

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2012-90-01 Emergency Locator Beacons	NOV 2012	Recommends that the USCG require carriage of emergency locator beacons on recreational vessels operating outside of 3NM. Also recommends allowing an exception for carriage of DSC-enabled VHF radios between 3-20NM in lieu of emergency locator beacons.	Under consideration by the USCG - Analysis being conducted on the costs and benefits of requiring emergency locator beacon carriage.	Action Continuing
2012-90-02 Model Year Designation in Hull Identification Numbers	NOV 2012	Recommends that the Coast Guard revise its definition of "Model Year" found in 33 CFR 181	Under consideration by the USCG - Proposal to initiate a regulatory project being developed.	Action Continuing
2012-90-03 On-Water Instructor Licensing	NOV 2012	Recommends that the Coast Guard modify licensing requirements for on-water instruction providers	Under consideration by the USCG - The Coast Guard is working with stakeholders to define the problem and identify possible solutions	Action Continuing
2012-90-04 Scope and Frequency of the National Recreational Boating Survey	NOV 2012	Recommends that the U. S. Coast Guard take action to reduce the scope of the National Recreational Boating Survey to ensure that the essential elements required for the establishment of reliable estimates of exposure hours, the population of non-registered boats in the U. S., and to provide critical information relative to goals and measures within the Program's Strategic Plan are gathered and that the survey be conducted less frequently than once every two years.	Under consideration by the USCG - The Coast Guard is working with stakeholders to evaluate the scope of future surveys and is considering different options for the frequency of future surveys.	Action Continuing
2012-90-05 Terminology Update for Life Jacket Carriage Requirements	NOV 2012	Recommends that the U. S. Coast Guard update its regulations found in 33 CFR 175 Subpart B by replacing every instance of Type I, II, III, IV and V with "U.S. Coast Guard approved" or other appropriate language to ensure that boaters do not run afoul of obsolete regulations upon the introduction of life jackets manufactured under new standards.	Notice of Proposed Rulemaking published in the Federal Register on August 14, 2013. Final Rule in development	Action Continuing
2011-87-01	APR 2011	Recommendation on appropriate life jacket wear by recreational boaters	Under consideration by the USCG - Proposal to initiate a regulatory project being developed.	Action Continuing

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

2011-87-02	APR 2011	<p>Recommends the USCG continue to support voluntary safety standard development through participation by USCG staff in standard development activities and inclusion of Voluntary Standards Development Support as a specifically identified Area of Interest in its annual non-profit Grant Announcement at least through FY 2016, the final year of the current Strategic Plan.</p>	<p>Voluntary safety standard development was an area of interest in 2014.</p>	<p>Action Continuing</p>
2009-84-01	OCT 2009	<p>NBSAC found that blended fuel containing Ethanol has the potential to create a significant boating safety risk for the public and advised the U.S. Coast Guard to take the following actions:</p> <ul style="list-style-type: none"> • Continue to oppose the introduction for general sale of any mid-level ethanol fuel unless it is determined with independent, verifiable scientific testing that such a fuel is compatible with marine engines and fuel systems; • Stay engaged in all efforts that attempt to introduce mid-level ethanol fuel, containing greater than 10 percent ethanol, into the market by providing technical assistance and advice, and advocating for additional testing; • To the extent possible, continue to investigate the potential relationship between marine engine failures and ethanol blended gasoline; <p>NBSAC also advised the U.S. Coast Guard to transmit this resolution to the appropriate staff at the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB).</p>	<p>2010 – Section 620 of the 2010 Coast Guard Authorization Bill required the following:</p> <p>(a) SURVEY— Not later than 180 days after the date of enactment of this Act, the Secretary of Homeland Security, acting through the Commandant of the Coast Guard, shall submit a survey of published data and reports, pertaining to the use, safety, and performance of blended fuels in marine applications, to the Committee on Transportation and Infrastructure of the House of Representatives and the Committees on Commerce, Science, and Transportation of the Senate.</p> <p>(b) STUDY— Not later than 36 months after the date of enactment of this Act, the Secretary, acting through the Commandant, shall conduct a comprehensive study on the use, safety, and performance of blended fuels in marine applications. There is authorized to be appropriated to the Secretary of Homeland Security to carry out the survey and study under this section \$1,000,000.</p> <p>The Coast Guard has not performed any research or testing on increased ethanol in boat fuels in the past six months. Supposedly EPA is performing further research and testing on which to base their decision on whether to grant the waiver to increase ethanol to 15%.</p> <p>The Coast Guard made input to the docket and not a separate letter to the EPA regarding our safety concerns over the issue of increasing the percentage of ethanol added to fuel without</p>	<p>The Congressional Report, Survey of Published Data and Reports on Blended Fuels in Marine Applications was completed and forwarded to Congress.</p> <p>A cost effective project plan has been developed for the Comprehensive Study on the Use, Safety, and Performance of Blended Fuels in Marine Applications, but the project is on hold pending funding availability.</p>

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			<p>further studies. We did not expect a separate letter response to us from the EPA.</p> <p>We have not sought a meeting with the EPA administrator regarding this matter because our safety concerns are based on anecdotal evidence and we have not yet seen any scientifically valid studies that address our concerns one way or another.</p>	
2009-83-01	APR 2009	<p>NBSAC recommended that the U.S. Coast Guard to develop a new program for life jacket design approval and follow up quality control to reduce barriers and enhance opportunities for life jacket innovation.</p> <p>NBSAC also recommended that the Coast Guard, in developing this new program, should:</p> <ol style="list-style-type: none"> 1. Establish a workgroup by May 29, 2009 comprised of life jacket and component manufacturers, boating and boating safety organizations, and boating industry trade associations to advise and assist the U.S. Coast Guard in completing the following tasks: <ol style="list-style-type: none"> a. Transition to a new consolidated North American standard that takes into account international standards by forming an ANSI compliant committee overseen by a standards development organization with extensive experience in developing and maintaining international and national marine standards by July 31, 2009. b. Separate the standards development organization from the authorized testing laboratories by May 30, 2010. c. Create a new process for certification and testing to ensure the continued safety of life jackets while providing enhanced opportunities for innovation, affordability, wearability, and use by May 30, 2010. 2. Provide more flexibility for the qualification of multiple organizations or businesses for initial and follow-up testing to facilitate expediting innovative products to market and enable competitive price 	<p>The Coast Guard continues to make progress on the action items in this resolution. An update will be given by the Lifesaving and Fire Safety Division at the MAY 2014 meeting.</p>	Action Continuing

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		<p>structures for the entire product lifecycle by May 30, 2011.</p> <p>3. Modernize compliance and quality control processes to be more cost-effective and efficient by May 30, 2012 The Coast Guard should also consider the use of industry certification or ISO 9000 as an accepted quality control process.</p> <p>4. Report on the Coast Guard's progress toward achieving these objectives at each NBSAC meeting until complete.</p>		
2006-77-02 Boat Builder Engine Cut-off Switch Installation Requirement	APR 2006	NBSAC recommends the USCG begin a rulemaking process that would require manufacturers of new recreational motorboats (size/type determination to be supported by BARD analysis) to install an engine cut-off device that prevents continued operation in the event of the operator being displaced from the helm.	<p>2014 – The USCG is working on a NPRM.</p> <p>2012 – An Advance Notice of Proposed rulemaking (ANPRM) was published 8 JUN 2011.</p> <p>2011 – A rulemaking project has been initiated to address this recommendation</p> <p>2009 – 2010 The USCG is continuing to develop a regulatory project to address this issue</p> <p>2008 – The workplan has been developed and further work is being done on supporting statistics; project was consolidated with 2006-77-03, Required Use of Engine Cut-Off Switch Link</p> <p>2008 – Work is still being done analyzing BARD to obtain data to justify the project.</p> <p>2006-07 – The Office of Boating Safety has drafted a work plan combining 2006-77-02 and 2006-77-03, and has begun the process of getting the workplan approved.</p>	Action Continuing – CG-BSX continues to work on a regulatory project in response to this recommendation
2006-77-04 Operator Requirements Concerning In- Water Activities	APR 2006	NBSAC recommends the USCG begin a rulemaking process that would require the operator of a motorboat to shut off the engine if a swimmer is in close proximity to or holding onto the boarding platform, boarding deck, boarding step, or boarding ladder of the boat. This does not apply while the vessel is engaged in law enforcement or emergency rescue activity.	<p>2014 – The Coast Guard is awaiting the results of the Engine Cut-Off Switch project before proceeding with a NPRM for this recommendation.</p> <p>2012 – An Advance Notice of Proposed rulemaking (ANPRM) was published 26 AUG 2011.</p>	Action Continuing – ANPRM Comments are continuing to be analyzed and additional data to support the rulemaking is being collected.

