

PA13-151

HB6576

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**JOINT
STANDING
COMMITTEE
HEARINGS**

**FINANCE
REVENUE
AND BONDING
PART 3
616 - 925**

2013

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delay and do not return unless and until you are advised that it is safe to do so.

In the unlikely event of a lock-down announcement, please remain in the hearing room and stay away from the exit doors until an all-clear announcement is heard. Thank you for your attention to that.

And we have an interesting agenda today, and the first speaker is John Johnson from Connecticut Marine Trades.

JOHN JOHNSON: Madame Chairman, with your permission, I'd like to introduce to you Bob Petzell, our -- our chairman of Connecticut Marine Trades.

GRANT WESTERSON: Good morning, all. Thank you for your time here today and consideration in -- in support on Bill Number 6576, AN ACT CONCERNING THE APPLICABILITY OF SALES AND USE TAX ON BOATS.

First the aspect of the bill addressed the winter storage layup seasons for boats, and out of state boats in which they may come into our state and not have to pay sales or use tax. The current law on the books doesn't allow and out-of-state boat to come into our state for winter layup for the month of November to April.

The problem with that is most boats are laid up from October to May, so it doesn't serve us very well in enticing out-of-state customers to come into the state. So what we're asking for is a 30-day extension on either end of this tax free area. And I say tax free, I mean, the sales and use tax.

What this will do, what this extension will do

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is allow us to entice out-of-state boaters to come into our state for refits and repairs, of course, keeping our employees busy and generated taxes on the materials that are being used.

Over the last several years, we've noticed a decline in out-of-state boats coming into this state, and as you well know, we have a key heritage in the marine industry and a lot of qualified employees, and we're just not able to fill our time during the winter months.

It became even more evident this past fall with Storm Sandy coming up the coast and wreaking devastation on Long Island, New York, Connecticut, and Rhode Island. Connecticut had the ability to take a lot of these projects on, where the infrastructure in Long Island, New York, New Jersey just wanted in place because they were so devastated by these storms.

But because of this constricted timeframe, it wouldn't have been feasible for these folks to bring their boats to our states for repairs. So I'd ask for your consideration in -- in the first part of that bill. Again, this bill would not cost the state any money. It would only serve to increase money to the state by generating additional income that -- in both employee fees and material expenses.

The second comment of the bill is equally as important. It would allow boats either locally owned or out-of-state owned to come into our state for a period not exceeding 60 days. Now, this was a bill or a law that was on the books for quite some time, and my understanding is because the state had won a lawsuit with Sharper Image, a lawsuit that had -- that was not pertinent to our marine industry, that this -- this was dropped.

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What happens now is -- is we're told that any out-of-state boater in state resident whose boat is registered out-of-state could be subject to sales and use tax once the boat hits Connecticut waters, and that's just not fair. Over the last couple of years we've had customers receiving letters from the Department of Revenue Services, Department of Revenue Services receiving letters stating that they might be subject to the sales and use tax.

It's a lengthy and costly process to prove that you're wrong, and certainly counterproductive to tourism in the State of Connecticut. The state has spent millions of dollars over the last year promoting tourism in the state and it's apparent that you're able to come into the state as long as you don't come by boat, because if you do you could be subject to taxation.

I think it's more than fair to allow these boats to come into the state, for the 60-day period. They'll be paying taxes on dockage, sales, services, fuel, along with other restaurant expenses and so on and so forth, stimulating the economy.

I mean, just in -- in retrospect, I took a trip to -- to Newport by car and I was thinking how strange it would be -- I went there and I paid tax on a restaurant. I paid tax on my hotel rooms. I paid tax on fuel. I paid tax on the shoes my wife bought this weekend.

And how strange it would be if I was a boater to go into Newport and get a letter from them, you know, a couple weeks later that says I'm subject to a sales and use tax for visiting -- the luxury of visiting their state and spending money in their state. That's really what's

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happening to our boaters now.

They can come into the state, come in for services and -- and unfortunately be subject to -- to a sales or use tax. And it's just not fair. In conclusion I'd ask that you please take into consideration the points of this -- of this. I know I speak for many in the marine industry that -- that call and would like to continue to call Connecticut home. I thank you for your consideration to this bill. I'm sure that you will find this bill beneficial to the State of Connecticut as long as its passage.

I'd also like to submit into testimony, and we didn't have time to do it this morning, was an editorial in the New London Day. It just came out this morning. So I'd like you -- to allow you to take that into testimony. And basically what it says is Malloy is (inaudible) and the editorial highlight says sound is an major economic engine for the state, attracting tourists to Connecticut beaches, sustaining a major boating industry and supporting commercial and recreational fishing. Thank you.

REP. WIDLITZ: Thank you very much. And if you could leave that with the clerk. And we certainly appreciate your being here this morning. We want to encourage people to come to the State of Connecticut and spend money, not to discourage them. Are there any questions, comments? Senator Frantz, followed by Senator Witkos.

SEN. FRANTZ: Thank you, Madame Chair. Good morning, thank you for coming all the way to Hartford and for your testimony, which resonates here big time. As far as the first part of the bill is concerned, I agree with you 100 percent. That's essentially a no brainer.

If you can get someone an extra month, they're gonna bring their boats to Connecticut, which by the way is a very, very competitive situation with respect to the other states in New England and even down south where some people bring their boats.

It should -- it should be passed, because we want those boats here. These are high-value jobs that we're talking about. These are high-value contracts to -- to modify or at least maintain these vessels. And also the second part of the bill I would also put into the no brainer category, because they're cash cows. You want these boats.

We should almost rewrite this bill to pay boats to come to Connecticut because there is so much economic development benefits that they do bring. And I'm glad you pointed that out in a very succinct way, and we thank you for your support of this bill and we hope that it does move forward. Thank you, Madame Chair.

GRANT WESTERSON: Thank you, Senator.

REP. WIDLITZ: You're welcome. Senator Witkos, followed by Senator Stillman and Senator Boucher.

SENATOR WITKOS: Thank you, Madame Chair. Under Section -- Subsection E of the bill, there's some new language that makes the sale of the vessel tax exempt if it's docked in the state for less than 60 or fewer days in a calendar year. Is there currently a tax paid on sale vessel in the state?

GRANT WESTERSON: That section in there would allow for the boat to be transferred for 60 days. Technically if the state is -- if the boat is

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leaving the State of Connecticut, the closing should be held out of the State of Connecticut so that it wouldn't be subject to Connecticut taxes. So this would allow the boat a closing to take place in the State of Connecticut, the sale to be transferred, any repairs, modifications, done to that boat, and then it could be transferred to its home state.

SENATOR WITKOS: What is the current practice now in the state? If somebody purchases a vessel, do we rent an office space somewhere outside the - the state lines to -- to forego this state sales tax on the vessel?

