Welcome to the CG-BSX Policy Letter 23-01 webinar!

We will begin at 2pm EDT.

3.15.23

CG-BSX Policy Letter 23-01

Policy changes that will impact CY24 data collection

A webinar presented by the U.S. Coast Guard Office of Auxiliary and Boating Safety in partnership with the National Association of State Boating Law Administrators

Wednesday, March 15, 2023

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Good afternoon, everyone and welcome to the

CG-BSX Policy Letter 23-01 Webinar

Today's webinar is presented by the U.S. Coast Guard Guard Office of Auxiliary and Boating Safety in partnership with the National Association of State Boating Law Administrators
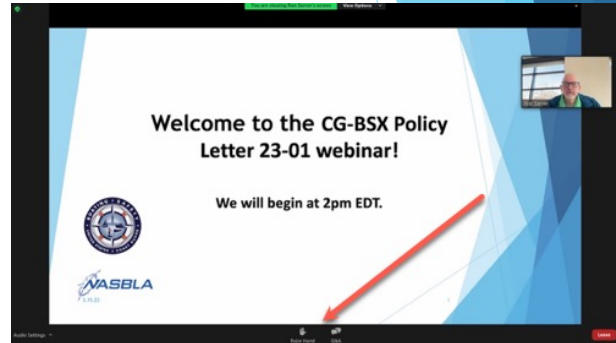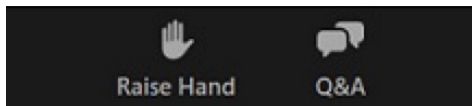
I'm Ron Sarver, NASBLA's Chief of Knowledge & Learning Management.

Before we get started, I'd like to go over a couple of housekeeping items:

Housekeeping items

All participants muted.

Utilize Q&A feature.

Welcome to the CG-BSX Policy
Letter 23-01 webinar!

We will begin at 2pm EDT.

NASBLA

Raise Hand   Q&A

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All participants are muted.   During Q&A we may unmute you and let you ask your questions. Use the raise hand feature to let me know you'd like to ask a question in this manner.

During the presentation or if you prefer, you can also use the Q&A button at the bottom of your screen to type your question. I'll read it as appropriate and let our presenters answer.

Housekeeping items

Webinar is being recorded.

Available in 24 hours.

Also in NASBLA eLearning Center

REC

NASBLA eLearning

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This webinar is being recorded.   A link to the recording will be available within 24 hours.   We will also make the recording of this webinar and handout materials available in NASBLA eLearning Center, available on the NASBLA website.

Today's speakers are:

Tamara Terry
Chair, NASBLA's Engineering, Reporting & Analysis Committee (ERAC)

Susan Weber
U.S. Coast Guard's Boating Safety Division

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Tamara Terry
Chair, NASBLA's Engineering, Reporting & Analysis Committee (ERAC)

Susan Weber
Statistician for the U.S. Coast Guard's Boating Safety Division

And with that, I'll hand the presentation to Tammy.

A NASBLA/ERAC WELCOME from Tammy Terry

▶ NASBLA, through policy committees like ERAC, has a long history of involvement in efforts on behalf of the states to clarify and improve recreational boating incident reporting requirements at the national level.

▶ In this webinar—first of two—the focus is on policy changes in response to some recommendations from a more recent collaboration between the Coast Guard, states and NASBLA.

▶ Beyond these webinars, in partnership with the Coast Guard, ERAC will be developing more guidance products—best practices and other targeted tools—for the diverse groups that will be affected by the policy.

▶ But today, we welcome Susan Weber, Statistician in the Coast Guard's Boating Safety Division for an overview of major changes to the reporting data collection in calendar year 2024.

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BOATING INCIDENT REPORTING POLICY

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Webinar objectives

- Inform you of changes to reporting practices

- Get your feedback

- Inform you of points of contact for questions

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Project history

- Project kicked off in November 2017

- Recommendations vetted through comment periods, in-person and teleconference presentations, and feedback sessions at NASBLA events.

