



AGENDA ITEM SUMMARY

BACKGROUND

In most years, the ocean and Columbia River commercial Dungeness crab fishery (hereafter “crab fishery”) is the most valuable single-species commercial fishery in Oregon, accounting for up to forty percent of the state’s combined commercial ex-vessel value each year. The fishery operates in both state (0-3 nautical miles offshore) and federal (3-200 nautical miles offshore) waters, but management authority for the U.S. West Coast fishery is delegated to the states of Washington, Oregon, and California through specific provisions of the Magnuson-Stevens Fishery Conservation and Management Act.

Sustainable management of the fishery consists primarily of restrictions on size, sex, and season of harvest, combined with a series of gear requirements and effort controls. Key management actions in recent decades include: implementation of a limited-entry permit system that restricts the number of participating vessels; the Tri-State Pre-Season Testing Protocol which provides a standardized and consistent approach for coordinating the season opening across the Tri-State area based on crab meat recovery (i.e., meat yield); and pot limits that restrict the number of crab pots each permitted vessel can fish.

Several management challenges related to changing ocean conditions have emerged across the entire U.S. West Coast fishery in recent years. Among these, an elevated level of marine life entanglements in fixed fishing gear, driven largely by increased interactions between humpback whales and commercial Dungeness crab gear, has led to significant coastwide management efforts to address this growing risk and reduce entanglement occurrence.

Whale populations in the U.S. are protected, assessed, and managed by the federal government under the Marine Mammal Protection Act (MMPA) and, for threatened or endangered populations, the Endangered Species Act (ESA). Interactions with fishing gear have been documented as one of the largest contributors to human-caused serious injury and mortality of large whales on the West Coast, including some that have been attributed by the National Marine Fisheries Service (NMFS) to West Coast and Oregon commercial Dungeness crab fisheries.

Since 2019, the Oregon Department of Fish and Wildlife (hereafter “department”) has been implementing measures to reduce the risk of whale entanglements in the crab fishery. These measures are foundational to the department’s proposed conservation plan (CP) that lays out a strategy to minimize and mitigate to the maximum extent practicable the impacts of incidental take (i.e., entanglement) to federally-protected humpback whales, blue whales, and fin whales from the crab fishery off Oregon. The CP is required to secure an incidental take permit (ITP) under Section 10 of the federal ESA.

At this meeting (August 14), the Oregon Fish and Wildlife Commission (Commission) is being asked to consider several proposed rule amendments that the department believes are necessary to minimize and mitigate impacts of entanglement and to obtain an ITP. These rule amendments include an electronic vessel monitoring (EM) requirement in the Oregon ocean commercial Dungeness crab fishery and additional criteria and guidelines for approving experimental fishing gear permits (EFGPs). Additionally, the department is proposing a housekeeping amendment to align rules on surface gear with distributed outreach materials. At this meeting, department staff

will also provide the Commission with an informational briefing on a five-year evaluation of entanglement risk reduction measures, which will not be accompanied by any proposed rules.

PUBLIC INVOLVEMENT

Department staff conducted extensive outreach with stakeholders in the development of the recommended regulatory changes and the five-year evaluation of entanglement risk reduction measures, including:

Oregon Entanglement Advisory Committee (OEAC) – The department has a standing advisory body to provide broad input on entanglement risk reduction efforts in Oregon Dungeness crab gear and support department commitments detailed in the CP. The group includes representatives from the commercial crab industry (including different roles, ports, and business plans), the recreational crab fishery, conservation organizations, researchers, the Oregon State Police (OSP), the Oregon Dungeness Crab Commission (ODCC), and other subject matter experts (e.g., gear, disentanglement, citizen science). Staff from NMFS attend as policy and disentanglement advisors, and a Pacific States Marine Fisheries Commission (PSMFC) representative advises on relevant topics (e.g., EM, alternative gear research, Tri-State coordination). The department convened a public meeting of this group in April 2026 primarily to discuss these topics. Meeting materials and a summary are available on the department’s website.