GRANT WESTERSON: To be honest with you, I mean, there's two answers to that, uh, senator. Uh, the first one being is that most of 'em are again, it -- it's kind of awkward but it closed out of the state and the other ones are closed in the state and hope that nobody finds out.

SENATOR WITKOS: Okay. And is there any registration requirements? I -- I mean, going down on the shoreline I see so many vessels that are registered out of the State of Connecticut. What -- what's the -- what is the procedure, if you could, with -- particular to registration of a vessel in state versus out-of-state and the benefits either or?

GRANT WESTERSON: Well, obviously the -- the benefits out-of-state are generally we have one of the highest tax rates around. So it isn't conducive to the paying tax in the State of Connecticut. But you do see many out-of-state boaters.

There are north/south boaters, there are south -- boaters who have paid tax, let's say for an instance, this summer, with Long Island, New York, and New Jersey marinas being so

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devastated by Sandy, I think you're gonna see more out-of-state boats having to come into Connecticut waters just again because they won't have their infrastructures set up to be operable this season.

So you're gonna see -- I think you're gonna see many more out-of-state boats in the State of Connecticut based on the storm damage, at least I'm hopeful.

SENATOR WITKOS: Are there any requirements similar to a motor vehicle that would require an owner of a vessel to register their vessel in Connecticut if it's docked over X amount of days or -- or they can choose whatever state you want to register it in?

GRANT WESTERSON: They do have to pay a tax when it's in 60 -- after 60 days at this point. Or it will be at 60 days.

SENATOR WITKOS: Well, that's the sales tax. I'm talking about the -- the registration of a vehicle, of a vessel. Is it the same number of days?

GRANT WESTERSON: So, again, it would just be a certificate of detail after 60 days.

SENATOR WITKOS: Thank you. Thank you, Madame Chair, Mr. Chair.

SENATOR FONFARA: Senator Stillman?

SENATOR STILLMAN: Thank you, Mr. Chairman.
Welcome, gentlemen. John, nice to see you again. I'm sorry I missed the beginning of your testimony. It's a little hard to get into the room today. There are so many -- and I had a meeting with -- with some of the folks that are out there. So busy, interesting day today.

So it's nice to talk about boats.

First of all, and I mean, this is an industry we need to nurture. That's gonna continue to nurture and I think this is a very important bill that's before this committee. Obviously we're going to have to find out what kind of tax implications we're talking about before we can -- as we do our research and move forward with this bill.

As I said, I'm sorry I missed your -- your beginning of your testimony. How many boat owners would this -- do you have any idea what percentage of -- of boaters that bring their boats to Connecticut would -- would be here for the season, as opposed to just a month?

GRANT WESTERSON: You're talking during the winter or summer months, Senator?

SENATOR STILLMAN: Both.

GRANT WESTERSON: To the first part -- part of the bill effects the winter storage season. So at this point it's going to extend us an extra month on either end, which is going to allow us to generate some more income and extra boats. How many, Senator, I do not know at this point.

I know because of the constricted timeframe and the normal winter layup season, that the number of out-of-state boats coming into the state is diminished. How many will gain? I do not know. But I know that any gain is gonna be positive gain for both our industry and the State of Connecticut in the form of employee benefits and taxation on materials purchased while the boats are here.

SENATOR STILLMAN: In terms of the winter, winter months, where many votes should obviously be

undergoing repair and that kind of procedures, obviously we know they're not -- most of them aren't going to be out on the water. How -- how much of an impact is this to the industry in terms of maintenance?

GRANT WESTERSON: Well, I think it's a major factor. As you know, boating is a seasonal business, so during the summer months hopefully we're all busy repairing boats, servicing boats, taking care of boats. During the winter time, of course, we're, you know, we're looking for repair work. We're looking for additional work so that we can keep our employees on so that we don't have to lay them off or put them on -- on shortened hours.

So it is vitally important that, you know, will fill our service schedules during the winter, and if we can't do it with in-state boats, certainly we'd like to have the opportunity of have -- the out-of-state boats come in here and work on them. Cause we certainly are full of qualified craftspeople in our industry.

SENATOR STILLMAN: Yeah. Oh, I know that. What kind of an impact would this make on Rhode Island?

GRANT WESTERSON: Well, I would hope we'd make a little bit of dent in them. You know, they're a thorn in our side, as you know, with -- with no sales tax at all over there, so anything we can do to -- to gain a few boats out of their state would certainly be welcome in your state. I think you'd agree with that.

SENATOR STILLMAN: Right. Well, I live in southeastern Connecticut, so I understand the Rhode Island connection there. And in terms of summer, in terms of folks bringing their boats in here --

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GRANT WESTERSON: Well, I think again the -- go ahead.

JOHN JOHNSON: Let me address that part of it, Senator Stillman. You know, we -- after the successes of Op Sail, the Op Sail committee has -- is in the middle of putting together a Connecticut schooner festival, which is going to happen September 11th through the 15th. And it's going to be based out of Mystic and out of New London.

And we would anticipate much the same traffic that we had during Op Sail from boaters from Rhode Island, boaters from New York coming up, and it's a five-day event and our fear, my fear, as chairman, is that because of the reputation we have here in Connecticut in terms of -- in terms of monitoring and sending letters of demand for taxes owed as soon as you cross the state lines, you know, it's a five-day event.

And I wouldn't want to see our staff from DRS out knocking on the doors or the windows of the boats and saying, you know, did you pay your sales tax? You know, you owe us use tax. So I think this provision in the Bill 6576 would -- would allow such events to -- which attract out-of-state voters, for them to come here on a -- in a tax-free environment.

SENATOR STILLMAN: Does that happen now? Serious, I mean, tax someone knocks on the window and says, you know, give us your money or --

GRANT WESTERSON: Unfortunately, it really --

SENATOR STILLMAN: I don't mean to make light of it.

GRANT WESTERSON: No, no, no. It's -- I know you

don't, and it's not something that we take very lightly. You know, yes, it does. We have spoken with -- with DRS and Commissioner Sullivan about some of the examples that -- that have happened right in Nipick, in Knowing (ph), where major yachts have come in and been there for three days and literally -- or five days -- and literally have received notices of taxes due from DRS.

And tax -- and this person has brought it, fought it legally in the court system, and the result was that, you know, he goes down. He takes his boat and goes south or goes north, and he's gonna warn his fellow boaters on the docks, you know, this is not a friendly place for boating. And I can tell you from a personal experience at Pilot's Point Marina, which has over the years been a major factor in boat repairs and modifications to substantially boats, substantially yachts, they have had upwards of 110 to 115 employees.

And at latest count, because of -- and I think a guy like Reese Potts, who was the general manager and vice president of Brewer Yaya (ph) organization, would testify tax their labor force is down to 50 or 55 people. Much as a result of people being afraid to come into the state from out-of-state to have these repairs.

SENATOR STILLMAN: Thank you very much. I appreciate the input on that. Thank you, Mr. Chairman.