- NASBLA membership approved in July 2020.

- Recommendations forwarded to the CG in August 2020.

- CAPT Glendye signed a policy letter in January 2023.
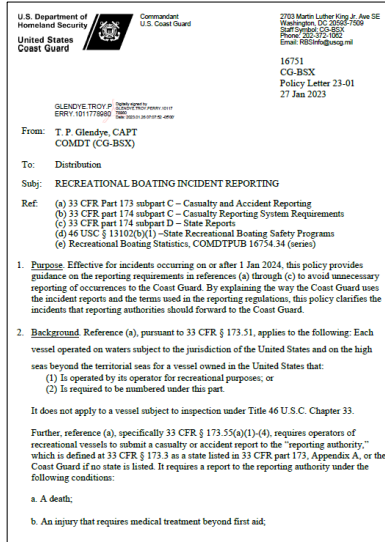
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- Project kicked off in November 2017 with a group of State, CG, and NASBLA members that developed recommendations re: incident reporting regulation and policy.
- Recommendations were vetted through multiple comment periods via the States and ERAC, in-person and teleconference presentations, and feedback sessions at NASBLA events.
- NASBLA issued a vote on the recommendations, which was approved in July 2020.   The recommendations were forwarded to the CG in August 2020.
- CAPT Glendye signed a policy letter addressing some of the recommendations in January 2023.

- The project capped off 15 years of efforts by the States, NASBLA, NBSAC and CG to clarify and improve incident reporting.
- The policy letter only addresses *some* of the recommendations. Many recommendations will require change to federal regulation.

- Letter signed January 27, 2023
- Distributed to BLAs, BARD POCs, ERAC
- Promotion efforts included:
    - Additional distribution in NASBLA BLA newsletter
    - Session at NASBLA BLA workshop
    - Webinars hosted by CG and NASBLA

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Effective Date

Discussion: The policy is effective for boating **incidents that occur on or after 1 January 2024.** The intent is to change reporting so that it impacts the Calendar Year 2024 reporting cycle and beyond.

BOATING INCIDENT REPORTING POLICY

Incident vs accident
Policy letter uses the word incident vice accident. Incident is defined as, "An occurrence deemed to meet the reporting requirements of 33 CFR 173 subpart C per this policy."

Reportable vs Not reportable (federal)
- Reportable – report.
- Not reportable- no report required.

Included vs Excluded
- Included- used in CG's annual statistics report.
- Excluded- not used in CG's annual statistics report.

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Discussion: These terms are different from those currently in use; traditionally, "reportable" has been used to represent incidents the National Recreational Boating Safety Program could prevent whereas "non-reportable" was used to represent those outside the scope of the Program.

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Injury threshold

CFR: An injury that requires medical treatment beyond first aid;

The **policy letter** provides more concrete guidance. It defines "beyond first aid" is defined as, "Means any physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment, including EMS personnel who arrive on scene but do not transport the victim to a medical facility, is not treatment beyond first aid and is not considered an injury beyond first aid."

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Discussion: Policy letter provides more concrete guidance on the injury threshold. A victim must *receive* treatment by a *medical professional* at a *licensed medical facility. Observation* is not considered *treatment.*

As part of the second phase of this project, Best Practices will be developed to provide additional guidance.

BOATING INCIDENT REPORTING POLICY

Damage threshold

CFR: Damage to vessels and other property that totals $2,000 or more

The **policy letter** changes *what* needs to be considered as damage.

"The damage threshold that requires reporting per reference (a) **excludes the value of personal property** on the vessel and includes damage to the structural, mechanical, and electronic components of the vessel and its associated equipment, and the material cost of restoring boating infrastructure. The data collection on damages **should not include the cost to repair** (i.e., does not include labor) the recreational vessel(s) involved."

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Discussion: The policy letter changes *what* needs to be considered as damages. Personal property such as jewelry or cell phones no longer counts towards the damage threshold, nor does the labor cost of repairing any damaged property. Best Practices will be developed to provide further guidance on documentation as we recognize some data collectors will have difficulty separating out labor in the cost to repair damage.

