

National Boating Federation

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January 2012

Congressional Hearings on E15 Damage:

Testimony was given before the House Subcommittee on Energy and Environment to address concerns on E15 ethanol use in marine engines. Testimony was given by a representative from Mercury Marine for the NMMA and also representatives from the U.S. EPA, the American Petroleum Institute and four other interest groups testified. Mercury Marine's engine testing demonstrated significant problems including severe valve damage, deterioration of the fuel pump gasket, excess carbon deposits and compatibility issues with other materials in the fuel systems. These problems encountered in the testing and the degraded engine performance also caused an increase in exhaust emissions. E15 contains 5-6% oxygen which makes the fuel burn hotter and the higher temperature reduces the strength of the metallic engine components. These tests, along with previous tests, continue to demonstrate the risk of engine failure and the resulting costs to the boating public if E15 is allowed in commerce.

Testing Continues to Show Interference from the LightSquared Network:

A final test report will be sent to the National Telecommunications and Information Agency (NTIA), which advises the President on telecommunications policy. Analysis of the test findings found no significant interference with cell phones. However, the tests did show harmful interference with GPS receivers. Further analysis by the FAA also found interference with commercial flight safety systems. A final report will be sent from the NTIA to the FCC, where, presumably, a final decision will be made on whether or not to allow the proposed LightSquared network to begin operations.

Boating Deaths Drop Nationally but Increase in Maryland:

According to the National Transportation Safety Board a significant decrease in boating fatalities has occurred nationally in its latest survey year. However, according to the Natural Resources Police, Maryland has seen significant increase with 20 fatalities this year, the highest in a decade. No single factor was attributed to the increase but 18 of the 20 people who died were not wearing life jackets and alcohol was involved in some cases.

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