SENATOR FONFARO: Thank you, Madame. Senator Boucher.

SENATOR BOUCHER: Thank you, Mr. Chairman, and thank you very much for your important testimony. You can probably sense that there's some support here on your issue, but I think it's

also very important tax your issue highlights the fact that it also affects other industries as well.

Just only a couple years ago under a different budget scenario and debate, the same sort of situation occurred with our airline and small aircraft industry as well. And it was a very tough debate about not going in the same direction as this, and what impact it would have.

So this highlights a very important issue, how taxes does either effect in a positive or negative way a particular industry, and some would even say our individual taxpayers, as well as our small businesses all over the state and Connecticut really needs to pay close attention to its tax policy, and this committee in particular.

But I thank you for highlighting this issue. This said, we ought to focus on it, and I think you're -- you're hearing some strong support. Certainly I support exactly what you're saying and how competitive, particularly when we're so close to another state that is so big in that industry.

But Connecticut should be reminded it has the same kind of history with regards to its boating industry as well, and tax we should be protecting them. Thank you very much.

SENATOR FONFARO: Thank you.

JOHN JOHNSON: Thank you very much, Senator.

SENATOR FONFARO: Representative Wright.

REP. WRIGHT: Thank you, Mr. Chairman. Good morning.

JOHN JOHNSON: Good morning.

REP. WRIGHT: Nice to see you here. I -- I agree totally. It's a tough environment out there, and boaters, not all of whom are extremely wealthy, are very savvy and frugal with how they're spending their money these days, and our local marinas and -- and marine trade and boat stores and maintenance builders, restorers, are such an important component of our shoreline and coastal economy, particularly at the Eastern end of Long Island, where it's very, very competitive with Rhode Island.

And so I support both of these measures, all of these measures, and thank you for your advocacy and taking the time to visit us and present your testimony today.

JOHN JOHNSON: Thank you very much.

GRANT WESTERSON: Thank you, Representative.

SENATOR FONFARO: And unless there are further questions, thank you gentlemen very much.

JOHN JOHNSON: We appreciate very much our opportunity to plead our case. Thank you.

SENATOR FONFARO: Thank you. We'll turn now to our invited speakers, Comptroller and Commissioner Sullivan. Commissioner Sullivan, if you're closest to the chair?

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COMM. SULLIVAN: While I sit down, let me add to Representative Widlitz's advice at the opening of the hearing in terms of safety procedures. If at any time during the commissioner's remarks you should lose consciousness, the oxygen mask will drop from the ceiling.

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authorizing the real estate conveyance tax, and will ensure that municipalities receive all revenues properly due. Given that state aide to municipalities has been flat funded for more than a decade, the real estate conveyance tax is a vital source of revenue that has helped reduce the need for steep heights in property taxes, and cuts in critical services to residents.

Therefore, CCOST strongly supports HB 6577. If anybody has any questions, I'd be happy to take them.

REP. WIDLITZ: Thank you, Allison. Are there questions? Representative Larson.

REP. LARSON: Thank you, Madame Chair. Thank you for your testimony. A clarifying question. Residential property, is that up to four families, or is that a single-family occupancy. And I don't know if you're the right person to ask that.

ALLISON GIROUX: That's the guarantor, and she said it's up to four families.

REP. LARSON: Okay. Thank you very much. Thank you, Madame Chair.

REP. WIDLITZ: You're welcome. Any other questions? Okay, thank you for your testimony.

ALLISON GIROUX: Thank you.

REP. WIDLITZ: Grant Westerson, followed by Peter Holland. Good afternoon, Grant.

GRANT WESTERSON: Good afternoon, Representative. Representative Williams, distinguished members, thank you for the opportunity to speak. I'm Grant Westerson from Connecticut Marine Trades

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Association. With my is Abby Kodair, who's dock master at Saber Point Inn and Marina.

We'd like to speak on Raised Bill 6576. You heard some earlier testimony on that, fairly exhaustive, but the bill is in two parts. And the first part of it is basically expanding the winter work window that we've had where we can entice people from other states to come in and -- and we can pick up extra business such as repowering, refinishing, accessorizing, etc, etc.

And that would give them a little bit of freedom to come in without worrying about being chased for sales or use tax. As long as they come within that window, and the window is impractical so the new window would work much better for us.

The second part of it really gives us a little parity with the motor vehicle's registration requirements. If a vessel comes in from out-of-state and wants to cruise Long Island for the summer and spend -- spend its summer with us and frankly spend some money with us, he can do so up until the 60th day.

At that point Connecticut says no, now you have to either re-register the vessel with the Connecticut registration, or get a certificate of detail, which is basically the same paperwork and the same fee without the number on the bow. That's Connecticut's use tax for using our water.

The second part of this bill would really legitimize that 60-day period of time so that whether you're a Connecticut resident living -- having a boat registered out-of-state at your summer cottage, or whether you're an out-of-state person and you want to come into the

state, it will give you some relief from being chased by the tax collector, if you will, for those 60 days.

After 60 days, well, you know, we throw caution to the wind and everybody's got to play their own gear. But what's happened in the past is we've lost, as you've heard earlier, we've lost a lot of business from other states. We have a very good, strong, industry, and good economy. Maybe 10,000 strong employees that have a lot of experience and we've been able to drum up a lot of business from other states expect in recent years.

And frankly the fear of coming to Connecticut because of the anti-business perception is there. Abby I think can speak probably a lot clear about the kind of business that Saber Point Inn has experienced in the past and what they now experience.

ABBY KODAIR: I'd just like to give an example.

REP. WIDLITZ: Excuse me, Abby, can you identify yourself for the record, please?

ABBY KODAIR: I'm Abby Kodair. I'm the marina manager at Saber Point Inn and Marina. We're a seasonal marina, we don't have the winter storage. We do a lot of transient dockage for boats. I'd just like to give an example. Last year I had a phone call, I got a research for 112-foot boat to come and stay with us for two weeks in the month of August.

That's \$4.50 per foot for 112 feet, that's considerable revenue. The tax revenue to the State of Connecticut would have been about \$450 just on the dockage, not including the money that they would spend in our restaurant, our spa, spend in the town shopping, in the area,

at the attraction.

I got a call a week later from that same captain and he said I just heard that you guys are going to tax us on the value of the boat if we come into your state and tie up at your marina? Can you promise me that this is not going to happen, because we'd like to come and stay there. I can't. The law is he could have been taxed had he come for his two week visit. He cancelled the reservation. Word is out, and I don't know how many other boats have chosen simply not to book in the first place, but I do know that our transient revenue from out-of-state vessels has been declining for the last three years.

This is -- this is free money for us. This is -- this is a gravy, this is what we need as the State of Connecticut. We need to have these people come in and spend their money with us. Not just at the marina, but at the restaurants, our entire tourism system really needs this boost and it just seems kind of silly not to take advantage of these boaters who want to come in and spend money here. We're just discouraging them and definitely the word is out.