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Complete loss threshold

CFR: the complete loss of any vessel

Policy letter: The policy letter provides additional guidance on a complete loss.

"When the vessel is known or presumed to have been destroyed, is presumed to have sunk in an unknown location, has sunk in a known location but will not be recovered, or is a total constructive loss (i.e., so severely damaged it is not worth repairing)."

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Discussion: The policy letter clarifies what constitutes a complete loss. It includes vessels known or presumed to have been destroyed or those that will not be recovered.

BOATING INCIDENT REPORTING POLICY

Vessel definition

USC: A watercraft is defined by 1 U.S.C. § 3, which includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

Policy letter: The policy letter addresses what is NOT considered a vessel. If an occurrence only involves one of the following, it is not reportable.

The following are not considered "vessels" applicable to reporting requirements: pool float toy, innertube, float tube propelled by feet or fins, surfboard, submersible, diving propulsion aid, stock tank, air mattress, fish tote, floating dock, unmodified log, non-propelled residential platforms, snowmobile, & seaplane.

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For vessel determinations, please contact RBSInfo@uscg.mil.

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Discussion: The policy letter addresses vessels applicable to reporting requirements. If the only craft involved in an incident were non-vessels (for example, innertubes), the incident would not be required to be reported.

BOATING INCIDENT REPORTING POLICY

Scenarios - Collision with fixed object

Defined in 4.d as, "The striking of any fixed object, above or below the surface of the water, except the bottom of the body of water. This includes a vessel striking another vessel moored to a dock, pier, or similar structure; and a vessel striking timber or stumps."

This definition update is a significant change to how the CG *codes* data as the previous definition did not include a vessel striking another vessel moored to a dock, pier, or similar structure. Best Practices will be developed to provide additional clarification.

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There is **significant change** to the **definition**.

The proposed definition is, "The striking of any fixed object, above or below the surface of the water, except the bottom of the body of water. This includes a vessel striking another vessel moored to a dock, pier, or similar structure; and a vessel striking timer or stumps."

The current definition is, "The striking of any fixed object, above or below the surface of the water."

As such, the definition has been **broadened** to include contact with **vessels moored to a dock, pier** or **similar structure**, which impacts historical coding of data. Previously, the CG coded contact with docked vessels as a collision with a vessel.

BOATING INCIDENT REPORTING POLICY

Scenarios - Collision with vessel

Defined in 4.f as, "A striking together of two or more vessels, including colliding with an anchored vessel, a vessel secured to a mooring buoy or the tow of another vessel with exception of a towed watersport participant(s). This does not include a vessel striking a vessel moored to a dock, pier, or similar structure (see collision with fixed object (allision))."

There is a change to how the CG *codes* data as the previous definition included a vessel striking another vessel moored to a dock, pier, or similar structure.   In addition, there will only be one term vice multiple.

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There is **significant change** to the **definition**.

The proposed definition is, "A striking together of two or more vessels, including colliding with an anchored vessel, a vessel secured to a mooring buoy or the tow of another vessel with exception of a towed watersport participant(s). **This does not include a vessel striking a vessel moored to a dock, pier, or similar structure (see collision with fixed object (allision))."**

The current definition for "Collision with recreational boat" and "Collision with commercial boat" is, "Any striking together of two or more vessels, regardless of operation at the time of the accident, is a collision."

As such, the definition has been **condensed** The term **has been condensed** and the **definition has had significant edits** which impacts historical coding of data. Previously, the CG coded contact with docked vessels as a collision with a vessel, but these instances will now be coded as "Collision with fixed object".

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Scenarios – **Fire/explosion (fuel)**

Discussion: **Fire/explosion (fuel)** has been broken into two sub-terms that reflect the source.

Fire/Explosion (Engine (propulsion) or generator related) has been defined in 4.j.1 as, "Accidental burning or explosion of a vessel due to combustion of vessel fuels or their vapors used for electrical generation or propulsion."

