



TMTA NEWSLETTER

April 2007

**Next meeting: Wednesday, 6:30PM, April 18th
at the Pilot House in Topping**



Isn't this the ferry?

President's Message

The April Meeting is our last meeting of the year and my last meeting as President. I have enjoyed my two terms as President and hope that our board has made some

strides toward improving TMTA's visibility and enhancing the primary goals that I set out when I forgot to duck and got elected. My three main goals were to:

1) implement and improve the training program- I think we have been successful there in getting both the VA Department of Education and RCC off to a great start with the High School program and I am please that RCC is carrying this forward with ABYC to become one of seven region Centers for Excellence in the country.

2) update the website and make it more useful and meaningful to our members and the boating public – the website is much improved and useable. Anyone can check on old newsletters and post information on the bulletin board and soon the education page will be a ready reference for all marine related classes.

3) make progress on reducing the boat tax – well two out of three isn't bad.

I would like to take this opportunity to thank the officers: Ed Davis, VP; Onna Grimm, Secretary; Martha Heric – Treasurer; and the other directors: Ron Hall, Keith Jones, Eleanor Cash, Mark Drexler, Karen Knull, and Don McCann for their services to help continue the work of the TMTA during my tenure. Thank you all for your support.

I am stepping down as President because I believe that we need to pass the job around in order to get new and fresh ideas to keep our organization current. I know that Ron Hall is going to be a great leader that will pull us forward another ten yards toward our goal to be the premier advocate for the boating industry in our region.

I hope to see you all on the 18th. Remember, participation makes for progress.

Best Regards, Ken Knull

New Slate of Officers to be voted on at the April 18th Meeting:

President: Ron Hall

Vice President: Mark Drexler

Secretary: Stephanie Robbins

Treasurer: Martha Heric

(1) EPA Proposal Eases Oil Spill Requirements on Small Facilities.

On December 12, 2006, the U.S. Environmental Protection Agency (EPA) promulgated changes to its Spill Prevention, Control and Countermeasure (SPCC) program. The SPCC program is designed to prevent spills of oil into waterways and to contain spills after they occur. Facilities subject to the program must develop spill

prevention plans designed to prevent and minimize such discharges. In July 2002, EPA amended the SPCC program requirements for hundreds of thousands of small businesses, farms, manufacturers, and electrical facilities. EPA subsequently agreed to postpone the effective date of the amended rule while the agency studied several suggested burden reduction approaches for small facilities and other SPCC facilities. More information can be found on the EPA's website through this link:
http://www.epa.gov/oilspill/spcc_dec06.htm

(2) The basic outline for our new “AHOY BOOK” is ready. Your suggestions for headings and businesses, including your own, which should be listed are welcome. Be sure to attend the next meeting, our last for the season, to voice your ideas regarding listing fees, distribution etc.

(3) Cummins Inc. has approved the use of B20 biodiesel for 2002 and later Cummins diesel engines. www.everytime.cummins.com



(4) Grow Boating is launch their dealership certification program . For more information about Marine Industry Dealership Certification, contact Elizabeth McAllister at (312) 946-6500; emcallister@DealerCertification.org.

(5) Email from Steve Zimmerman: Please forward this information to the TMTA members. This Tuesday the Board of Supervisors voted 5-0 against our request. Most cited the language of the Mathews ordinance which states that B-1 is intended for "waterfront dependent" businesses, and reluctance to change the ordinance. In a couple of years they plan to revise the entire ordinance to address a number of issues.

The fact that our B-1 ordinance allows campgrounds (which allow motor homes) didn't seem to register. The bigger issue here is the lack of flexibility given to any B-1 business. In our case, we can build a custom table for a yacht, but cannot build the same table for a conference room.

Please convey my thanks to those TMTA members who attended the meeting on such short notice - we appreciate the support. Steve Zimmerman
SteveZ@zimmermanmarine.com www.zimmermanmarine.com

(5) **Working Waterways & Waterfronts 2007 Symposium:** Details, long onto <http://www.wateraccess2007.com/>

(6) National Marina Day, Aug 11:Details long onto <http://www.marinaassociation.org/nmd/home.cfm>

(7) LOW-SULFUR DIESEL UPDATE:

From Jerry Nessenson with ValvTect Marine Fuels/AMI Board Member: As you may or may not know there was some confusion regarding the mandatory date for marinas to comply with the new low sulfur (500ppm sulfur) diesel regulations. Basically the only area where marinas will be required to market low sulfur diesel as of October 1, 2007 are those in the North East/Mid-Atlantic Area (NEMA) and in California where ultra low sulfur diesel (ULSD 15ppm sulfur) was required as of January 1, 2007. Those outside the NEMA area will not have to market low sulfur diesel until October 1, 2010. This is a change from the original notice that stated all marinas had to be compliant by October 1, 2007. These are EPA mandated dates and subject to the availability of low sulfur diesel (LSD) and high sulfur diesel (HSD). Should these fuels not be available ULSD will need to be sold with proper pump labeling. Marina operators in the effected areas should check with their fuel supplier regarding the transition to LSD and the inventory turnover required to be in compliance by October 1, 2007.

All marinas will need to affix new pump labels identifying the specific grade of diesel fuel as of June 1, 2007. These should be obtained from their fuel supplier.

In addition to the EPA mandated dates, there is concern for certain performance problems and material incompatibility with some diesel engines. Fuel additives (such as ValvTect Marine Diesel additives) can be added to LSD and ULSD to address the performance problems, however leaky seal problems, such as on-road vehicles experienced when transitioning from high sulfur diesel to LSD cannot be solved with fuel additives. Diesel boaters should be encouraged to check with their engine manufactures regarding any material incompatibility problems.

If you have any questions, please feel free to contact me at 202-737-9774 or bfishel@MarinaAssociation.org. Brooke Fishel, Association of Marina

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www.MarinaAssociation.org

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