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			<p>regulatory project to address this issue</p> <p>2008 – The workplan has been developed and further work is being done on supporting statistics</p> <p>2008 – Work is still being done analyzing BARD to obtain data to justify the project.</p> <p>2007 – The Office of Boating Safety has drafted a work plan for this project, which is paralleling the project related to 2006-77-02/03, and has begun the process of getting the workplan approved. Accident analysis is being conducted to substantiate regulatory action.</p>	
2005-76-02 Amendments to Boating Accident Reporting Requirements	NOV 2005	NBSAC advises the Coast Guard to consult with the NASBLA in order to define concerns within 33 CFR Parts 173 and 174 relative to boating accident reporting and to develop proposed amendments to these Parts that will resolve such significant concerns.	<p>2014 – The USCG is working on a NPRM.</p> <p>2012 – A Notice requesting comments on NBSAC recommendations re: accident reporting revisions was published in the Federal Register.</p> <p>2011 – A regulatory project proposal is being developed for submission to the USCG Marine Safety, Security & Stewardship Council (MSSC) for approval and further development into a rulemaking project</p> <p>2009-2010 – USCG staff scoped the recommendations and have requested that a regulatory project be initiated to address the issue.</p> <p>2008 – A task force was formed to review accident reporting system and to make recommendations on improvements. The task force has held an initial meeting and its work is continuing.</p> <p>2007 – The Coast Guard has drafted a revised Boating Accident Report form, which will be published for public comment in Oct 2007. Comments received on this updated form will be used as part of the decision making process to consider pursuing amendments to 33 CFR 173 and 174.</p> <p>2006 – The Office of Boating Safety met with NASBLA’s Boating Accident Investigation, Reporting and Analysis</p>	<p>Action Continuing –</p> <p>CG-BSX continues to work on a regulatory project in response to this recommendation</p>

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			to adopt the “Recreational Boating Accident and Casualty Reporting Decision Matrix” as a standard for recreational boating accident reporting nationwide. The USCG appreciates this work from NASBLA and will discuss this issue and any concerns during the fall 2006 NBSAC meeting.	
2004-73-02 Statutory authority for USCG to require boat operator proof of proficiency	APR 2004	NBSAC advises the USCG to seek statutory authority that would require that a boat operator, on waters subject to the jurisdiction of the United States, possess a certificate showing completion of an instructional course or its equivalent, which meets the NASBLA Standards on Boating Safety Education and the elements of the NASBLA Model Act.	<p>2010 – Congress requested drafting assistance from the USCG to develop “Proof of proficiency” legislation</p> <p>2006 – “Proof of proficiency” language was submitted by the CG to Congress in February 2006 as a part of the next CG Authorization Bill, but this proposed language was removed from CG Auth Bill in June/July without explanation.</p> <p>2006 – The Office continues to actively work with the Coast Guard’s Office of Legislation on this issue. A legislative change proposal (LCP) has been proposed to give the USCG statutory authority to require “proof of proficiency” for operators of recreational vessels.</p> <p>2005 - The USCG is considering the proposal of a legislative amendment to accomplish this recommendation.</p> <p>2005 - Currently the USCG doesn't have the statutory authority to set and enforce standards for operation of pleasure craft. The Office of Boating Safety continues to actively support and encourage those states that are seeking mandatory education through their state legislatures. That support includes looking at those states' that have enacted mandatory education, and the correlation between the accident and fatality data of those states based on a quick phase in process vs. a phase in over a longer time frame. The office also continues to work closely with the Coast Guard's Office of Legislation to determine whether or not statutory authority is desirable, or attainable</p> <p>2004 – Seeking alternatives for proposing and enacting such legislation.</p>	The USCG has been unsuccessful to date (2014) in obtaining statutory authority to require boat operator proof of proficiency. The USCG continues to seek this authority.

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2004-73-05 Increased PFD Wear by boaters through 2007.	APR 2004	Increase wear of PFDs by boaters, anglers, and hunters measured by ongoing surveys with the intended overall wear rate of 44% through the 2007 season, with interim goals of 27.5% through 2005, 33% through 2006 and 44% through 2007.	<p>2006 – Tiger Team meeting was held and successfully lead to the revision of the outreach methodology utilized by the NSBC in promoting Lifejacket wear.</p> <p>2005 - A PFD “How to Select the Right Life Jacket Guide” for the consumer is under development. The guide focuses on the latest styles of life jacket available, technology enhancements and “How to select which life jacket is right for the type of boating I do”. This project is an element of the “You’re in Command.” initiative.</p> <p>2004 - Developed a project plan for inclusion of PFD Wear into the “You’re in Command” Phase 2 component; Working with major PFD manufacturers and national boat retail stores for special promotion on PFD wear; developed a project plan as part of “You’re in Command” to create several national traveling exhibits to be given to organizations like the USCG Auxiliary, USPS, and NSBC to promote types, technology and styles of new PFDs. Included will be a mandate that everyone working on a boating safety exhibit will always be wearing an inflatable PFD. Developing an “Exhibit Display” equipment “kit” that will have types / styles of PFDs for continuity of message. We have taped PFD public service announcements using following celebrities: John Amos; Bill Dance; Mark Pierce; Bobby, Terry and Justin Lebonite; and Olympic Silver Medalist Rebecca Giddens.</p>	Action Continuing – Wear It! Campaigns have been initiated in many states, including Tennessee, California and Florida.
2003-72-02 Request for mandatory boater education	NOV 2003	<p>NBSAC requests the U.S. Coast Guard work with NASBLA and the National Transportation Safety Board to promote the accelerated development of state boater education programs by:</p> <ol style="list-style-type: none"> 1. Conducting a campaign to encourage those states that do not have boater education laws to enact such laws; 2. Tailoring statistics on boating accidents to those states that lack boater education laws that meet the NASBLA model act; 3. Reviewing the efficacy of existing state boater education laws; 4. Establishing a program on new incentives for states to develop mandatory boater education laws; and 5. Reporting back to National Boating Safety Advisory 	<p>2004 - Seeking alternatives for proposing and enacting boater education legislation.</p> <p>2005 - The Office of Boating Safety continues to actively support and encourage those States that are seeking mandatory education through their State legislatures. That support includes looking at those States that have enacted mandatory education, and the correlation between the accident and fatality data of those States based on a quick phase in process vs. a phase in over a longer time frame. The Office also continues to work closely with the Coast Guard’s Office of Legislation to determine whether or not statutory authority is desirable, or attainable.</p>	Action Continuing – Working with the States, USCG Auxiliary and other organizations in promoting and implementing education programs. Seeking alternatives for proposing and enacting education legislation.

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		Council in six months, or periodically as needed, on the progress in developing this campaign and programs.		
2003-71-07 Homeland Security agreement with the States independent of the RBS Cooperative Agreement	APR 2003	NBSAC requests that all State and national agencies respect designated funding for Recreational Boating Safety and the USCG pursue a Homeland Security agreement with the States independent of the RBS Cooperative Agreement.	2006 – This issue is progressing with more States entering into such agreements. Also, a specific USCG HQ Office in the Response Directorate has been selected to serve as a coordinator for this effort.	Action Continuing – Requires a legislative change to authorize additional grant programs
2003-71-08 Model act and legislation requiring the wear of PFDs on all recreational vessels 21 feet and under.	APR 2003	NBSAC encourages NASBLA to develop a model act requiring the wear of PFDs on all recreational vessels 21 feet and under while underway and recommends that states and territories pursue legislation requiring the wear of PFDs on all recreational vessels 21 feet and under while underway using the model act.	2003 - Statistics have been compiled from the national Boating Accident Report Database (BARD) System showing the distribution of fatalities and drownings for all specific lengths of recreational vessels involved in fatal accidents for the years 1998 - 2002. The findings were presented to NBSAC at the 72nd Meeting in Chicago, IL. 2004 - Drowning statistics compiled for the time period 1999 – 2003 showing the distribution of drownings involving various types and lengths of boats – presented at the NTSB Forum on 25 August.	Action Continuing – We intend to continue our work with NASBLA and the individual States on this resolution
END OF ACTION CONTINUING			END OF ACTION CONTINUING	END OF ACTION CONTINUING

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

**NBSAC RESOLUTIONS
APRIL 1996 – May 2014**

MAY 2014 MEETING

COMPLETED RESOLUTIONS

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2012-89-01	APR 2012	Recognizing CAPT Mark Rizzo upon his retirement for his contributions to boating safety	Presented to CAPT Rizz	Completed
2012-89-02	APR 2012	Recognizing Mr. John Malatak upon his retirement for his contributions to boating safety	Presented to Mr. Malatak	Completed
2011-86-01	JAN 2011	Recognition of Strategic Planning Workgroup Participants	A flag letter was drafted to thank the participants, and the resolution will be forwarded to RADM Salerno.	Completed
2008-82-02	OCT 2008	NBSAC commended, encouraged and supported the work of the meeting participants who have developed a Hull Identification Number expansion alternative that will increase the vessel information available to the Coast Guard, the States, law enforcement personnel and other boating industry members and therefore aid in the improvement of boating safety, homeland security and the recovery of stolen vessels. NBSAC also further encourages the Coast Guard to consider this alternative measure in its study of the costs and benefits of an expanded 12+5 character HIN. Finally, NBSAC also encourages the Coast Guard to assist and support the National Insurance Crime Bureau and the other participants in developing and implementing the necessary systems to collect and share this information.	The USCG continues to work on the cost-benefit analysis of adopting an expanded HIN format.	Completed - The USCG was unable to develop a positive cost-benefit analysis and decided to withdraw the project.
2008-82-01	OCT 2008	NBSAC recommend that the USCG require objective measures of effectiveness to be incorporated into all recreational boating safety grants awarded by the Office of Auxiliary and Boating Safety.	Starting with the FY2010 grant cycle, the USCG is requiring all these items. Many of the FY2009 grants would meet the criteria set forth here.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		<p>NBSAC also recommended that in order to accomplish this goal, the design of every grant should be required to include a method to measure the effectiveness of the effort, the projected level of achievement of that metric, and how it specifically ties to the metrics of the RBS strategic goals and objectives. Furthermore, all required final reports should place an emphasis on the outcomes, how they related to quantification of these metrics, and whether progress has been made towards achieving those goals and objectives.</p>		
<p>2008-81-01 Supporting Revisions to Inland Navigation Rule 35, <i>Sound Signals in Restricted Visibility</i> and Inland Navigation Rule 25, <i>Sailing Vessels Underway and Vessels Under Oars</i></p>	<p>APR 2008</p>	<p>NBSAC supported revising inland navigation rules 25 and 35 to allow for more flexibility in paddlecraft lighting and the synchronization of sound signals with light signals in low visibility conditions.</p>	<p>2008 - Forwarded to the Navigation Safety Advisory Committee (NAVSAC)</p>	<p>Completed - NAVSAC recommended keeping the rules as they are</p>
	<p>OCT 2007</p>	<p>Recognizing Claude Fox for his lifelong commitment to boating safety</p>	<p>Forwarded to Mr. Fox</p>	<p>Completed</p>
	<p>OCT 2007</p>	<p>Recognizing Bruce Schmidt for contributions to the Boating Safety Division and support of NBSAC</p>	<p>Presented to Mr. Schmidt at October meeting</p>	<p>Completed</p>
	<p>APR 2007</p>	<p>Recognizing the WSIA for promoting boating safety</p>	<p>Forwarded to the Water Sports Industry Association</p>	<p>Completed</p>
	<p>APR 2007</p>	<p>Recognizing NMMA for promoting awareness of new, comfortable style lifejackets</p>	<p>Forwarded to Mr. Thomas Dammrich, President of NMMA</p>	<p>Completed</p>
	<p>APR 2007</p>	<p>Complementing the NPS for Boating Regulations Rulemaking</p>	<p>Forwarded to Mary A. Bomar, Director of the National Park Service</p>	<p>Completed</p>