Fire/Explosion (Not engine (propulsion) or generator related) has been defined in 4.j.2 as, "Accidental burning or explosion of a vessel due to combustion of fuels or their vapors not used for electrical generation or propulsion."

This is a change to how data is recorded on fires/explosions related to fuel. Best Practices will be developed to provide additional guidance.

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There will be **change to policy**. **Two** terms were **introduced** to identify whether the source was related to generation.

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Scenarios - Flooding

Defined in 4.m as, "The manner by which water enters the vessel through a fitting, a drain plug, a hole or crack **in** the hull, or other means that allows ingress of water **through** the hull, not over the top of the gunwale, transom, or decking of the vessel. Flooding is not the same as swamping."

Scenarios - Swamping

Defined in 4.bb as, "The manner by which water enters the vessel **over the top** of the gunwale, transom, or decking of the vessel, not through a fitting, drain plug, hole or crack in the hull, or other means that allows ingress of water through the hull. Swamping is not the same as flooding."

There is a change on how data is *coded*. The means of water entry is now being documented.

There is **significant change** to the **term and definition**.

The proposed definition of flooding is, "The manner by which water enters the vessel through a fitting, a drain plug, a hole or crack **in** the hull, or other means that allows ingress of water **through** the hull, not over the top of the gunwale, transom, or decking of the vessel. Flooding is not the same as swamping."

The proposed definition of swamping is, "The manner by which water enters the vessel **over the top** of the gunwale, transom, or decking of the vessel, not through a fitting, drain plug, hole or crack in the hull, or other means that allows ingress of water through the hull. Swamping is not the same as flooding."

The current definition for "Flooding/swamping" is, "Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface."

As such, the term has been split and the definition **has significant edits** which impacts coding of data; the means of water entry is now being documented.

BOATING INCIDENT REPORTING POLICY

Scenarios – Natural Phenomena

Defined in 4.p as, "Includes interaction with things such as lightning, being struck or bitten by a fish, or falling debris from a cliff." It is reportable if the vessel was underway and another event occurred under 5.a.(10). Under 5.b.(17), it is not reportable and excluded if no other event occurred and no other reporting threshold was met.

There is change to policy in that reporting requirements have narrowed. Incidents involving natural phenomena may require reporting and may be included in the statistics publication if the vessel was **underway** and **another event occurred**.

There has been a change to policy.

The proposed exclusion is, 'Interaction with natural phenomena, when the vessel is underway, and at least one federal regulatory reporting threshold in reference (a) was met, and another event occurred."

The current exclusion is, "Casualties from natural phenomena such as interaction with marine life (i.e. carp causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties)."

There is change to policy in that reporting requirements have narrowed. Incidents involving natural phenomena may require reporting and may be included in the statistics publication if the vessel was **underway** and **another event occurred**.

BOATING INCIDENT REPORTING POLICY

Scenarios – Criminal and government activity; non-propelled residential platforms

The exclusion statement under 5.b.(15) reads, "Occurrences meeting vessel-use exceptions, including non-propelled residential platforms; vessels used for solely governmental or criminal activities; and vessels engaged in sanctioned-activity events that are exempted from being state numbered since they are used exclusively for racing."

There is a minor change to policy when comparing historical policy to current. Historically, the Coast Guard included occurrences that solely involved a stolen vessel used for recreational purposes (joyriding). The intent of this policy is to not require these occurrences to be reported and to exclude them, if reported.

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There has been a minor change to policy.

The proposed exclusion is, 'Occurrences meeting vessel-use exceptions, including non-propelled residential platforms; vessels used for solely governmental or criminal activities; and vessels engaged in sanctioned-activity events that are exempted from being state numbered since they are used exclusively for racing."

The current exclusions are: 1) "Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity." 2) "Casualties or damage that occur when the only vessel(s) involved are not required to be numbered and are being used exclusively for racing (exclusion in 33 CFR 173.13(a))." 3) "Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled residential platform or other watercraft used primarily as a residence that is not underway."