REP. WIDLITZ: Thank you for your testimony. And I think the point that your testimony has made very nicely is that this is not a revenue loss. This is actually a revenue generator for the State of Connecticut and it's a good pro-business stance for your industry, for the marine trades industry. So I think it's a win-win.

And, you know, sometimes when fiscal notes are being drawn up, it's looked at in a very narrow perspective, and I think we needed to hear your experience to let us know that this actually

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will generate revenue as people are encouraged to come to Connecticut and vacation here and spend their money here, which is what we want.

GRANT WESTERSON: Thank you, Madame Chair. This definitely is a revenue bill, and I think if you do see any fiscal note that shows its cost to the state, I'd be very surprised and I'd ask to have it revisited.

REP. WIDLITZ: Are there any questions from committee members? Okay. Thank you very much.

GRANT WESTERSON: Thank you for your time.

REP. WIDLITZ: Peter Holland, followed by Richard Laurenzi.

PETER HOLLAND: Good afternoon. Representative Widlitz, Senator Fonfara, Representative Williams, Senator Frantz and members of the Finance, Revenue and Bonding Committee, my name is Peter Holland, I'm vice president of state government affairs for United Technologies Corporation.

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UTC is a leader in the aerospace and commercial building industries, employing nearly 27,000 people in the State of Connecticut. We are by far the state's largest private employer. Nearly all of our major businesses are headquartered here, with significant administrative, manufacturing and engineering operations across the state.

We employ over 8,000 engineers in Connecticut, which is UTC's main hub for global engineering, research and development. In addition to our engineering centers at Pratt & Sokorsky, UTC Aerospace Systems, OTIS climate controls and security, Connecticut is also home to our corporate research center, the UTC Research

The commission believes, and based on various news media coverage, that the proposal resulted from a case brought before the commission against the governor's office, relating to his first five initiatives. And information he claimed was exempt as a trade secret. The commission declined the favor of the governor's office, but administration has expressed concern that exemptions to disclosure are not broad enough.

House Bill 6566 appears to strike the proper balance between open it and the protection of what might arguably be confidential financial information. (inaudible) while promoting transparency, the proposal also protects any information required to be kept confidential under federal or state law, for these reasons the FOI commissions strongly supports House Bill 6566. I would be happy to answer any of your questions. Thank you.

REP. WIDLITZ: Thank you, would you like to go ahead.

KATHLEEN ROSS: No, we're just here together.

REP. WIDLITZ: You're here together? Okay. Thank you. Are there questions? Thank you very much for your testimony.

PAULA PEARLMAN: Thank you.

REP. WIDLITZ: Paul Carrin, Followed by John Wenz and Leila Mandure. Paul Carrin? John Wenz? Good afternoon.

JOHN WENZ: Good afternoon Madame Chairman. Ladies and gentlemen, thanks for the opportunity to testify in favor of bill number 6576, an act concerning the applicability of the sales and

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use tax to boats. This bill allows a longer time period for boat storage and repair to exempt sales from the sales and use tax, boats that are the state for 60 days or less.

My name is John B. Wenz, I live in West Hartford. My business is called JB Wenz Marine Survey and Consulting. I'm located in Asics. I'm an accredited marine surveyor. I've been in the recreational boat business for 35 years. I started out as a yacht captain, back in 1977. That career's taken me all over the world, from the Caribbean, the Mediterranean, Australia, Hawaii. I've got some sea stories, but that's not why I'm here today.

I've done a lot of traveling, but I've spent a lot of my career close to home. In this regional north east region, I've worn many hats; I've sold boats and I've repaired boats, generally from New Jersey to Massachusetts. Now my job might be described as an advisor to potential boat buyers. Technically speaking my role as a surveyor is to observe, report and recommend.

I help my clients make an informed decision about a boat purchase, about the particular -- the boats particular suitability's for his or her intended use. Giving the nature of my work, which often crosses over and into an advisory capacity, I'm asked about where to keep or use a boat, about particular mariners and service facilities, where the best yards are, who can do the work and what it would cost.

The funny thing about this business is it's definitely a regional business as opposed to a local business. For example, the first boat I took care of as a professional captain was owned by a gentleman from New York. He kept

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the boat in Noank. He spent weekends aboard traveling to Rhode Island, Massachusetts and the rest of New England.

He was typical of a lot of these boat owners in the midsize range. Racing sailors tend to move around the area seasonally depending upon where the next regatta might be. Fishermen might easily move from Buzzards Bay to the -- to Watch Hill Point to Cave Bay on successive weekends during the fall striped bass migration. Cruisers might move around the region traveling by boat for family trips to special events to visit particular towns or places like Mystic Seaport or the sea fall foliage.

I think it's clear that state lines become somewhat of a blur when you're out on the water. I remember reading once from a mariners perspective, anything more than walking distance from the shoreline is irrelevant, when you're out on (inaudible) on a beautiful day, I think you probably agree. I haven't brought a PowerPoint presentation to show you figures from the DMV about boater registrations because that doesn't tell the story.

We do have a lot of small boats here in Connecticut, boats on trailers that owners keep in their driveways. But -- and those people tend to do their own maintenance work and obviously these boats are stored on the owners property for the winter. With all due respect to those people, I'm really speaking about the thousands of boats you see this time of year as you travel around Connecticut's waterfront, they're stored in boatyards, marinas and yacht clubs all around the state.

These boats are big enough to make the trip comfortably, a little bit more (inaudible) if

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you don't mind to make the trip to Block Island or Montauk or anywhere from Cape May to Cape Cod, the bread and butter of our industry. They keeps thousands employed in the service and repair industry here in Connecticut and I'm proud to state from firsthand knowledge that we've got world class facilities and people right here doing this work in our state.

People that own these boats are savvy. Not only are they looking for the best service, they're looking for the best price. And they'll look here in Connecticut, but they'll also look regionally. So we've got to be able to compete with the service and storage facilities in the same region that these boaters travel in from Cape May to Cape Cod.

Our industry attracts customers from that region and those customers keep all those technicians, carpenters, painters, welders, sail makers, mechanics and other trades in employee -- men and women employed with good paying jobs. We need to be competitive in the region if we want to maintain those jobs. Bill number 6576 will help us maintain that competitive position. And with that I'll wrap it up if you have any questions.

REP. WIDLITZ: Thank you very much for your testimony. Are there questions? Okay. Thank you very much.

JOHN WENZ: Thank you.

