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Senate Fiscal Agency  
P. O. Box 30036  
Lansing, Michigan 48909-7536

**SFA****BILL ANALYSIS**

Telephone: (517) 373-5383  
Fax: (517) 373-1986  
TDD: (517) 373-0543

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Senate Bill 732 (Substitute S-3 as reported)  
Sponsor: Senator Ken Sikkema  
Committee: Transportation and Tourism

**CONTENT**

The bill would amend the Personal Watercraft Safety Act to permit a person who was at least 12 years of age and less than 14 to use a personal watercraft, under certain conditions.

Currently, a minor who is under age 14 may not use a personal watercraft on the waters of this State. A minor who is at least 12 years of age and under 14 before January 1, 1999, however, may use a personal watercraft if before that date he or she obtained a boating safety certificate.

Under the bill, a minor who was at least 12 but under 14 would have to be accompanied solely by his or her parent or legal guardian, and both the minor and the parent or guardian would have to have obtained a boating safety certificate. In addition, the parent or guardian would have to have a lanyard attached to his or her person, clothing, or personal flotation device, if the personal watercraft were equipped by the manufacturer with a lanyard-type engine cutoff switch. Also, the personal watercraft would have to be designed to carry at least two persons.

MCL 281.1431

Legislative Analyst: L. Arasim

**FISCAL IMPACT**

This bill is unlikely to have a fiscal impact on either the State or local units of government.

The Department of Natural Resources currently provides \$3.2 million from the Marine Safety Fund to local units government for marine safety enforcement and training programs. These funds are distributed to local law enforcement agencies for two purposes: water safety patrols and implementation of the types of boating and personal watercraft safety programs described in this bill. Currently, 50,000 people participate in these programs each year. The Department cannot estimate how many additional participants would be required to take annual safety training classes under the provisions of this bill.

This bill does not provide for additional marine safety program funds. However, if the demands placed on either marine safety or training programs increased as a result, additional funds would have to be appropriated for this purpose.

Date Completed: 11-15-99

Fiscal Analyst: P. Alderfer