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2008-81-02 Use of the Term “Life Jacket”	APR 2008	Recommends and supports the use of the term “Life Jacket” in national, regional and local boating safety marketing campaigns, education programs and initiatives in order to communicate effectively with the boating public.	2008 – CG-5422 is replacing PFD with Life jacket in all materials	Completed
2008-81-03 Marketing of Safety Equipment	APR 2008	Recommends that the USCG encourage the Marine Retailers Association of America (MRAA), the National Marine Manufacturers Association (NMMA), Marine Certification Inc. (MCI), United States Coast Guard Auxiliary (USCGAUX), and the United States Power Squadrons (USPS) to implement strategy 8.5 with the help of the strategic partners signed onto the strategic plan.	2008 – The USCG endorses this recommendation and has emphasized this in the implementation of the strategic plan	Completed
2007-80-01 Guidance Regarding Reauthorization of the SFR&B Trust Fund	OCT 2007	NBSAC recommended that the USCG pursue the following legislative changes in the upcoming reauthorization of the Sport Fish Restoration and Boating Trust Fund	2008 – A legislative change proposal is currently working it’s way through the approval process	Completed
2007-80-02 Federal Requirements for Boat Operator Education	OCT 2007	NBSAC recommended that the USCG continue to seek Statutory Authority to require that a boat operator, on waters subject to the jurisdiction of the United States, possess a certificate showing completion of an education course or its equivalent.	2008 - A legislative change proposal is currently working it’s way through the approval process	Completed
2006-78-01 Recognizing Jeanne Timmons	OCT 2006	Recognizing Jeanne Timmons		Completed
2006-78-02 An Amendment to NBSAC Resolution 2006-77-04, Operators’ Requirements Concerning In-Water	OCT 2006	Amend Resolution 2006-77-04 by changing the 4 th “whereas” to read as follows: a requirement for an operator to shut off the propulsion engine and to post a lookout prior to starting the engine to determine if anyone is in		Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
Activities		close proximity to the area of possible impact could significantly reduce the number of these types of casualties		
2006-78-03 Support of a 75/25 Match For State Boating Safety Grants	OCT 2006	NBSAC recommends that the USCG seek a fast track amendment that would change the recreational boating safety grant match requirement to a 75/25 ratio so that all states may fully participate in the recreational boating safety program	2007 - CG-5422 is now looking into the possibility of including this provision in the reauthorization of the Sport Fish Restoration and Boating Trust Fund. 2006-07 – The Office of Boating Safety is exploring the viability of this type of action.	Completed – ongoing USCG awaiting the next reauthorization
2006-78-04 Amendment to Resolution 2005-76-05 Recommending a Study Be Conducted For The 12+5 HIN Project	OCT 2006	NBSAC requests the USCG to not use the survey methodology but conduct a study that utilizes the 2004 NASBLA/IAMI report and the report presented to the Boats and Associated Equipment subcommittee on 10/22/06 for the cost-benefit analysis for the 12+5 HIN project	2008 – The USCG published a notice in the Federal Register in Mar 2008 requesting comments on potential adoption of an expanded hull identification format. 2007 – The USCG will be publishing a notice in the FR in Oct 2007 requesting comments on potential adoption of an expanded hull identification format. 2006-07 – CG-3PCB-3 is examining the issue and has developed a cost/benefit questionnaire which has been distributed to interested parties in hopes of determining the best way to move forward on this issue.	Completed - The USCG was unable to develop a positive cost-benefit analysis and decided to withdraw the project.
2006-78-05 In Support of Rescinding Resolution 2004-73-03 Promoting Usage of Type I and II PFD's & Requesting That The USCG Continue Efforts to Reclassify & Simplify the PFD Label Process Especially Pertaining to the Unique Physical and Psychological Attributes of Children	OCT 2006	NBSAC rescinded Resolution 2004-73-03 and requests that the USCG continue it's attempt to reclassify and simplify the PFD label process, including those factors unique to children's physical and psychological makeup.	Forwarded to Sam Wehr, US Coast Guard Lifesaving and Fire Safety Standards Division	Completed
2006-77-01 Develop a draft pre-rental education package for all rental motorboats for the general public.	APR 2006	NBSAC recommends the USCG: • Identify size/type, behaviors to be addressed which, according to BARD, would prevent injury or death with a goal of 40% effectiveness. • Identify the items recommended to	2009 – 2010 The final package has been completed and is available at http://www.rentalboatsafety.com 2008 – The package was disseminated for use in the 2008 boating season – feedback currently being sought and evaluated	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		be included in a complete rental package. • Identify the best method(s) for distribution of the completed package. • Solicit input from both industry and livery operations. • Involve the PWIA for their experience in creating a rental information package for the PWC industry • Seek legislative authority that would justify mandatory livery education.	2008 – The package has been developed and will be presented to NBSAC at the Apr 2008 meeting 2007 – Contractor has provided a final draft of an education checklist. 2006-07 – The Office of Boating Safety: -- Collected information on rental packages from several industry sources; -- Developed a draft outline of items to be included in generic rental package; -- Is developing a plan of how best to incorporate outline items into proper presentation for the public.	
2006-77-03 Required Use of Engine Cut-Off Switch Link	APR 2006	NBSAC recommends the USCG begin a rulemaking process that would require the wearing of the engine cut-off switch link by the operator of a boat so equipped with an engine cut-off switch link while the engine is running. This does not apply while assisting with the docking or departure of the vessel, while exiting or entering the vessel, or while the vessel is engaged in law enforcement or emergency rescue activity.	2007 – Consolidated with 2006-77-02	Completed
2006-77-05 Analytical Tools to Support Propeller Strike Prevention Initiatives.	APR 2006	NBSAC recommends the USCG take immediate action to use all possible analytical tools, such as Risk Based Analysis and Cost Effect Analysis to pursue completion of the tasks set forth in the various Council resolutions regarding propeller strike prevention.	2007 – BRAINS is available at http://www.boatingrisk.com as both an online tool and a software download. 2006 – The USCG awarded a non-profit grant to update the boating accident report data for the years 1998 - 2005 used in the Boating Risk Analysis Information System (BRAINS) -- a tool that measures the effect a specific variable, or group of variables, have in reported boat/ propeller strike accidents. BRAINS is a resource that could assist in better targeting prevention initiatives.	Completed
2006-77-06 Innovations In Life Jacket Design Competition.	APR 2006	NBSAC recognizes and applauds the BoatU.S. Foundation and the PFDMA for their initiative in improving the design of PFDs and making boating safer through encouraging wear of		Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		PFDs.		
2006-77-07 Bill O'Loughlin and Peter O'Loughlin O'Loughlin Trade Shows.	APR 2006	NBSAC recognizes and applauds the O'Loughlin family for their dedication to the safety of children in boating, and promotion of boating as family fun.		Completed
2006-77-08 Captain Tred Barta and the Outdoor Life Network	APR 2006	NBSAC commends Captain Tred Barta and the Outdoor Life Network for their outstanding effort to educate recreational boaters and anglers on the very serious issue of abandoning a vessel in order that, one day, such knowledge may save someone's life.		Completed
2006-77-09 National Boating Federation 40th Anniversary	APR 2006	NBSAC congratulates the NBF on its 40 th Anniversary, and expresses its appreciation for the NBF's efforts on behalf of all of America's recreational boaters.		Completed
2006-77-10 Boat Owners Association of the United States' 40th Anniversary	APR 2006	NBSAC congratulates BOAT/US on its 40 years of exceptional service to the nation's recreational boaters.		Completed
2006-77-11 Recognition of Scott P. Swanby	APR 2006	NBSAC does hereby recognize and applaud Mr. Scott P. Swanby for his dedication, innovation, and dogged persistence in the development, approval, and distribution of inflatable life vests, and further recognizes the exceptional contribution his work has made to the safety of mariners, hunters, and anglers throughout the United States and the world.		Completed
2006-77-12 Harbor Safety Committees	APR 2006	NBSAC recommends that recreational boating have a permanent seat on all Harbor Safety Committees. It is also recommended that recreational boating be a permanent member of the steering committee for each Harbor Safety Committee.	2006 – The Office of Boating Safety has been encouraging the leadership of the U.S. Coast Guard Auxiliary, NASBLA and the U.S. Power Squadrons to actively engage in participation on these local committees.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2005-76-01 Marine Weather Broadcasts for Recreational Boating Safety	NOV 2005	NBSAC opposes any legislation, regulation or program that would require fees for marine weather forecasts, which are essential to recreational boating safety.	2007 – No longer an active bill, because no action was taken in the Congress in which it was introduced. Furthermore, the sponsor of the legislation failed to win reelection.	Completed
2005-76-03 Hurricane Katrina Emergency Response Appreciation	NOV 2005	NBSAC offers its highest praise and most sincere appreciation to VADM Thad Allen, responding Coast Guard, State natural resource/boating, local emergency response and U.S. Coast Guard Auxiliary personnel, and those manufacturers and retailers donating vital equipment to this heroic effort.		Completed Copies of the resolution were sent to all listed organizations.
2005-76-04 Propeller Strike Injury Avoidance	NOV 2005	NBSAC recommends the establishment of a working group to address propeller strike injury avoidance issues. The goal for this working group will be to develop information to assist the U.S. Coast Guard to conclude the regulatory process as initiated under USCG-2001-10163 and supported by NBSAC resolutions 1999-63-02, 2001-67-01, 2001-68-10, and 2002-70-01, and suggest alternative initiatives as appropriate.	2008 – The USCG is continuing to evaluate potential “test protocols” to be used in the development and evaluation of “propeller guard” type devices. 2007 - The USCG evaluated some protocols for testing “propeller guard” type devices in the summer of 2007. Data collected from this effort will be used to determine the next steps. 2006 – Convened Working Group in March to discuss ongoing rulemaking initiative and suggest other possible initiatives for NBSAC review. Working group developed several recommendations that were presented at the April NBSAC meeting and adopted as NBSAC Resolutions. Newly developed Propeller Injury brochure published and placed in distribution.	Completed Recommendations from Working Group forwarded to NBSAC and adopted as Resolutions at April 2006 NBSAC meeting. See 2006-77-1 through 5.
2005-76-05 Hull Identification Number Implementation	NOV 2005	NBSAC requests that the U.S. Coast Guard disregard the previous cost and benefit study; and that the Coast Guard invite stakeholders to participate in the development of a survey instrument for determining costs and a separate survey instrument for determining benefits incorporating the points made in the NASBLA/IAMI report.	2008 – The comment period on an expanded hull identification number format is closed. The USCG is evaluating comments and conducting an economic analysis to assist in determining the feasibility of the project. 2008 – The USCG published a notice in the Federal Register in Mar 2008 requesting comments on potential adoption of an expanded hull identification format. 2006 – Draft cost/benefit survey distributed to stakeholders for comments. Survey placed on hold due to negative feedback from stakeholders.	Completed - The USCG was unable to develop a positive cost-benefit analysis and decided to withdraw the project.

