



April 8, 2025

Minnesota Senate  
Attn: Chair Found Hawj  
Room 1150, Minnesota Senate Building  
95 University Ave W.  
Saint Paul, MN 55155

**Subject: Position on S.F. 2077 –Environment Omnibus Provisions**

Dear Chair Hawj and members of the Senate Environment Committee,

I am writing on behalf of the National Marine Manufacturers Association (NMMA), the Marine Retailers Association of the Americas (MRAA), and the Watersports Industry Association (WSIA) to express our opposition to Section 6 of S.F. 2077, which creates a stewardship program for electronic waste in Minnesota. Additionally, we offer our support for S.F. 2735, Senator Seeberger's Abandoned Vessels bill, as outlined in Article 4.

NMMA is the leading trade association for the recreational boating industry, representing over 1,300 businesses, including manufacturers of recreational boats, marine engines, and accessories. Our members are small, family-owned businesses based in the United States. Collectively, they account for more than 85% of the marine products sold in the U.S. The recreational boating industry contributes \$230 billion to the national economy and supports over 812,000 jobs across 36,000 businesses nationwide.

WSIA serves as the primary advocate for the towed watersports industry, striving to strengthen and grow boating while protecting the interests of its member companies and recreational boaters. WSIA works to develop best practices, preserve waterway access, educate participants, and promote safety, particularly in towed watersports activities. With over 440 member companies, WSIA represents a diverse range of stakeholders, including manufacturers of boats, marine engines, accessories, and marine dealers.

MRAA is the leading trade association for North American small businesses involved in selling and servicing new and used recreational boats, as well as operating marinas, boatyards, and accessory stores. MRAA represents more than 1,300 retail locations and advocates for their interests.

We strongly oppose the provisions in Section 6 that establish a product stewardship program for circuit boards, batteries, and electrical products. These provisions present significant challenges for small and medium-sized marine businesses, many of which would incur higher operational costs due to the compliance requirements. Meeting these demands would necessitate substantial investments in new systems and infrastructure. This is especially concerning for marine businesses in Minnesota that rely on electrical components such as batteries and circuit boards, as the bill mandates the collection and disposal of these products at designated recycling facilities. Such requirements would create hurdles for small marine businesses in rural areas where recycling facilities are not readily available. Additionally, the bill's

new regulations would place an administrative burden on businesses, diverting resources from their core operations and hindering growth and efficiency.

Furthermore, restrictions on mercury-containing batteries and new labeling requirements would disrupt the sourcing of crucial components for the marine industry. These changes would result in delays and increased costs for acquiring compliant products, further straining already vulnerable supply chains. The disruptions would make it harder for marine businesses to maintain inventory levels and meet customer demand, especially considering the industry's dependence on international suppliers. These challenges, combined with the potential rise in operational costs, could have long-term negative effects on the ability of marine businesses to remain competitive and thrive in an increasingly complicated economic environment.

We support S.F. 2735 in Article 4 as it effectively addresses abandoned boats in Minnesota's waterways by establishing clear guidelines for tagging, notifying, and removing vessels. This language also includes penalties and financial liabilities to deter neglectful ownership and promote better stewardship within the marine industry, while protecting private property rights and ensuring timely removal of abandoned vessels.

The 14-day remediation period and potential civil penalties incentivize responsible boat maintenance and compliance with state regulations. License revocation for those convicted of abandoning boats underscores the importance of following the law. By coordinating with neighboring states, S.F. 2735 ensures Minnesota's standards align with regional efforts to address abandoned vessels and protect the state's water resources.


Lastly, we support the shift to a year-round fishing season for largemouth and smallmouth bass in Minnesota because it ensures consistent fishing opportunities for anglers and strengthens economic stability within the boating and recreational fishing sectors. By making the season continuous for these species, anglers can fish year-round, which in turn drives demand for boats, fishing equipment, and related services. This extended season is especially beneficial to local economies that rely on tourism and recreational fishing, supporting job growth and the overall health of industry.

In conclusion, while we fully support the abandoned boat provisions in Article 4, we oppose Section 6 of S.F. 2077, which establishes a product stewardship program for electronic waste. These provisions would create significant challenges for small and medium-sized marine businesses, raising operational costs, causing logistical issues, and disrupting supply chains. We urge the committee to revisit these provisions to prevent unintended negative impacts on the recreational boating industry. At the same time, we commend the focus on responsible boat ownership and environmental stewardship in Article 4 and offer our staunch support for this critical section of the bill.

Thank you for your time and attention to these matters. If you have any questions, please contact [Jmcardell@nmma.org](mailto:Jmcardell@nmma.org).

Sincerely,

Jesse McArdell



Senior Manager of Midwest  
Government Relations

National Marine Manufacturers  
Association

Lee Gatts

A handwritten signature in black ink, appearing to read "D. Gatts" with a stylized flourish.

Vice President of  
Government Affairs  
Water Sports Industry

Chad Tokowicz

A handwritten signature in black ink, appearing to read "CT" with a long, sweeping flourish.

Government Relations Manager  
Marine Retailers Association of  
the Americas