

March 12, 2026

Chairperson Joseph J. Solomon Jr.  
Chair, House Committee on Corporations  
Rhode Island House of Representatives  
82 Smith Street  
Providence, RI 02903

Written Testimony: H7180 – Oppose

Dear Chair Solomon and members of the House Committee on Corporations:

On behalf of the National Marine Manufacturers Association (NMMA), we appreciate the opportunity to express our respectful opposition to H7180. NMMA represents over 1,300 recreational marine businesses, including manufacturers of recreational boats, engines and accessories. The recreational boating industry has a \$230 billion impact on the nation's economy and is a significant economic driver, supporting over 812,000 American jobs across 36,000 U.S. based marine businesses. In Rhode Island alone, recreational boating supports over 7,000 jobs and 380 businesses, generates \$1.7 billion in annual economic impact, and is home to more than 37,725 registered boats.

Section 203(a)(3) of the Clean Air Act prohibits manufacturers from facilitating illegal tampering with emissions controls, therefore making it a federal offense. The prohibitions in Section 203(a)(3) apply to all vehicles, engines and equipment subject to the certification requirements under section 206 of the Act, with section 213 applying these same prohibitions to nonroad vehicles and nonroad engines. The Act's prohibitions on tampering and defeat devices apply to the entire life of vehicles, engines and equipment regardless of the warranty period.

It is common in the marine industry for boaters to buy all parts, repair manuals and other equipment needed to diagnose, maintain and repair their boats and digital electronics, thus giving boat owners and dealers access to repairs and diagnostic software. However, the proposed legislation would require manufacturers of digital electronic equipment sold in Rhode Island to provide independent repair providers and owners with access to proprietary parts, tools, software, and documentation. While well-intentioned, the bill could unintentionally conflict with federal emissions compliance requirements, intellectual property protections, and cybersecurity safeguards embedded in modern marine engines and vessel electronics.

It is for the aforementioned reasons that we oppose H7180. The repair of recreational marine vessels, engines, and associated parts do not require a specific right to repair bill as diagnostic equipment and parts are accessible by consumers. Furthermore, the requirements of the Clean Air Act create significant penalties under section 203(a)(3).



therefore we ask that you amend the bill by exempting recreational marine products or oppose the bill in its entirety.

Thank you for your attention to this important matter.

Sincerely,  
Sam Romano  
Northeast Government Affairs Manager  
National Marine Manufacturers Association  
sromano@nmma.org



202.737.9750



nmma.org



601 Pennsylvania Ave. NW, Suite 320 North  
Washington DC, 20004