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			Update to be provided to NBSAC on the 17-character HIN to include progress from the SEP NASBLA meeting, which recommends that a study be completed to identify costs and benefits rather than a survey. NBSAC guidance will be sought on this issue at the fall 2006 NBSAC meeting.	
2005-75-05 Interagency Committee for the Marine Transportation System (ICMTS)	APR 2005	NBSAC recommends that the USCG act as the lead agency to resurrect a modified version of the ICMTS and that the ICMTS include the appropriate representative of NASBLA and all state, federal and private interests with similar interests including the federal agencies that have the greatest impact on recreational boating. Modify the charter and goals of the ICMTS to serve recreational boaters in addition to commercial enterprise.	2005 -- An Office of Boating Safety staff member has been assigned this responsibility and has begun initial planning. In addition, the staff has met with a NOAA staff member who has been delegated the task of drafting desirable near-term improvements to the MTS that the CMTS should consider, with an intent of adding RBS issues to this list. 2006 - A list of desirable near-term improvements to the MTS has been forwarded to the Executive Secretariat of the CMTS, as well as an issue paper on RBS issues within the MTS. A copy of this resolution has also been forwarded. Active liaison continues to follow-up on RBS issues addressed by the CMTS.	Completed – Ongoing. The Interagency Working Group for Visitor Safety on Federal Lands and Waterways has been established, and the USCG is participating.
2005-76-06 Primacy of U.S. Coast Guard in Regulating Vessel Traffic on Waters Subject to the Jurisdiction of the United States	NOV 2005	NBSAC recommends that the U.S. Coast Guard assert its authority as the lead Federal agency for regulating the ICW and other waterways subject to the jurisdiction of the United States to ensure free, unobstructed, and safe passage for all vessels throughout the entirety of the waterways.	2006 -- An Office of Boating Safety staff member has been assigned this responsibility and has begun initial planning. In addition, the staff has met with a NOAA staff member who has been delegated the task of drafting desirable near-term improvements to the MTS that the CMTS should consider, with an intent of adding RBS issues to this list. 2006 - A list of desirable near-term improvements to the MTS has been forwarded to the Executive Secretariat of the CMTS, as well as an issue paper on RBS issues (to include issues affecting the ICW) within the MTS. A copy of this resolution has also been forwarded. Active liaison continues to follow-up on RBS issues addressed by the CMTS.	Completed – Ongoing. The USCG is pursuing this through the Interagency Working Group for Visitor Safety on Federal Lands and Waterways
2005-76-07 Commendation for Carlton S. Perry	NOV 2005	NBSAC does hereby commend Mr. Carlton S. Perry for his 36 years of superior service to his country, through the United States Coast Guard, and for his many years of service to the National Boating Safety Advisory Council, and gives Mr. Perry hearty thanks for the dedication he has shown to the Council. The		Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		Council wishes fair winds and following seas to Mr. Perry in his retirement.		
2005-75-01 Goals to improve recreational boating safety	APR 2005	NBSAC advises the USCG to: 1. improve the reliability of boating accident reporting and data analysis; 2. ensure that marine casualties are accurately reflected in the FY annual USCG performance reports; 3. explore boating activity measures that can be used as a denominator to adjust casualty (numerator) data; and (4) create fatality, injury, and combined fatality/injury reduction goals through 2011.	2008 – Implementation of the strategic plan is being emphasized through the development of an implementation plan and the formation of workgroups to oversee implementation of specific parts of the plan. 2006-7 The Strategic Plan was finalized and a signing ceremony was held at the 2007 IBWSS. 2006 – The RBS Strategic Planning Panel met FEB 4-6 to refine objectives and develop proposed strategies. The Chair of the Panel presented recommendations at the APR 2006 NBSAC meeting. 2005 OCT - The Program goals recommended by NBSAC were formally adopted by the Coast Guard in October 2005. The Recreational Boating Safety Strategic Planning Panel met again and considered, analyzed, and proposed recreational boating safety objectives at a meeting on October 17-18, 2005. A representative of the panel presented its conclusions at the NOV 2005 NBSAC meeting.	Completed
2005-75-02 In appreciation of gracious hospitality of the Brunswick Boat Group	APR 2005	NBSAC expresses its warm appreciation and thanks to the Brunswick Boat Group for a BRAVO ZULU.		Completed
2005-75-03 Best wishes to George Stewart on his retirement	APR 2005	NBSAC expresses its lasting appreciation to George W. Stewart, Jr., for his outstanding and numerous contributions to recreational boating safety and wish him every happiness in his retirement.		Completed
2005-75-04 Boating Safety Course Review	APR 2005	NBSAC does hereby support the National Association of State Boating Law Administrators' efforts to simplify its Boating Safety Course review process.		Completed
2005-75-06 Advice to the Secretary	APR 2005	NBSAC advises the USCG to stop the reduction of billets in the Office of	2005 - This resolution and related information has been reviewed by the Coast Guard administration. At the current time, Coast	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
of Homeland Security and Commandant on staffing levels of the Office of Boating Safety		Boating Safety (OBS) and to replace at least seven billets in OBS that have been removed or transferred, including the Office Chief, positions to address statistical analysis and strategic planning, logistical coordination and assistance to NBSAC, manufacturer compliance, and outreach efforts.	Guard Headquarters is planning a significant restructure that should move the Office of Boating Safety out of the Operations Policy Directorate and into the Compliance Directorate, under the administration of a different Vice Commandant and Director. In the interim, additional contract staff are being considered to adequately maintain the work flow. 2006 -- Coast Guard Headquarters was restructured in January 2006 and moved the Office of Boating Safety out of the Operations Policy Directorate and into the Compliance Directorate, under the administration of a different Vice Commandant and Director.	
2004-74-01 PFD Grant Project Criteria.	OCT 2004	NBSAC recommends that the USCG should require grant applicants that desire to publish and distribute boating safety pamphlets devoted to PFDs provide in their applications specific strategies, goals, objectives, and performance factors.	2005 - New criteria developed for use in grant scoring system.	Completed
2004-74-02 Minimum Age / Size Requirements for Safe PWC Riding	OCT 2004	NBSAC requests that the USCG work with the NASBLA, the American Academy of Pediatrics, the Personal Watercraft Industry Association, and the Association for PWC Safety to investigate the available data to determine minimum age/size requirements for safe PWC riding, and that the results of the study be incorporated in a brochure, as well as multi-media releases, to include non-boating family and home venues.	2005 - Generated a report from the BARD system showing the injuries and fatalities involving PWC in 2003 broken down by the age of injured / decedent, type of non-fatal injury, cause of death, and a description of the accident. We are analyzing this information to determine if any minimum age / size requirements can be recommended using BARD data. Investigated the possibility of using hospital emergency room data captured by the Emergency Nurses Association (ENA) under a non-profit grant project -- but data on the height and weight of the injured patient were not collected. We are also working with ABYC and have developed a draft brochure that will be available for review at the April 2005 NBSAC meeting. Brochure finalized, printed, and made available for distribution through the Coast Guard Auxiliary and National Safe Boating Council.	Completed
2004-74-03 17-Character HIN	OCT 2004	NBSAC requests that the USCG proceed with the regulatory process to	2006 – Draft cost/benefit survey distributed to stakeholders for comments. Survey placed on hold due to negative feedback from	Completed - The USCG was unable to develop a positive cost-

