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Homeland Security

United States
Coast Guard



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2012 National Recreational Boating Survey Fact Sheet

Recreational Boating Across State Lines

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About the 2012 National Recreational Boating Survey (NRBS)

The NRBS is a nationwide survey that gathers data about the number and types of recreational boats, their use and characteristics of their owners and boating participants. The 2012 survey was conducted by ICF International, and collected data about 30,000 boat owning households, and 17,000 recreational boating participants, and more than 80,000 boating trips. The survey summary report can be downloaded from the Boating Safety Division's website (www.uscgboating.org).

The NRBS Fact Sheets

A series of fact sheets, each focusing on a specific topic, will be produced and made available to the boating community. Each fact sheet will cover analyses not included in the 2012 NRBS Summary Report. This fact sheet focuses on recreational boating participation across State lines and its implications on State-level boating accidents.

For the past few years, the Coast Guard has been working with the States and other partners, including course providers and the National Association of State Boating Law Administrators (NASBLA), to increase the number of persons who complete a basic boating safety knowledge course. Although 50 of the 56 States and territories require some form of boating safety education, there is limited uniformity in the requirements between the States, and most of the State requirements apply to only a portion of their motorboat operators, leaving boaters confused about these requirements, especially across state lines. In the absence of comprehensive uniformity, it becomes essential to quantify the magnitude of recreational boating across state lines, and how it impacts boating safety in each State.

Out-of-State Boating Participation and Accidents in 2012

- Out-of-state recreational boating is measured by the number of exposure hours logged on out-of-state boats. A recreational boat is considered out-of-state if it is registered in another state, or if it is unregistered and its owner resides in another state.

The 2012 National Recreational Boating Survey (NRBS) revealed that approximately 15.4% of all 3,584 million exposure hours recorded in the US were spent on out-of-state boats. This represents 550 million exposure hours.

- The impact that boating across State lines has on boating accidents is measured by the percent of boat operators involved in a boating accident that occurred in a State other than their State of residence. In this analysis, only boat operators with a known address of residence in the United States (excluding territories and offshore accidents) were considered. Only accidents where a boater was present are used in this analysis.

Boating accident data from the BARD database revealed that in 2012, about 18.4% of all 4,576 boat operators involved in a boating accident and with a known address, reside outside of the State where the accident took place.

- Table 1 shows the number of States for each percent range associated with out-of-state exposure hours and out-of-state operators involved in a accident.

Table 1: 2012 Out-of-State Boating Participation and Accidents

Percent Range	Distribution of States by Percent of Out-of-State Operators involved in Boating Accidents	Distribution of States by Relative Number of Exposure Hours from Out-of-State Boats
< 1%	2	0
1% to 5%	3	14
6% to 10%	9	14
11% to 25%	21	11
26% or More	16	12
Total	51	51

- Figure 1 indicates that the overwhelming majority of states (72%) have 11% or more operators involved in boating accidents who reside out of the state. However, the states are more uniformly distributed with respect to their magnitude of out-of-state boating as shown in Figure 2.

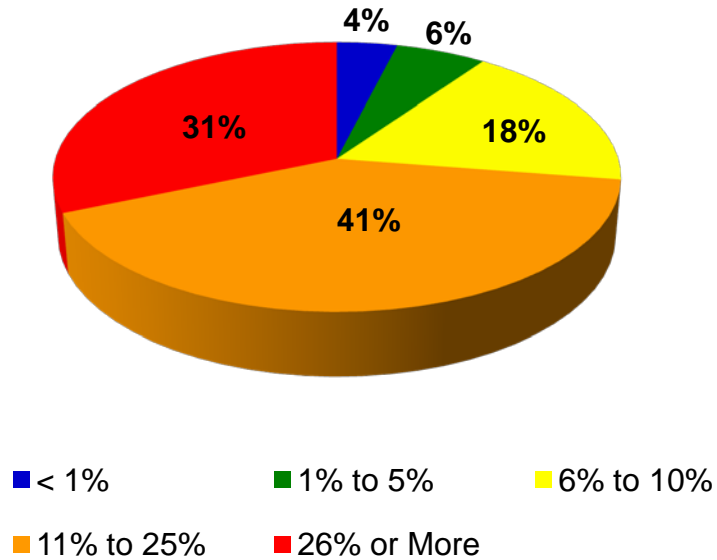


Figure 1: Distribution of States by percent of out-of-state operators involved in a boating accident

