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House of Commons Standing Committee on Transport, Infrastructure and Communities

February 7, 2018 3:30-4:30pm

Good afternoon, Madam Chair and members of the committee. On behalf of the entire recreational boating industry and community, thank you for the opportunity to appear before you today to provide comment on Bill C-64.

The National Marine Manufacturers Association (known as NMMA) is the leading association representing the recreational boating industry at the national level across Canada and the United States. Our member companies produce more than 80 percent of the boats, engines, trailers, accessories and gear used by North American boaters. NMMA also represents – through regional efforts – marina operators, dealers, and finance and insurance companies.

In Canada, the recreational boating industry generates \$10 billion in revenues, contributes \$5.6 billion to the national GDP, and employs over 75,000 people across the country. Over 4,000 businesses serve approximately 12.4 million adult Canadians who enjoy boating each year on our waters.

We place great importance on ensuring marine safety, preserving marine ecosystems, and promoting improvements to environmental stewardship, as such, NMMA is largely supportive of the proposed legislation and, of the Oceans Protection Plan. As an indication of our commitments to these causes, over the last 20 years, marine manufacturers across North America have invested billions of dollars to develop cleaner, quieter, more efficient engines that reduce emissions by 75%-90% and increase fuel efficiency by more than 40%. And in 2010, NMMA stepped up in a big way and worked - on a voluntary basis - with Environment Canada to develop new regulations requiring that engines sold in Canada meet US EPA standards.

Each year, NMMA publishes statistics on the total number of boats sold. For the committee's interest, in 2017, there were 39,108 new boats and 61,164 pre-owned boats sold across Canada. We estimate there are currently 8.6 million recreational boats in use today with over 50 percent being human-powered with no engine.

NMMA is committed to a strong and enforceable licensing program and welcomes the opportunity to see an expanded and enhanced registration process. Having accurate data will help address the abandoned vessels issue and safety while also provide valuable data for the boating industry.

Should Transport Canada enlist provincial assistance to deliver a new licensing program, we recommend that effort is made to ensure a seamless delivery framework that includes consistent pricing regardless of province or territory.

As a side note, I believe there are representatives from the insurance industry who may have good insight into this topic and I would be pleased to facilitate an opportunity to enlist their expertise for your Committee and Transport Canada.

While NMMA is supportive overall of the provisions in Bill C-64, we do have one fundamental concern. We appreciate that the legislation was written to encompass all vessels and we appreciate that many of the boats needing clean up are recreational; I stress the importance of ensuring that, as regulations are developed, commercial vessels are treated differently than recreational boats. Disposing of a commercial vessel is a more complicated and expensive task than disposing a recreational boat. Our industry wants to ensure the burden of cost is not disproportionately placed on recreational boats. Should any levies or taxes be imposed on recreational boats through licensing, these funds must be used to support disposal of recreational boats specifically.

Our association will continue helping identify solutions on this issue. We have applied for funding under Transport Canada's Abandoned Boats Program. Our goal is to reach across the nation to identify the size of the problem and then consider recycling options. Part of this solution may exist outside of Canada.

NMMA has taken a leadership role on the international stage on this and many other boating issues – much of this facilitated through the International Council of Marine Industry Associations, on whose Executive Committee I serve as Canada's representative. This global organization brings together recreational marine industry associations under one international umbrella, engaging proactively on the topic of end of life of boats and how best to expand recycling options by sharing best practices. There are some sound recycling solutions in places like France, Sweden, The Netherlands, Japan to name a few. I would be pleased to share learnings to ensure we do not work in a silo on this important global topic.

We applaud the government for introducing Bill C-64 and we will continue to provide assistance and support as the bill moves forward

Thank you for your time and for the invitation to be with you today.

Sara Anghel, President NMMA Canada