Legislative History

One of the most significant benefits to membership in the Marine Trades Association of Maryland is our active input and participation into proposed legislation and regulations that affect boating in Maryland. MTAM has had a tremendous affect on making sure that Maryland waters remain some of the best waters in the world to recreate or in which to do business.

2018 Session: Worked with members of the General Assembly to make carbon monoxide poisoning part of mandatory boater education.

2017 Session: As an alternative to Ethanol in fuel, MTAM worked to make the splash blending of Isobutanol legal in Maryland. Isobutanol is a reformulated fuel that unlike ethanol does not phase separate or cause any of the damages to engines that ethanol has been causing.

2016 Session: MTAM made permanent a $15,000 limit on the amount of the vessel excise tax that may be imposed on any vessel; and requiring that the maximum amount of the excise tax imposed for any vessel be increased by $100 on July 1, 2016 and July 1 of each subsequent year.

2015 Session: MTAM passed a bill to remove the mandate for bay pilots to be on board large yachts here for recreation. Large yachts bring valuable business in maintenance, repair, storage and tourism dollars.

2014 Session: MTAM opposed a bill that would have taken away the waterfront property owners ability to appeal decisions about proposed activities within tidal wetlands.

2013 Session: MTAM passed a bill to cap the excise tax on boats in Maryland. The bill also required .5% of the motor fuel tax increase after distributions to go to the Waterway Improvement Fund. This bill makes Maryland competitive with our neighboring states, creates jobs and helps us to capture the maintenance, storage and repair money associated with larger vessels.

2012 Session: MTAM worked to kill a luxury tax on boats valued at more than $35,000 and defeated a bill that would have taxed the service of 'docking and landing' a boat

2011 Session: MTAM worked on a noise regulation that adds marine equipment to the list of exemptions that currently includes lawn mowers and leaf blowers from meeting 64dB during the hours between 7 a.m. and 7 p.m.

2010 Session: MTAM worked to inform elected officials about the impact of a Statewide No Discharge Zone. While MTAM supports efforts that reduce nitrogen levels in the Bay, this measure would have reduced the annual nutrient load by less than three thousands of 1%.   The NDZ bill was defeated and valuable coalitions were built between MTAM and key stakeholders in the State.

 2009 Session: MTAM successfully passed a bill that enables Counties to grant tax credits to working waterfronts defined as marinas, boatyards, etc. This Bill was because of the State Task Force to Study the Boating Industry.

2008 Session: MTAM closely monitored the bills pertaining to changes to the Critical Areas Commission. We successfully lobbied for the addition of "Commercial Marinas" as a separate entity. Through our input, the Commission, has acknowledged the difference between what is water dependent to a commercial marina being different from what is water dependent to a homeowner.

In the 2007 Special Session: We successfully worked to keep marine services off the list of taxable services.

2006 Session: MTAM defeated a bill that would have imposed a "lemon law" on all boat sales.   In addition, we worked to defeat a bill that would have required life jackets to be worn at all times by all boaters.

2005 Session: The Association passed a bill legalizing 8'6" boat trailers in Maryland. Prior to this piece of legislation, it was illegal to drive 8'6" trailers on our secondary roads where most boat ramps are located.

2004 Session: MTAM defeated a $50 fee on the use of any commercial boat slips in Maryland. This "slip tax" targeted only those boaters who kept their boats in marinas. MTAM also defeated a proposal to do away with the trade-in allowance and passed a bill that allows an out of state resident who purchases a boat in Maryland to stay for at least 90 days.