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
Implementation		implement the 17-character hull identification number based on the recommendations of the panel appointed by the NBSAC and led by ABYC in the most expeditious manner.	<p>stakeholders.</p> <p>Update to be provided to NBSAC on the 17-character HIN to include progress from the SEP NASBLA meeting, which recommends that a study be completed to identify costs and benefits rather than a survey. NBSAC guidance will be sought on this issue at the fall 2006 NBSAC meeting.</p> <p>2005 - Manufacturer cost survey developed. Pending OMB approval.</p> <p>2004 - Seeking additional cost/burden information. Work plan to be developed.</p>	benefit analysis and decided to withdraw the project.
2004-74-04 Cathy S. Hammond, Towing Safety Advisory Council (TSAC) Liaison Commended	OCT 2004	NBSAC commends Cathy S. Hammond for her leadership of the Commercial-Recreational Boating Interface Working Group, and bringing the commercial and recreational boating communities together to address mutual safety concerns.		Completed
2004-74-05 NASBLA Model Act for VHF Radios and / or EPIRBS on Certain Boats.	OCT 2004	NBSAC requests the Boats and Associated Equipment Committee of the NASBLA create a model act regarding the presence of VHF radios and/or EPIRBS on boats operating more than one mile offshore in coastal and Great Lakes areas.		Completed. The model act is available on NASBLA's website.
2004-73-01 Congratulations to the United States Power Squadrons	APR 2004	NBSAC expresses its sincere thanks to the USPS for their endeavors in making our waterways safer and congratulate and join with them in celebrating their NINETIETH Anniversary.	2004 - Presentation provided at April 2004 NBSAC Meeting.	Completed
2004-73-04 Commending Jane McCammon and NIOSH for their work on Carbon Monoxide.	APR 2004	NBSAC commends NIOSH and Jane McCammon for their exceptional diligence in cooperating with the USCG in uncovering the extent of the danger and the potential for misidentification of deaths or injuries related to CO.		Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2004-73-06 Request study of barge lighting to enhance recreational boating safety.	APR 2004	NBSAC requests that the USCG seek out alternative funds and organizations to address the project area of Navigation Lighting on Barges as published in the Federal Register on October 8, 2003 in an effort to improve boating safety around barges.	2004 - Solicited for FY05 grant proposals and, if no proposals received, will commence contract action. 2005 - A grant has been awarded to the National Water Safety Congress to complete this project. 2006 -- Report from the TSAC Liaison to NBSAC on the Barge Lighting Demo conducted at the NASBLA annual Conference in Louisville, KY.	Completed – project now under purview of NAVSAC
2004-73-07 Funding for NBSAC liaisons to attend TSAC and NAVSAC meetings.	APR 2004	NBSAC requests that the USCG accept the activities of these liaisons as part of the duties of NBSAC and that funding be provided for the expenses related for the designated liaisons to attend TSAC and NAVSAC meetings.	2005 - Funding is provided for the NBSAC liaison to TSAC to attend the TSAC meetings. In regard to the NBSAC liaison to NAVSAC, a current NBSAC member is also a member of NAVSAC and his expenses to attend NAVSAC meetings are administered by NAVSAC.	Completed
2004-73-08 Commendation to West Marine and the BOAT/U.S. Foundation for their work with EPIRBs.	APR 2004	NBSAC commends West Marine and the BOAT U.S. Foundation for their prompt and conscientious efforts to protect the boating public through detection and testing of a potential failure of a piece of essential, life saving equipment, and their voluntary and prudent recall of said equipment from the market.		Completed
2003-72-01 In honor and celebration of Bill Selden	NOV 2003	NBSAC sends deep thanks and appreciation to Ms. Audrey T. Selden and family for sharing Bill with us and the Country in making a difference to boating safety. Bill's leadership, dedication, knowledge, and warm friendly smile will be greatly missed.	2003 - Presentation to family at Memorial Service	Completed
2003-72-03 National Park Service proposed boating regulations	NOV 2003	NBSAC invites representatives of the National Park Service to the next meeting of the NBSAC to discuss the National Park Service's plans and	2003 - Coast Guard submitted comments to NPS on December 3. Coast Guard met with NPS at OMB, along with several other commenters on the NPS Rulemaking. NPS indicated that they intended to work with the Coast Guard in developing the Final	Completed - The NPS published its Boating and Water Use Final Rule on 23 March 2007.

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		need for boating regulations beyond those already put in place by the U. S. Coast Guard.	<p>Rule during late spring into summer 2004.</p> <p>2004 - Ms. Kym Hall of the National Park Service (NPS) attended the April 2004 NBSAC meeting in Norfolk, VA. We discussed the NPS Rulemaking Project at the Aftermarket Marine Equipment Subcommittee Meeting.</p> <p>2005 – A new representative of the NPS has been invited to the November 2005 NBSAC meeting to provide an update to this regulatory project.</p> <p>2006 – The NPS has not yet published a Final Rule.</p>	
2003-72-04 PFD workshop	NOV 2003	NBSAC requests that the U. S. Coast Guard organize a PFD workshop where representatives of all appropriate segments of the recreational marine community are brought together to explore any and all means of increasing wear of PFDs while boating.	<p>2004 - Work with several of the larger recreational boat manufacturers to ensure all marketing materials display boaters wearing PFDs and discuss display of PFDs (with manufacturer logo?) at boat exhibits at Boat Shows. Also work with PFD Industry and Boat Builders to possibly make it economically feasible for dealers to include inflatable belt packs in “Coast Guard” package provided by dealers to new boat buyers.</p> <p>Industry workshop held at Miami Boat Show February 13, 2004. Second workshop was held at Water Safety Congress April 19, 2004. The NTSB held an open forum in Washington, D.C. on August 25, 2004. Roundtable discussion scheduled at IBEX October 25 – 27, 2004 to discuss feasibility of various alternatives to increase PFD wear and develop plan of action.</p> <p>2005/2006 Boat/US and PFDMA co-sponsored a PFD design contest to encourage innovative PFD designs Contest attracted 84 submittals with some very innovative ideas.</p>	Completed
2003-72-05 Develop media materials for recreational boaters concerning commercial vessels	NOV 2003	NBSAC requests that the U. S. Coast Guard, in cooperation with the Towing Safety Advisory Committee, Navigation Safety Advisory Council, NBSAC, National Association of State Boating Law Administrators, and National Marine Manufacturers Association develop a brochure and/or	2004 - Sample video shown at April 2004 NBSAC meeting.	Completed - The American Waterways Operators (AWO) has produced under a grant a pamphlet entitled <i>Life Lines, Safety Tips That Could Save Your Life</i> detailing the constraints under which commercial vessels operate in order to educate the