Oregon Dungeness Crab Advisory Committee (ODCAC) – The department has a standing industry advisory body to foster input on commercial crab management. The group is comprised of harvesters and processors from the major crabbing ports in Oregon. The department convened a public meeting of this group in April 2026 to discuss and solicit input on these topics. The group was also consulted in May 2021 regarding EM. Meeting materials and summaries are available on the department’s website.

Public meetings – In May 2026, the department held a series of three public meetings with the commercial Dungeness crab industry in coastal ports (Astoria, Newport, and Coos Bay) specifically to discuss and solicit public input on these topics. In addition to department staff, these meetings were attended by over 70 participants, which included members of the public, media outlets, Tri-State and federal fisheries managers, conservation organizations, industry representatives from the commercial crabbing and seafood processing industries, and representatives from the Oregon Coast Crab Association, ODCC, OEAC, and ODCAC. Meeting materials and a summary are available on the department’s website.

Pop-up Gear Learning Exchange Workshop – In August 2025, the department hosted a learning exchange workshop to provide an opportunity for learning and discussion about pop-up gear technology. Attendees included members of the crab industry, fishery managers, enforcement personnel, environmental organizations, and technology developers. Department staff shared a preliminary proposal for the EFGP program and compiled feedback on notable questions and concerns from the group. A workshop summary report is available on the department’s website.

Annual Crab Newsletter – In most years since 2007, department staff have produced an annual newsletter for the commercial Dungeness crab industry to share current information about the fishery, ongoing monitoring and research efforts, upcoming management changes, and current

issues. In recent years, marine life entanglement has been prominently featured to raise industry awareness about the issue, the department’s strategy, and methods for providing input. EM was discussed briefly in the 2020 newsletter and in more detail in newsletters from 2021, 2022, and 2024.

Commission Reports – Department staff have briefed the Commission many times on marine life entanglement in crab gear and efforts to address this issue since 2019. Briefings with information about some or all of the topics in this proposed rulemaking included:

- August 2020 – Director’s report status update on marine life entanglement;
- September 2021 – Informational briefing on the department’s draft CP;
- August 2023 – Rulemaking exhibit proposing removal of sunset on late-season risk reduction measures; and
- February 2026 – Review of petition related to commercial Dungeness crab fishery rules.

Additional Public Involvement –

- Staff frequently communicate with stakeholders regarding various aspects of the proposed regulatory changes and have considered this input in developing recommendations.
- Staff provided updates on proposed regulations at ODCC meetings.
- In anticipation of the Commission consideration of the proposed rules, the department published a Notice of Proposed Rulemaking (Attachment 2).
- In advance of this Commission meeting, staff provided information about these proposed changes and how to provide public comment in an industry notice mailed to all crab permit holders and buyers, emailed to ODCAC and OEAC members, and posted on the department’s website.
- The public had or will have an opportunity to provide comment prior to (in writing, Attachment 5) or during (orally) the August Commission meeting.

ISSUE 1

Five-year Evaluation of Entanglement Risk Reduction Measures

ANALYSIS

In 2020, the OFWC adopted a series of measures designed to reduce whale entanglement risk in the crab fishery by reducing the number of vertical lines in the water, particularly when and where ESA-listed whale species are most abundant in Oregon’s coastal and offshore waters. Central to this rule package was a 20% reduction in pot limits across all ocean Dungeness crab permits, a requirement for an additional late-season buoy tag, and a prohibition on commercial crabbing outside of 40 fathoms, all starting on May 1 each season (hereafter “late-season measures”). Two additional vertical line reduction measures were also adopted including the elimination of the two-week post-season gear clean-up period following the close of each crab season and the elimination of the standard replacement tag allowance of up to 10% of each permit holder’s pot tier limit.

Based on recommendations by department staff, the Commission adopted the late-season measures along with a three-year sunset provision to allow for an evaluation of their effectiveness. In 2023, those measures were evaluated based on two seasons of available data and the Commission elected to remove the sunset provision but requested that department staff report back with an additional assessment once five years of data were available. In response to that request, department staff have prepared a five-year evaluation report (Attachment 4) analyzing data related to entanglement risk and fishery impacts from before and after implementation of the measures. The department also assessed compliance with different aspects of risk reduction measures and explored trends in the confirmed entanglement record from 2013 through 2025.

