

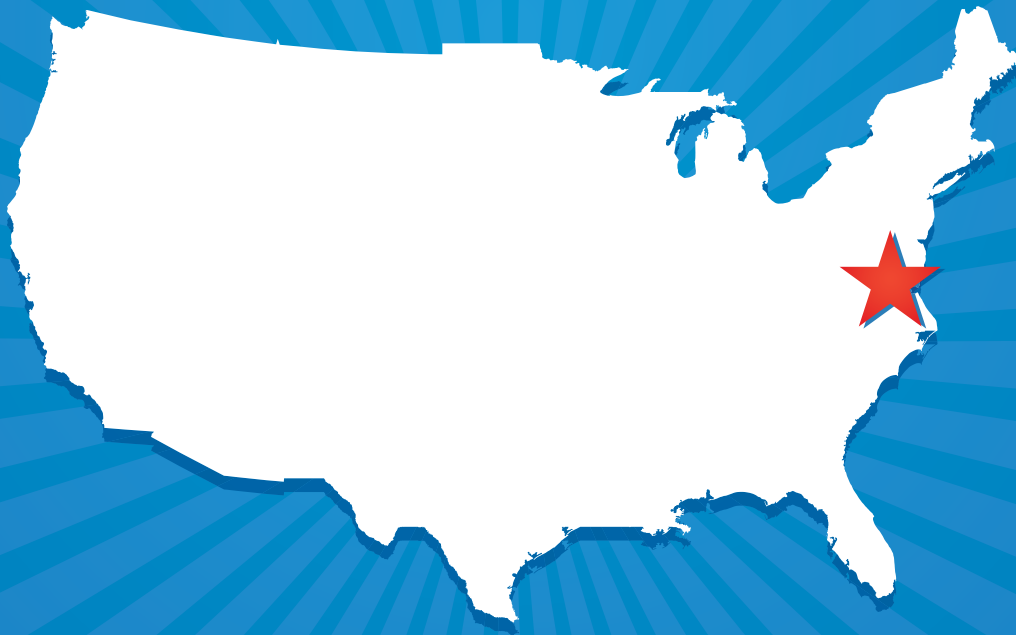


**THE AMERICAN
BOATING
CONGRESS**

CONFERENCE PROGRAM

MAY 11–13, 2015

**Renaissance Hotel, 999 Ninth St. NW
Washington D.C.**



nmma.org/abc



THE AMERICAN BOATING CONGRESS

Dear Industry Leader:

On behalf of the co-hosts and sponsors of ABC 2015, it is my great pleasure to welcome you to our nation's capital and the American Boating Congress (ABC)! ABC is the boating industry's opportunity to engage lawmakers and federal policymakers on crucial issues facing the industry. We gather in Washington, D.C., this week to effect positive change and make our collective voice heard.

This year, with the number of industry organizations actively committed to ABC, recreational boating's voice on Capitol Hill will be louder than ever! Our event co-hosts have worked together to ensure ABC's agenda is packed with timely and relevant policy matters, so that, together, we can make the importance of the recreation economy and the recreational boating economy known in Washington. These co-host organizations, listed on the following pages, are an integral part of planning ABC, contributing time to program development and encouraging their members to attend and participate in making ABC a success.

ABC is your chance to meet members of the recreational boating industry from a broad spectrum of sectors and to learn from experts about critical issues facing your business. Most importantly, ABC offers you the opportunity to meet with your representation on Capitol Hill to advocate on behalf of your company and the entire industry.

This year we have an informative line-up of sessions and speakers addressing issues from economic outlooks, boating and fishing access, small business and taxes, to ethanol policy. We are pleased to welcome a number of distinguished guests and speakers. A detailed agenda and biographies are provided in this booklet for your reference.

Please help us promote the boating industry's reach in Washington D.C. via social media, i.e., Facebook, Twitter and LinkedIn. Post photos, status updates and videos to your accounts and be sure to include our hashtag, #ABC2015.

Your co-hosts would like to extend our special thanks to this year's conference sponsors, listed on the next page, who made ABC possible. We could not collectively host this important industry event without their generous support.

We are delighted to welcome all of you to Washington, DC! We appreciate your participation and commitment to the industry's long term health. YOU are the best advocate for the boating industry!

We hope you find ABC 2015 informative and rewarding.

Sincerely,

Thomas J. Dammrich
President, NMMA



THE AMERICAN BOATING CONGRESS



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CAPTAIN'S LEVEL



FIRST MATE'S LEVEL



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2015 ABC CO-HOSTS

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Association of Marina Industries

Atlantic Intracoastal Waterway Association

Boating Industry Magazine

BoatU.S.

Boating Trades Association of Metropolitan Houston

Center for Coastal Conservation

Connecticut Marine Trades Association

Florida Yacht Brokers Association

Lake Erie Marine Trades Association

Marina Dock Age

Marina Recreation Association

Marine Retailers Association of the Americas

Marine Trades Association of New Jersey

MegayachtNews.com

Michigan Boating Industries Association

National Boating Federation

National Marine Distributors Association

National Marine Lenders Association

National Marine Manufacturers Association

NMMA South Carolina

National Safe Boating Council

National Yacht Broker Certification Program

Northwest Marine Trade Association

Professional BoatBuilder

Rhode Island Marine Trades Association

Sail America

Sea Scouts - Boy Scouts of America

Soundings Trade Only

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Water Sports Industry Association

Wisconsin Marine Association

Yacht Brokers Association of America

YACHTCLOSER

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LIBBY YRANSKI

Manager, State Government Relations

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SCHEDULE

MONDAY, MAY 11

Noon–5:00pm	Recreational Boating Leadership Council Meeting*	Mount Vernon Square A
1:00–4:00pm	AMI Board Meeting*	Meeting Room 9
4:00–5:30pm	Government Relations & PAC Committee Meetings*	Meeting Room 8
4:30–6:30pm	National Marine Trades Council Meeting*	Meeting Room 9
7:00–9:00pm	Welcome Reception	National Portrait Gallery & Smithsonian American Art Museum, 3rd Floor, 8th & F Streets, NW, Washington, D.C.

*You may enter on the G Street side of the Museum until 7:30pm.
After 7:30pm, you must enter on the F Street side of the building.*

TUESDAY, MAY 12

7:30am	Registration	Congressional Registration
8:00–9:00am	Breakfast	Congressional Ballroom A/B
9:00–9:30am	Effective Lobbying Techniques	Congressional Ballroom A/B
9:00–11:00am	USSA Board Meeting*	Mount Vernon Square A
9:30–9:45am	Break	

Concurrent Issue Workshops

Time	Meeting Room 10/11	Meeting Room 8	Meeting Room 9
9:45–10:15am	Ethanol & The RFS	Sport Fish Restoration & Boating Trust Fund	Dealer Focus
10:15–10:45am	Tax Reform	Fishing Issues	Access
10:45–11:15am	State Issues	Deferred Importation	USCG
11:15–11:45am	Invasive Species	U.S. Flagging Regulations for Superyachts	Cuba

SCHEDULE

11:30am–3:30pm	NMMA Board & Staff Headshots available Photography courtesy of John Nelson	Meeting Room 1
11:45am–1:00pm	Networking Lunch & Eddie Smith Award Presentation— Guest Speaker: Eileen Sobek, Administrator for Fisheries, NOAA	Congressional Ballroom A/B
Noon–6:00pm	MRAA Board of Directors Meeting*	Mount Vernon Square A
1:00–6:00pm	Individual Hill Visits Available	
1:00–3:00pm	AMD Board of Directors Meeting* EMD Board of Directors Meeting* BMD Board of Directors Meeting*	Meeting Room 12/13 Meeting Room 16 Mount Vernon Square B
3:30–5:30pm	NMMA Board of Directors Meeting*	Mount Vernon Square B
6:00–8:00pm	BOATPAC Reception*	20 F Street, Rooftop, NW, Washington, DC 20001

Limited roundtrip transportation will be available for this event. Busses will begin loading in the Renaissance driveway at 5:15pm. Busses will depart 20 F Street at 8:00pm and return to the hotel.

**Indicates closed events by invitation only*

WEDNESDAY, MAY 13

7:30–8:15am	Registration	Congressional Registration
7:30–8:15am	Breakfast	Mount Vernon Square
8:15–10:30am	General Session Welcome, Thom Dammrich, President, NMMA Joan Maxwell, NMMA Chairperson, Regulator Marine, Inc. David Gregory, Keynote Speaker	Congressional Ballroom A/B
10:30–10:45am	Break	
10:45am–Noon	General Session Confirmed Speakers for the ABC General Session Include: Congressman Curt Clawson (FL–19) Congresswoman Candice Miller (MI–10)	Congressional Ballroom A/B

SCHEDULE

Congressman Patrick E. Murphy (FL-18)
Frank Peterson, Jr., President/CEO, The Recreational Boating & Fishing Foundation
Margaret Podlich, President, BoatU.S.
Mayor Tomás Regaldo, City of Miami
Rear Admiral Paul Thomas, U.S. Coast Guard
Congressman Rob Wittman (VA-1)

Noon-1:00pm	Lunch	Congressional Ballroom A/B
1:00-6:00pm	Individual Hill & Team Hill Visits	
5:30-7:30pm	National Safe Boating Council/National Association of State Boating Law Administrators Congressional Reception	The Rayburn House Foyer 2168 Rayburn House Office Building, Washington, D.C.

Limited transportation will be available to Capitol Hill for scheduled visits. Busses will begin loading in the Renaissance driveway at 12:15pm. One bus will drop-off on the House side and one bus will drop off on the Senate sides of Capitol Hill. There is no return transportation scheduled.

ADVENTURE AWAITS

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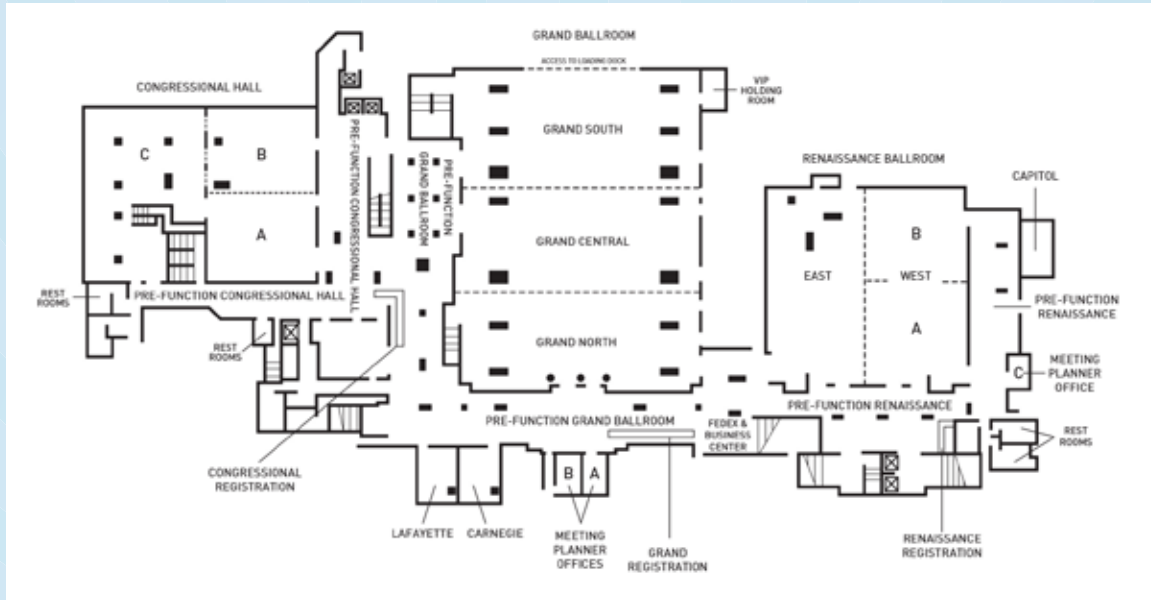
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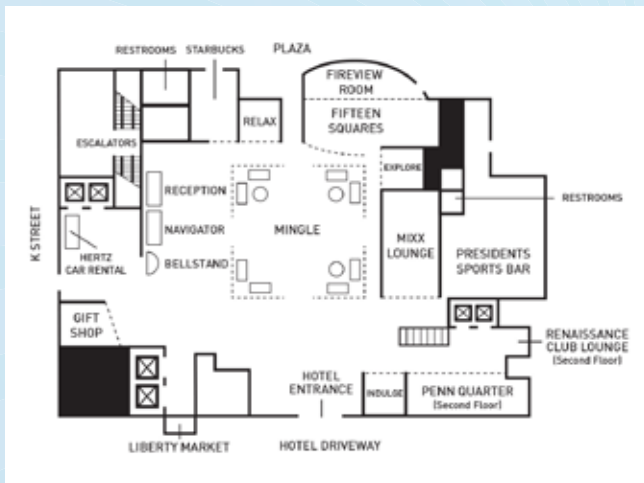
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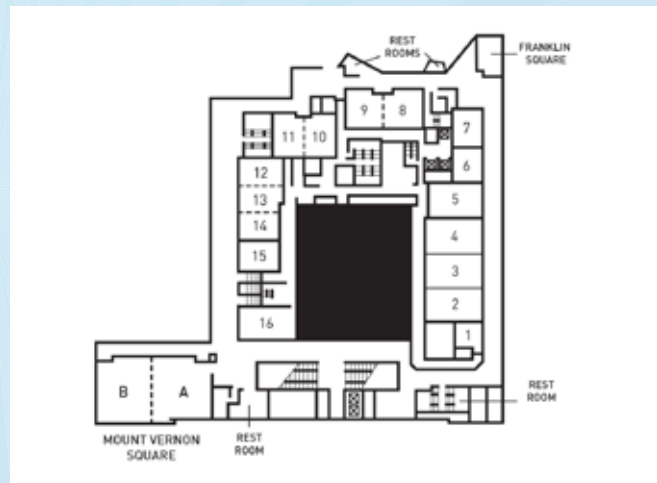
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BALLROOM LEVEL

