



# Maine Conservation Voters

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## Testimony in support of LD115, *An Act to Assess Impact Fees on Megayachts*

April 4, 2025

Senator Nangle, Representative Crafts and distinguished member of the Joint Standing Committee on Transportation, my name is Cathy Breen. I am the Director of Government Affairs at Maine Conservation Voters (MCV), a statewide non-profit organization with 13,000 members and supporters that is building a just, thriving future for all by acting on the climate crisis, protecting the environment, and safeguarding our democracy. I'm speaking in support of **LD115, *An Act to Assess Impact Fees on Megayachts***.

For the purposes of this bill, megayachts are defined as certain privately owned vessels that are at least 150 feet in length. It provides that commercial fishing vessels, certain commercial cruise vessels, commercial scientific research vessels, marine salvage or construction equipment vessels, commercial freight-carrying vessels, vessels built before 1950, vessels made primarily of wood, military vessels and vessels owned by academic institutions are not included in the definition of megayacht. Megayachts often include luxury amenities and equipment such as helicopter pads, swimming pools, indoor ball courts, saunas, spas, movie theaters, air conditioners, and the like. They accommodate a large number of guests and crew. And they require an enormous amount of energy to keep all of these amenities and people to stay afloat, emitting an extraordinary amount of greenhouse gases per person.<sup>1</sup>

This bill provides that a megayacht is subject to an impact fee of \$10 per foot of length over 150 feet for each day up to 30 consecutive days that the megayacht is secured to a slip in a municipality that collects slip fees. It also establishes the Megayacht Fund in the Department of Environmental Protection. The impact fee will then be distributed as follows:

- Up to 10% may go to the municipality where the megayachts is moored or docked;
- The remainder will be split 50% for the municipality to support harbor infrastructure and sea level rise mitigation and 50% to support public transit infrastructure, including ferries and land-based public transportation.

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<https://www.oxfam.org/en/press-releases/superyachts-and-jets-europes-elite-emit-more-carbon-pollution-week-worlds-poorest-1>

MCV supports this bill - and several others this session - for a very simple reason: polluters should pay for the damage they cause to our air, water, soils and climate. We don't want Maine taxpayers to get stuck with the bill for careless, reckless and damaging actions that leave environmental destruction literally in their wake. We hope that you agree and that you will vote "Ought to Pass" on LD115. Thank you for your consideration.