Based on this evaluation, the department concludes that the risk reduction measures adopted by the Commission successfully reduced late-season effort and entanglement risk without substantial fishery impacts. This occurred, however, during a time period when the total number of entanglements involving Oregon crab gear has increased. Several factors have likely contributed to this increase in entanglements including a growing coastwide humpback whale population, changing ocean conditions that increase overlap between whales and crab gear, and better entanglement reporting and documentation.

Through its CP, the department is implementing a comprehensive strategy for minimizing and mitigating the impacts of entanglements to federally-protected humpback whales, blue whales, and fin whales from the crab fishery off Oregon. As part of this strategy, the department will conduct ongoing monitoring and evaluation of these measures and will utilize an adaptive management framework to add to or adjust these measures, if warranted, to ensure successful conservation outcomes.

ISSUE 2

Electronic Vessel Monitoring Requirement

ANALYSIS

A key component of the department's proposed CP monitoring strategy is implementation of electronic monitoring (EM), along with an integrated electronic logbook system, in the crab fishery to streamline the data collection process and increase compliance with fishery regulations. To this end, department staff recommend adopting rules to require vessels participating in Oregon's ocean commercial crab fishery to use an EM system that records vessel location once per minute and the location of individual pots using hydraulic pressure sensor readings every 10 seconds by February 1, 2027. Staff recommend a later implementation date than the initially proposed date of December 1, 2026, in the Notice of Proposed Rulemaking (Attachment 2) in response to written public comments requesting more time for vessels to purchase, install, and activate EM systems. At this time, the use of the electronic logbook application would remain voluntary.

Electronic Monitoring

Current Location Monitoring Requirements and Limitations:

At present, EM in the commercial crab fishery is only required for vessels that wish to transit through areas that have been delayed and are not yet open at the beginning of the season, which has typically been 10-15 vessels per season. EM systems required under current rules record and transmit data one to four times per hour. Given the speed at which gear can be deployed and retrieved in this fishery, this rate is insufficient to identify gear locations relevant to potential whale interactions.

Fleetwide location data is currently collected via paper logbooks filled out by fishermen and submitted to the department. However, processing and entering data from paper logbooks is labor intensive and there is typically a two-year lag before data is available for analysis. In addition, self-reported data cannot be verified, and compliance cannot be determined until well after the fishing activity occurred.

Proposed Monitoring Specifications:

To ensure the department can differentiate between when vessels are actively fishing versus transiting and to provide information on gear location to evaluate potential co-occurrence with whales, the department proposes that an EM system utilized by an owner/operator meet the following requirements:

- Record the vessel's location at least once every minute.
- Record hydraulic pressure readings at least once every 10 seconds .
- Transmit vessel location and hydraulic sensor data to a service provider at least once every hour.
- Store vessel position and hydraulic pressure data in the event of service coverage interruption and transmit stored data to a service provider once service is restored.
- Include a feedback mechanism to indicate to the vessel operator that the system is operational.

After receiving the transmission, the service provider must provide automated data access to the Pacific States Marine Fisheries Commission (PSMFC) in a format consistent with PSMFC specifications.

The requirements would apply when the vessel possesses any Dungeness crab or Dungeness crab pots onboard, when the vessel owner/operator has Dungeness crab gear present or placed in the ocean or Columbia River, or when the vessel is otherwise participating in the Oregon commercial Dungeness crab fishery or in a derelict gear recovery program that requires a permit or waiver issued by the department.

Responsibilities of Vessel Owners/operators:

Owners/operators would be responsible for purchasing, installing, and activating an EM system through a service provider and ensuring that their equipment is working properly and transmitting data before participating in the crab fishery. Fishing without a functioning EM system when it is required would be a violation.

The vessel owner/operator would be required to contact the department immediately if transmission of position or pressure sensor readings are interrupted or no more than 24 hours after being notified by the department that position or pressure sensor readings are not being received. To minimize disruptions to fishing activities, an EM exemption permit may be requested from the department when there is an interruption in EM system function, and the vessel must comply with the terms of the EM exemption permit if one is issued. Department staff will work to issue EM exemption permits in a timely manner. For an EM exemption permit to be valid, a request must be received by the department as soon as it is apparent that the EM system is or will become inoperable.