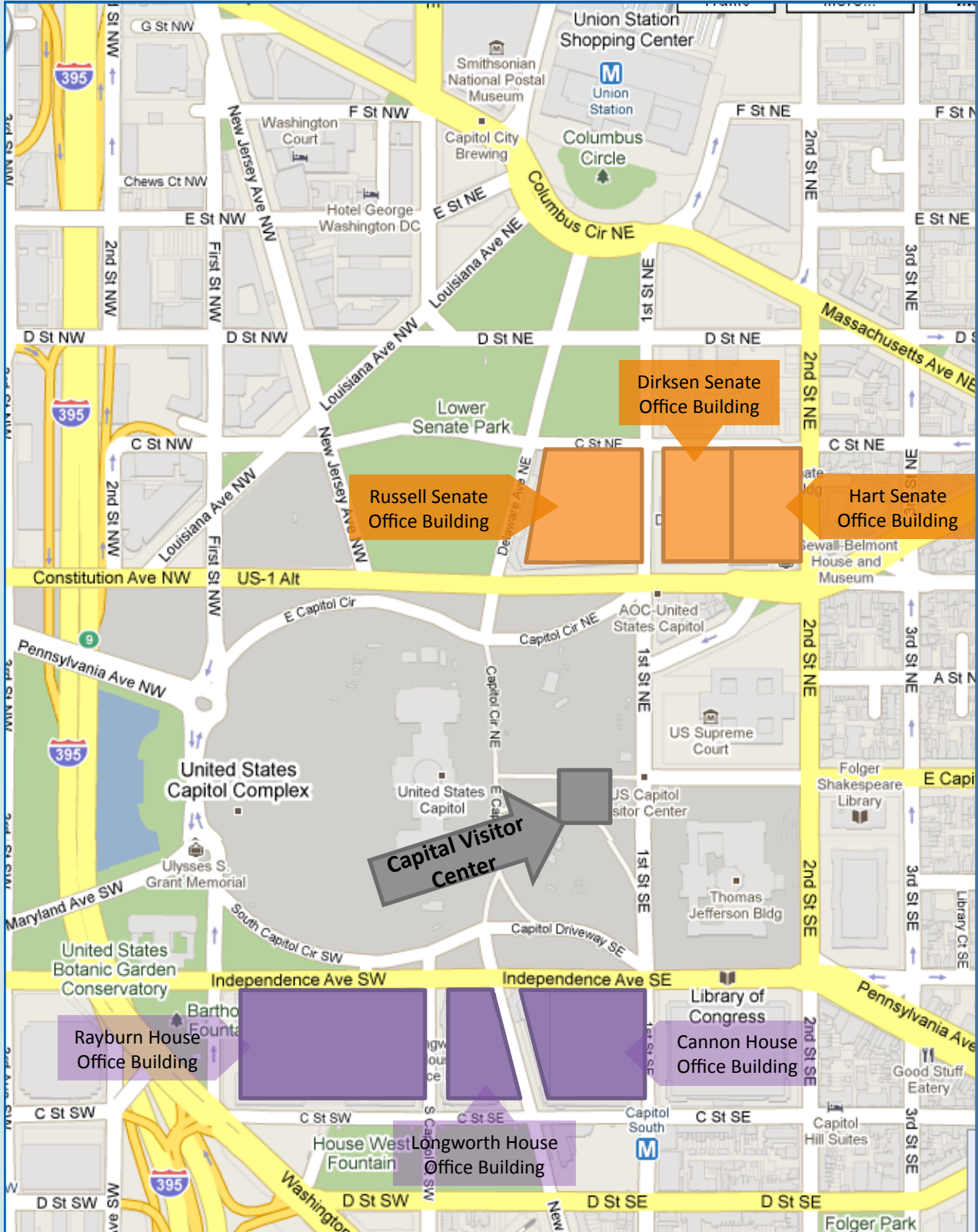


LOBBY LEVEL



MEETING ROOM LEVEL

CAPITOL HILL MAP



RESTAURANTS

Restaurants within Walking Distance of the Renaissance Hotel

Steak:

Del Friscos - \$\$\$\$

www.delfriscos.com/steakhouse/washington-dc.com

The Partisan - \$\$\$

www.thepartisandc.com

Cajun/Southern:

Acadiana - \$\$\$

www.acadianarestaurant.com

Italian:

Casa Luca - \$\$\$

www.casalucadc.com/

Vapianos - \$\$

us.vapiano.com

Greek/Mediterranean:

Zatynia - \$\$\$

www.zaytinya.com

Cava Mezze (not sit down) - \$\$

www.cavamezze.com

American:

Matchbox - \$\$

www.matchboxrestaurants.com

Clyde's - \$\$

www.clydes.com/gallery-place

Busboys and Poets - \$\$

www.busboysandpoets.com

Asian:

Asia Nine - \$\$

www.asianine.com

Mango Tree - \$\$\$

www.mangotreedc.com

Oya - \$\$\$

www.oyadc.com

Mexican:

Oyamel - \$\$\$

www.oyamel.com

Rosa Mexicano - \$\$\$

www.rosamexicano.com/washingtondc/pennquarter

Congressional Reception and Confluence Awards

**The National Safe Boating Council
and
The National Association of
State Boating Law Administrators**

request the honor of your presence
at a Congressional Reception
as we celebrate the 2015 Confluence Award recipients,
National Safe Boating Week,
and the North American Safe Boating Campaign.

Wednesday, May 13, 2015 ~ 5:30 p.m. - 7:30 p.m.

**The Rayburn House Foyer
2168 Rayburn House Office Building, Washington, DC**

RSVP Acceptances

National Safe Boating Council
703-361-4294
office@safeboatingcouncil.org

National Safe Boating Council Confluence Awards recognize those individuals who have worked to save lives, reduce boating casualties, and ensure boating resources are returned to boaters.

The diligence and vision of these individuals result in safe and enjoyable recreational boating, enhanced homeland security, and implementation of the Strategic Plan of the National Recreational Boating Safety Program for America's waterways.



SafeBoatingCouncil.org



NASBLA.org



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SPEAKER BIOGRAPHIES



DAVID GREGORY

Renowned Journalist, Former NBC Chief White House Correspondent and Former Host of NBC's Meet the Press

With a reputation as a journalist who asks the tough questions, Gregory served as the host and moderator of NBC's *Meet the Press*, where he had the remarkable gift for holding leaders to account and getting answers on issues that matter to audiences. Named one of Washington's 50 best and most influential journalists by *Washingtonian* magazine, he is known for his sharp intellect and quick sense of humor.

David Gregory's career in journalism began when he was 18. Over the last 25 years, his work has taken him across the country and around the world. At *Meet the Press*, he scored a string of exclusive interviews generating headlines across the world, including the interview with Vice President Joe Biden which represented a major shift by the administration on gay marriage. David also broadcast from Afghanistan after conducting the first interview with General David Petraeus once he took up his position leading U.S. forces there. During the 2012 campaign he moderated a debate among the Republican candidates as part of a special broadcast and conducted interviews with numerous foreign heads of state.

Gregory was a staple of the network's special coverage at NBC—he contributed anchoring duties to all the network's major programs including *Today* and *Nightly News*, reported the news of Osama Bin Laden's capture and death as anchor of the network's special coverage, and was a key player in election night coverage spanning four Presidential cycles. On the campaign trail in 2004, he was the most heavily utilized network correspondent on television. He also anchored a politics program on MSNBC called *Race for the White House* during the historic 2008 campaign. He offers sharp observations and accounts of being one of the president's most necessary challengers and litmus testers. In 2005, Gregory also shared an Emmy with his colleagues for the network's coverage of President Ronald Reagan's death and funeral.

David served as the network's chief White House correspondent during the Presidency of George W Bush. He traveled with the President on 9/11 and was the only network correspondent to tour Ground Zero with the president. From the White House Gregory covered the wars in Afghanistan and Iraq and earned a reputation as the toughest questioner in the press corps. As a correspondent, Gregory covered nearly every major contemporary story, from the O.J. Simpson trials, to the trial of Oklahoma City bomber Timothy McVeigh, to the impeachment of President Clinton, and the death of Pope John Paul II in Rome.

Upcoming Book. Gregory is the author of the forthcoming book *How's Your Faith?*, an examination of his own faith journey and those of others, including well-known religious leaders and former President George W. Bush, who asked David the question that became the title of the book.

SPEAKER BIOGRAPHIES



CONGRESSMAN CURT CLAWSON

Representative of Florida's 19th Congressional District

Congressman Curt Clawson has been coming to Southwest Florida since his family settled in Bonita Springs in 1993. After a successful career as a business leader and former college basketball player, Clawson moved to Southwest Florida in 2011. He soon became involved in local water issues.

Urged by local leaders and motivated by his family's generations of service to their country, Clawson decided in 2014 to run in a special election to fill the vacated seat in Florida's 19th Congressional District. Clawson won the election on messages of constitutional conservatism, growing the economy and unifying the Republican Party of Southwest Florida.

Clawson was sworn into office by House Speaker John Boehner on June 25, 2014, one day after winning the special election by nearly forty percentage points.

After graduating from Purdue, Clawson served a year-long Ambassadorial Scholarship for Rotary International, enrolled in graduate MBA studies in Monterrey, Mexico, and took some time to play for the local university basketball team. Clawson began his working career in manufacturing in 1986, as a supervisor on a muffler production line in Columbus, Indiana for Arvin Industries—the world's largest manufacturer of automotive exhaust systems.

Clawson graduated from Harvard Business School in 1990 with a Masters of Business Administration degree, sponsored by Arvin. He returned to Arvin and held a variety of senior management level positions.

In 1995, Clawson joined AlliedSignal (now Honeywell) as President of the Filters and Spark Plugs Group, which manufactured Autolite® spark plugs and FRAM® filters. In 1999, he became President and Chief Operating Officer of American National Can—the world's largest manufacturer of beverage cans.

Clawson joined Hayes Lemmerz International, Inc., a global leader in wheel rim manufacturing in 2001. He served as the Chairman and Chief Executive Officer of the company from September 2001 until his retirement in February 2012. During his time at Hayes, Clawson successfully led the company out of the financial distress he inherited—without taking one penny of taxpayer money—saving thousands of jobs.

While at Hayes, Clawson established, and still principally funds, a shelter for homeless teen mothers on the east side of Detroit. He also stays active advising and mentoring young athletes in Southwest Florida.

SPEAKER BIOGRAPHIES



CONGRESSWOMAN CANDICE MILLER

Representative of Michigan's 10th Congressional District

Representative Candice Miller's career in public service reflects a long history of efficiency and cost effectiveness – from her early roots on the Harrison Township Board of Trustees, to her current responsibilities representing Michigan's 10th Congressional District in the U.S. House of Representatives.

Representative Miller is currently serving her seventh term after first being elected to office in November of 2002. In addition to representing the views of Michigan's 10th Congressional District in the Halls of Congress, Representative Miller serves as Chairman of the Committee on House Administration – currently serving as the only woman chair of a committee in the U.S. House of Representatives. She serves as Vice Chair of the House Committee on Homeland Security, as well as Chairman of the Homeland Security Subcommittee on Border and Maritime Security, and is a member of the Committee on Transportation and Infrastructure. In Congress, Representative Miller has been a leader in protecting the Great Lakes and promoting Michigan industry.

Prior to her election to Congress, Representative Miller served two successful terms as Michigan's Secretary of State. Miller made dramatically improving customer service the hallmark of her administration, and her work was recognized by the voters in 1998 when she was overwhelmingly re-elected, winning every county in the state and becoming the first statewide elected official to achieve a margin of victory of over 1,000,000 votes. Her leadership not only led to improved services in Secretary of State Branch Offices, but also in the administration of elections. Following the disputed 2000 election, the Ford-Carter Commission on National Election Reform cited Michigan's Qualified Voter File, pioneered by Miller, as a national model, and Miller also began the process of implementing a statewide uniform voting system. All of her election reforms helped to reinforce Michigan's reputation for free, fair, and open elections.

Representative Miller's career in public service began when she was elected to the Harrison Township Board of Trustees in 1979. Only one year later, she was elected Harrison Township Supervisor, becoming the youngest Supervisor in her township's history, the first Republican since the Great Depression, and the first woman ever elected to the post. During her 12 years as Supervisor, Harrison Township experienced explosive growth as she held the line on taxes and streamlining government to allow for job creation, all the while being hailed for doing so in an environmentally sensible manner. In 1992, she was elected Macomb County Treasurer, becoming the first Republican to win a countywide office in Macomb County in more than 60 years.

She and her husband, retired Macomb County Circuit Court Judge Donald Miller, continue to reside in Harrison Township. Judge Miller formerly served as Colonel in the Air National Guard. He flew missions in Vietnam and was the base commander at Selfridge Air National Guard Base.

SPEAKER BIOGRAPHIES



CONGRESSMAN PATRICK E. MURPHY

Representative of Florida's 18th Congressional District

Congressman Patrick E. Murphy represents Florida's 18th Congressional district, which includes northern Palm Beach, Martin, and St. Lucie counties. He currently serves on the House Committee on Financial Services and the House Select Committee on Intelligence.

Patrick was born and raised in Florida, spending most of his childhood in the Florida Keys. He earned his B.S. in business administration from the University of Miami, graduating with dual degrees in accounting and finance. He went on to work as a Certified Public Accountant (CPA) for Deloitte and Touche, auditing Fortune 500 companies. Patrick is one of only 9 CPAs currently serving in the House of Representatives.