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		other media to assist with the education of the recreational boater concerning interactions with commercial vessels.		recreational boater on the dangers associated when operating in close proximity to these vessels. Several million copies are available for distribution.
2003-72-06 United States international certificate of competency (ICC) for operators of pleasure craft	NOV 2003	NBSAC requests that the U. S. Coast Guard provide a presentation to NBSAC on UN Resolution No. 40 and the reasons why it has not been adopted, and identify the actions and/or steps required to provide acceptable certificates of competency for U. S. citizen recreational boaters in Europe.	2004 - Presentation provided at April 2004 NBSAC Meeting. 2005 - Currently the U.S. Coast Guard doesn't have the statutory authority to set and enforce standards for operation of pleasure craft. As this relates to U.N. Resolution No. 40, the Coast Guard cannot officially comment to the resolution as it has not yet been forwarded to the Coast Guard from the Department of State as of this writing. 2006 – A legislative change proposal (LCP) has been proposed to give the USCG statutory authority to require “proof of proficiency” for operators of recreational vessels.	Completed – See action on Resolution # 2004-73-02 “Statutory authority for USCG to require boat operator proof of proficiency” for progress on this issue
2003-72-07 Request for national education standard to prevent motor/propeller strike injuries	NOV 2003	NBSAC requests that the National Association of State Boating Law Administrators’ National Education Standards be amended to include a standard that provides information in preventing motor/propeller strikes.	2004 - Resolution Presented to NASBLA	Completed
2003-72-08 Information concerning increased penalties for boating under the influence of alcohol	NOV 2003	NBSAC requests the U. S. Coast Guard make a presentation at the next NBSAC meeting on the American Automobile Association’s “Super Drunk” law and states that have developed this and whether it can be tied to Boating Under the Influence statutes.	2004 - Presentation provided at April 2004 NBSAC Meeting.	Completed
2003-72-09 Model act for emergency shut off switches (kill switches) on boats	NOV 2003	NBSAC requests that the National Association of State Boating Law Administrators (NASBLA) create a Model Act for enforcement of the wear requirement for emergency shut off switches (kill switches) on boats equipped with such devices and that it parallel the personal watercraft (PWC)	2004 - Presentation provided at April 2004 NBSAC Meeting. Resolution Presented to NASBLA.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		lanyard required in the PWC Model Act and that the U. S. Coast Guard provide NASBLA, by the Spring 2004 committee meetings, five years of the most recent data available showing accident statistics involving propellers by length and type of boat.		
2003-71-01 Implementation of the 17-character Vessel Hull Identification Number (HIN)	APR 2003	NBSAC requests the USCG to proceed with the implementation of the 17-character HIN as it will significantly increase efforts to ensure Homeland Security and allow an increased ability to identify developing safety trends.	<p>2003 - We have developed a draft of summary, discussion of proposed changes to the current regulations and revised regulatory text in response to the NBSAC resolution to expand the current 12-character Hull Identification Number (HIN) for recreational vessels to a 17-character HIN.</p> <p>2004 - Consensus reached on format. Rulemaking will proceed through review process.</p> <p>2005 - Manufacturer cost survey developed. Pending OMB approval.</p> <p>2006 – Draft cost/benefit survey distributed to stakeholders for comments. Survey placed on hold due to negative feedback from stakeholders.</p> <p>Update to be provided to NBSAC on the 17-character HIN to include progress from the SEP NASBLA meeting, which recommends that a study be completed to identify costs and benefits rather than a survey. NBSAC guidance will be sought on this issue at the fall 2006 NBSAC meeting.</p>	Completed - The USCG was unable to develop a positive cost-benefit analysis and decided to withdraw the project.
2003-71-02 Fuel back flow and vessel tank overfilling prevention	APR 2003	NBSAC requests the USCG, NFPA and ABYC to explore means of enhanced testing and/or construction techniques to better prevent fuel back flow and tank overfilling.	2005 - At least two effective systems have been developed and are being marketed to boat manufacturers. We are working with the NMMA, ABYC and EPA on this issue as to what is necessary and how best to proceed. Proposed EPA regulation requiring carbon canisters in vent line to reduce evaporative emissions will prevent fuel from overflowing through vent line and will increase automatic nozzle shutoff ability.	Completed - Revised ABYC H-24 standard to address this issue will be published the summer of 2010
2003-71-03 Carbon Monoxide Detectors	APR 2003	NBSAC requests the USCG to make all possible haste and effort to disseminate educational and other information to the boating public encouraging installation of Carbon Monoxide detectors in appropriate,	<p>2001 - We published a consumer advisory notice in the Federal Register on January 22, 2001 (66 FR 6748).</p> <p>2003 – 2004 - Held three public meetings, including the February Miami Boat Show and developed pamphlets for distribution by industry, the CG auxiliary, and the Power Squadrons to alert</p>	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		existing vessels and that the USCG in concert with ABYC and NMMA encourage manufacturers' use of Carbon Monoxide detectors in appropriate new vessels.	boaters to the dangers of CO and make them aware of how to recognize and avoid CO poisoning. ABYC Standard A-24 requires the installation of CO detectors on all boats with an enclosed accommodation space. 2004 - Developed pamphlets for distribution by industry, the CG auxiliary, and the Power Squadrons to alert boaters to the dangers of CO. Industry developing CO Hazard Warning Label	
2003-71-04 New vessel construction standards and acceptable means of discharging portable fire extinguishers	APR 2003	NBSAC requests that the USCG establish harmonized, new construction standards to ABYC A-4.5.2.2, and that the USCG immediately disseminate appropriate information to the general boating public promoting the proper installation of "Fire Ports" or other acceptable means of discharging portable fire extinguishers within closed engine compartments on existing applicable vessels.	2004 - Continue to monitor accident data to determine whether sufficient justification can be developed to proceed with rulemaking action. 2004 - ABYC Standard A-4 and NFPA Standard 302 both require "fire ports" manufacturers and boat owners to have appropriate guidelines for the installation of fire ports. The Coast Guard lacks accident data to provide sufficient justification to proceed with rulemaking action.	Completed
2003-71-05 Recalls on associated equipment	APR 2003	NBSAC requests the USCG to fully research what changes will need to occur to accomplish recalls on associated equipment and that the USCG broadly publicize associated equipment specific recalls in cooperation with the manufacturer of said equipment informing the boating public of potential hazards and solutions.	2004 - We accomplish recalls on associated equipment that are OEM by working with both the OEM manufacturer and the boat manufacturers that have installed the equipment. Our experience thus far has been highly successful.	Completed – ongoing. The USCG met with the Consumer Product Safety Commission and discussed aftermarket associated equipment. CPSC is willing to work with us in this area on a case-by-case basis and has recently accepted a case involving an aftermarket water-ski pylon. We will continue to test associated equipment and will inform the boating public of any failures of this equipment.
2003-71-06 PFD wear / carriage education campaign targeted for hand powered vessel operators (canoes/kayaks)	APR 2003	NBSAC recommends that the USCG immediately launch a campaign to educate the canoeists, kayakers and other recreational hand powered vessel operators on the necessity for wearing and/or carrying the	2003 - We are focusing the next phase of the Coast Guard's "You're in Command" Initiative on boating safety information for paddlers, hunters and anglers. We awarded two grants to the American Canoe Association (ACA) on "Paddle sport Partnering" and "Develop a Paddle sport	Completed - ongoing USCG continues to work with the National Safe Boating Council and American Canoe Association in assuring that their annual national campaigns

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		appropriate PFD while operating these vessels.	<p>Leadership Forum.”</p> <p>2005 - A complete media campaign (developed by the CG and supported by the American Canoe Association) was designed specifically for the “paddle community”. It was developed and implemented under the “You’re in Command.” initiative using Olympic silver medalist, Rebecca Giddens as the spokesperson.</p> <p>2006 - Paddle Sport campaign met with overwhelming success in 2005 and continues its’ popularity in 2006.</p>	regarding PFD wear specifically targets these user groups and that their national campaigns are in sync with the “You’re in Command” initiative and philosophy of the Coast Guard’s efforts.
2002-70-01 Prevent and Minimize the Occurrence of Boat Propeller Strike Accidents	OCT 2002	NBSAC recommends that the Coast Guard implement changes for the April 2001 resolution [2001-67-01] for addressing requirements to prevent and minimize the occurrence of boat propeller strike accidents.	<p>2001 - A Notice of Proposed Rulemaking concerning regulations that would apply to all existing non-planing houseboats with propellers aft of the transom was published 12/10/01 comment period closed on March 11, 2002.</p> <p>2002 - ALL propeller driven vessels 12 feet and longer with propellers aft of the transom shall be required to display propeller warning labels of appropriate size and content at appropriate location(s), and operators of these vessels are required to employ an emergency shut off switch where installed. New planing vessels 12 - 26 feet with propellers aft of the transom shall also be required to select and install at least one of the following original equipment manufacturer supplied propeller injury avoidance measures: operator emergency shut off switch, boarding ladder ignition interruption switch, water jet propulsion system, Propeller guard - any design. New non planing vessels 12 feet and longer with propellers aft of the transom shall also be required to select and install one of the following original equipment manufacturer supplied propeller injury avoidance measures: Operator emergency shut off switch, Boarding ladder ignition interruption switch, Water jet propulsion system, Full cage type propeller guard appropriately sized to stop human appendages from coming into contact with the propeller - any design. All non-planing rental boats with propellers aft of the transom shall be required to be equipped with either a water jet propulsion system or a full cage type propeller guard appropriately sized to stop human appendages from coming into contact with the propeller or all of the following: Operator emergency shut off switch with mandatory use, Boarding ladder ignition interruption switch device, Aft visibility measures</p>	<p>This resolution resulted in multiple projects.</p> <p>The USCG convened a Working Group that presented recommendations to NBSAC that were adopted as Resolutions 2006-77-1 through 5.</p> <p>A brochure, “Beware, Boat Propellers. A Hidden Danger” was published and distributed Summer 2006.</p> <p>The NPRM was published proposing the installation of propeller guards on houseboats on December 10, 2001. It was withdrawn in a Federal Register Notice published on October 18, 2007. The reasons given were the costs that would likely result, the characteristics of the safety measures to be required, and uncertainty concerning the appropriate definition of “houseboat.”</p>

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			<p>where the operator’s view of the transom above the propeller(s) is blocked, which may include posting a lookout.</p> <p>2003 - Drafting work plan regarding manufacturer requirements.</p> <p>2003 – 2004 - Compiled and presented accident statistics to NBSAC showing the distribution of injuries and fatalities involving boat propeller strikes from 1998 - 2002.</p> <p>2004 - Draft work plan for manufacturer compliance under review pending ongoing analyses.</p> <p>2005 - A brochure to prevent and minimize the occurrence of boat propeller strike accidents is under development as a key element of the “You’re in Command” initiative. This brochure will be distributed to CGAux, USPS, NASBLA, as well as the NSBC. It will be designed to support the Vessel Safety Check and education programs. It will also be used in national and local RBS exhibits.</p> <p>2006 – Convened Working Group to discuss ongoing rulemaking initiative and suggest other possible initiatives for NBSAC review. The brochure, “Beware, Boat Propellers.. A Hidden Danger” was published and distributed Summer 2006.</p>	
2002-70-02 Value of Certifying Recreational Life Raft Servicing Stations	OCT 2002	NBSAC recommends a presentation on the potential and value of certifying recreational life raft servicing stations from a member of the United States Marine Safety Association (USMSA) at the next meeting.	2003 - The United States Marine Safety Association (USMSA) made a presentation to NBSAC at the April 2003 meeting.	Completed
2002-70-03 USCG Policies to Determine Proper Flotation & Use of the Compliance Testing Program	OCT 2002	That the Office of Boating Safety publish the internal policies to determine proper flotation procedures and use of the Boat Compliance Testing Program so that manufacturers will have that information.	The Office of Boating Safety published these policies in the last issue of the Boating Safety Circular and has posted them on the Office of Boating Safety Web Site: www.uscgboating.org	Completed
2002-70-04 Exemption of Inflatable PFD CO2 Cartridges on	OCT 2002	That the National Boating Safety Advisory Council write a letter to Admiral Loy, head of the	2002 - The Coast Guard contacted Transportation Security Administration staff upon their publication of guidance addressing carriage of inflatable PFDs and associated CO2 cartridges, among	Completed - ongoing The USCG sent letters on April 2, 2003 and July 25, 2003 to nine