Exemptions:

Vessels may be exempted from the EM requirement by notifying the department that the vessel has suspended ocean Dungeness crab fishing operations and all Dungeness crab gear belonging to the vessel, except lost gear, is removed from the water. An EM system would not be required for a “barging” vessel which does not have an ocean Dungeness crab permit, is solely engaged in setting gear for an ocean Dungeness crab permitted vessel, and which does not retrieve, retain, or possess Dungeness crab as allowed under OAR 635-005-0405.

Alignment with Other States and Federal Requirements:

Vessels making crab landings in Washington or California are required to have electronic monitoring systems installed which would be compliant with the proposed rules (WAC 220-340-420, California Code Regs. Tit. 14, § 132.8, respectively). Washington also already requires vessels to be equipped with a hydraulic pressure sensor (WAC 220-340-420). Thus, the proposed regulations will better align Oregon’s EM requirements with those of other West Coast commercial crab fisheries.

Vessels that participate in some federal fisheries are required to have Vessel Monitoring Systems (VMS) which record and transmit location, speed, and heading via satellite one to four times per hour, depending on the fishery. While it is possible to increase the reporting frequency of some VMS units used in federal fisheries to meet the department’s proposed EM requirements, the cost of data transmission is likely prohibitively expensive, as data are transmitted via satellite rather than through less-expensive, cellular-based systems the department anticipates will be used under the proposed rule amendments.

Initial Costs and Financial Support:

The department recognizes that compliance with these proposed rule changes imposes a cost on fishery participants. To offset this impact, the department has secured funding to provide reimbursement of up to \$800 to Oregon ocean commercial Dungeness crab fishery permit holders for units that record vessel location and hydraulic pressure readings. Based on the lowest cost estimates from manufacturers whose units meet the department’s proposed specifications, this would equate to a full reimbursement for purchased units. If approved by the Commission, the department plans extensive outreach to industry to incentivize and support installation of units.

Ongoing costs:

Vessels would be responsible for the annual subscription cost for data transmission to the service provider. The costs associated with implementing EM in the crab fishery are detailed in the Fiscal Impact Statement (FIS, Attachment 2).

Potential Fishery Benefits:

EM will greatly improve the speed at which vessel and gear location data received by the department are usable, providing critical information to assess overlap between whales and crab gear. Timely co-occurrence information is needed to evaluate trends over time and to identify areas and times of elevated entanglement risk, which will allow for consideration of more adaptive management alternatives for the fishery to respond effectively to changing ocean conditions and shifts in conservation needs. EM will also provide data to ensure compliance with rules adopted to reduce entanglement risk. Additionally, EM data will help to strengthen crab traceability regulations, track fishery reference points closer to real-time, and improve enforcement (e.g., fair start provisions, closed areas, pot theft, crab theft).

Logbooks

As proposed in the CP, ODFW will make an integrated electronic logbook system available for voluntary participation prior to the effective date of EM regulations. This voluntary electronic logbook system will improve the quality, speed, and usability of data received by ODFW, while lessening the recordkeeping burden for fishery participants. At this time, staff are not requesting Commission action on use of the electronic logbook application. Fishery participants who choose not to use the electronic logbook application will still be required to maintain a paper logbook.

Logbooks are a valuable source of information on catch, effort, location, and time, along with details on bait use, lost pots, and in-season derelict pot recovery. While EM will improve timeliness of vessel and pot location data, EM alone cannot provide data which is essential for evaluating area or depth closure options that aim to maximize entanglement risk reduction while minimizing socioeconomic impacts to the fishery. Logbooks provide information that would not be available otherwise such as string level catch data, pots lost, and derelict gear recovered, which helps managers better understand entanglement risk. Additionally, this information can be helpful for other purposes such as marine spatial planning (e.g., wind energy facility or marine protected area siting) and sustainable fishery certification.

OPTIONS

1. Adopt staff recommendations for an electronic vessel monitoring requirement as set forth in proposed rule amendments to OAR 635-005-0446 in Attachment 3.
2. Make modifications to staff recommendations.
3. Status quo.