Congressman Murphy is dedicated to working in a bipartisan manner to tackle the many challenges facing the nation, chairing several bipartisan caucuses and efforts in Congress. He is the co-founder of the United Solutions Caucus, which is a group of over 30 like-minded members, both Democrats and Republicans, who are focused on finding long-term solutions to fiscal issues. One of the group's major legislative initiatives is the SAVE Act, which will cut \$479 billion in wasteful government spending. Patrick's voting record was recently ranked with the top 5% most independent in the entire House, and he was one of only 7 Democrats to receive the "Spirit of Enterprise" award by the U.S. Chamber of Commerce.

As a native Floridian, Murphy also understands the importance of protecting the environment and the role it plays in the local economy. He is a strong supporter of Everglades restoration efforts, beach renourishment, and inlet dredging. These projects not only protect important ecosystems, but are found to have a major return on investment.

Whether it's protecting our waterways, cutting wasteful spending, or creating an environment conducive to job growth, Congressman Murphy is working to protect the middle class and the American dream. He is committed to working with members of both parties to find common-sense solutions for the Treasure Coast and Palm Beaches, the state of Florida, and our nation.

SPEAKER BIOGRAPHIES



FRANK PETERSON

President & CEO, Recreational Boating & Fishing Foundation (RBFF)

Frank Peterson joined the Recreational Boating & Fishing Foundation (RBFF) as president and CEO in February 2007. Peterson brings 20 years of leadership and expertise in business development to the organization. Prior to joining RBFF he was vice president and general manager of Marketing General Incorporated, North America's largest and most successful association marketing agency. He launched two successful businesses of his own: Catalyst Communications, Inc. and the Peterson Group. He also held a variety of management positions from sales management to product development at ExxonMobil.

Under his leadership, RBFF has received numerous awards for its innovative marketing and communications strategies to increase participation in boating and fishing.

Peterson holds a master's degree in business administration from Pepperdine University and a bachelor's degree in history and education from Mercy College.

SPEAKER BIOGRAPHIES



MAYOR TOMÁS REGALADO

Mayor of Miami, Florida

Born in Havana, Cuba, May 24, 1947 Tomas Pedro Regalado is the first born child of Tomas Regalado Molina and Carmen Rita Valdez de Regalado. His father was an attorney/journalist who was the last president of the Cuban Association of Journalist and Reporters and a political prisoner for over twenty two (22) years.

In April 1962, at age 14, Tomas and his younger brother Marcos were sent to Miami, as participants of the Peter Pan Project. Once settled in Miami, Tomas attended school and worked full time to support his mother and younger brother. At age seventeen, Tomas spent his free time as an unpaid intern at WFAB, La Fabulosa.

Tomas became the youngest reporter on staff at WFAB, La Fabulosa, and quickly rose from reporter to assistant producer. At twenty one, Regalado was hired by WCKT, an NBC affiliate as the Latin American News Editor and host of the news program *Tele-Amigo*. He eventually returned to WFAB as a news producer and anchor. He married a fellow radio commentator, Raquel Ferreiro in 1972. They have three children, Tomas, Raquel and Jose Francisco and were married for thirty seven (37) years until Raquels death in February, 2008.

After serving in several other television and radio positions, Tomas, became the first Cuban American member of the White House Press Corps in 1983. As a member of the Press Corps, Regalado traveled with Presidents Ronald Reagan, George Bush Sr. and Bill Clinton. He also covered the presidential campaigns and national party conventions.

While a full time News Director on Spanish language radio Regalado also worked for El Miami Herald as a weekly columnist. Regalado covered the civil war in Nicaragua and El Salvador and has visited over 78 countries throughout the world. Along with his wife Raquel, Tomas spoke several times before the Human Rights Commission of United Nations in Geneva Switzerland against human rights violations in Cuba.

In September of 1996, Regalado was elected City wide as City Commissioner. Regalado was re-elected in 1999, and then again in 2003 without opposition. In his last election in 2007, Tomas was re-elected by ninety-four percent (94%) of his district. While a City of Miami Commissioner Regalado kept his day job as the News Director for Spanish Broadcasting Systems, was a daily host and commentator on WWFE la Poderosa and a host of a daily news program on the Cable Network TeleMiami.

On November 3, Tomas P. Regalado was elected Miami's 33rd Mayor with a 72% margin. Keeping to his promise to lead by example in a time of economic emergency, Regalado has become a full-time Mayor, renounced the monthly eight-hundred dollar car allowance, lowered his salary by fifty three thousand (\$53,000), and reduced his pension by 25%.

SPEAKER BIOGRAPHIES



REAR ADMIRAL PAUL THOMAS

Assistant Commandant for Prevention Policy U.S. Coast Guard

Rear Admiral Paul Thomas serves as the Assistant Commandant for Prevention Policy overseeing three Coast Guard directorates, Inspections and Compliance, Marine Transportation Systems, and Commercial Regulations and Standards. The programs under his leadership include: waterways management, navigation and boating safety, ports and facilities, merchant mariner credentialing, vessel documentation, marine casualty investigation, commercial vessel inspections, and port state control.

A specialist in Marine Safety, Security and Environmental Protection he has served at the Marine Safety Center in Washington DC, Marine Safety Office San Francisco Bay, CA., Marine Safety Detachment Port Canaveral, FL, and Marine Safety Office Jacksonville, FL. He has also served as Commanding Officer of Marine Safety Unit Galveston, TX, Commander Coast Guard Sector Jacksonville, FL, and as the Director of Inspections and Compliance at Coast Guard Headquarters.

His other tours include Fifth Coast Guard District Chief of Staff, Executive Assistant to the Assistant Commandant for Marine Safety, Security and Stewardship, Military Assistant to the Director of Net Assessment in the Office of the Secretary of Defense, Commanding Officer in USCGC CAPE ROMAIN and Operations Officer in USCGC BLACKHAW.

Rear Admiral Thomas is a graduate of the US Coast Guard Academy and the Massachusetts Institute of Technology. In 2005 he completed a National Security Fellowship at Harvard University's John F. Kennedy School of Government, and in 2010 he served as a Senior Fellow to the Chief of Naval Operations Strategic Studies Group (SSG XXIX). His military awards include the Legion of Merit, Meritorious Service Medal, Coast Guard Commendation Medal, Transportation 9/11 Medal, Joint Service Commendation Medal and the Coast Guard Achievement Medal.

SPEAKER BIOGRAPHIES



CONGRESSMAN ROB WITTMAN

Representative of Virginia's 1st Congressional District

Rob Wittman was first elected to serve the First Congressional District of Virginia, America's First District, in December of 2007. He was re-elected for his fourth full term in the House of Representatives in November 2014. For more than 20 years, Rob has served in several levels of government, from Montross Town Council to United States Congress. Rob won his first campaign for public office in 1986 when he was elected to the Montross Town Council, where he served for 10 years, four of them as Mayor. In 1995, Rob was elected to the Westmoreland County Board of Supervisors and was elected its Chairman in 2003. In 2005, voters in the 99th Legislative District elected Rob to the Virginia House of Delegates, where he served until he was elected to the United States House of Representatives in 2007.

In the U.S. Congress, Rob serves on the House Armed Services Committee and the Committee on Natural Resources, where he is well-positioned to represent the needs of Virginia's First District. He has quickly earned a reputation for being an advocate for our men and women in uniform and for being a champion of the Chesapeake Bay.

On the Armed Services Committee, Rob serves as the Chairman of the Readiness Subcommittee, and on the Seapower and Expeditionary Forces Subcommittee. In addition, as Co-Chair of the Congressional Shipbuilding Caucus, he is a staunch advocate for a robust Naval fleet and a healthy domestic shipbuilding industry. In 2012, Rob was appointed to serve his third term as the Chairman of the U.S. Naval Academy's Board of Visitors.

As a member of the House Committee on Natural Resources, Rob brings his professional expertise in water quality, fisheries, and other natural resource issues. He is a champion of the Chesapeake Bay—for its environmental and economic attributes—and has introduced legislation that will increase the accountability and effectiveness of cleaning up the Bay. He serves as co-chair of the Chesapeake Bay Watershed Caucus, which brings Bay issues into focus for Members of Congress.

He holds a Ph.D. in Public Policy and Administration from Virginia Commonwealth University, a Master of Public Health degree in Health Policy and Administration from the University of North Carolina, and a Bachelor of Science degree in Biology from Virginia Tech.

Rob's wife, Kathryn, is a teacher at Cople Elementary School in Hague, Virginia. They live in Montross and have two children: a daughter Devon, son-in-law Daniel Gooch, a son Josh, and a daughter-in-law Tiffany. They also have three grandchildren, Morgan, Mark, and Macon. Rob is an avid hunter and fisherman, and when possible, he enjoys spending time with his four yellow Labrador Retrievers.

ISSUE WORKSHOPS

Access:

Get an update on changes to the general management of Biscayne National Park, Everglades National Park, and Florida Keys National Marine Sanctuary. Some of these federally managed waters are in the last stage of planning and are proposing significant changes to boating and fishing access. Extremely popular south Florida boating area, the impact of management at these National Parks and Sanctuary can have a lasting impact on boater's access and set precedent for management at parks nationwide.

Cuba:

The President's recent action with respect to travel and diplomatic relations have significantly changed the landscape between the US and Cuban governments. Hear how these changes impact personal travel and the ability to do business in Cuba. Panelists will give an overview of the current state of affairs in Cuba, potential opportunities for growth, and the possibility of continued reform.

Dealer Focus:

This workshop, presented by the Marine Retailers Association of the Americas, will provide insight and perspective on the top issues facing boat dealers today. The panel will be led by William Higgins (Public Policy Manager for the MRAA), and MRAA representatives from around the country. A Q&A will immediately follow the discussion.

Ethanol and the RFS:

Hear an update on industries' efforts to combat the Renewable Fuel Standard (RFS) and end the ethanol mandate. Learn about the promising new bills introduced in the House and Senate, the growing momentum for change among key influencers and hear perspectives from a broad range of industry stakeholders on the many negative impacts of the RFS.

Fishing:

The recreational fishing and boating community has been working hard over the past several years to raise the profile of recreational fishing and its importance to the nation's economy as well as to ensure that the recreational fishing community's voice is being heard by public policy makers. There have been numerous developments over the past year, including the creation of a national saltwater recreational fishing policy by NOAA Fisheries and the drafting of legislation that would bring much needed positive change to the nation's fisheries laws; come learn about these and other topics from a panel of seasoned fisheries experts.

Invasive Species:

Panelists from industry and government agencies will discuss the impacts of invasive species have on recreational boaters and manufacturers. The panel will present a national perspective as well as the challenges faced by the industry as it considers design changes to help boat owners comply with the ever-more-pervasive restrictions on boat use and trailering.

Sport Fish Restoration and Boating Trust Fund:

The Sport Fish Restoration and Boating Trust Fund is again up for reauthorization as part of a 2015 Highway Bill. Come learn more about what the Trust Fund is and how important it is to the recreational fishing and boating community as a panel of Trust Fund experts provides an informative and lively presentation that endeavors to answer all of your Trust Fund questions.

State Government Relations:

Government relations on the state level happens extremely quickly and often overnight a bill can go from a positive to a negative. Three panelists will discuss the "Best Practices for State GR" and how integral NMMA members getting involved are to the process. Featured panelists are Peter Schrappen, NMTA; Susan Zellers Maryland MTA and Michael Behm, Stateside Associates.

Tax:

Corporate tax reform is one of the buzzy topics in Washington in 2015, with all wondering the same thing: can it be done and how will it be accomplished? Join a panel of tax policy experts to discuss the prospects of tax reform in 2015, achieving a lower corporate rate and the importance of preserving some key programs.

Trade and Deferred Importation:

Interested in encouraging over \$2.46 billion in U.S. economic activity that could generate thousands of well-paying American jobs? Come learn about how you can help get legislation passed that will allow used foreign flagged boats with a valid cruising license to be offered for sale to anyone including U.S. residents.

USCG:

Hear from Captain Jonathan Burton and leaders at the USCG about upcoming regulatory proposals including: model year, engine cut off devices, aids to navigation and propeller guards. These important regulatory actions have been stalled for several years, and hear firsthand from the Coast Guard about their status and impending regulatory action.

U.S. Flagging for Superyachts:

The recreational vessel industry accounts for significant economic impacts in the marine trades and overall U.S. economy. Accordingly, more superyachts in the U.S. mean more opportunities to increase market share and reap the benefit of the economic impact of these economic generators. In this session participants will learn about why U.S. laws and regulations should be changed to facilitate the increase of larger recreational vessels operating in U.S. waters and how that can be accomplished.

PANELIST BIOGRAPHIES

CUBA

Mavis Anderson

Since 1997, Mavis Anderson has covered U.S. policy toward Cuba, cultivating congressional, organizational and grassroots support for the Latin America Working Group coalition's efforts to end the U.S. embargo on Cuba. She works with US Senate and House of Representatives allies and a diverse collection of non-governmental organizations, business and agriculture groups, and Cuban Americans to make the case for policy change to policymakers in Washington. Prior to her work with LAWG, Mavis was the program director for International Travel Seminars at the Center for Global Education at Augsburg College, Minneapolis. During part of her time with the Center for Global Education, Mavis lived in El Salvador from 1988-1990, where she founded and coordinated the Center's El Salvador educational programs.

Dr. Jeffrey Boutwell

Following a career in international science and public policy, Jeffrey Boutwell now focuses on US-Cuba policy issues as an independent consultant and board member of the Latin America Working Group Education Fund, located in Washington, DC. Dr. Boutwell organized scientific workshops in Cuba beginning in 1998, and most recently helped organize the US-Cuba Hemingway Commemorative Project that both honored the American and Cuban legacies of Ernest Hemingway and promoted US-Cuban clean resources cooperation. He is an avid Keys flats fisherman and has written articles on Cuba, boating, and fishing for FishMonster magazine.