REP. WIDLITZ: Okay, last we have Leila Mandure and if there is anyone else who's interested in signing up to speak, make yourselves known. Is she here? Didn't come back. Okay, anyone else who has not signed up who would like to testify? Okay, then I would just like to make one announcement before we adjourn, our next

CONNECTICUT MARINE TRADES ASSOCIATION

20 Plains Road
Essex, CT 06475-1501

(860) 767-2645 • Fax (860) 767-3559 • e-mail cmta@snet.net

March 11, 2013

Finance, Revenue, and Bonding Committee
Legislative Office Building
Hartford, CT 06106

Page 1
Line 2

Re: **Raised Bill No. 6576 AN ACT CONCERNING THE APPLICABILITY OF THE SALES AND USE TAX TO BOATS**

Chairmen Fonfara and Widlitz, Senator Frantz and Representative Williams and Members;

The Connecticut Marine Trades Association (CMTA) and our membership urge you to give your support to **Raised Bill No. 6576 AN ACT CONCERNING THE APPLICABILITY OF THE SALES AND USE TAX TO BOATS**. This bill in its original form passed both Houses last session only to be vetoed as it was misunderstood. The bill is a revenue bill that would extend the winter window in which Connecticut boatyards and shipyards can solicit out of state vessels to come to Connecticut for winter storage and possibly for significant winter work. This bill was designed to grow the marine business by getting New York, Rhode Island, or Massachusetts boats to winter with our yards and spend new monies in our state.

Connecticut's true summer marine season is but four months long. Much of it is driven by the school year constraining cruising to the four principal months of Jun through September. After that period, occasional fall storms can plague boating and many insurance policies require an end to navigation not too much later. Most boats head for the storage yard or trailer in October and many are being launched in May before the Memorial Day holiday, the real spring benchmark. This would mean new business, new income, new clients, new revenue to the businesses and new tax revenue to the state because all the usual sales taxes are still in effect and collected. Thus Connecticut is left far short. The boat dealers lose business, the boatyards lose repairs, the marinas lose slip and mooring renters and accessory sales too, fall off.

Two other changes clarify whether sales tax or use tax applies to any vessel, regardless of ownership venturing into Connecticut for a shortened stay. The first change is with sales tax and a vessel sale is exempt from such tax unless it is docked in Connecticut in excess of 60 days. This allows a reasonable amount of time after a sale is completed to finish any outfitting and install accessories. The additional business is completely taxable to Connecticut. The second changes exempts a use tax imposition on any vessel when it ventures into Connecticut unless it remains for in excess of 60 days. This too will allow Connecticut marine facilities to generate new business, expand employment and therefor increase the revenue to the state.

We ask you again to support **Raised Bill No. 6576 AN ACT CONCERNING THE APPLICABILITY OF THE SALES AND USE TAX TO BOATS**, it's a valuable initiative offering to regenerate revenue and encourage sales of vessels and especially additional outfitting and accessorizing on all vessels within Connecticut. Normal sales taxes on the work can and will be collected. That makes this a revenue bill and a jobs bill and everyone wins. Thank you for the opportunity to comment on these issues and please know that we are available to discuss them at any time

Sincerely,

John S. Johnson
Legislative Chair

Grant W. Westerson
President

Linda A. Kowalski
The Kowalski Group



Sub...
de...

Malloy a Sound friend

The (New London) Day Editorial

March 11, 2013

Despite the continued fiscal and economic challenges confronting the state, Gov. Dannel P. Malloy is making the right choice by continuing state investment in cleaning up Long Island Sound. The legislature should support his position.

Gov. Malloy proposes investing \$285 million in grants and providing \$712.4 million in low-interest loans over the next two years to pay for projects that will continue reducing storm-water runoff into the Sound and the tributaries that lead to it. The proposed investment would also repair and expand sewer systems to prevent wastewater from contaminating the Sound, and pay for other measures necessary to protect this vital natural asset.

While past administrations have cut investment in the Clean Water Fund during tight fiscal times, Gov. Malloy recognizes the importance of staying the course. During his first two years in office the legislature authorized \$558 million in bonding for Clean Water Fund grants and loans.

In addition to being a magnificent natural resource, the Sound is a major economic engine for the state, attracting tourists to Connecticut's beaches, sustaining a major boating industry, and supporting commercial and recreational fishing. The projects aimed at reducing pollution entering the Sound will also generate thousands of good, local engineering and construction jobs.

"Clean water funding is a win-win and we need to ensure that ample funds are available in the future," Leah Schmalz, director of legal and legislative affairs for Save the Sound, appropriately noted in testimony to the Finance, Revenue & Bonding Committee.

Every summer hundreds of acres of Long Island Sound become "dead zones." Excessive nutrients, such as phosphorus and nitrogen, flow into the Sound from septic systems, old sewage plants and the overuse of fertilizers. This causes excessive algae "blooms," and when microbes consume the algae it uses up the oxygen supply, leaving these zones unable to support fish and lobsters. Greases, oils and dangerous chemicals, washing into the Sound through storm drains, cause additional problems.

Connecticut and neighboring New York have made great strides in reducing the source of this pollution, but if our grandchildren are to inherit a healthy Long Island Sound the effort must continue.

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March 10, 2013

Chairman Fonfara
Chairman Widlitz
Finance, Revenue and Bonding Committee
Room 3700
Legislative Office Building
Hartford, CT 06106

Dear Chairpersons,

My name is Robert Petzold, and I own and operate a family run boat sales and service facility my grandparents started sixty-seven years ago in Portland. Our business employs over 20 full-time men and women.

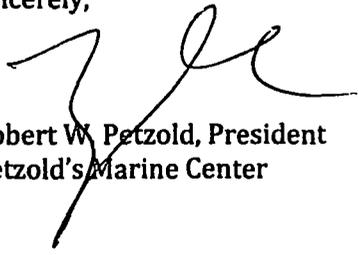
I am asking for your support on Bill No. 6576, An Act Concerning the Applicability of the Sales and Use Tax on Boats. This bill has two important components, which are not only crucial to maintaining the success of my business, but also insuring potential additional revenue for the State of Connecticut. The first component stretches the current winter storage window by an **additional two months**, allowing the out-of-state boater to bring their boat into the state free of sales and use taxation. Boaters will typically start laying their boats up in October and launching them by the end of May. The current law restricts the boat owner delivery from November to April only. The additional month on either end would allow us to better solicit out-of-state boaters to Connecticut for refits and repairs, resulting in steady work for our employees and benefiting the State by providing additional revenue from payroll and material taxes. As tragic as storm Sandy was, it could have been opportunities for an economic boom in our marine repair industry her in the State of Connecticut. With so many boats damaged in New York, New Jersey and Rhode Island last fall, and the fact that these states did not have the infrastructure in place to accommodate these repairs, provided us with the perfect opportunity to capitalize, by using the resources available in our own state. Many of these boats could have come to Connecticut for repairs. More then likely these boats, which needed extensive repairs, could not have been completed during the current time allotted by the State. These time restrictions currently in place would have lead to taxation on the boat owner, and simply would not have been feasible for them to consider, leaving Connecticut's many marine repair facilities unable to compete. This portion of the bill could only benefit the State. It would serve to generate additional income, income that is currently lost from out-of-state boaters.