ISSUE 3

Experimental Fishing Gear Permits

ANALYSIS

The Commission has expressed significant interest in exploring alternative pot or trap gear configurations that have the potential to reduce marine life entanglement risk by reducing or eliminating persistent vertical lines. Every line in the water has the potential to interact with marine life and, thus, poses some level of entanglement risk. Reduction of vertical lines is the most widely implemented means to reduce the risk of entanglement (NMFS, 2014; CDFW, 2020; ODFW, 2020; WDFW, 2020). Current crab fishery rules require each pot to have a vertical line attaching it to a surface buoy marking its location.

Longlining has the potential to reduce the number of vertical lines by stringing crab pots together along a common groundline near the seafloor, with only one or two vertical lines used to attach surface buoy(s) marking one or both ends of the string. Longlining is currently prohibited in the crab fishery due to a series of actions taken by the Commission in the mid-1990s to address concerns about overcapitalization and incidence of gear conflicts with other users (e.g., single crab pots, trawl gear).

“Pop-up” gear has the potential to minimize vertical lines through technology which secures the vertical line and buoy to the crab pot on the ocean floor until the pot is ready to be retrieved, at which time the buoy and line is released up to the surface. Pop-up gear can be used on single pots but is more often combined with longlining to reduce the number of pop-up units required, reducing costs and increasing retrieval efficiency. However, pop-up gear is currently unlawful because all pot and trap gear must be marked at the surface with a buoy. Marking gear with surface buoys aids other commercial fishers and other ocean users in avoiding deployed gear as well as with enforcement of pot limits, closed areas, and other provisions of the commercial fishing laws.

Alternative Gear Implementation Challenges

Alternative gear may be a promising approach to minimize entanglement risk, but there are still many unresolved questions about performance, management, and enforcement in Oregon. Currently, pop-up gear is very expensive and would require fishery participants to invest in new gear, along with lost time and revenue associated with reduced efficiency of retrieving and re-deploying gear. For longline gear (with or without pop-up buoys), pots must be stacked on deck as they are retrieved and stored there until the entire string is ready to be redeployed. Smaller vessels are limited by the amount of deck space available to stack pots, and the stability required to haul heavier longline gear with multiple pots compared to a single pot, both of which limit the number of pots that can be safely fished on a string. Additionally, ODFW and OSP have significant concerns about the potential for cryptic deployment of pop-up gear that could impair OSP’s ability to enforce compliance with closed areas, closed seasons, pot limits, and gear marking requirements. Furthermore, an adequate publicly available system for tracking the location of pop-up gear is necessary to allow for reliable retrieval of gear and to ensure that other

crabbers and participants in other fisheries such as trawl or salmon troll know where gear is located and can avoid gear conflicts.

Pop-up gear has been tested in several regions around the world, including California's Dungeness crab fishery, and California recently authorized one model of pop-up gear for more widespread use, albeit only during times and areas when the fishery is closed to conventional gear due to entanglement risk. However, pop-up gear has not been tested off Oregon to date, and it is critically important that gear performance and safety are tested across different vessel sizes and under local conditions, including heavier winds, stronger currents, and varying depths and bottom types. Longline configurations are commonly used in many other pot and trap fisheries around the world. There are information gaps and outstanding questions related to management and enforcement of both longline and pop-up gear which can be addressed by testing under an EFGP. For example, virtual gear marking systems are intended to minimize gear conflicts by displaying gear locations on a universally available electronic application as the gear is approached, and to aid enforcement by making all gear locations and user information available to authorized officials. Managers and enforcement personnel need to gain experience with the use of virtual gear marking systems on a limited scale before widespread use. If alternative gears prove effective, efficient, reliable, manageable, enforceable, and safe through EFGPs and research, the department and the Commission could consider authorizing these gears for more widespread use in certain times and places where entanglement risk is high.

EFGP Proposal

Under current rule, the Director is authorized to issue EFGPs to take food fish for commercial purposes using gear that would otherwise be unlawful, if the use of such gear is not prohibited by statute (see OAR 635-006-0020). Since 2014, the Marine Resources Program has issued three EFGPs, all for minor modifications of otherwise legal gear.