ETHANOL AND THE RES

Mike Lavender

Mike Lavender joined EWG's government affairs team in 2013 after working as a legislative aide for Sen. Herb Kohl, D-Wisc., where he focused on agriculture policy, food safety, nutrition, and appropriations. At EWG, he oversees biofuels and agriculture policy advocacy on and off the Hill. He has worked on several federal election campaigns. Born and raised in Ann Arbor, Mich., he graduated from Marquette University in 2009 with a double major in American history and French. In his free time he enjoys hiking, camping, playing basketball, and cooking.

Geoff Moody

Geoff Moody serves as AFPM's senior director of government relations, where he manages AFPM's legislative and coalition activities on policies relating to fuels, environmental regulation, chemicals management, transportation, taxes, and other issues of the day. Geoff joined AFPM in 2012 after starting his career on Capitol Hill and spending several years working on energy, environmental, and food/agricultural issues for the Grocery Manufacturers Association. He holds his bachelor's degree in political science from the George Washington University and is currently pursuing his law degree from George Mason University School of Law.

Mark Riechers

Mark is currently the Director of Regulatory Development for Mercury Marine. In this capacity, Mark negotiates emissions and noise regulations with government agencies worldwide. He is a member of the NMMA EMD Technical Committee, the Chairman of the ICOMIA Marine Engine Committee, on the Board of Directors of the International Marine Certification Institute, and an active boater.

Mark received his Bachelors of Science Degree in Mechanical Engineering from General Motors Institute (now Kettering University) and has 35 years experience in engines, fuels, emissions, and government regulations both in the Marine and the Auto Industry. Prior to joining Mercury Marine in 2003, he worked for two car companies, a Department of Energy National Laboratory, ran a certification level emissions laboratory, and spent extensive time negotiating regulations with government agencies that affect the products and services we all buy and use in the marine and automotive industries.

FISHING ISSUES

Scott Gudes

Scott Gudes serves as the VP for Government Affairs at the American Sportfishing Association.

Prior to joining ASA he served as the VP for Legislative Affairs for Space Systems and Missile Defense at Lockheed Martin and served with NMMA in 2007/2008. Gudes worked in the Federal Government for over 29 years, and held senior positions in the U.S. Senate Appropriations and Budget Committees, the House Appropriations Committee, NOAA, OMB and DOD.

SPORT FISH RESTORATION AND BOATING TRUST FUND

David B. Kennedy

David is the Senior Program Coordinator for BoatU.S. Government Affairs. He joined BoatU.S. in 2009, having served as a government affairs representative for aviation associations such as the Aircraft Owners and Pilots Association and Airline Transport Association. In these roles, he has worked on a wide range of transportation issues including infrastructure funding and environmental impacts.

David's boating background extends to his childhood sailing in New England and fishing on mid-west lakes. In 1994-95, he and his wife Jenny sailed from the Chesapeake Bay to the Southern Bahamas and back. He owns a variety of small power, sail and paddle boats.

Jen Mock Schaeffer

Jen is the Government Affairs Director for the Association of Fish and Wildlife Agencies. She represents before Congress and the Administration the interests of the 50 state fish and wildlife agencies across the country. The Association's mission is to support and advocate for state, provincial and territorial authority for fish and wildlife conservation and to assist those agencies in promoting science-based resource management in collaboration with public and private partners.

Charles A. (Charlie) Sledd

After nearly 37 years with the Virginia Department of Game and Inland Fisheries (VDGIF), Charlie retired in early 2011 and became NASBLA's Director of Government Affairs in June 2012. His career with VDGIF started in 1974 as a District Fisheries Biologist, followed by a number of subsequent positions including Fisheries Division Assistant Director, Education Division Director, Assistant to the Executive Director, and Agency Outreach Director/State Boating Law Administrator (BLA). During his 11 years as the State BLA, Charlie served: on the Executive Board and as President of the Southern States Boating Law Administrators Association; as NASBLA Education Committee Chairman for 4 years; on the Executive Board and as President (2005-2006) of NASBLA.

Charlie entered the United States Coast Guard Reserve in May, 1972 and earned promotions to Boatswain's Mate First Class. As a BM1, he received a Direct Commission in 1981 and retired from the USCGR in June 2002 at the rank of Commander. Charlie and Judy, his wife of nearly 43 years, have one son Adam and they live just north of Richmond Virginia in Ashland.

STATE ISSUES

Michael J. Behm

Michael J. Behm is a Principal of Stateside Associates. He has been advising Stateside's private sector and federal agency clients about state and local issue management for almost 25 years. He directs Stateside's advocacy efforts on environmental, financial services, technology, and other issues and hires and manages state and local lobbyists. His work has brought him to most of the state capitals around the country and has yielded an extensive network of legislative leaders and other public officials.

Peter Schrappen

Peter Schrappen joined the Northwest Marine Trade Association's team in 2010. Before his time at NMTA, he worked in Olympia, WA as a lobbyist and before that he spent about 10 years working on over 150 campaigns in the state of Washington at all levels of government. As a middle child, he's been advocating all his life for his "fair share".

Susan Zellers

Susan is the Executive Director of the Marine Trades Association of Maryland. The Association represents the interests of the trades and the recreational boater in Maryland. Susan is a registered Maryland lobbyist working on behalf of the boating industry. Not just a job, Susan enjoys boating and has been quoted as saying, "if I won the lottery, I'd do this job for free". Prior to working for the Marine Trades, Susan was the Economic Development Director for the City of Annapolis. She is a Past President of the Annapolis and Anne Arundel County Conference and Visitors Bureau and sits on the Tourism Development Board for the Maryland Office of Tourism.

TAX REFORM

Tuck Shumack

Tucker Shumack represents a broad range of clients including multinational corporations, trade associations, investment firms and law firms providing tax policy expertise. Shumack, who has an LL.M. in taxation, has nearly a decade of government and public policy experience, having served as Tax and Finance Counsel to Senator Olympia Snowe (R-ME) and the Senate Committee on Small Business & Entrepreneurship. During his service, Shumack was closely involved in negotiating legislation such as the Emergency Economic Stabilization Act of 2008, the Economic Stimulus Act of 2008, the Small Business and Work Opportunity Tax Act of 2007, Tax Relief and Health Care Act of 2006, Tax Increase Prevention and Reconciliation Act of 2005, and the Gulf Opportunity Zone Tax Act of 2005. Shumack began his career on Capitol Hill as a legislative assistant for Senator Johnny Isakson (R-GA) and the late Senator Paul Coverdell (R-GA).

USCG

Captain Jonathan C. Burton

In June, 2013, Captain Jonathan C. Burton became the Director of Inspections and Compliance at U.S. Coast Guard Headquarters with oversight of policy, regulatory enforcement, and casualty investigation for Commercial and Recreational Vessels, Waterfront Facilities, U.S. Coast Guard Auxiliary, Port Security, and Vessel Licensing and Mariner Documentation.

Captain Burton has been in the Coast Guard since 1983, first as a reservist and then on active duty, serving in a variety of positions primarily related to Marine Safety, Security, and Environmental Protection. His other Coast Guard tours include Chief of the U.S. Coast Guard's Office of Performance Management and Assessment (CG-512), responsible for planning and measurement of the Coast Guard's eleven statutory missions; Deputy Commander of U.S. Coast Guard Sector Baltimore, MD; planning and budget officer at U.S. Coast Guard Headquarters in the Marine Safety, Security and Environmental Protection Directorate; Commanding Officer of Marine Safety Unit, Lake Charles, LA, then one of only two Liquefied Natural Gas importing ports; Chief of Port Operations, Port Arthur, TX; on staff at Coast Guard Headquarters in the Marine Environmental Protection Division; and as a staff officer at Marine Safety Office/Group Philadelphia.

Prior to entering active duty Captain Burton was employed in education both as a teacher and in administration, and also ran a private construction and maintenance company. He is nationally certified as a Master Firefighter and has served in that capacity as a volunteer for over 20 years.

US FLAGGING REGULATIONS FOR SUPER YACHTS

Duncan Smith

Duncan Smith engages primarily in a legislative and administrative government relations practice (www.smithadvocacygroup.com) representing clients with business, legislative, and regulatory challenges and opportunities in connection with a wide range of issues, including transportation, infrastructure, and public facilities; maritime; environment; defense and homeland security; federal budgetary matters; economic and natural resources development; government contracting; public finance; non-profits; and election, lobbying, and ethics compliance. He has decades of experience in the federal public arena and an extensive background in the recreational vessel industry.

Previously, Mr. Smith was a staff counsel to the House Merchant Marine and Fisheries Committee and was a U.S. delegation congressional advisor to the International Maritime Organization. Thereafter for over two decades, he was a law partner and government relations principal, respectively, with Blank Rome LLP and Blank Rome Government Relations LLC. For 2011 and 2012, he was selected as a Leader in the Field of Transportation: Shipping: Regulatory (National) by Chambers. In 2013, Mr. Smith established the government relations firm of Smith Advocacy Group.

Mr. Smith is also a retired Coast Guard Reserve Rear Admiral retiring after 36 years of both active and reserve service. Mr. Smith holds a Juris Doctor degree from the College of William and Mary, Williamsburg, VA, and a Bachelor of Arts (Economics) from Drew University, Madison, NJ, where he was inducted as a Member, Omicron Delta Epsilon (International Economics Honor Society). He volunteers and serves on the board of several charitable organizations including being on the National Executive Board of the Coast Guard Foundation, and a director and secretary for the North American Marine Environment Protection Association.

****Listed speakers confirmed at time of print.****

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ETHANOL

CAN YOU USE E-15?

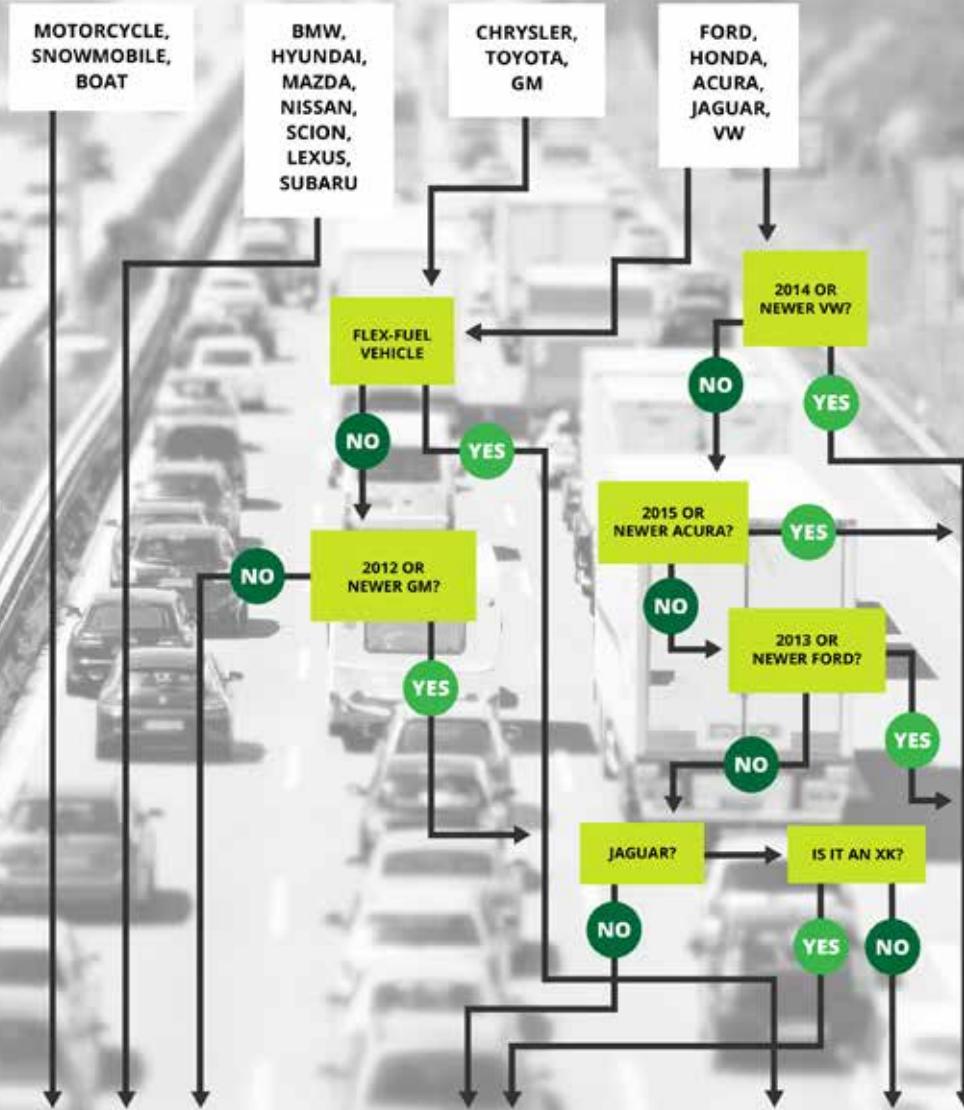
Do you drive a...

MOTORCYCLE,
SNOWMOBILE,
BOAT

BMW,
HYUNDAI,
MAZDA,
NISSAN,
SCION,
LEXUS,
SUBARU

CHRYSLER,
TOYOTA,
GM

FORD,
HONDA,
ACURA,
JAGUAR,
VW



NO!

E-15 is not approved for your vehicle and fueling up with it may result in engine damage and/or void your warranty.

