



NATIONAL BOATING FEDERATION



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1. 2010 Boating Accident Statistics (USCG)

	<u>2010</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>
Registered Boats*	12.4	12.7	12.7	12.9	12.7	12.9
Fatalities	672	736	709	685	710	697
Injuries	3,153	3,358	3,331	3,673	3,474	3,451
Accidents	4,604	4,730	4,789	5,191	4,967	4,969
Property Damage (mil.)	\$35.5	\$35.9	\$54.3	\$53.1	\$43.7	\$38.7

* Primarily motorboats but includes ~900,000 non-motorized craft in millions

- a. California and Florida (states with large year round boating) continue to have the largest number of accidents and fatalities (44 and 65 respectively, both higher).
- b. 1,544 (34%) of accidents involved collisions with another vessel or object.
- c. 141 (21%) of 672 fatalities involved are canoes and kayaks (unregistered vessels) (up again).
- d. 325 (48%) of fatalities involved open motorboats.
- e. **304 (45%) of fatalities known to have had no formal instruction** (16% had instruction).
- f. **484 Drownings, 80% from boats less than 26ft.**
- g. **471 (70%) of fatalities life jackets were not worn.**
- h. 38 (7%) of fatalities involved personal watercraft .
- i. Fishing accounted for 30% of the fatalities.
- j. Alcohol and drug use was a contributing factor in 19% of the fatalities (up).

Some key observations: 1) registered boats decline due to economics, 2) the leveling off of accidents and fatalities still a major concern, 3) current educational efforts are not working.

2 UN Resolution 40 Adoption Status. Not much new; USCG is interested but dependent on NASBLA to support action. As previously reported the conclusions of NASBLA are; 1) their educational standards don't meet UN Resolution No. 40 requirements (practical demonstration), 2) Since each US state and territory legislatively sets their own standards (54 in all) they are against a "national" standard as a usurping of State's Rights, 3) they felt that with only 17 countries (all in Europe) adopting Resolutions Nos. 14 and 40 there wasn't sufficient justification for adoption, and 4) they weren't convinced there was a justifiable population of US citizens impacted to justify action. (See USPS Boat Operator Certification program below.)

3. Propeller Strike Avoidance & Carbon Monoxide poisoning legislation proposed by U.S. Coast Guard. The USCG has published several proposed regulations requiring engine cut-off switches to avoid "circle of death" fatalities and injuries when a person falls overboard, propeller guards, shutting off the engine when people in the water close to the propeller and more education. These proposals have met with great opposition. The latest legislative proposal seeks options for preventing CO poisoning.

4. The National Boating Federation

a. **Addition of Ethanol to Marine Fuels.** Several years ago 10% ethanol was added to all gasoline, both automotive and marine. Many significant problems have occurred in the marine environment; degradation of plastic fuel tanks, engine fouling, excessive water accumulation in fuel tanks, and poorer performance. Recent lobbying efforts have been underway by the corn farmers to increase this to 15% or

more. NBF has joined with others in the marine industry against a percentage increase and are pushing to have ethanol removed from all marine fuels (doubtful). This battle is continuing.

b. **Gray Water Discharge.** The Environmental Protection Agency has been holding public meetings regarding increased regulation of gray water (non-sewage) discharges from recreational boats to reduce water pollution and the spread of invasive species such as bilge water and deck runoff. NBF is advocating such regulations will be expensive to implement and are not yet based on scientific fact.

c. **Reauthorization of the Sport Fish & Boating Trust Fund** (done every 5 years). The money in this fund comes from motorboat fuel and fishing tackle taxes and is the primary source for boating safety programs and enforcement as well as sport fish restoration and preservation of waterway habitat. The unique aspect of this fund is that it is “user pays – user benefits” fund, not a general taxpayer fund. A new group called the Angling and Boating Alliance has reached a consensus on the specifics for the next cycle and NBF continues to be an active participant. Key aspects of the proposed language include: 1) 75/25 federal/state match for recreational boating safety programs, 2) a maintenance of effort provision for Recreational Boating Safety funding, and 3) removal of USFWS and USCG administrative cost “off the top” of the trust fund prior to program allocations. Hearings should be scheduled this fall. NBF is a member of the Alliance

e. **National Ocean Council.** The NBF President and Legislative Director have participated in Council workshops of the Coastal and Marine Spatial Planning by the U.S. Department of Interior. This body is working to develop policies for the stewardship, preservation and use of U.S. oceans, coasts and Great Lakes. NBF’s participation is making sure the recreational boating public is not forgotten.

f. **VHF/DSC/MMSI/GPS radio brochure** for proper connection to the USCG Rescue 21 system was prepared by NBF and funding from USCG for printing is expected.

6. **United States Power Squadrons**

a. **Boat Operator Certification.** This program is underway with 450 Advanced Certifiers issuing over 600 **Inland Navigator** and 50 **Coastal Navigator** certificates. Certification requires on-water demonstrations of boat handling proficiency as well as USPS courses and seminars. This program goes beyond, UN Resolution No. 40 requirements. The third and fourth levels (Advanced Coastal and Offshore) are under development.

b. **USPS On-the-water Training Program.** USPS has developed a comprehensive on-the-water training program under a \$200,000 grant by the US Coast Guard (funded by 5.d. above) for use by USPS, US Sailing, USCG Auxiliary, state boating agencies, yacht clubs, etc. A second \$250,000 grant has been awarded for implementation expenses. This will include leasing a training vessel, instructor training expenses and travel expenses in order to conduct session in different locations around the country.

c. **Partnering with the Canadian Sail & Power Squadrons** (CPS) is increasing under a recent memorandum of understanding. Two courses, *Advanced Piloting*, and *Engine Maintenance*, have been co-authored and a Canadian version will be published in French as required by Canadian law.

d. **Partnering with the U.S. Coast Guard Auxiliary.** A new agreement was recently signed by the two organizations to broaden cooperative efforts in vessel examinations, public boater safety awareness, and boater education.

7. **Other ...** a. *Life jacket wear (note item 1.g.)* b. *Mandatory boat operator education (note 1.e.)*

8. **NEXT Meetings.**

U.S. Power Squadrons – 25-29 January 2012, Jacksonville, FL
4-7 September 2012, Detroit, MI
National Boating Federation – 8 October 2011, Irvine, TX
27 April 2012, Oak Brook, IL

Respectfully Submitted,

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