Our "Family's Business is Your Family's Pleasure!"

The second component of this bill, which is equally as important, would allow boats either locally owned, or out-of-state owned, to come into our state for a period, not exceeding sixty days, without fear of be subjected to a sale or use tax. This law was in existence for a long period of time, but somehow taken off the books when the state won a court case with Sharper Image, a case by the way with no pertinence what-so-ever to the marine industry. Over the last several years' boaters have been contacted by the Department of Revenue Services, notifying them of their tax obligation unless they could prove otherwise. The process of clearing yourself from possible taxation became very lengthy and expensive. As this complicated process passed through the boating community it left a bad taste in the mouths of many potential boaters coming into the Connecticut waterways. I have many of my customers calling me and expressing their concern that the cannot come into the state, as the D.R.S. is telling them that they could be subject to taxation as soon as the hit Connecticut waters. Boating is tourism. Many marinas survive by selling transient dockage, fuel and services to boaters who come from out of the state to visit. This is decreasing. The states tax policies are being learned by boaters, and are acting as a deterrent to boating in the State of Connecticut. It is mind boggling to believe the State spent millions of dollars last year on a campaign for tourism, yet we find any way possible to discourage boating in the State. It is apparent that you are encouraged to come into the state by any means...except by boat. This is totally unacceptable and must be corrected. This portion of the bill would **NOT** cost the state any additional funds; it would in actuality create income in the form of sales tax on dockage, purchases fuel, restaurants and payroll taxes along with many other forms of revenue.

In conclusion I would ask that you please take into consideration the points of this letter, I know I speak for the many Marine industries that call and would like to continue to call Connecticut home. I thank you for your consideration and attention to this Bill. I am sure that you will find its passage beneficial to the State of Connecticut as well as the marine industry.

Sincerely,



Robert W. Petzold, President
Petzold's Marine Center

SENATOR ANDREW M. MAYNARD

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State of Connecticut

SENATE

Eighteenth District

DEPUTY MAJORITY LEADER

Chair
 Transportation Committee
Vice Chair
 Environment Committee
Member
 Appropriations Committee
 Education Committee

Statement of Senator Andrew Maynard
 House Bill 6576
 Finance, Revenue and Bonding Committee
 March 11, 2013

I am in complete support of House Bill 6576, *An Act Concerning the Applicability of the Sales and Use Tax to Boats*. Thank you for raising this bill for hearing.

As a shoreline legislator, I see every day how our marinas lose business to Rhode Island. HB 6576 would take steps to level this playing field and relieve the competitive disadvantage many small businesses now experience.

HB 6576 will extend slightly the dates that boats can be berthed here for winter storage and repair without having to be registered in Connecticut. The alternative is we will continue to see these boats berthed in other states and lose business.

I also appreciate that the bill would clarify that an owner can have a boat berthed in this state for up to 60 days a year without having to go through the registration process. I have seen time and time again how boaters avoid our local marinas out of a fear that their presence here will trigger taxation from Connecticut. Again, this is a step that will level the playing field.

Taken together, HB 6576 is a step in the right direction and I urge the committee's support for it. Thank you.



FINANCE REVENUE & BONDING COMMITTEE

March 11, 2013

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The Connecticut Conference of Municipalities (CCM) is Connecticut's statewide association of towns and cities and the voice of local government - your partners in governing Connecticut. Our members represent over 92% of Connecticut's population. We appreciate the opportunity to testify on bills of interest to towns and cities.

CCM supports Section 2 of HB 6576 "*An Act Concerning State Grants to Towns*".

This section would increase the grant percentage available to phosphorus related projects through the Clean Water Fund.

CCM has been appreciative of DEEPs willingness to-date to meet with affected municipalities and their representatives to have an active dialogue on individual permits, which certainly will impact all municipalities in the end. Much progress has been made in these discussions, and several communities are moving forward with their permit process. However, CCM continues to have concerns about the significant costs that meeting the phosphorus reduction requirements could pose to towns and cities.

As towns and cities face the potential for significant state aid reductions, based on the current proposed budget, not to mention the looming possibility of a greater than \$700 million loss in revenues if elimination of the car tax is indeed implemented. This proposal would help to offset a portion of the substantial investment being made by local governments and their residential and business property taxpayers to make the needed upgrades to meet the new thresholds.

Clean water is a statewide issue and necessitates a statewide approach.

CCM urges the committee to support Section 2 of this bill.

★ ★ ★ ★ ★

If you have any questions, please contact Kachina Walsh-Weaver, State Relations Manager of CCM via email kwalsh-weaver@ccm-ct.org or via phone (203) 710-9525.

*TESTIMONY PRESENTED TO THE FINANCE, REVENUE, AND BONDING
COMMITTEE
March 11, 2013*

*Benjamin Barnes
Secretary
Office of Policy and Management*

Testimony Opposing House Bill No. 6576

AN ACT CONCERNING THE APPLICABILITY OF THE SALES AND USE TAX TO BOATS

Senator Fonfara, Representative Widlitz and distinguished members of the Finance, Revenue and Bonding Committee, thank you for the opportunity to offer testimony on House Bill No. 6576, AN ACT CONCERNING THE APPLICABILITY OF THE SALES AND USE TAX TO BOATS.

This bill extends the period of the sales and use tax exemptions for winter boat storage, maintenance, and repair. This bill also exempts sales of boats from the sales and use tax if the vessel is docked in the state for sixty days or less.

Because the state continues to face significant financial challenges, the administration cannot support extending these tax exemptions in this economic climate.

I would like to again thank the committee for the opportunity to present this testimony. I respectfully request the Committee's rejection of this bill.

H – 1163

**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2013**

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DEPUTY SPEAKER MILLER:

Have all members voted? Have all members voted?
Will the members please check the board to determine
if your vote is properly cast. If all members have
voted, the machine will be locked and the Clerk will
take a tally.

DEPUTY SPEAKER MILLER:

Will the Clerk please announce the tally.

THE CLERK:

S.B. 564 in concurrence with the Senate.

Total number voting	140
---------------------	-----

Necessary for passage	71
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Those voting Yea	140
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Those voting Nay	0
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Those absent and not voting	10
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DEPUTY SPEAKER MILLER:

The bill passes in concurrence with the Senate.

Will the Clerk please call Calendar number 341.

THE CLERK:

On page 17, Calendar 341, Report of the Joint
Standing Committee on Finance, Revenue and Bonding,
Substitute House Bill 6576, AN ACT CONCERNING THE
APPLICABILITY OF THE SALE AND USE TAX TO WINTER
STORAGE OF BOATS.

DEPUTY SPEAKER MILLER:

Representative Widlitz.

REP. WIDLITZ (98th):

Thank you, Madam Speaker.

Madam Speaker, I move acceptance of the Joint Committee's Favorable Report and passage of the bill.