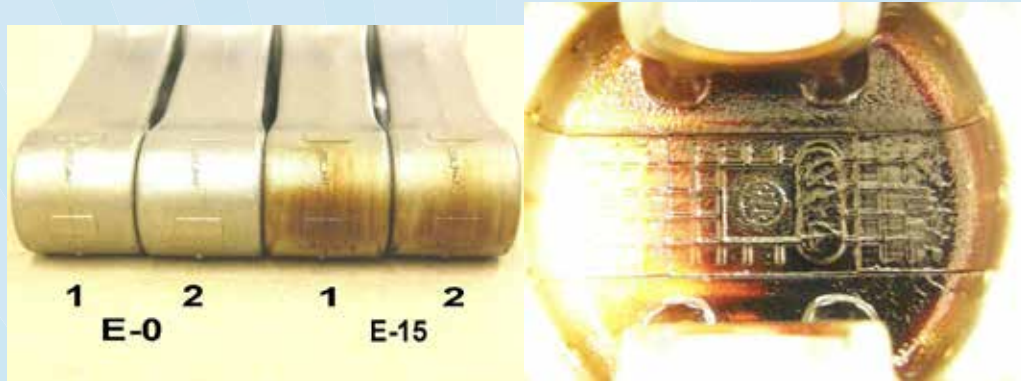
YES, BUT

be aware, higher ethanol blends including E-15 and E-85 are less fuel efficient than traditional E-10 and will result in lower miles per gallon and higher real prices for you.

SMARTER FUEL FUTURE

ETHANOL

Brunswick Corp. conducted a study comparing fuel blends with no ethanol (E0) with E15 in current production outboard four-stroke marine engines and conventional two-stroke outboard marine engines. Some of the results were documented below:



Above, the pistons and rods of the E0 engine suffered little carbon deposits; much more carbon deposits on piston underside and rods of E15 engine.



In a 200HP EFI 2.5L 2-Stroke engine, the rod on the left remains undamaged after using E0; the rod on the right suffered damage. Below, recovered pieces from the failed rod bearing.



ACCESS

Biscayne National Park: Stop a Marine Reserve from Shutting out Boating and Fishing Access



Map not for navigation

Note 1: Existing conditions and some features such as the location of fishery, rock, and shallow coral areas, may have changed or changed.

Note 2: To show clearly, the size of some zones has been enlarged in certain areas.

Note 3: Some areas in the Park boundary are not NPS owned but do not appear on this map unless zoning shown would not apply to them. NPS lands unless they were acquired from willing seller.

Map Keys: Water Features and Landmarks

Alternative 4

Biscayne National Park
United States Department of the Interior • National Park Service
DOC / APRIL 2011 / 1607 20095

Proposed Fee Increase for Everglades National Park

Type of Recreation Fee	Current	Proposed
Vehicle Entrance	\$10 (7 day permit)	\$25 (7 day permit)
Pedestrian/Cyclist	\$5 (7 day permit)	\$8 (7 day permit)
Motorcycle	\$5 (7 day permit)	\$20 (7 day permit)
Annual Pass	\$25	\$50
RV w/Hookups/Senior	\$30/\$15	No Change
Front Country- Camping	\$16	\$20
Back Country Camping	\$10	\$15
*Annual Boat Ramp	\$60	Replaced w/ Boat Permit
Boating Permit 7-day	Not in place	\$25
Boating Permit Annual	Not in place	(\$50-100)
Canoe Permit/Senior	\$3/\$1.5	Eliminate
Dry Tortugas Entrance Fee	\$5	\$10
Dry Tortugas Camping	\$3	\$10
Biscayne Camping (Boca Chita & Elliott Key)	\$20	\$24



December 18, 2014

Rear Admiral Paul F. Thomas, USCG
Assistant Commandant for Prevention Policy
2703 Martin Luther King Jr. Ave., SE
Washington, DC 20593

Dear Admiral Thomas:

As Chairman of the U.S. Superyacht Association (USSA), I am writing to request a working group be established to examine changes in U.S. laws and regulations to facilitate the increase of larger recreational vessels operating in U.S. waters. I submit this request as a follow up to a meeting that other USSA representatives and I had with staff at Coast Guard Headquarters earlier this year on February 25. Included in that meeting were CAPT Kyle McAvoy and Mr. Francis Sturm of your office.

By way of background, the recreational vessel industry accounts for significant economic impacts in the marine trades and overall U.S. economy. More superyachts operating in the U.S. means more opportunities to increase market share and reap the benefit of the economic impact of these economic generators. The United States accounts for approximately 20 percent of the world superyacht market encompassing over 1100 companies employing close to 28,800 workers. The estimated economic impact of superyachts alone in the United States is close to \$6 billion annually. It is well documented that each large recreational vessel spins off significant benefits in additional jobs, U.S. shipyard repair and refurbishing work, provisioning, and impact on local economies.

The large yacht fleet is estimated to be close to 4200 vessels with an estimated 40 percent to 50 percent of those vessels owned by Americans. However the majority of those vessels are flagged outside the United States. As you know, currently in regulation the upper limit to register as a recreational vessel under the U.S. flag is 300 gross tons. This in turn limits the economic impact of this sector of boating and results in a negative effect on the overall U.S. economy.

Thus USSA believes it is time to develop a comprehensive regulatory regime to address this vessel category. Our approach is basically that an increase in the regulatory tonnage limit of 300 gross ton would facilitate more U. S. flag recreational vessels of a larger tonnage operating within U. S. waters for longer periods of time.

Earlier this year, the 468 gross ton Motor Yacht Freedom (official number 740630) was flagged under the U.S. flag using the American Bureau of Shipping Guide for Building and Classing Motor Pleasure Yachts and other standards as equivalent standard to the requirements of Subchapter I of 46 CFR. Attached is the regulatory compliance study that



was used as the underlying basis for the reflagging to the U.S. flag. The compliance study indicates that the standards and requirements of the CFR were either met or with modification were met and that the yacht was in substantial compliance with U.S. safety and construction standards.

The example of the M/Y Freedom suggests to us that standards can be developed to facilitate the placing of additional recreational vessels of larger than 300 gross tons under the U.S. flag. Elements of this effort would be to create a new subchapter in 46 CFR to accomplish this; to provide a process for the documentation larger vessels; and to establish basic structural and safety as well as manning standards for larger recreational vessels.

We therefore request that the Coast Guard undertake an initiative to establish a working group to facilitate the flagging of large recreational vessels of 300 gross tons and larger under the U.S. flag to increase the number operating in U.S. waters. We are prepared to work with the U. S. Coast Guard to develop an appropriate regulatory regime to accomplish this. If in the course of this initiative, statutory impediments arise, we are prepared also to work with you to seek legislation from Congress as needed to provide any necessary additional authority.

Please let me know if you need anything else from us or would like to set up a meeting to discuss this further. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "John J. Mann, III". To the right of the signature is a small circular stamp containing the letters "IP".

John J. Mann, III
Chairman

Enclosure



The White House

Office of the Press Secretary

For Immediate Release

December 17, 2014

FACT SHEET: Charting a New Course on Cuba

Today, the United States is taking historic steps to chart a new course in our relations with Cuba and to further engage and empower the Cuban people. We are separated by 90 miles of water, but brought together through the relationships between the two million Cubans and Americans of Cuban descent that live in the United States, and the 11 million Cubans who share similar hopes for a more positive future for Cuba.

It is clear that decades of U.S. isolation of Cuba have failed to accomplish our enduring objective of promoting the emergence of a democratic, prosperous, and stable Cuba. At times, longstanding U.S. policy towards Cuba has isolated the United States from regional and international partners, constrained our ability to influence outcomes throughout the Western Hemisphere, and impaired the use of the full range of tools available to the United States to promote positive change in Cuba. Though this policy has been rooted in the best of intentions, it has had little effect – today, as in 1961, Cuba is governed by the Castros and the Communist party.

We cannot keep doing the same thing and expect a different result. It does not serve America's interests, or the Cuban people, to try to push Cuba toward collapse. We know from hard-learned experience that it is better to encourage and support reform than to impose policies that will render a country a failed state. With our actions today, we are calling on Cuba to unleash the potential of 11 million Cubans by ending unnecessary restrictions on their political, social, and economic activities. In that spirit, we should not allow U.S. sanctions to add to the burden of Cuban citizens we seek to help.

Today, we are renewing our leadership in the Americas. We are choosing to cut loose the anchor of the past, because it is entirely necessary to reach a better future – for our national interests, for the American people, and for the Cuban people.

Key Components of the Updated Policy Approach:

Since taking office in 2009, President Obama has taken steps aimed at supporting the ability of the Cuban people to gain greater control over their own lives and determine their country's future. Today, the President announced additional measures to end our outdated approach, and to promote more effectively change in Cuba that is consistent with U.S. support for the Cuban people and in line with U.S. national security interests. Major elements of the President's new approach include:

Establishing diplomatic relations with Cuba-

- The President has instructed the Secretary of State to immediately initiate discussions with Cuba on the re-establishment of diplomatic relations with Cuba, which were severed in January 1961.
- In the coming months, we will re-establish an embassy in Havana and carry out high-level exchanges and visits between our two governments as part of the normalization process. As an initial step, the Assistant Secretary of State for Western Hemisphere Affairs will lead the U.S. Delegation to the next round of U.S.-Cuba Migration Talks in January 2015, in Havana.
- U.S. engagement will be critical when appropriate and will include continued strong support for improved human rights conditions and democratic reforms in Cuba and other measures aimed at fostering improved conditions for the Cuban people.
- The United States will work with Cuba on matters of mutual concern and that advance U.S. national interests, such as migration, counternarcotics, environmental protection, and trafficking in persons, among other issues.

Adjusting regulations to more effectively empower the Cuban people-

- The changes announced today will soon be implemented via amendments to regulations of the Departments of the Treasury and Commerce. Our new policy changes will further enhance our goal of empowering the Cuban population.



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Magnuson-Stevens Act: A Vision for Saltwater Recreational Fisheries

The Magnuson-Stevens Act (MSA) is the primary law governing marine fisheries management in the United States. The law was last reauthorized in 2006. Since its original passage in 1976, MSA has made notable progress in ending overfishing, rebuilding depleted fish stocks, protecting essential fish habitat and a variety of other improvements to the nation's marine resources. Congress is currently gearing up for another try at reauthorization.

Despite its growing popularity, saltwater recreational fishing is still not sufficiently reflected in MSA or resulting federal marine fisheries management process. In February 2014 at the Progressive International Miami Boat Show, the Morris-Deal Commission released its report titled "A Vision for Managing America's Saltwater Recreational Fisheries. The Commission was co-chaired by Johnny Morris (Bass Pro Shops) and Scott Deal (Maverick Boats). Since then, the recreational boating and fishing communities have used that document to guide discussions with House and Senate members to help craft MSA reauthorization legislation.

We ask Congress to reauthorize the MSA this year and to incorporate the following recommendations:

1. **Adopt a revised approach to saltwater recreational fisheries management.**

- Manage recreational fisheries on long-term harvest rates, not strictly on poundage-based quotas.
- Direct the National Marine Fisheries Service (NMFS) and regional councils to consider alternative strategies to commercial management for appropriate recreationally valuable fisheries.

2. **Allocate marine fisheries for the greatest benefit to the nation.**

- Must consider conservation and socioeconomic output
- NMFS must enhance its existing economic program for mixed sector fisheries.
- Require that regional fishery management councils develop procedures for allocation reviews and adjustments based on those guidelines to occur at regular intervals.

3. **Create reasonable latitude in stock rebuilding timelines.**

- Adopt National Academy of Science recommendation to provide the regional councils and fisheries managers greater latitude to rebuild stocks in a timely and reasonable manner.

4. **Codify a process for cooperative management.**

- Require regional councils to develop a process to determine on a stock-by-stock basis which management entities are most appropriate and capable of successfully managing the stock.

5. **Manage for the forage base.**



For more information contact: Jeff Gabriel at jgabriel@nmma.org

Deferred Importation

Deferred Importation

The current policy surrounding the sale of foreign flagged boats to U.S. residents in U.S. waters restricts economic growth. There are legislative efforts that seek to remove restrictions in the cruising license as it stands now. NMMA supports the ease of these restrictions. A Cruising license, normally valid for one year, is obtained from U.S. Customs and Border Protection (CBP) at the first port of arrival in the U.S. and exempts pleasure boats of certain countries from having to undergo formal entry and clearance procedures.

- The current cruising license policy is discouraging about \$2.46 billion in U.S. economic activity that could be generating thousands of well-paying American jobs.
 - Typically there are 300-400 used boats on the market (valued in excess of \$2 billion) that cannot be offered for sale to U.S. residents while in U.S. waters.
 - Each of these boats spends an average 10% of its value annually on labor, goods, services, and maintenance contributing about \$200 million yearly to the local economy.
 - New buyers typically spend an additional 13% of the selling price on upgrades and improvements in the first year post-sale generating about \$260 million locally.
- Currently, boats under a cruising license, while in U.S. waters, are forbidden to offer their boats for sale to U.S. residents until the boat is imported and duty is paid on the appraised value.
 - Pre-sale duty is assessed on an appraised value rather than on the actual selling price. (This is like listing your house for sale and paying the transactional doc stamp taxes for an appraised value the day you offer it for sale instead of when it is sold).
 - Only U.S. residents are prohibited from viewing these boats while in U.S. waters. This is like having your house for sale only to foreign buyers while prohibiting American buyers the ability to view or purchase the house.
 - When a boat is sold to a non-U.S. resident or doesn't sell while in U.S. waters, duty is not due. (Currently owners have to import and pay duty on a boat in order to offer it for sale then export it to apply for duty drawback to receive a refund of the customs duty paid)
- A less restrictive cruising license, which allows used foreign flagged boats to be offered for sale to U.S. residents while in U.S. waters would benefit American marine industry workers and generate additional state and federal tax revenue.

