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The recreational boating industry continues to experience the damaging effects of high ethanol blend fuels. While NMMA and the boating community appreciate EPA's steps to ensure that low level ethanol fuels remain available, we believe that this limited fix is not a permanent solution. Now, EPA has initiated a public hearing on December 5th and NMMA plans to participate as the voice for US marine manufacturing, an industry that drives \$35 billion in annual spending. And while EPA's move towards a resolution is commendable, we remain sure that a temporary stopgap is not the answer. More must be done.

The recreational boating industry relies on E10 as it is the fuel upon which our engines are designed and calibrated to run. Marine engines are legally prohibited from operating on higher ethanol blends. Producers and consumers alike also rely on E0, as ethanol-free fuel is important for legacy engines.

When it comes to the RFS, NMMA and the boating industry at large will continue to do our part. We will continue to explore alternative biofuels such as isobutanol, just as we have done in the past. We will continue to invest in testing that reveals exactly how ethanol is hurting marine engines so that we can better inform our consumers. We will continue to educate consumers on the risks of misfueling marine engines with damaging high ethanol blends. We will continue to work with the Department of Energy and evaluate the results of these studies.

But Congress must also do its part without delay. The RFS is a broken law which sets unrealistic fuel mandates and requires a long term fix. Congress must address the RFS head-on through legislation in order to adequately protect consumers and manufacturers alike. This week's hearing gives us a valuable opportunity to make this request publically and vocally. We strongly encourage Congress to listen.