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
Airlines		Transportation Security Administration (TSA) -- to ask him to allow exemption of inflatable PFD CO2 cartridges on airlines.	<p>other objects, aboard commercial aircraft.</p> <p>2003 - In response to CG inquiry, TSA advised that the guidance clarifies, but does not override the RSPA regulations in 49 CFR 175.10 (a) (25), which addresses carriage of the items, subject to “approval of the airline operator.” The USCG sent letters to nine airline operator CEO’s, asking them to identify the airlines that they operate and state their policy for carriage of inflatable PFDs and associated CO2 cartridges. The USCG plans to advise the boating public of these policies to enable them to make appropriate travel arrangements.</p> <p>2003 - The USCG sent letters on April 2, 2003 and July 25, 2003 to nine airline operator CEO’s, asking them to identify the airlines that they operate and state their policy for carriage of inflatable PFDs and associated CO2 cartridges. We received responses from eight (8) of the Airlines, some also addressing their subsidiary Airlines as well. Eight allowed carriage as baggage, six (6) also as carry-on; six (6) did not allow as either. The USCG plans to advise the boating public of these policies to enable them to make appropriate travel arrangements.</p>	airline operator CEOs, asking them to identify the airlines that they operate and state their policy for carriage of inflatable PFDs and associated CO2 cartridges. We received responses from eight (8) of the Airlines, some also addressing their subsidiary Airlines as well. Eight allowed carriage as baggage, six (6) also as carry-on; six (6) did not allow as either. The USCG will continue to seek ways to advise the boating public of these policies to enable them to make appropriate travel arrangements. As part of a CY10 grant to promote inflatable life jacket use, the National Safe Boating Council is updating information on which airlines permit carriage of inflatable PFD arming kits.
2002-70-05 Rulemaking for Children Under Age 13 Wearing PFDs	OCT 2002	That the National Boating Safety Advisory Council support the final enactment of the present rulemaking for children under age 13 wearing PFDs -- and that the Coast Guard report after one year (April 2004) on the effectiveness of this regulation.	<p>2002 - Published Interim Rule on June 24, 2002; in effect as of Dec 23, 2002.</p> <p>2003 - The Coast Guard will monitor statistics related to this rulemaking and report back to NBSAC on its effectiveness at the Fall 2004 meeting.</p> <p>2004 - Published Final Rule on July 30, 2004, effective August 29, 2004.</p>	Completed
2002-70-06 NBSAC Support Regarding the 50/50 Split of the Motorboat Fuel Tax	OCT 2002	That the National Boating Safety Advisory Council continue to support its previous resolutions regarding the 50/50 split of the motorboat fuel tax under the Wallop-Breaux Fund for ongoing negotiations.	<p>2003-2004 - ALAB proposal to provide 18% of total trust fund for RBS developed and forwarded to appropriate Congressional committees.</p> <p>2005 - Reauthorization of Wallop-Breaux was addressed in 2 bills enacted in 2005 – Pub.L. 109-59 and 109-74. Effective FY06, new law provides 18.5% of total Wallop-Breaux Trust Fund revenues for RBS, plus a portion of the funds to be drawn down from the Boat Safety Account in FY06-10. For FY06, this should equate to</p>	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2002-70-07 USCG Report on Resolutions and Action Items From April and October 2002 Meetings	OCT 2002	That the Coast Guard thoroughly investigate and provide detailed findings and report back to the Council by January 30, 2003 on the resolutions, action items and member items from the April and October 2002 meetings.	approximately \$95-100M. 2003 - On March 10th, the most updated action on resolutions document was sent electronically to all NBSAC members.	Completed
2002-70-08 NBSAC Support the Position For Undersecretary for the Coast Guard	OCT 2002	That the Council support the position for Undersecretary for the Coast Guard in any Department of Homeland Security which is created, and to which the Coast Guard may be transferred, for the purpose of insuring that Boating Safety remains a high priority in the new Department.	2003 - Effective March 2003 -- The USCG moved from DOT to DHS, with the Commandant of the Coast Guard reporting directly to the Secretary of Homeland Security rather than to an Undersecretary.	Completed
2002-69-01 Implement the Use of the 17 Character HIN System	APR 2002	NBSAC recommends that the Coast Guard implement the use of the 17-character HIN system.	2002 - The Coast Guard continues to lack the appropriate justification based on safety to move forward with a new 17digit HIN rulemaking. 2003 - We have developed a draft of summary, discussion of proposed changes to the current regulations and revised regulatory text in response to the NBSAC resolution to expand the current 12-character Hull Identification Number (HIN) for recreational vessels to a 17-character HIN. 2004 - Consensus reached on format. Rulemaking will proceed through review process. 2005 - Manufacturer cost survey developed. Pending OMB approval. 2006 – Draft cost/benefit survey distributed to stakeholders for comments. Survey placed on hold due to negative feedback from stakeholders. Update to be provided to NBSAC on the 17-character HIN to include progress from the SEP NASBLA meeting, which recommends that a study be completed to identify costs and benefits rather than a survey. NBSAC guidance will be sought on	Action Continuing – Cost/benefit survey placed on hold pending recommendations from NBSAC for further action. See 2004-74-03 and 2005-76-05 See 2004-74-03

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			this issue at the fall 2006 NBSAC meeting.	
2002-69-02 Installation of “Fire Ports” in Engine Compartments of New Vessels	APR 2002	NBSAC requests the Coast Guard pursue regulations requiring the installation of “Fire Ports” in engine compartments of new vessels without installed, fixed fire-extinguishing systems, and encourage the aftermarket installation of “Fire Ports” through educational means in existing vessels.	2002 - A review of historical accident data regarding fires and explosions shows that fire ports would have had little or no effect on the outcome of the accidents. Additionally, discussions with several industry experts regarding fire ports shows their effectiveness to be questionable at best, and in some instances, actually produced the opposite result. The Coast Guard currently has no defensible justification to proceed with a rulemaking on this issue and, because of the concerns regarding fire ports, questions the appropriateness of encouraging the aftermarket installation of fire ports.	Completed
2002-69-03 Means to Indicate Completion of Fuel Filling on Vessels With Built in Fuel Tanks	APR 2002	NBSAC requests the Coast Guard pursue an investigation to discover suitable means to indicate completion of fuel filling on recreational vessels with built in fuel tanks.	2002 - A review of the current status of fuel fills shows that a very common fuel fill being used by many manufacturers contains the vent line in the fuel fill system so that overflow through the vent line goes back into the fill line. Additionally there are several aftermarket items available that either are placed in the vent line or attach to the vent line. However, these items introduce an opportunity to clog the vent line if they malfunction or produce spillage inside the boat if used improperly, and use of them would introduce a possible safety hazard to alleviate an environmental concern. The Office of Boating Safety has determined that there is insufficient justification for further action on this issue. 2004 - Insufficient justification for further action on this issue	Completed
2002-69-04 Rule Making for Children Under 13 PFD Wear Requirements	APR 2002	NBSAC requests that the Coast Guard go forward with rulemaking to include all State requirements where applicable on PFD wear for children. Where there are no State requirements, federal requirements for all children under 13 to wear PFDs would apply.	2002 - The Coast Guard published an Interim Rule (IR) on June 24, 2002, that adopts all State requirements (on recreational vessels) in States that have any requirements for any children at any time on recreational vessels. The IR is effective on December 23, 2002. We plan to update NBSAC of the rulemaking project's status and consult with NBSAC to confirm the IR regulations, or recommend revisions. 2004 - Published Final Rule on July 30, 2004, effective August 29, 2004.	Completed
2002-69-05 Safe Disposal of Flares	APR 2002	The Coast Guard, in consultation with the Research and Special Projects Administration (RSPA) and manufacturers, develop guidance to States, industry, and consumers on	2002 - The Coast Guard has solicited requests for FY03 grant proposals to help accomplish this task. 2003 - The CG awarded an FY2003 grant to ABYC to develop a disposal program.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		how and where to dispose of or recycle flares that have expired, in a safe manner. It is suggested that the Coast Guard consult with those States that have already developed disposal or recycling programs in developing this guidance.	2004 - Update on the ABYC grant presented to NBSAC at the October 2004 meeting.	
2001-68-01 Thanking Coast Guard for War on Terrorism	OCT 2001	NBSAC salutes and thanks the men and women of the Coast Guard Family, the Active Duty, Reserve and Auxiliary Coast Guard and its Civilian Employees, for their outstanding dedication and work to ensure the public safety of the American people during these critical times of our War on Terrorism.	2001 - NBSAC resolution was provided to the Commandant, Chief of Staff and Assistant Commandant for Operations, and included in the weekly report to the Secretary of Transportation.	Completed
2001-68-02 Risk Analysis and/or Prospective Cost Benefit in Rulemaking	OCT 2001	NBSAC asks the U.S. Coast Guard to explore and report on the opportunities to pursue Boating Safety rule making through Risk Analysis and/or Prospective Cost Benefit as well as through Cost Benefit Analysis.	2001 - Practical application of risk analysis and prospective cost benefit in rulemaking being sought. Proposed by CG in response to Congress asking what legislation or regulations are needed.	Completed - The Office of Boating Safety continues to comply with Coast Guard, DHS and OMB direction in promulgating regulations.
2001-68-03 Carriage of Inflatable Life Vests on Commercial Airliners	OCT 2001	NBSAC requests the Department of Transportation to immediately require the USA commercial airline industry to allow the carriage of personal, Coast Guard approved, inflatable life vests in checked luggage aboard commercial aircraft, and that the Department of Transportation provide suitable notification for uniform enforcement of the requested rule.	<p>2001 - Executive Director discussed the issue with Federal Aviation Administration and Research and Special Programs Administration (RSPA) representatives in DOT. RSPA has responsibility for the applicable regulations and will respond to the NBSAC resolution.</p> <p>2003 - The USCG sent letters on April 2, 2003 and July 25, 2003 to nine airline operator CEO's, asking them to identify the airlines that they operate and state their policy for carriage of inflatable PFDs and associated CO2 cartridges. We received responses from eight (8) of the Airlines, some also addressing their subsidiary Airlines as well. Eight allowed carriage as baggage, six (6) also as carry-on; six (6) did not allow as either. The USCG plans to advise the boating public of these policies to enable them to make appropriate travel arrangements.</p>	Completed – ongoing. The USCG sent letters on April 2, 2003 and July 25, 2003 to nine airline operator CEOs, asking them to identify the airlines that they operate and state their policy for carriage of inflatable PFDs and associated CO2 cartridges. We received responses from eight (8) of the Airlines, some also addressing their subsidiary Airlines as well. Eight allowed carriage as baggage, six (6) also as carry-on; six (6) did not allow as either. The USCG will continue to seek ways to advise the boating public of these policies to enable them to make