DEPUTY SPEAKER MILLER:

The question before the Chamber is on acceptance of the Joint Committee's Favorable Report and passage of the bill.

Representative Widlitz, you have the floor, madam.

REP. WIDLITZ (98th):

Thank you, Madam Speaker.

This bill extends the sales tax exemption for winter storage of non-commercial vessels by two months and the use tax exemption by one month for winter storage, maintenance, and repair vessels brought into the state exclusively to encourage more winter storage. I move adoption, Madam Speaker.

DEPUTY SPEAKER MILLER:

Will you remark further on the bill? Will you remark further on the bill?

REP. WIDLITZ (98th):

Yes, thank you, Madam Speaker.

This -- this is really a very good jobs bill. This will encourage people from out of state to bring their boats here during the winter season so that we have people working in the marinas to do those storage and repairs. And this is something that the marine trades has been looking for because currently we are non-competitive with other states. So this makes us more competitive to boost the industry, and I think it's a good jobs bill and look for everyone's support. Thank you, Madam Speaker.

DEPUTY SPEAKER MILLER:

Will you remark further on the bill?

Representative Williams of the 68th.

REP. WILLIAMS (68th):

Thank you, Madam Speaker, and good afternoon.

Madam Speaker, just briefly in support of the bill. I think Representative Widlitz is right, there are boat owners across the country who can choose where they want to locate their boats in the summer and in the winter months. I think this is a good jobs bill, I think it will contribute to a higher rate of employment amongst those who work in the service sector in the boating industry. And like so many

others who have the ability to make decisions as to where to locate, whether to locate their home and their residence or their airplanes or other things that may be easily transportable, this is another example of that type of an endeavor, and so I would urge support for the -- for the bill. Thank you.

DEPUTY SPEAKER MILLER:

Will you remark further on the bill? Will you remark further on the bill?

If not, will staff and guests please come to the well of the House, will the members please take your seats, the machine will be opened.

THE CLERK:

The House of Representatives if voting by roll.

The House of Representatives is voting by roll. Will members please return to the Chamber immediately.

DEPUTY SPEAKER MILLER:

Have all members voted? Have all members voted? Have all members voted? Have all members voted? Will the members please check the board to determine if your vote is properly cast. If all members have voted, the machine will be locked and the Clerk will take a tally.

DEPUTY SPEAKER MILLER:

Will the Clerk please announce the tally.

THE CLERK:

House Bill 6576.

Total number voting 140

Necessary for passage 71

Those voting Yea 140

Those voting Nay 0

Those absent and not voting 10

DEPUTY SPEAKER MILLER:

The bill passes.

Are there announcements or introductions? Are there announcements or introductions?

Representative Hoydick.

REP. HOYDICK (120th):

Thank you, Madam Speaker. Good afternoon.

I rise for an introduction, if I may.

DEPUTY SPEAKER MILLER:

You may proceed, madam.

REP. HOYDICK (120th):

Thank you, ma'am.

In the gallery we have the fourth grade class from Eli Whitney School. Representative Miller and I welcome them to the Capitol, and I would like -- I

S - 664

**CONNECTICUT
GENERAL ASSEMBLY
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Mr. Clerk, can you call - - recall the roll call, please?

THE CLERK:

Immediate roll call has been ordered in the Senate. Senators, please return to the chamber. Immediate roll call has been ordered in the Senate.

THE CHAIR:

I'm missing somebody. Okay, well all members have voted. All members have voted. The machine will be closed. Mr. Clerk, will you call the tally, please?

THE CLERK:

House Bill 6292

Total Number Voting 34

Necessary for Adoption 17

Those voting Yea 33

Those voting Nay 1

Those absent and not voting 2

THE CHAIR:

Bill passes.

Mr. Clerk.

THE CLERK:

On page 26, Calendar 633, substitute for Senate Bill Number 6576, AN ACT CONCERNING THE APPLICABILITY OF THE SALES AND USE TAX TO WINTER STORAGE OF BOATS. Favorable report of the Committee on Finance, Revenue and Bonding.

THE CHAIR:

Good afternoon, Senator Fonfara.

SENATOR FONFARA:

Good afternoon, Madam President.

Good to see you this afternoon.

THE CHAIR:

Same here, sir.

SENATOR FONFARA:

Madam President, I move for acceptance of the joint committee's favorable report and passage of the bill.

THE CHAIR:

The motion is on acceptance and passage.

Will you remark, sir?

SENATOR FONFARA:

I will, Madam President.

Madam President, this bill is before us because Connecticut has two circumstances that affect our boating industry, and by that I mean those that store boats and those that repair boats.

Our relatively short summer and long winters, in terms of the boating season anyway, and our sales tax both act to discourage those that come from out-of-state and those that are in state who want to store their boat in Connecticut, or if they come from out-of-state, store or repair their boat in Connecticut, from doing so.

The opportunities for the boating industry to realize revenue, creation of jobs, is directly impacted by what actions we take here. And in that vein, Madam President, this bill extends the period of - - in which the storage of boats in state and those that are brought here from out-of-state extending the period from - - until May 31st.

And for those being brought from out-of-state, from -
- from October 1st to May 31st, extending it by one
month on each end, would allow for additional
opportunities for our boating industry to realize
additional work and revenue in storage of the boats in
this state.

It's a good economic development initiative, and I
urge the chamber to support the initiative.

Thank you, Madam President.

THE CHAIR:

Will you remark?

Senator Frantz.

SENATOR FRANTZ:

Thanks, Madam President.

If I had to put a bill into the department of no
brainer, this would be it for today anyway. This is a
very, very good bill. It kind of defied common sense
and logic before this was proposed that we had a
statute on the books that said that if you brought
your boat in for winter storage for four months that
you were now subject to the sales and use tax, which
has gone up in recent years.

And that obviously scared away a lot of people from
engaging in that practice. And at the expense of
people not bringing their boats and storing them in
Connecticut marinas. The cost end of that was that
many of them, dozens, maybe hundreds - - we don't have
any hard data on it - - went to other states.

We have to remember we're not a huge state. Our
coastline is approximately 90 nautical miles long.
New York is to our west, Rhode Island is to our east,
and Massachusetts is also not too far away, if - - if
you continue by an even smaller state, which is Rhode
Island.

And - - and it's worth pointing out that when people
have such a short boating season, typically three to

four months or so, they will postpone all the work that needs to get done on a vessel until it goes in for winter storage. Why not do that? Because they have boats to enjoy the open waters of Long Island Sound and beyond, and why not save up the work that needs to get done, whether it's for a serious mechanical work or whether it's cosmetic, for when the boat is essentially just sitting around and doing nothing in a yard somewhere.

It's a tragedy to not have those boats here in Connecticut for that full duration of the winter season. This bill addresses that, and more and more people will begin to bring their boats back to Connecticut for that winter storage season.

