft inspection and decontamination (WID) programs that involve operation of inspection stations and provide decontamination services by trained personnel.

A more unified nationwide approach is needed to effectively address this high-risk pathway as watercraft are frequently transported across state lines. The fragmentation of regulatory frameworks across the country results in gaps and confusion that increases the risk of AIS introduction as watercraft are transported overland for recreational and other purposes. A federal law requiring all watercraft to comply with CDD before transport could establish national policy and strengthen existing state efforts, increase predictability by subjecting all watercraft transported overland to the same minimum requirements, and facilitate coordinated federal-state efforts.

Purpose

This document outlines a concept for federal legislation to protect the nation's aquatic resources from the interstate overland transport and spread of aquatic invasive species by watercraft. The sections set forth in the model law are adapted from elements of existing federal laws, including the Lacey Act. Explanatory notes are included to provide context and illustrate the objective of each section. This model law is not intended to be adopted by the U.S. Congress verbatim. Rather, it is intended to serve as a starting point for conversations among federal and state policymakers and natural resource managers about how gaps in the existing legal framework could be filled through the passage of a federal law. Modifications would be expected through the drafting and legislative process if such a bill was ever introduced.

SECTION I. SHORT TITLE

This Act may be cited as the “National Clean Watercraft Interstate Transport Law”.

Explanatory Note:

A short title provides a popular name or label for the legislation that makes it easier to reference in legal documents and other writings. A short title can also be used to make a policy statement about, or draw public attention to, the legislation.

SECTION II. DEFINITIONS

As used in this Act:

1. **“Drain Plug”** means a valve or device used to control the drainage of water from a compartment designed to hold water, such as a bilge, live well, or ballast tank. The term does not include a permanently sealed device, like those used to prevent water from filling a pontoon, unless the compartment the device is permanently sealed to is compromised and contains water.
2. **“Inspection Station”** means a location where a person transporting watercraft overland is required by federal, state, tribal, local, or any other law to stop and allow the watercraft to be inspected for aquatic invasive species.
3. **“Interstate commerce”** means the movement of commerce or travel between the states, territories, and possessions of the United States. Commerce includes, but is not limited to, trade, traffic, transportation, or communication that crosses state lines or involves more than one state.
4. **“State”** means any of the 50 States, the District of Columbia, American Samoa, Guam, Puerto Rico, the Northern Mariana Islands, the Virgin Islands of the United States, and any other territory of the United States.
5. **“Standing Water”** means any water remaining in a watercraft, equipment, or container after it has been removed from a body of water.
6. **“Transport”** means the overland transportation of a watercraft from one location to another.
7. **“Tribe”** means any Indian or Alaska Native tribe, band, nation, pueblo, village or community that the Secretary of the Interior acknowledges as a federally recognized Indian Tribe.

8. “Watercraft” means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water and any associated equipment. This includes, but is not limited to, recreational and commercial watercraft, passenger vessels, non-motorized vessels, paddlecraft, ferries, barges, docks, boat lifts, and water-based construction equipment. Associated equipment includes, but is not limited to, trailers, engines and motors, fish holds or live wells, ballast tanks, bilge areas, anchors, and other items that may come in contact with water or are able to transport or release water that could harbor aquatic invasive species.

Explanatory Note:

Definitions are important for providing clarity, especially if unfamiliar terms are used or if familiar terms are used in unfamiliar ways. A review of existing definitions should be undertaken during the drafting process to ensure consistency, avoid duplication, and identify terminology gaps. The definitions provided above were selected to highlight key terms that are essential for understanding the scope of suggested requirements.

The definition of watercraft is intended to be interpreted broadly to include all forms of motorized and non-motorized watercraft, including commercial and recreational vessels. The term also encompasses the associated equipment, such as trailers and ballast tanks, where AIS may be found.

SECTION III. INTERSTATE TRANSPORTATION OF WATERCRAFT

It is unlawful for any person to transport or deliver for transport in interstate commerce any watercraft, unless such watercraft is first cleaned in accordance with the following requirements and any applicable tribal, state, or local law:

1. All visible material, including, but not limited to, plants, animals, and mud is removed from the watercraft;
.....
2. All water is drained from the watercraft, including but not limited to water in the hull, ballast tanks, bilges, live wells, and motors;
.....
3. Drain plugs are removed or opened while transporting any watercraft; and
.....
4. All compartments, spaces, and associated equipment that hold or may hold water are dry and any standing water removed.

Explanatory Note:

This section sets forth the legal obligations of anyone transporting watercraft in interstate commerce. The desired actions align with the CDD outreach messaging and focus on the discrete actions that individuals can take to reduce the risk of AIS transport.

Article 1, Section 8, Clause 3 of the U.S. Constitution, referred to as the Commerce Clause, gives the U.S. Congress the power “To regulate commerce with foreign nations, and among the several states, and with the Indian tribes.” The term “commerce” is not defined in the Constitution but is generally interpreted quite broadly to include trade, commercial activity, and the movement of goods and people across state lines. The model limits the applicability of its requirements to watercraft transported in interstate commerce to align with the extent of federal jurisdiction.