While participation would be completely voluntary, EFGP holders would need to make significant investments in new gear to participate in the program, especially for pop-up gear but also for longline gear to some extent (see FIS, Attachment 2). To encourage testing of alternative gear, the department is considering incentives such as allowing testing in times and areas that are otherwise closed to conventional gear. For Dungeness crab, this would currently be seaward of 40 fathoms during the late-season (after May 1 in permanent rule) but could change with implementation of additional time-area closures through adaptive management.

Due to anticipated interest generated by incentives and the need for collaboration and partnership with gear testers and enforcement to ensure testing addresses information gaps, department staff recommend adopting rules that provide a more structured program with additional guidelines before issuing EFGPs for pop-up or crab longline gear.

The proposed rule amendments (Attachment 3) would:

- Require the department to establish EFGP terms and conditions such as the amount of gear allowed, fishing area, valid period, gear marking, monitoring, training, and notification and reporting requirements.
- Require at least one vessel operator named on the EFGP to be onboard the vessel on any trip where EFGP gear is used.
- Allow the department to deny or revoke an EFGP if the applicant, vessel operator, or holder of a limited entry permit assigned to the vessel for the EFGP target species has

been charged with or convicted of any violation of commercial fishing laws within the last five years or has violated the terms and conditions of an EFGP.

- Allow the department to limit the number of EFGPs issued based on criteria such as type of fishing gear, fishing area, port, season or other criteria, and issue permits based on information needs of the department,
- Prohibit transfer of EFGPs, and allow renewal at the department's discretion.

If the Commission adopts these rules, the department anticipates completing pre-implementation work over the winter and beginning to take EFGP applications for pop-up and crab longline gear in the spring of 2027.

References

California Department of Fish and Wildlife (CDFW). 2020. Risk Assessment Mitigation Program Regulations. Approved by Office of Administrative Law, October 19, 2020. Available at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=184189&inline>

National Marine Fisheries Service (NMFS). 2014. Final Environmental Impact Statement for amending the Atlantic Large Whale Take Reduction Plan: vertical line rule. Volume I of II. 1258 pp.

Oregon Department of Fish and Wildlife (ODFW). 2020. Reducing risk of whale entanglement in commercial crab fishing gear. Oregon Fish and Wildlife Commission, 11 September 2020, Exhibit C. Agenda Item Summary. Marine Resources Program, 19 pp.

Washington Department of Fish and Wildlife (WDFW). 2020. Coastal Dungeness crab whale entanglement (decision). Summary Sheet. Washington Fish and Wildlife Commission, 17 January 2020. 25 pp.

OPTIONS

1. Adopt staff recommendations for experimental fishing gear permits as set forth in proposed rule amendments to OAR 635-006-0020 in Attachment 3.
2. Make modifications to staff recommendations.
3. Status quo.

ISSUE 4

Surface Gear Housekeeping Amendment

ANALYSIS

In August 2023, staff recommended and the Commission adopted a regulation limiting the amount of surface gear allowed to be used on ocean commercial Dungeness crab gear. Crab fishery surface gear includes buoys and lines used to mark and retrieve crab pots during fishing. The surface gear limitation reduces the risk of marine life entanglement by limiting the amount of line on the surface and the number of entanglement points that a whale or other marine life might encounter.

One aspect of the rule specifies that a maximum of 36 feet of line may be used between the main buoy and final trailer buoy. The adopted rule language indicates that this distance is measured “between the front end of the main buoy to the *tail* end of the last trailer buoy”; however, outreach materials were broadly distributed indicating that measurements should be made between the front end of the main buoy and the *front* end of the final trailer buoy (Figure 1). The difference between the two measurements is the length of one buoy, or approximately 11-20 inches. To correct this mismatch and support enforcement of this measure, staff recommend adopting a minor rule amendment to align rule language with distributed outreach materials. This minimizes impacts on fishery participants, since it is common practice to reference the outreach materials for guidance on requirements.