Deferred Importation

- Removing the restriction to offer for sale will encourage more used foreign-flagged vessels to visit the U.S., offering their vessels for sale creating well-paying American jobs.
- Importation and payment of duty for used foreign flagged boats ***should be*** due the day a boat is **sold**, rather than the day it is offered for sale.

Ask Congress to:

Pass legislation which allows used foreign flagged boats with a valid cruising license to be offered for sale to anyone including U.S. residents while in U.S. waters as specified in [19 CFR 4.94](#).

Best Practices In State Government Relations

State government relations presents unique challenges and opportunities as compared to lobbying Congress or federal agencies. Legislation often moves quickly. It is not uncommon for bills to be drafted and introduced in a matter of days, then modified and passed in a matter of weeks. While the pace quickens when the legislative sessions open, much work and preparation precedes the initial drop of the gavel. It is during the off-season that marine interests, even those with limited resources, can push a pro-active proposal and build relationships with elected officials that seldom is possible in Washington.

Government affairs takes leadership, motivation and support. Some marine trades associations have the resources to hire lobbyists for day-to-day monitoring and advocacy. Others lean upon the resources available from within their membership. Either way, support from marine businesses and boaters are essential elements of a successful political effort.

The panelist will discuss what has been most effective when setting legislative goals, motivating their members, and building relationships with legislators. Panelists also will address how to leverage a small number of committed local voices to make an outsized impact with state legislators as well as state regulators such as a state's Department of Natural Resources.

NMMA's state government relations team focuses its resources on three broad issues – protection of a pro-boating and manufacturing business climate, protecting boater access, throughout the year. In 2015, these goals include state-level ethanol legislation, the enactment of uniform titling laws for vessels to replace the patchwork of titling statutes and building support among legislators through education about the economic importance of the recreational boating industry.

Our Panelists include:

- **[Michael Behm, Senior Vice-President, Stateside Associates](#)**
Michael will set the stage for this legislative season, give tips for how executives within each state can get involved and how to monitor bills within your state legislature.
- **[Susan Zellers, Executive Director, Maryland Marine Trades Association](#)**
Susan will give an overview of how she prioritizes the bills she monitors, how to shape her legislative calendar and how her Board of Directors is best utilized for outreach.
- **[Peter Schrapen, Director of Government Affairs, Northwest Marine Trades](#)**
Peter's priority is engagement on all levels, he will also talk about the importance of government relations to boat shows.

For more information contact: Libby Yranski at lyranski@nmma.org

Access

National Parks and Marine Sanctuaries are important access points for the 88.5 million boaters in the United States. These federally managed waters should be maintained for the use and enjoyment of the public. Boating and fishing are important contributors to local economies and robust access increases visitation to our park's and sanctuaries. When developing management plans for federally managed waters, resource conservation must be balanced with robust visitor access.

We ask Congress to protect boating and fishing access at Biscayne National Park, Everglades National Park and the Florida Keys National Marine Sanctuary!

Ask Congress to:

1. Stop a Marine Reserve from being implemented at Biscayne National Park:

- The National Park Service is poised to walk away from several years of negotiation with the Florida Fish and Wildlife Conservation Commission (FWC) and implement a 10,000 acre marine reserve in Biscayne National Park.
- FWC, boaters, and anglers all oppose creation of a marine reserve along the most popular reef track in the park.
- Far less drastic measures are available to balance resource protection and angling access, including: size limits, bag limits, quotas, and gear restrictions.
- Establishing a marine reserve at Biscayne National Park will unnecessarily limit public access and significantly impact the local economy that relies on strong angling and boating participation in the park.

2. Keep Boating Affordable and Accessible at Everglades National Park:

- Everglades National Park maintains one of the most unique marine landscapes of the park system—but proposals to implement extensive pole and troll zones in Florida Bay will serve as de facto closures of the park waters.
- The Park plans to increase fees on boaters by upwards of 200%-- costing visitors \$50 for a weekly launch and vehicle pass and \$125 for an annual permit. Fees assessed on boaters should go towards boating infrastructure improvements including: boat ramps, navigational markings, and increased law enforcement.
- Plans to require boaters to complete an additional boating safety course to operate in park waters place an added barrier on boating access, especially for short term visitors. While education is important, it should voluntarily supplement state boater education laws.

3. Ensure Robust Boating and Fishing Access in Florida Keys National Marine Sanctuary:

- Both the sanctuary and its advisory council are undergoing a multi-year review of marine zones and boundaries.
- Boating and fishing are the lifeblood of the Florida Keys economy and must be allowed robust access to sanctuary waters.

Tell Congress:

Protect boating access at Biscayne National Park and stop a marine reserve from shutting the public out of public waters!

For more information contact: Nicole Vasilaros at nvasilaros@nmma.org

Preventing Aquatic Invasive Species

Fishing, boating, and tourism are harmed by aquatic invasive species. After years of using education and laws to get boaters to do their part to protect waterways from aquatic invasive species infestation, state and federal officials now are looking to marine manufacturers for help. Robust federal, state, local, and private action needs to be taken to tackle this issue.

Protect the enjoyment of boating while still reducing the spread of AIS

- AIS/Boat Design and Construction Summit
 - Coordinated by ABYC and held in January 2014,
 - Nearly 100 industry and government representatives met to better define the problem, and to consider ways to simplify prevention efforts required of boaters.
- State DNR issues
 - Boater fees and taxes help fund DNR budgets in most states
 - However, as DNR budgets are reduced, their ability to build infrastructure, ensure safety and manage waterways also declines,
 - Voluntary “clean, drain, dry” initiative is increasingly important to consumers.

Nationwide there are immediate and substantial AIS needs

- Mandatory inspections at state borders, professional decontaminations when leaving infested waterways, and the impoundment of trailered boats whose owners cannot provide proof of decontamination;
- Blocked public access by waterfront owners for fear that “outsiders” will bring infestations of quagga/zebra mussels, milfoil and other aquatic plants;
- Enforcement is always a challenge because of the thousands of access points used by freshwater boaters.

Ask Congress to:

Co-Sponsor Legislation to prevent the spread of Asian Carp.

- Representative Candice Miller (R-MI), chairwoman of the Congressional Boating Caucus, recently introduced HR 1135, the Defending Our Great Lakes Act of 2015.
- Senator Debbie Stabenow (D-MI), introduced the Senate version of the Defending Our Great Lakes Act of 2015, S 589.
- Both pieces of legislation would provide immediate measure control the spread of aquatic nuisance species from the Mississippi River basin to the Great Lakes basin and to inform long-term measures to prevent the transfer of aquatic nuisance species.

For more information contact: David Dickerson at ddickerson@nmma.org

Cuba

In December 2014, President Obama announced sweeping changes to diplomatic relations between the United States and Cuba. The announcement works to re-establish diplomatic relations, ease travel restrictions, authorize expanded export sales, allow Americans to import additional goods to the US and initiate new efforts to increase Cuban's access to communication. While many of the changes in relations are still in development, improved relations provide U.S. citizens and businesses with, new opportunities in Cuba.

NMMA has not taken an official position on the ease of diplomatic relations between the U.S. and Cuba due to the political sensitivities of the issue. As relations evolve, we ask Congress and the Administration to consider:

1. Eased travel restrictions to Cuba should provide parity for air and sea transportation:

- There are currently 12 categories in which US citizens can travel to Cuba under a general license. Travel is still restricted to air only. As regulations develop, US citizens should have the opportunity to travel by both land and sea, as many desire to use their recreational vessel to travel the short distance from Florida.

2. Allow US flagged vessels to participate in Cuban fishing tournaments and boat races:

- US flagged vessels are currently prohibited from operating within Cuban waters. As diplomatic policies change, recreational vessels should be allowed to participate in athletic and other competitions allowed under the "general license" provision of travel.

While NMMA does not officially support ending the Cuban embargo, you may be interested in discussing this issue with your elected official. There are several bills currently under consideration including:

- S. 299 and HR 644, "Freedom to Travel to Cuba Act of 2015", a bipartisan bill to end the travel ban for all U.S. Citizens
- S. 491, "Freedom to Export to Cuba Act of 2015", a bipartisan bill to lift the trade embargo on Cuba

For more information contact:

Nicole Vasilaros at nvasilaros@nmma.org



MRAA Welcomes You to the American Boating Congress



Marine Retailers Association of the Americas

*Washington Office: 650 Massachusetts Ave. NW, Suite 520, Washington, D.C. 20001
Phone: 202-737-9779 Ex. 502 Email: william@mraa.com*

The Marine Retailers Association of the Americas is the trade association representing North American small businesses that sell and service new and pre-owned recreational boats and operate marinas, boatyards and marine accessory stores.

MRAA members and staff work closely with local, state and regional Marine Trades Associations to monitor and publicize legislative and regulatory issues. MRAA also helps its members improve industry professionalism and take advantage of educational resources intended to enhance the boating experience for consumers through participation in events like the annual Marine Dealer Conference & Expo and regional Marine Retail Universities.

MRAA was founded in 1972 by a group of boat dealers seeking to promote the interests of marine retailers. The association has since expanded to represent dealers in each of the 50 United States, as well as throughout Canada.

In 1989, MRAA opened its Washington, D.C. office. Since that time, the association has worked with members on numerous issues, regulations and bills that significantly impact marine retailers. A partial list of legislative priorities for the 114th Congress include: Advocating for and supporting the Sport Fish Restoration and Boating Trust Fund; reforming the Renewable Fuels Standard; advocating for fair allocation of funds from the Water Resources Reform & Development Act for the purpose of small harbor dredging; and supporting a revised reauthorization of the Magnuson-Stevens Act.

MRAA looks forward to lobbying on behalf of and supporting the interests of North America's marine retailers in 2015 and beyond.

For more information, contact MRAA president Matt Gruhn at matt@mraa.com or MRAA public policy manager William Higgins at william@mraa.com.

Thank you,

Matt Gruhn
President

Ethanol: E15 Hurts Boating

The introduction of E15 into the marketplace poses one of the greatest threats to recreational boating. EPA has approved partial waivers permitting the use of E15 for cars and light truck model years 2001 and newer. EPA prohibits E15 for marine engines, but it has taken no steps to ensure E10 remains an available fuel for those that require it including the recreational boating industry. E15 is proven to damage marine engines and pose serious human safety, environmental, and technology concerns.

We ask Congress to **reform** the Renewable Fuel Standard and **protect** recreational marine products and consumers!

Ask Congress to:

1. **Reform the Renewable Fuel Standard.**

- The RFS is a broken law that sets unrealistic mandates, forcing E15 into the marketplace without consideration to its harmful effect.
- NMMA is not opposed to corn ethanol, but its widespread use has caused:
 - Engine failure at fuel ratios above 10 percent
 - Land degradation from over farming, including nutrient enrichment of waterways like the Gulf of Mexico
 - Higher food prices for feed and other food stuffs

2. **Oppose the Implementation of E15.**

- Fuel above E10 can pose serious problems in marine engines, including:
 - performance issues like stalling
 - corrosion leading to oil or fuel leaks
 - increased emissions and
 - damaged valves, rubber fuel lines and gaskets

3. **Protect Boaters with better Misfueling Safeguards.**

- 95% of boats are fueled at retail gas stations
- Misfueling of engines can void warranties and leave consumers to foot expensive repair and replacement bills
- The only protection EPA has offered consumers is a small, English-only label on gas pumps. There has been no effort to educate consumers and there is no safety valve to prevent misfueling

4. **Co-Sponsor Legislation to fix the RFS. Only Congress can make permanent changes to the law.**

- Representative Goodlatte, HR 703 and 704, RFS Repeal/Reform Acts of 2015
- Senators Feinstein and Toomey, S. 577, Corn Ethanol Mandate Elimination Act
- These bills accomplish comprehensive reform of the Renewable Fuel Standard, ensuring that:
 - E10 remains viable for marine and other small engine equipment as a fuel source
 - Ensuring renewable fuel levels are realistic and comport with market conditions and safe product use

For more information contact Nicole Vasilaros at NVasilaros@nmma.org

U.S. Flagging Regulations for Superyachts

Regulatory and legislative changes are needed to ease tonnage restrictions on U.S. flagging for large recreational vessels. Currently, vessels weighing 300 gross tons or less may register as recreational vessels in the U.S. However, this limits the economic impact of the recreational sector and hurts the overall U.S. economy. The recreational vessel industry accounts for significant economic impacts in the marine trades and overall U.S. economy, and the estimated economic impact of superyachts alone in the United States is close to \$6 billion.

Ask the U.S. Coast Guard and Congress to:

1. **Increase tonnage regulations so as to facilitate more U.S. flagged recreational vessels of a larger weight and size operating within U. S. waters for longer periods of time;**
2. **Apply the same regulations for inspection, manning standards and documentation to these large recreational vessels;**
3. **Work together with one another to develop an appropriate regulatory regime for large recreational vessels of 300 gross tons under the U.S. flag.**

Superyacht Industry Facts:

- The United States accounts for approximately 20 percent of the world Superyacht market encompassing over 1100 companies employing close to 28,800 workers.
- Each large recreational vessel spins off significant benefits in additional jobs, shipyard repair and refurbishing work, provisioning, and impact on local economies.
- A large yacht (24 meters and up) spends roughly 10 percent to 15 percent of its total value each year on various services. That equates to \$500,000 to \$1 million or more in spending per year per vessel.
- The large yacht fleet is estimated to be close to 4200 vessels with an estimated 40 percent to 50 percent of those vessels owned by Americans. However the majority of those vessels are flagged outside the United States.