SECTION IV. INSPECTION STATIONS

It is unlawful for a person transporting a watercraft to:

1. Fail to stop at an inspection station where required to do so by federal, state, tribal, local, or other jurisdictional law; and
.....
2. Fail to comply with requests or orders of inspection station personnel, which may relate to, but are not limited to, travel history, inspection or decontamination records, examination of interior compartments, decontamination procedures, and mandatory quarantine.

Explanatory Note:

Many states and other jurisdictions operate watercraft inspection stations to help prevent the spread of AIS by inspecting watercraft and educating the public. It is critical that all individuals transporting watercraft stop at such inspection stations when required to do so by law and comply with any requests or orders by official personnel.

SECTION V. RELATIONSHIP TO OTHER LAWS

Nothing in this Act shall affect, or be construed or interpreted as preempting, the authority of any tribe, state or political subdivision thereof with respect to aquatic invasive species.

Explanatory Note:

The legal requirements set forth in previous sections are intended to supplement and support, not replace, existing tribal, state, and local AIS laws and programs. This section preserves the authority of tribal, state, and local governments to enact and enforce laws and regulations related to AIS prevention, management, and control.

SECTION VI. PENALTIES

Any person who engages in conduct prohibited by this section may be assessed a civil penalty of no more than \$xx,xxx for each such violation.

Explanatory Note:

Enforcement is an essential component of any legal framework, as violations of the law will occur and need to be addressed. The imposition of penalties punishes non-compliance and serves as a deterrent to future violations. The model suggests a civil enforcement mechanism through the imposition of a fine.

APPENDIX

NATIONAL CLEAN WATERCRAFT INTERSTATE TRANSPORT LAW

To protect the nation's aquatic resources from the interstate overland transport and spread of aquatic invasive species by watercraft.

SECTION I. SHORT TITLE

This Act may be cited as the “National Clean Watercraft Interstate Transport Law”.

SECTION II. DEFINITIONS

As used in this Act:

1. “**Drain Plug**” means a valve or device used to control the drainage of water from a compartment designed to hold water, such as a bilge, live well, or ballast tank. The term does not include a permanently sealed device, like those used to prevent water from filling a pontoon, unless the compartment the device is permanently sealed to is compromised and contains water.
2. “**Inspection Station**” means a location where a person transporting watercraft overland is required by federal, state, tribal, local, or any other law to stop and allow the watercraft to be inspected for aquatic invasive species.
3. “**Interstate commerce**” means the movement of commerce or travel between the states, territories, and possessions of the United States. Commerce includes, but is not limited to, trade, traffic, transportation, or communication that crosses state lines or involves more than one state.
4. “**State**” means any of the 50 States, the District of Columbia, American Samoa, Guam, Puerto Rico, the Northern Mariana Islands, the Virgin Islands of the United States, and any other territory of the United States.
5. “**Standing Water**” means any water remaining in a watercraft, equipment, or container after it has been removed from a body of water.
6. “**Transport**” means the overland transportation of a watercraft from one location to another.
7. “**Tribe**” means any Indian or Alaska Native tribe, band, nation, pueblo, village or community that the Secretary of the Interior acknowledges as a federally recognized Indian Tribe.
8. “**Watercraft**” means every description of watercraft or other artificial contrivance used or capable of being used, as a means of transportation on water and any associated equipment. This includes, but is not limited to, recreational and commercial watercraft, passenger vessels, non-motorized vessels, paddlecraft, ferries, barges, docks, boat lifts, and water-based construction equipment. Associated equipment includes, but is not limited to, trailers, engines

and motors, fish holds or live wells, ballast tanks, bilge areas, anchors, and other items that may come in contact with water or are able to transport or release water that could harbor aquatic invasive species.

SECTION III. INTERSTATE TRANSPORTATION OF WATERCRAFT

It is unlawful for any person to transport or deliver for transport in interstate commerce any watercraft, unless such watercraft is first cleaned in accordance with the following requirements and any applicable tribal, state, or local law:

1. All visible material, including, but not limited to, plants, animals, and mud is removed from the watercraft;
.....
 2. All water is drained from the watercraft, including but not limited to water in the hull, ballast tanks, bilges, live wells, and motors;
.....
 3. Drain plugs are removed or opened while transporting any watercraft; and
.....
 4. All compartments, spaces, and associated equipment that hold or may hold water are dry and any standing water removed.
-

SECTION IV. INSPECTION STATIONS

It is unlawful for a person transporting a watercraft to:

1. Fail to stop at an inspection station where required to do so by federal, state, tribal, local, or other jurisdictional law; and
.....
 2. Fail to comply with requests or orders of inspection station personnel, which may relate to, but are not limited to, travel history, inspection or decontamination records, examination of interior compartments, decontamination procedures, and mandatory quarantine.
-

SECTION V. RELATIONSHIP TO OTHER LAWS

Nothing in this Act shall affect, or be construed or interpreted as preempting, the authority of any tribe, state or political subdivision thereof with respect to aquatic invasive species.

SECTION VI. PENALTIES

Any person who engages in conduct prohibited by this section may be assessed a civil penalty of no more than \$xx,xxx for each such violation.