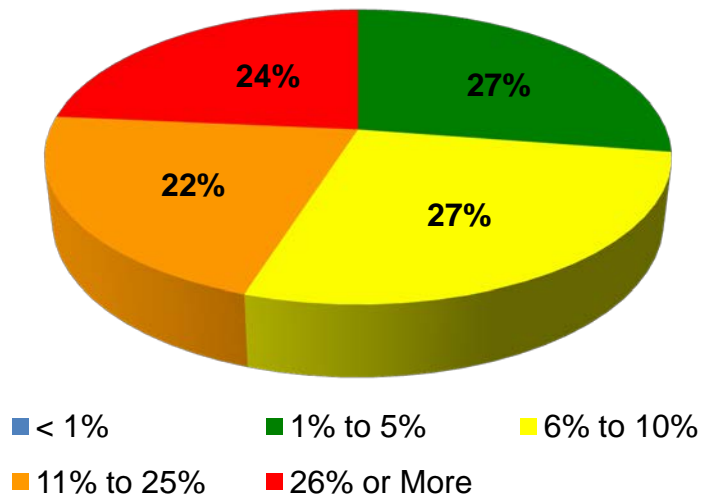


Figure 2: Distribution of States by percent of exposure hours on out-of-state boats

Out-of-State Boating Participation and Accidents by State in 2012

- Figure 3 shows the US map where states are highlighted with different colors depending on the magnitude of their relative number of exposure hours on out-of-state boats. Figure 4 shows a similar map where the percent of out-of-state operators involved in a boating accident determines the State color.
- One would expect States with a high level of out-of-state boating to be more exposed to out-of-state boating accidents as measured by the percent of out-of-state operators involved in an accident. Although the two maps are generally consistent, there are a few States with limited boating across state lines, which also have an unexpectedly high percent of out-of-state operators involved in accidents.

For example the States of Nebraska, Kansas, Oklahoma, and North Carolina appear to have limited out-of-state boating. However, the percent of out-of-state operators in an accident in those states is between 11% and 25%.

- One may note that all States with substantial boating on out-of-state boats also have a high percent of out-of-state operators involved in accidents.
- Table 2 shows the out-of-state exposure hours, and the percent of out-of-state operators involved in a boating accident, for each State.