Sport Fish Restoration & Boating Trust Fund

The Sport Fish Restoration & Boating Trust Fund (SFRBTF) or Trust Fund, serves as the backbone for conservation funding in the United States. The Trust Fund is vital to state and national recreational fishing and boating programs, including recreational boating safety programs; fisheries management; habitat conservation; vessel pump-out stations; water and boating access infrastructure programs; and aquatic resource education programs among others.

We ask Congress to reauthorize the Trust Fund as part of the Highway Bill in 2015! Tell Congress:

User Pays & Everyone Benefits

- Funding for the Trust Fund is attained through a “user pay” system. Taxes on fishing tackle equipment, motorboat fuel, imported boats, and small engines are pooled together to create this fund.
- In turn, the funds are then allocated to federal and state programs for wetlands conservation, sport fish restoration, boating safety, boating access and facilities projects, and aquatic education and outreach.

Recreational Boating and Fishing Financial Lifeblood

- These combined excise taxes and duties on the boating and fishing communities generate nearly \$600 million annually. The bipartisan Trust Fund has existed for nearly 60 years providing vital federal aid in a cooperative effort between federal and state agencies, boaters and anglers, and has consistently been reauthorized and strengthened by Congress.
- Since its creation, the Trust Fund has been refined and expanded by Congress. It is unquestionably the most valuable federal legislation for anglers and fishery resources and boaters, delivering hundreds of millions of dollars each year to state fishing and boating programs.
- The Trust Fund provides the core funding for each state’s sport fish restoration and boating safety and education programs.

Reauthorize the Trust Fund

- The Trust Fund is again up for reauthorization as part of a 2015 Highway Bill.
- As part of that reauthorization, the recreational boating industry and partners in the Angling & Boating Alliance support the reauthorization the Sport Fish Restoration & Boating Trust Fund.

Tax Reform

Tax Reform

The current United States tax code is complex and cumbersome for businesses across the country—it's inefficient and negatively impacts recreational boating businesses and their financial outlook. A bipartisan effort is currently underway in Congress to overhaul the tax code before the end of the year. It is imperative that the recreational boating industry is part of any tax reform efforts, in order to best position the industry's future growth. Comprehensive tax reform is essential to unleashing the economic power of manufacturing and making the United States the best place in the world to manufacture and attract foreign direct investment.

We ask Congress to reform corporate tax laws and regulations in 2015!

Tell Congress:

1. Lower the corporate tax rate for domestic businesses
 - A maximum corporate tax rate of 25% for domestic manufacturers that will spur the capital and investment that is necessary for sustained economic growth.
 - This will increase annual GDP by 0.3% and investment by 0.15% and create 150,000 jobs
 - The US lags behind other developed nations, hurting American companies that compete in the globalized marketplace.
 - The average corporate tax rate of its OECD member countries is 23%
2. Protect Accelerated Depreciation
 - Incentivizes investment in new equipment by allowing businesses to take a higher depreciation expense up front and defer significant tax liability to future years.
 - Accelerated depreciation has been sound economic and fiscal policy for decades and supports jobs and investment in domestic manufacturing assets and equipment
 - Relying on cuts in accelerated depreciation to pay for tax reform is a short-term fix
 - Reduces incentives to invest in American manufacturing
 - Leads to burgeoning budget deficits down the road
3. Preserve Last In First Out (LIFO) accounting method
 - An accounting method used by businesses to value inventory where the cost of goods sold matches the cost of the most recently purchased inventory.
 - The higher the costs of goods sold, the lower the profit, the lower the taxable income, the lower the tax liability
 - LIFO is an accounting method that accurately measures the income of a company. It is not a loophole, tax shelter or gimmick.
 - Retroactive repeal would be a burdensome and punitive tax increase on many American businesses.
 - Takes cash away from businesses that would be used to maintain or create jobs

USCG

USCG

The United States Coast Guard is the primary regulatory agency with jurisdiction over recreational marine vessel construction and safety. The mission of the U.S. Coast Guard's Boating Safety Division (CG-BSX-2) is to reduce loss of life, injuries, and property damage that occur on U.S. waterways by improving the knowledge, skills, and abilities of recreational boaters.

Several important recreational marine issues are under consideration by USCG which impact the ability of manufacturers and dealers to do business, products supplied, and boater enjoyment.

Ask the USCG to consider the following recreational marine priorities:

1. [Amend the definition of Model Year:](#)

- Recreational marine manufacturers and dealers negotiated an industry agreement for model year definition which allows flexibility for new product introduction while establishing a definitive model year start.
- Manufacturers and Dealers agree, model year should be defined as:
“Model year means the period beginning June 1 of any year and ending on July 31 of the following year. Each model year is designated by the year in which it ends. A manufacturer may petition for an exemption from this definition by providing a demonstrated need.”
- USCG should take swift action to amend the regulatory definition of model year. It’s been well over a year since the industry proposed the new definition to USCG and we have seen no substantive progress by the agency.

2. [Update boating construction standards in the Federal Register:](#)

- Recreational boating construction standards are grossly out of date in the Federal Register. NMMA sent comments to USCG in 2013 asking for an update of design construction standards and engine weight.
- While NMMA certified boats meet the most up-to-date construction standards, the requirements posted by the US Government in the CFR would lead to serious safety concerns due to their outdated weights and measurements.

3. [The Future of Aids to Navigation](#)

- USCG is integrating emerging technologies for mariner use and transitioning some physical aids to navigation from CG ownership/maintenance.
- New technology should augment not replace the physical ATON system of buoys and beacons.
- A combined system of electronic and physical aids to navigation should improve safety and efficiency on the water.

Ask Congress to:

Support the **2016 U.S. Coast Guard Reauthorization**. This legislation is critical to maintaining a strong USCG and moving forward several of the above industry objectives.

For more information contact Nicole Vasilaros at nvasilaros@nmma.org

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TALKING POINTS

How to use: The talking points below can be used to guide your conversations with Members of Congress or their staff during your Hill visits. **Please use these in addition to the more extensive details presented in your policy brief documents.** Each topic listed represents one of the industry's top policy issues and concerns.

Choose 2-3 issues to bring up during your meeting and use these talking points in conversation.

Economic Impact of Recreational Boating

- Recreational boating powers the U.S. economy with an estimated \$121 billion annual economic impact.
- In 2014, Americans spent \$36.8 billion on new and pre-owned boats and engines, trailers, accessories and services including fuel, repair, storage, insurance and taxes.
- Recreational boating creates 650,015 direct and indirect American jobs and supports 34,833 U.S. businesses.
- An estimated 88 million Americans participate in boating each year, approximately 36% of the U.S. adult population.
- Boating is uniquely American made: 95% of powerboats sold in the U.S. are made in the U.S.
- Recreational boating is a middle-class pastime: 95% of U.S. boats are 26 feet or less and 72% of boat owners have a household income less than \$100,000.

***Congressional Boating Caucus**

- One of the ways a Member of Congress can support the recreational boating industry is by **joining the Congressional Boating Caucus.**
- The Congressional Boating Caucus is an informal, bipartisan group concerned with issues that impact boating, outdoor recreation, and the marine industry.
- The Congressional Boating Caucus is chaired by Congresswoman Candice Miller (MI), Congressman Patrick Murphy (FL), Senator Joe Donnelly (IN), and Senator Richard Burr (NC).

*Your Hill visit materials indicate which Members of Congress are already Caucus members and which members have yet to join. Your materials also include a letter, asking non-members to join.

Ethanol and the Renewable Fuel Standard

- One of the greatest concerns facing recreational boating is the Renewable Fuel Standard (RFS) and specifically the introduction of E15 (fuel made with 15% ethanol) in the marketplace.
- NMMA engine manufacturers have studied the effect of E15 on marine engines and results have shown that it is dangerous to the consumer, causing engine failure, stalling, corrosion leading to oil or fuel leaks, increased emissions, and damaged valves, to name a few.
- In addition to its negative impact on recreational boating, E15 is also harmful to a broad array of organizations including food producers, outdoor power equipment manufacturers, food aid groups as well as environmental and conservation organizations.
- **Ask Members of Congress to help us reform the RFS. Let's cap ethanol at E10 while encouraging the production of other renewable fuels.**
 - **Co-sponsor HR 703 and 704, by Congressman Goodlatte.** This caps ethanol production at E10 and makes other comprehensive changes to the RFS
 - **Co-sponsor S. 577 by Senators Feinstein and Toomey,** which eliminates the corn ethanol mandate.

Recreational Fishing and the Magnuson-Stevens Reauthorization

- The Magnuson-Stevens Act (MSA) is the law that regulates fishing of all types in a marine environment.
- The law was last reauthorized in 2006 but Congress is currently working towards reauthorization once again.
- Currently, the law does not address saltwater recreational fishing in a meaningful way and focuses heavily on commercial fishing.
- Recreational saltwater fishing needs to have a seat at the table as discussions about reauthorization continue. Fishing is the number one recreational boating activity; more than 60% of boat outings involve fishing.
- In February 2014 at the Progressive International Miami Boat Show, the Morris-Deal Commission released its report titled “A Vision for Managing America’s Saltwater Recreational Fisheries.”
 - The report identified a set of simple areas within the MSA that, if amended, could help recreational anglers further preserve and enjoy their sport.
- **Ask Members of Congress to reauthorize the MSA this year and to incorporate recommendations made by the recreational fishing and boating industries in the report developed by the Morris-Deal Commission.**

Tax Reform

- The current United States tax code is complex and cumbersome for businesses across the country—it’s inefficient and negatively impacts recreational boating businesses and their financial outlook.
- When corporate tax rates are too high, the cost of doing business becomes too great for small companies.
- The majority of marine manufacturers are small businesses and uniquely American with 95% of powerboats sold in the U.S. made in the U.S. We must keep boat manufacturing in the U.S. with a tax code that makes sense for small business.
- NMMA is excited to be a part of the bipartisan effort currently underway in Congress to overhaul the tax code before the end of the year.
- **Ask Members of Congress to lower the corporate tax rate to 25% without eliminating important deductions such as the “Last In First Out” (LIFO) accounting method.**

Boating Access

- National Parks and Marine Sanctuaries are important access points for the 88 million boaters in the United States.
 - These federally managed waters should be maintained for the use and enjoyment of the public.
- Boating and fishing are important contributors to local economies and robust access increases visitation to our parks and sanctuaries.
- Resource conservation must be balanced with visitor access. Boaters and anglers are the original conservationists – they experience and treasure our nation’s waterways firsthand.
- In Florida, Biscayne National Park and Everglades National Park are being threatened with unnecessary limitations to boating access.
- **Ask Members of Congress to stop a marine reserve from being implemented at Biscayne National Park and to keep boating affordable and accessible at Everglades National Park.**

Deferred Importation

- The existing policy surrounding the sale of foreign boats to U.S. residents in U.S. waters restricts economic growth.
- Currently, anyone who wishes to bring a foreign boat to the U.S. must have a “cruising license” from U.S. Customs. However, according to law you may not sell that boat while in the U.S.
 - More simply put, if a boat is not registered in the U.S. it cannot be sold in the U.S.

- This policy is discouraging about \$2.46 billion in U.S. economic activity.
- **Ask Members of Congress to pass legislation which allows used foreign-registered boats with a valid cruising license to be offered for sale to anyone, including U.S. residents while in U.S. waters.**

Sport Fish Restoration and Boating Trust Fund

- The Sport Fish Restoration & Boating Trust Fund (SFRBTF) or Trust Fund, serves as the backbone for conservation funding in the United States.
- The Trust Fund is vital to state and national recreational fishing and boating programs, including recreational boating safety programs; fisheries management; habitat conservation; vessel pump-out stations; water and boating access infrastructure programs; and aquatic resource education programs among others.
- Funding for the Trust Fund is attained through a “user pay” system. Taxes on fishing tackle equipment, motorboat fuel, imported boats, and small engines are pooled together to create this fund.
- In turn, the funds are allocated to federal and state programs for wetlands conservation, sport fish restoration, boating safety, boating access and facilities projects, and aquatic education and outreach, an estimated \$600 million annually.
- **While Congress has not yet made the timeline clear, the boating industry asks Members to reauthorize or extend the Trust Fund as part of the Highway Bill in 2015.**

U.S. Coast Guard

- The United States Coast Guard (USCG) is the primary regulatory agency with jurisdiction over recreational marine vessel construction and safety.
- Several important recreational marine issues are under consideration by USCG which impact the ability of manufacturers and dealers to do business.
- Recreational marine manufacturers and dealers negotiated an industry-wide agreement for model year definition allowing flexibility for new product introduction and establishing a definitive model year start. However, after well over one year there has been no progress by USCG to take action.
- In addition, recreational boating construction standards are significantly out of date in the Federal Register.
- NMMA members build products to the highest standards. However, the laws surrounding design construction standards and engine weight are outdated. Should a non-member build to the law’s standards, the boat would not function.
- USCG must update the law to reflect current advancements in technology and construction.
- **Ask Members of Congress to support the 2016 U.S. Coast Guard Reauthorization. This will allow the USCG to amend the regulatory definition of model year and will also allow USCG to update important engine weight and construction standards.**

Invasive Species

- Protecting aquatic resources is important for boaters who love to spend time on the water. The spread of harmful plants, animals and other organisms threaten America’s water habitats.
- Once an invasive is introduced in an ecosystem, it is extremely difficult to prevent it from spreading.
- After years of using education and laws to get boaters to do their part to protect waterways from aquatic invasive species infestation, state and federal officials now are looking to marine manufacturers for help.
- Boat designs that facilitate voluntary “clean, drain, dry” efforts that reduce the possibility of invasives making their way into our waterways, will be increasingly important to protecting the environment and making the process simpler for consumers.
- Robust federal, state, local, and private action needs to be taken to tackle this issue.