There is a change to policy when comparing historical policy to current. Historically, the Coast Guard included incidents that solely involved a stolen vessel used for recreational purposes (joyriding). The intent of this policy is to not require these occurrences to be reported and to exclude them, if reported.

BOATING INCIDENT REPORTING POLICY

Scenarios – Foreign flag vessels

There is a "reportable" exclusion statement under 5.c.(1) reads, "When the vessel is foreign flagged and temporarily using waters subject to U.S. jurisdiction, unless another U.S.-flagged vessel is involved."

There is a change to policy. Historically, occurrences that solely involved a foreign flagged vessel were not required to be reported and were excluded. This policy letter changes reporting requirements; the incidents now are *required* to be reported but will be excluded from the statistics.

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There has been a change to policy.

The proposed exclusion is, "When the vessel is foreign flagged and temporarily using waters subject to U.S. jurisdiction, unless another U.S.-flagged vessel is involved."

The current exclusion is, "Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements."

There is a change to policy. Historically, occurrences that solely involved a foreign flagged vessel were not required to be reported and were excluded. This policy letter changes reporting requirements; the incidents now are *required* to be reported but will be excluded from the statistics.

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Scenarios – Medical emergencies

The exclusion statement under 5.b.(6) reads, "Medical emergencies unrelated to the vessel or its equipment and involving no other vessel. A medical emergency does not refer to physical impairments such as poor eyesight, hearing, or mobility."

There is a minor change to policy. Occurrences do not require reporting and are excluded in the statistics publication unless there was another vessel involved. The condition of another vessel's involvement is new.

Best Practices will be developed to provide additional guidance.

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There has been a minor change to policy.

The proposed exclusion is, "Medical emergencies unrelated to the vessel or its equipment and involving no other vessel. A medical emergency does not refer to physical impairments such as poor eyesight, hearing, or mobility."

The current exclusion is, "A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty."

There is a change to policy. Occurrences do not require reporting and are excluded in the statistics publication unless there was another vessel involved. The condition of another vessel's involvement is new.

BOATING INCIDENT REPORTING POLICY

Private waters

Private waters is defined in 4.w as, "Privately held waters not subject to the jurisdiction of the United States or a state." Under 5.b.(1), occurrences on private waters are not reportable and excluded from the statistics.

There is a significant change to policy. The policy letter provides guidance that occurrences on private waters are **not reportable** and are **excluded** from the statistics. Though private waters have never been subject to the jurisdiction of the United States, the CG had been documenting information on occurrences previously and coding them as "reportable."

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There has been a significant change to policy.

The proposed exclusion is, "Privately held waters not subject to the jurisdiction of the United States or a state." Under 5.b.(1), occurrences on private waters are not reportable and excluded from the statistics.

Currently, the CG had been documenting information on occurrences that occurred on private waters and coding them as "reportable," though private waters have never been subject to the jurisdiction of the United States,

BOATING INCIDENT REPORTING POLICY

Sole state waters

Defined in 4.aa as, "Waters not subject to the jurisdiction of the United States but subject to the jurisdiction of a state." Under section 2, occurrences on sole state waters are reportable and included from the statistics.

The Policy letter provides guidance that occurrences on sole state waters are **reportable** and are **included** from the statistics. Though sole state waters have never been subject to the jurisdiction of the United States, the CG had been documenting information on occurrences previously and coding them as "reportable."

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There has been no intended change to policy.

The policy letter requires reporting of occurrences on sole state waters.