Relative Number of Exposure Hours on Out-of-State Boats - 2012

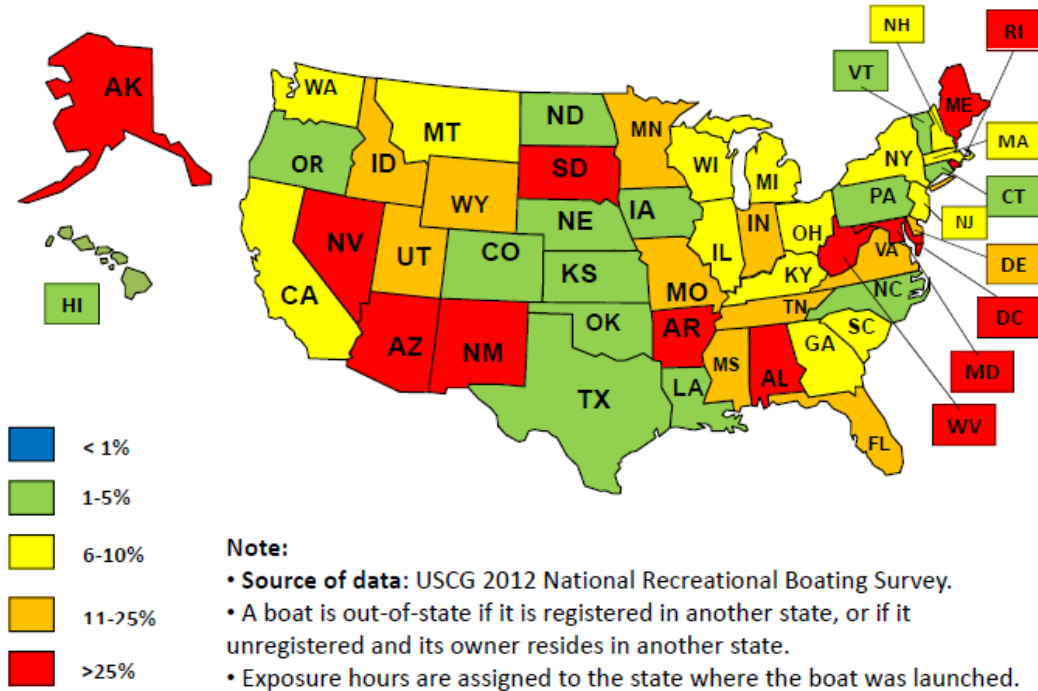


Figure 3: State relative number of exposure Hours on boats registered in another state or owned by a nonresident.

2012 Percent of Out-of-State Operators Involved in Accidents

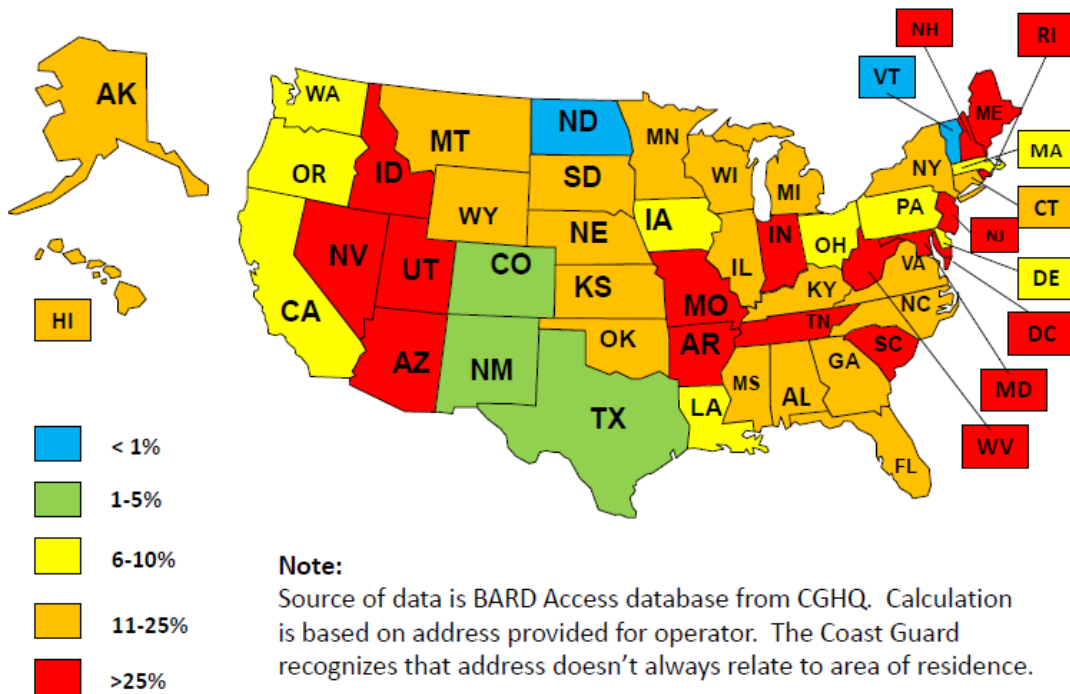


Figure 4: 2012 Relative number of boat operators involved in a boating accident, who reside in another state

Table 2: 2012 Exposure hours (in millions of hours) by type of bodies of water and boat type