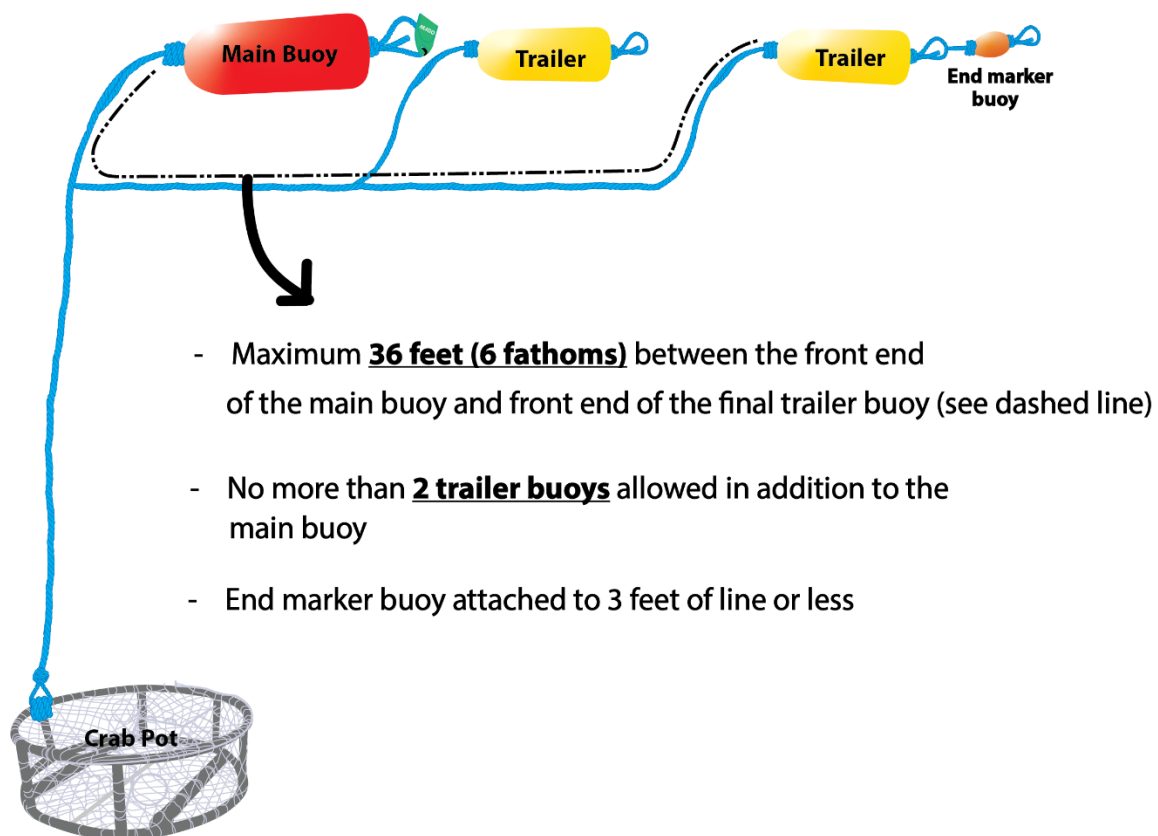


Figure 1. Broadly distributed schematic of Oregon crab fishery maximum surface gear limitations.

OPTIONS

1. Adopt staff recommendation for a surface gear housekeeping amendment as set forth in the proposed rule amendment to OAR 635-005-0485 in Attachment 3.
2. Make modifications to staff recommendations.
3. Status quo.

STAFF RECOMMENDATION: ISSUE 2

Option 1. Adopt staff recommendations for an electronic vessel monitoring requirement as set forth in proposed rule amendments to OAR 635-005-0446 in Attachment 3.

STAFF RECOMMENDATION: ISSUE 3

Option 1. Adopt staff recommendations for experimental fishing gear permits as set forth in proposed rule amendments to OAR 635-006-0020 in Attachment 3.

STAFF RECOMMENDATION: ISSUE 4

Option 1. Adopt staff recommendation for a surface gear housekeeping amendment as set forth in the proposed rule amendment to OAR 635-005-0485 in Attachment 3.

DRAFT MOTION:

I move to adopt the rule amendments set forth in Attachment 3 effective upon filing, except OAR 635-004-0446 which shall be effective February 1, 2027.

Effective Date:

OAR 635-005-0485 and 635-006-0020: *Upon Filing (August 2026)*

OAR 635-005-0446: *February 1, 2027*