Currently, the CG had been capturing as "reportable" occurrences on sole state waters, even though sole state waters are not subject to the jurisdiction of the United States,

BOATING INCIDENT REPORTING POLICY

Data collection tool changes

CG-3865 (slide 1 of 3)
Change injury threshold to reflect *receipt of* treatment by a *medical professional* at a *licensed medical facility.* *Observation* is not considered *treatment.*

Change damage threshold example to make it clear that personal property should not be reflected in the threshold amount.
(page 1)

Report required because *(select all that apply):*

☐ At least one person in this accident *died:*   If so, how many? _____
☐ At least one injured person in this accident *required or was in need of treatment beyond first aid:*   If so, how many? _____
☐ At least one person in this accident *disappeared* and has not yet been recovered: If so, how many? _____
☐ *All* boat and other property *damage (e.g., fishing/hunting gear)* caused by this accident *totaled (or likely totaled) $2,000* or more:
    Approximate value of damage to *your* boat: $_____
    Approximate value of damage to *your* other property: $_____
☐ Your or another *boat* in this accident was *(or likely was)* a *total loss*

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CG-3865 (slide 2 of 3)
Change incident events (page 3)

ACCIDENT DETAILS – EVENTS ON *YOUR* BOAT		
ACCIDENT EVENTS		
Types of events occurring to/on *your* boat during accident *(select all that apply)*		
Collision with recreational boat	Flooding/swamping	Person fell overboard
Collision with commercial boat *(e.g., tug, barge)*	Fire/explosion – fuel	Person fell on/within boat
Collision with fixed object *(e.g., dock, bridge)*	Fire/explosion – non-fuel	Sudden medical condition
Collision with submerged object *(e.g., stump, cable)*	Carbon monoxide exposure	Person struck by boat
Collision with floating object *(e.g., log, buoy)*	Mishap of skier, tuber, wake boarder, etc.	Person struck by propeller or propulsion unit
Capsizing	Person left boat voluntarily	Person electrocuted
Grounding	Person ejected from boat *(caused by collision or maneuver)*	
Sinking	Other *(describe)*	

→Collision with vessel replaces Collision with recreational boat and Collision with commercial boat.
→Remove Collision with submerged object
→ Modify "Person electrocuted" to "Electrical shock"
→ Modify "Fire/explosion (fuel) to label it as generation-specific
→ Add "Fire/explosion (fuel)" and label it as non-generation
→ Add Natural phenomena with examples

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Data collection tool changes

CG-3865 (slide 3 of 3)
→ Modify "Person left boat voluntarily" to "Person departs vessel voluntarily"
→ Modify "Person ejected from boat" to "Person ejected from a vessel"
→ Modify "Person fell overboard" to "Person falls overboard"
→ Modify "Person fell on/within boat" to "Person impacts vessel"
→Modify "Person struck by propeller or propulsion unit" to "Person struck by propeller/propulsion unit/water jet"
→Modify "Person struck by boat" to "Person struck by vessel"
→Modify "Mishap of skier, tuber, wakeboarder, etc." to "Towed watersport mishap"

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BOATING INCIDENT REPORTING POLICY

Data collection tool changes - BARD-Web

BARD-web data input forms, queries, and print report forms will need to be updated.

Types of events occuring to/on your boat during accident (select all that apply):*

COLLISION WITH RECREATIONAL BOAT	FLOODING/SWAMPING	SUDDEN MEDICAL CONDITION
COLLISION WITH COMMERCIAL BOAT (e.g., tug, barge)	FIRE/EXPLOSION - FUEL	PERSON STRUCK BY BOAT
COLLISION WITH FIXED OBJECT (e.g., dock, bridge)	FIRE/EXPLOSION - NON-FUEL	PERSON STRUCK BY PROPELLER OR PROPULSION UNIT
COLLISION WITH SUBMERGED OBJECT (e.g., stump, cable)	CARBON MONOXIDE EXPOSURE	PERSON ELECTROCUTED
COLLISION WITH FLOATING OBJECT (e.g., log, buoy)	MISHAP OF SKIER, TUBER, WAKEBOARDER, ETC	
CAPSIZING	PERSON LEFT BOAT VOLUNTARILY	
GROUNDING	PERSON EJECTED FROM A VESSEL (caused by collision or manuever)	
SINKING	PERSON FELL OVERBOARD	
OTHER (DESCRIBE)	PERSON FELL ON/WITHIN BOAT	

The following will likely occur for those States that use the USCG BAR form, CG-3865.