State	Out-of-state Exposure Hours		Out-of-state Operators involved in a boating accident	
	Number (thousands)	Percent	Number	Percent
U.S.	550,614	15.4%	841	18.4%
ALABAMA	60,360	47.2%	10	14.3%
ALASKA	13,932	39.8%	4	19.0%
ARIZONA	18,380	41.0%	46	41.8%
ARKANSAS	20,681	34.4%	23	28.0%
CALIFORNIA	16,643	9.4%	6	6.6%
COLORADO	367	1.9%	1	2.0%
CONNECTICUT	2,012	5.5%	7	14.3%
DELAWARE	1,527	17.7%	1	10.0%
DC	384	65.7%	1	100.0%
FLORIDA	84,011	19.6%	112	15.4%
GEORGIA	10,768	10.2%	13	11.1%
HAWAII	266	3.7%	2	12.5%
IDAHO	4,020	23.2%	23	31.5%
ILLINOIS	2,606	6.3%	15	12.4%
INDIANA	13,144	16.9%	13	27.7%
IOWA	2,388	5.9%	3	7.7%
KANSAS	470	2.8%	5	15.6%
KENTUCKY	5,745	8.2%	15	28.3%
LOUISIANA	5,796	5.4%	13	10.3%
MAINE	10,830	30.6%	18	39.1%
MARYLAND	25,773	41.9%	49	33.6%
MASSACHUSETTS	4,009	7.0%	7	10.3%
MICHIGAN	18,990	8.3%	20	18.3%
MINNESOTA	19,855	12.3%	13	13.3%
MISSISSIPPI	4,866	12.0%	10	16.9%
MISSOURI	15,711	16.1%	44	29.5%
MONTANA	878	7.1%	2	11.1%
NEBRASKA	123	1.5%	9	17.3%
NEVADA	7,678	51.6%	29	43.9%
NEW HAMPSHIRE	2,037	7.5%	19	47.5%
NEW JERSEY	3,343	7.2%	31	26.5%

NEW MEXICO	3,423	89.4%	1	5.0%
NEW YORK	9,416	7.8%	31	15.0%
NORTH CAROLINA	4,509	3.5%	30	18.8%
NORTH DAKOTA	107	1.4%	0	0.0%
OHIO	5,687	8.0%	10	6.6%
OKLAHOMA	3,677	5.7%	10	10.9%
OREGON	1,529	4.0%	7	9.6%
PENNSYLVANIA	1,477	1.6%	5	8.1%
RHODE ISLAND	56,355	83.0%	14	42.4%
SOUTH CAROLINA	10,604	9.9%	39	30.2%
SOUTH DAKOTA	13,706	57.7%	4	18.2%
TENNESSEE	10,992	14.3%	26	16.6%
TEXAS	3,192	2.2%	8	4.4%
UTAH	4,012	15.8%	28	27.2%
VERMONT	424	2.8%	0	0.0%
VIRGINIA	11,151	16.8%	16	16.5%
WASHINGTON	6,563	8.6%	7	6.6%
WEST VIRGINIA	4,120	27.2%	8	38.1%
WISCONSIN	10,321	6.1%	30	23.4%
WYOMING	2,252	24.9%	3	25.0%

Definitions:

Exposure Hours (or Boat-Person Hours)

Total number of hours persons are aboard a boat in use out on the water. The “boat-person hours” definition is most commonly used to mean “exposure” or “recreational boating exposure hours” in this report.

Recreational Boats

Vessels that are operated out on the water for pleasure and recreation, not for commercial purposes. Recreational boats include: outboard, inboard and stern-drive power boats, jet boats, pontoon boats, houseboats, rowboats, canoes, kayaks, personal watercraft (e.g., jet skis), inflatable boats, kiteboards, sailboards, stand-up paddleboards and various types of sail boats. Recreational boats are also boats rented to be operated by the renter, but they do not include captained charter or party boats, ferries, cruise ships or toy boats.