And many of these are high-value vessels as we know, which means by definition that the work that takes place on these vessels is also of high value. The marine trades industry is a very powerful and very significant and meaningful one in the State of Connecticut. We all know that. I believe there are just under 4,000 people, employees, in that particular industry.

And that makes it a big one.

And I will always make a play and - - and suggest that we in the legislature as well as everybody at the state government should play very good, effective defense, even before thinking about playing offense on the economic development front because it is a lot easier to play defense. It takes a lot less dollars to keep businesses here.

It would be devastating if they - - if they left the State of Connecticut to greener pastures than it is to actually go out and try to recruit a company or incentivize people to start a company, particularly in an older-line industry like the marina business, the shipyard business, in the State of Connecticut.

So to me it makes infinite sense to support this bill. I know that there is a fiscal note that indicates there is some - - some revenue loss, but it is more than balanced out by all of the additional work that

is done, the additional employment, all the other intangibles that come along with that.

And the fact that people - - if you go down in the springtime to any of these marinas, you go down to Pilot's Points - - Pilot's Point then, in Senator Linares' district, which is a large marina facility, you'll see people down there working on their boats because that's what they love to do.

They'll spend six weeks or so scrubbing and doing all kinds of work on their boat. They are - - believe me, they are supporting the local economies in West Brook and other places like that when they're down there by staying there in hotels, in many cases by visiting the restaurants, by catering for the people that are hoping them at the marinas work on their boats.

So at the end of the day, end of the day it is really a good and a positive for the State of Connecticut despite the fact that there is a fiscal note there. It is more than made up for in the additional economic activity of these boat owners.

And just as a side note, I want to thank Senator Fonfara for his immediate understanding of the benefits of - - of this bill and also for being absolutely fabulous to work with this - - this session and also Representative Widlitz down in the House. We've had a very good session so far at the committee level.

With that, Madam President, I support this and hope everybody else does as well. Thank you.

THE CHAIR:

Thank you.

Will you remark? Senator Cassano.

SENATOR CASSANO:

Yes. I'd like to speak briefly in favor of the bill. Usually when you see a bill like you look at it as a nice, quote, shoreline bill. There are boat owners from 169 municipalities that own - - that are in the

same position. And as one said to me from Manchester, it's very easy for me to put my boat in, go to Rhode Island, get it repaired while I go and have dinner or something like that. And come back and it's ready to come home. The mechanic loses out.

We can't continue to lose like that. You have no' idea, unless you see one of these bogie [INAUDIBLE] as the activity that goes on and the constant activity. I grew up in Nantucket, and I lived on one side of Madaget Creek, and on the other side was the boat yard. And the traffic back and forth to the boat yard every day was just phenomenal.

And that's what takes place. It is - - I don't think there will be much of an economic loss because of the gain that we're gonna have, so I strongly support the bill. Thank you.

THE CHAIR:

Thank you. Will you remark? Will you remark?

Senator McLachlan.

SENATOR MCLACHLAN:

Thank you, Madam President.

I stand in support of this bill, and thank Senator Fonfara and the leadership for bringing this idea forward. Senator Frantz talked in great detail about the benefits, as did Senator Cassano, and - - and I'm glad that Senator Cassano reminded us that this does affect the inland communities.

I represent a good part of Candlewood Lake, the largest inland water body in the State of Connecticut, who has a large number of marinas, and this will positively impact the business there. This makes perfect sense and I appreciate the opportunity to support it.

Thank you, Madam President.

THE CHAIR:

Thank you.

Will you remark?

Senator Linares.

SENATOR LINARES:

Thank you, Madam President.

I too support this bill. I have many marinas in my district, Pilot's Point Marina is one of the largest marinas actually in the east coast. Brewer's Dauntless Marina, the Essex Yacht Club, just to name a few, and I think that this is going to do an excellent job in helping them with their economic activity.

Great promoting for economic activity within the area, I'm a huge supporter of this bill. Thank you.

THE CHAIR:

Thank you.

Will you remark? Will you remark?

Senator Fonfara.

SENATOR FONFARA:

Thank you, Madam President.

Unless there is objection, I request that this be moved to the Consent Calendar.

THE CHAIR:

Seeing - - is there an objection? Is there an objection? Seeing none, so ordered.

Mr. Clerk

THE CLERK:

On page 31, Calendar 665, substitute for House Bill Number 6355, AN ACT CONCERNING HOME OWNER PROTECTION RIGHTS. Favorable report of the Committee on Banks.

S - 665

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Calendar page 29, Calendar 653, substitute for House Bill Number 6699. And, finally, Madam President, on Calendar page 31, Calendar 664, substitute for House Bill Number 6689.

I would like to add those items to our Consent Calendar and, and now call for a, I would ask the Clerk to list all of the items on the Consent Calendar and then proceed to a vote on that first Consent Calendar.

Thank you, Madam President.

THE CHAIR:

Thank you.

Mr. Clerk.

THE CLERK:

Today's first Consent Calendar, on page 5, Calendar 341, House Bill 6364; Calendar 343, House Bill 5425; Calendar 346, House Bill 6322; Calendar 347, House Bill 6547; and on page 6, Calendar 349, House Bill 5513; page 9, Calendar 450, Senate Bill 921; on page 13, Calendar 506, House Bill 6491; Calendar 515, House Bill 6235.

On page 14, Calendar 524, House Bill 6380; on page 16, Calendar 559, House Bill 6508; page 17, Calendar 563, House Bill 5617; Calendar 569, House Bill 6485; and on page 19, Calendar 588, House Bill 6549; on page 23, Calendar 614, House Bill 6587; Calendar 616, House Bill 6678; page 25, Calendar 629, House Bill 6662; on page 26, Calendar 633, House Bill 6576; and on page 27, Calendar 640, House Bill 6550; on page 28, Calendar 650, House Bill 6659.

And on Page 29, Calendar 653, House Bill 6699; Calendar 655, House Bill 6339; page 31, Calendar 664, House Bill 6689; Calendar 665, House Bill 6355; page 34, Calendar 201, Senate Bill 911; and on page 40, Calendar 514, House Bill 5725.

THE CHAIR:

Mr. Clerk, will you call for a roll call vote on the first Consent Calendar. And the machine will be open.

THE CLERK:

Immediate roll call has been ordered in the Senate.
Senators please return to the Chamber. Immediate roll call in the Senate on the first Consent Calendar of the day.

THE CHAIR:

Yeah, thank you. Good. There we go.

If all members have voted, all members have voted, the machine will be closed.

Mr. Clerk, will you please call the tally.

THE CLERK:

On the first Consent Calendar,

Total Number Voting 34

Necessary for Adoption 18

Those voting Yea 34

Those voting Nay 0

Those absent and not voting 2

THE CHAIR:

Consent Calendar passes.

Senator Looney.

SENATOR LOONEY:

Madam President.

THE CHAIR:

Senator Looney.