→Collision with recreational boat and Collision with commercial boat will be grayed out. A user will not be able to select them, but will be able to see data attributed to them in historical records (via the input form, query, and print report). A new term "Collision with vessel" will be added to the input form, and will come through in the query and print report.

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Data collection tool changes - BARD-Web

→ Collision with submerged object will be grayed out. A user will not be able to select them, but will be able to see data attributed to them in historical records (via the input form, query, and print report).

→ Person electrocuted will be modified to "Electrical shock." The input form, query, and print report will display the new value "Electrical shock" even if "Person electrocuted" was selected in an older incident report.

→ Fire/explosion – fuel will be grayed out. A user will not be able to select them, but will be able to see data attributed to them in historical records (via the input form, query, and print report). Two terms will be added to the input form, and will come through in the query and print report: Fire/explosion (fuel- engine (propulsion) or generator related) and Fire/explosion (fuel- not engine (propulsion) or generator related).

→ Natural phenomena will be added to the input form, query wizard, and print report.

BOATING INCIDENT REPORTING POLICY

Data collection tool change - BARD-Web

→ Person left boat voluntarily will be modified to "Person departs vessel voluntarily." The input form, query, and print report will display the new value "Person departs vessel voluntarily" even if "Person left boat voluntarily" was selected in an older incident report.

→ Person ejected from boat will be modified to "Person ejected from a vessel." The input form, query, and print report will display the new value "Person ejected from a vessel" even if "Person ejected from boat" was selected in an older incident report.

→ Person fell overboard will be modified to "Person falls overboard." The input form, query, and print report will display the new value "Person falls overboard" even if "Person fell overboard" was selected in an older incident report.

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Data collection tool changes - BARD-Web

→ Person fell on/within boat will be modified to "Person impacts vessel." The input form, query, and print report will display the new value "Person impacts vessel" even if "Person fell on/within boat" was selected in an older incident report.

→Person struck by propeller or propulsion unit will be modified to "Person struck by propeller/propulsion unit/water jet." The input form, query, and print report will display the new value even if the older term was selected in an older incident report.

→ Person struck by boat will be modified to "Person struck by vessel." The input form, query, and print report will display the new value even if the older term was selected in an older incident report.

→ Mishap of skier, tuber, wakeboarder, etc. will be modified to "Towed watersport mishap." The input form, query, and print report will display the new value even if the older term was selected in an older incident report.

BOATING INCIDENT REPORTING POLICY

Webinar objectives
Project history
The letter
Effective date
Changes in policy
Changes in data collection tools
    CG-3865
    BARD-Web
    Other tools/guides
Expected changes in data
Points of contact

Data collection tool changes

BARD-Web
→ Statistical report would reflect updates outlined in the previous slides.

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Other tools/guides

→ Coast Guard's annual statistics report will need to be updated to reflect new definitions and new terms in tables. Language will need to be added to the beginning of the report to introduce the changes and their impact on data.

→ The Coast Guard's Search Data page will need to be updated to reflect the new terms, and provide an explanation of changes.

→ The Coast Guard will need to update documentation on databases, and standardize data across older databases.

→ State forms (public, investigator) and third-party vendors that transmit data to BARD-Web will need to accommodate the changes.

→ Future grant products (such as the investigation coursework) may need to be adjusted to reflect changes.

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BOATING INCIDENT REPORTING POLICY

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Expected changes in future CG annual statistics
Based on an analysis of reportable incidents recorded by the Coast Guard from 2015-2019, the Coast Guard expects decreases in annual incident and casualty counts (compared to data before the policy letter's implementation).

2.8% decrease in incidents
3.0% decrease in deaths
4.3% decrease in injuries
0.3% decrease in vessel losses
0.3% decrease in damages

This data is based on an average of high and moderate probability reductions.

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Thank you for attending today's webinar.

A repeat will be held Monday, March 20 at 11am ET

Recordings and related materials will be posted to NASBLA's eLearning Center.

For questions about presentation & policy letter:

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