- Recently, the American Boat and Yacht Council gathered nearly 100 industry and government representatives to better define the problem and consider ways to simplify prevention efforts required of boaters.
- **Ask Members of Congress to co-sponsor legislation to prevent the spread of Asian Carp.**
 - **Representative Candice Miller (R-MI), chairwoman of the Congressional Boating Caucus, recently introduced HR 1135, the Defending Our Great Lakes Act of 2015.**
 - **Senator Debbie Stabenow (D-MI), introduced the Senate version of the Defending Our Great Lakes Act of 2015, S 589.**
- Both pieces of legislation would control the spread of nuisance species from the Mississippi River basin to the Great Lakes basin and long-term efforts to prevent the transfer of aquatic invasive species.

U.S. Flagging Regulations for Superyachts

- Regulatory and legislative changes are needed in order to allow more superyachts to travel in U.S. waters for longer periods of time.
- This is important because the more time these vessels spend in U.S. waters, the more economic activity they will generate for U.S. businesses in repairs, maintenance, fueling and services.
- Currently, vessels can weigh no more than 300 gross tons in order to register as recreational in the U.S. This limits the economic impact of this industry segment.
- By easing tonnage restrictions on large recreational vessels, more superyachts can travel to the U.S. and contribute to domestic spending.
- **Ask the U.S. Coast Guard and Congress to increase tonnage regulations that will allow more large U.S. recreational vessels to travel in U. S. waters for longer periods of time.**

Cuba

- In December 2014, President Obama announced sweeping changes to improve diplomatic relations between the United States and Cuba that could ultimately ease travel restrictions, expand exports and imports, and increase Cubans' access to communication.
- While many of the changes in relations are still in development, improved relations have the potential to provide U.S. citizens and businesses with new opportunities in Cuba.
- The U.S. recreational boating industry has not taken an official position on the ease of diplomatic relations between the U.S. and Cuba due given ongoing political sensitivities surrounding the issue.
- **As relations evolve, ask Congress and the Administration to consider eased travel restrictions to Cuba, providing parity for air and sea transportation and allowing U.S. vessels to participate in Cuban fishing tournaments and boat races.**

BOATING UNITED



Boating United- Advocacy 365

Keep the spirit of ABC alive year-round at BoatingUnited.com

Have you joined Boating United? Boating United is a simple web-based tool to help you to shape policy from the comfort of your home or office. By registering (*for free*) at BoatingUnited.com you will be able to engage with Members of Congress, state and local representatives and other government officials about the recreational boating industry and why we matter.

And it works! Boating United supporters have already generated thousands of letters to Capitol Hill on issues such as ethanol reform, fishing and access issues and the Congressional Boating Caucus. What's more, Boating United has lead efforts at the state and local level, including vetoing a bill that would have weakened boater safety.

How does it work? Simply log on to BoatingUnited.com and register to receive alerts when important issues affecting the industry arise. After you receive an alert, the rest is simple. Use the content provided for each issue or create your own, letting lawmakers know what the recreational boating industry has to say. Boating United will keep you informed and at the same time provide an opportunity to make your voice heard.

How often will I receive emails? You won't be bombarded with emails or spam from Boating United. You will only be alerted when a major issue in your area is facing the industry.

What else can I do? At BoatingUnited.com you can do more than just take action—you can also track key legislation, view our Congressional scorecard report and find out who your elected officials are and how well they stand up for our industry. Plus, you can now help us be better advocates by sharing who you know on Capitol Hill!

How do we become a partner? If your organization wishes to be a Boating United advocacy partner, and be featured on our website, speak with Michael Lewan about this free opportunity.

Want to learn more? Speak with Michael Lewan, NMMA's Grassroots and Government Relations Manager—he is here to help you become a boating advocate! Find him around ABC or contact him at mlewan@nmma.org.

TIPS FOR A SUCCESSFUL VISIT

WITH YOUR REPRESENTATIVE OR SENATOR

- Silence or turn off cell phones.
- Review ABC issue materials prior to meeting to determine his/her position and your "ask."
- Collect business cards.
- After the meeting, complete group meeting report & submit via ABC mobile app.

PROTOCOL

- Be prompt and patient. When it's time to meet with a Member, be early and be patient. It is not uncommon for a Representative or Senator to be late or to be interrupted during the meeting.
- If interruptions do occur, be flexible. When the opportunity presents itself, continue your meeting with the Member's staff. Staff can be very important and often know more specifics about the issue. Respect a staff-only meeting in the same manner. Members juggle many issues and rely on staff for guidance.

OPENING

- Decide ahead of time who in your group will open the meeting.
- Have everyone in the group introduce themselves at the start of the meeting.
- If you're representing your company, give a brief introduction of your business and the position you serve, including:
 - **Revenues** – Members translate this into taxes
 - **Number of Employees** – Members translate this into votes and jobs

BE LOCAL!

- Members of Congress want to represent the best interests of their district or state. Whenever possible, demonstrate the connection between what you are requesting and the interests of the people back home.

SHARE ECONOMIC SUCCESS

- Remember you're also representing the recreational boating industry, and that boating means big business.
 - **Economic impact** –
 - **Total US Jobs** –300,000+
 - **Total US Businesses** –35,000
 - **Total US Boaters** –89 million

BE DIRECT AND IDENTIFY YOUR PRIMARY INTERESTS

- Rely on the issue brief one-pagers to provide talking points and arguments.
- Requesting support for industry positions and key bills (e.g. Ethanol/RFS Reform)
 - Limit to 2-3 key issues due to time constraints
- Requesting membership in the Congressional Boating Caucus (or thanking him/her for being a member)
- ASK or THANK member for his/her support of the key bills (e.g. HR 704).

PRESENT REASONS TO SUPPORT OUR POSITIONS

- Use background provided in this book and from the panels.
- Point out key sections in the "Leave Behind" documents
- Time can be very limited so highlight the most important points early.
- Stay on topic.

CLOSING

- Take notes.
- Ask if there is any follow-up we can provide.
- Invite Representative or Senator to visit your facilities/stores and PEP grant programs whenever possible.
- Thank him/her/them for their time and assistance.
- Be sure to give staff "Leave Behind" materials at the conclusion of the meeting.
- Trade business cards when appropriate.

AFTER THE MEETING

- Review how the meeting went with your group.
- Immediately record meeting summary on the ABC App.
- Contact Nicole (NVasilaros@nmma.org) with any urgent takeaways.



THE AMERICAN BOATING CONGRESS

Who do you know on the Hill?

Help us be better industry advocates by highlighting your Hill contacts

Relationships in Washington matter. Often it's not what you know, but who you know. Help us better serve the industry by identifying existing relationships you might have with lawmakers and/or their staff. NMMA's Washington office will keep these relationships confidential, but may at times turn to you to help open doors and allow us to be better advocates throughout the year.

For instance, if you are best friends with Senator Smith, and he's the deciding vote on an ethanol reform bill, we might need to turn to you and help get our industry's position across!

Relationship examples can include: relative; neighbor; friend; customer; attend the same church; you are a repeat donor; your son's best friend is now a legislative staffer; and many more possibilities.

Your Name: _____

Your Email: _____

Reminder all relationships will be kept confidential! List anything you might think is relevant!

Please turn this sheet into Michael Lewan or any NMMA staff.

Lawmaker/Staffer

How you know him/her

ATTENDEE ROSTER

American Boat & Yacht Council
American Boat Builders & Repairers Association
American Sportfishing Association
ARI
Arizona Game & Fish Department
ASA Electronics
Association of Marina Industries
Atlantic Intracoastal Waterway Association
Avon-Dixon Agency, LLC

Bellingham Marine Ind., Inc.
Beneteau USA, Inc.
BluSkies International LLC
Boat & Motor Superstores
Boatbound
Boating Industry
Boating Trades Association of Metropolitan Houston
Boatsetter.com
BoatU.S.
Bonnier Corporation
Boston Whaler, Inc.
Boy Scouts of America
Brewer Yacht Sales
Bridge Marina, Inc.
Brunswick Boat Group
Brunswick Corporation
Brunswick Leisure Boat Company, LLC

California Yacht Brokers Association
Caterpillar Inc. (Global Marine Division)
Chaparral Boats, Inc.
Chartwell Law Offices, LLP
Chris-Craft Corp.
Cleveland Boat Center
Cobalt Boats, LLC
Coburn & Associates, LLC
Colorado Boat Center
Connecticut Marine Trades Association

C-PORT
Dometic Corp-Sanitation
Dunlap Group

EdgeWater Power Boats

Faria Marine Instruments
Florida Yacht Brokers Association
Freedom Boat Club
FW Murphy

Gevo Inc.
Glen Raven Custom Fabrics
Global Marine Insurance Agency
Grady-White Boats, Inc.

Hoffmasters Marina
Honda Marine American Honda Motor Co.
HydroHoist Marine Group

Ilmor Marine LLC
International Waterski & Wakeboarding Federation

Karma Yacht Sales
Kawasaki Motors Corp., U.S.A.
Keefe Kaplan Maritime, Inc.

Lake Erie MTA, Inc.
Lees Ford Marina
Lowrance—Navico

Malibu Boats
Marinas International
Marinco Mastervolt
Marine Accessories Corp.
Marine Concepts
Marine Retailers Association of America
Marine Towing & Salvage of SWFL
Marine Trades Association of New Jersey
MarineMax

ATTENDEE ROSTER

MarineMax East, Inc.
MasterCraft Boat Company
Medallion Bank
MegayachtNews.com
Mercury Marine: A Division of Brunswick
Michigan Boating Industries Association
Mount Dora Boating Center
MTN

NASBLA
National Marine Distributors Association
National Marine Electronics Association
National Safe Boating Council
Nautique Boat Company
NextGear Capital
NorCross Marine Products
Norman Spencer Insurance Agency Inc.
Northwest Marine Trade Association

The Ocean Conservancy

Palladium Technologies, Inc.
Potomac Marine, Inc.
Premier Marine, Inc.
Premier Products Ltd/JB Dunn
Professional Boatbuilder Magazine

Raven Offshore Yacht Shipping
Recreational Boating & Fishing Foundation
Regal Marine
Regulator Marine, Inc.
Rhode Island Marine Trade Association

Sail America
Sarasota Yacht & Ship
Sea Tow Services International, Inc.
SeaStar Solutions (formerly Teleflex Marine)
Skeeter Boats Inc. A Yamaha Boat Company
Smith Advocacy Group, LLC

Smoker-Craft, Inc.
Soundings Trade Only
South Carolina Marine Association, Inc.
Starcraft Marine L.L.C./Smoker Craft Inc.
Sterling Acceptance Corp.
Structural Composites / Compsys
SunTrust Bank
Symphony Boat Company

Taylor Made Products
Thunderbird/Formula
Tiara Yachts
Tie Down Engineering, Inc.
Tohatsu America Corp.
Tracker Marine, LLC
Transhield, Inc.
Turning Point Propellers, Inc.

U.S. Fish & Wildlife Service
U.S. Superyacht Association
United Yacht Sales

Vetus Maxwell, Inc.
Virginia Department of Game & Inland Fisheries
Volvo Penta of the Americas, LLC

Ward's Marine Electric, Inc.
Water Sports Industry Association
Wayzata Marine, Inc.
Westrec Marinas
World Ocean Council

Xylem, Inc

Yacht Brokers Association of America
Yachting Promotions, Inc.
Yamaha Marine Group
Yamaha Motor Corporation
Yamaha WaterCraft Group Company

As of 4/28/2015

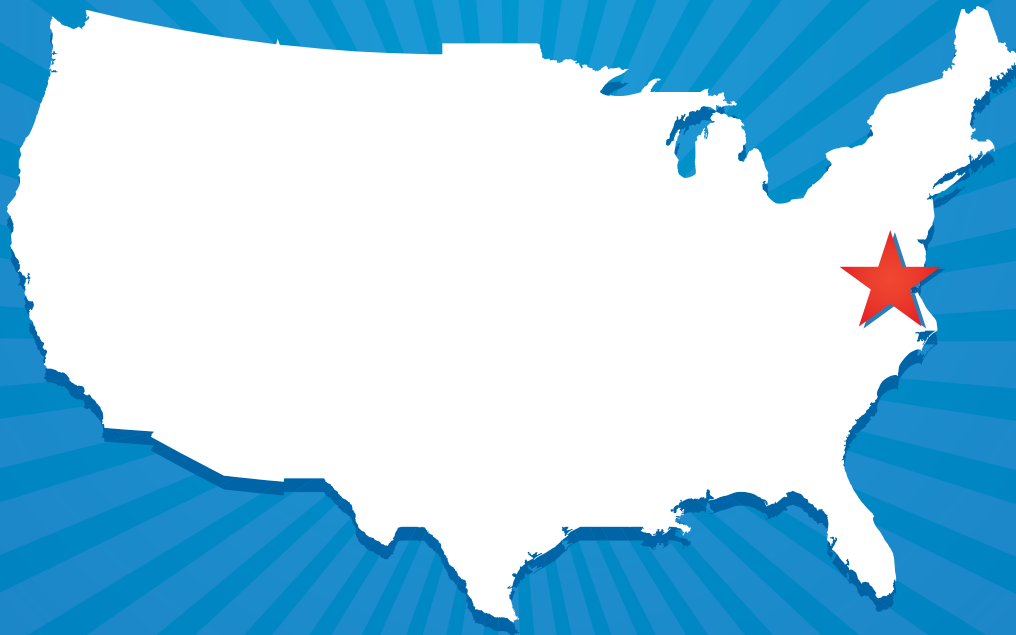


THE AMERICAN
BOATING
CONGRESS

SAVE THE DATE!

MAY 9–11, 2016

**Renaissance Hotel, 999 Ninth St. NW
Washington D.C.**



nmma.org/abc