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
				appropriate travel arrangements. As part of a CY10 grant to promote inflatable life jacket use, the National Safe Boating Council is updating information on which airlines permit carriage of inflatable PFD arming kits.
2001-68-04 Allow Country Code Prefix in Hull Identification Number	OCT 2001	NBSAC requests that the U.S. Coast Guard immediately pursue rulemaking for an exception to current regulations to allow the USA H.I.N. system to conform to the ISO H.I.N. standard while allowing the states to not require the “Country Code” in their registration process.	2001 - The most expedient option for minimal rulemaking action to satisfy request is being explored. 2002 - Work plan approved Dec 2002. 2003 - Developing NPRM. 2004 - Published Final Rule on June 17, 2004, effective August 16, 2004.	Completed
2001-68-05 Include Recreational or Non-Approved Life Rafts in Recreational Vessel Recall Authority	OCT 2001	NBSAC recommends that the U.S. Coast Guard include all recreational or non-approved life rafts within their recreational vessel recall authority as an alternative to recreational or non-approved life raft specific rule making for recall authority.	2001 - Resolution reviewed by RBS program and CG legal staff to develop CG position. CG decision to interpret recall authority to include recreational life rafts as vessels subject to recall.	Completed
2001-68-06 State Flare Disposal Capability Information Request	OCT 2001	It is moved that the National Boating Safety Advisory Council request that the U.S. Coast Guard ask the National Association of State Boating Law Administrators to poll State Boating Law Administrators regarding the existence of flare disposal capability within their jurisdiction and submit back to the NBSAC Executive Director for assembly and dissemination.	2001 - At Executive Director’s request, NASBLA Headquarters transmitted the request for flare disposal information to all State Boating Law Administrators. 2003 - More information from the State agencies needs to be collected and analyzed. The USCG awarded a 2003 grant to ABYC to develop a flare disposal program. 2004 - Update on the ABYC grant presented to NBSAC at the October 2004 meeting.	Completed
2001-68-07 Boat Factory Inspector Sensitivity to Carbon Monoxide Issue	OCT 2001	NBSAC asks the U.S. Coast Guard to instruct factory inspectors to be more sensitive of the Carbon Monoxide issue and designs relating to carbon	2001 - Factory inspectors instructed regarding Carbon Monoxide.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		monoxide danger.		
2001-68-08 Pursue Rulemaking for Child Under 13 PFD Wear	OCT 2001	NBSAC recommends that the U.S. Coast Guard pursue rulemaking for personal flotation device wear by children under 13 years of age, as proposed.	2001 - NBSAC recommendation and public comments in response to a Notice of Proposed Rulemaking being considered for final rulemaking. 2002 - Coast Guard published Final Rule on February 22, 2002; withdrew Final Rule on March 27, 2002; published Interim Rule on June 24, 2002; effective on December 23, 2002. 2004 - Published Final Rule on July 30, 2004, effective August 29, 2004.	Completed
2001-68-09 Fixed NBSAC Subcommittee Mission Statements	OCT 2001	It is moved that mission statements for three fixed National Boating Safety Advisory Council subcommittees – Prevention Through People; Boats and Associated Equipment; and After-Market Marine Equipment – be adopted.	2001 - The three NBSAC standing committees have been established and will be tasked to address respective issues.	Completed
2001-68-10 Reduce Propeller Injury Prevention Rulemaking Comment Period	OCT 2001	It is moved that the U.S. Coast Guard is strongly encouraged to speed up the regulatory project on propeller injury prevention on houseboats by reducing the notice of proposed rulemaking comment period.	2001 - The public comment period was reduced by 30 days in the Notice of Public Rulemaking published 12/10/01.	Completed
2001-67-01 Propeller Injury Prevention	APR 2001	NBSAC recommends and requests that the Coast Guard institute rulemaking addressing requirements to prevent and minimize the occurrence of boat propeller strike accidents pertaining to : 1)- All propeller driven vessels 12 feet and longer with propellers aft of the transom; 2)- New planing vessels 12 – 26 feet with propellers aft of the transom; 3) New non planing vessels 12 feet and longer with propellers aft of the transom; and 4) All non planing rental boats with propellers aft of the transom. (Alternative means of	2001 - The Coast Guard is considering the individual parts of the NBSAC resolution and plans to address them in independent regulatory projects. A Notice of Proposed Rulemaking concerning regulations that would apply to all existing non-planing houseboats with propellers aft of the transom was published 12/10/01. The Coast Guard plans to develop independent regulations policy and planning documents addressing the other recommendations affecting owners of other non-planing recreational vessels, including pontoon boats, owners of planing recreational vessels, and manufacturers of new recreational vessels. 2003 - Developing work plan regarding manufacturer requirements. 2003 – 2004 - Compiled and presented accident statistics to	Action Continuing – Multiple regulatory projects. See 2002-70-01. Published NPRM on December 10, 2001; comment period closed on March 11, 2002. See table for rulemaking actions. [2001-67-01]

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		compliance specified in resolution.)	<p>NBSAC showing the distribution of injuries and fatalities involving boat propeller strikes from 1998 - 2002.</p> <p>2004 - Draft work plan for manufacturer compliance under review pending ongoing analyses.</p>	
2001-67-02 75/25 State/Federal Matching Dollar Amount	APR 2001	NBSAC recommends that the U.S. Coast Guard support a 75/25 Federal to State Matching Funds Formula for the Boating Safety grants funded through the Aquatic Resources Trust Fund (Wallop-Breaux), and a “maintenance of effort” clause to create a baseline for State boating safety efforts.	<p>2001 - The NBSAC resolution was provided to the National Association State Boating Law Administrators, the American League of Anglers and Boaters and the National Recreational Boating Safety Coalition.</p> <p>2002 - Legislative proposal developed and forwarded to DOT. The Coast Guard is working with NASBLA and others regarding Transportation Equity Act for the 21st Century (TEA-1) Wallop-Breaux reauthorization issues.</p> <p>2003-2004 - Both provisions included in ALAB proposal developed and forwarded to appropriate Congressional committees.</p> <p>2006 – USCG Commandant recently met with the NASBLA Executive Board to discuss possible ways to achieve this.</p>	Completed - The 75/25 Federal/State match and maintenance of effort provisions were included in the ALAB proposal for reauthorization of Wallop-Breaux, but were not enacted by Congress. The Coast Guard supports the proposal and will continue to explore with NASBLA, ALAB and other interested parties whether future enactment is feasible.
2001-67-03 Radar Reflectors Petition	APR 2001	It is moved that the U.S. Coast Guard abandon efforts in response to the Recreational Boating Association of Washington petition for rulemaking to establish national standards for radar reflectors. The organization should be informed of actions being taken by the Lifesaving and Fire Safety Division of the Coast Guard regarding development of a program to approve radar reflectors and other navigation equipment for use on ships under 100 gross tons, which substantially satisfies the petition, and be notified upon completion of that work.	2001 - The petitioner was informed that the petition was denied in May 2001, but would essentially be satisfied through the related Coast Guard action specified in the NBSAC motion. The Navigation and Vessel Inspection Circular on approval of Navigation Equipment was signed on 26 Sep 2001. The Coast Guard will now approve radar reflectors meeting ISO standard ISO 8729. The approval series will be 165.160. In order to have the first approvals, at least one independent laboratory must apply and be accepted by the Coast Guard for testing and evaluating radar reflectors. Then manufacturers may go to the accepted laboratory or laboratories to have their products evaluated for Coast Guard approval.	Completed
2001-67-04 NAVSAC Discussion on COLREGS	APR 2001	It is requested that the Navigation Safety Advisory Council report on COLREGS (International Regulations for Prevention of Collisions at Sea)	2001 - Resolution provided to Executive Director, Navigation Safety Advisory Council.	Completed – ongoing – Liaisons have been established between NBSAC and NAVSAC to ensure good communication.

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		discussions involving recreational vessels or affecting recreational vessels to the National Boating Safety Advisory Council in a timely manner.		
2001-67-05 Defect Recall Period	APR 2001	With regard to the discussion and the National Marine Manufacturers Association position paper handed out, it is moved that the members of the National Boating Safety Advisory Council oppose a proposal for extending the time for vessels and associated equipment recall from 5 to 10 years and maintain the current language.	2001 - CG considered and did not concur with the resolution. 2002 - Provision to extend recall period to 10 years passed by Congress as a part of the Coast Guard Authorization Act of 2002.	Completed
2000-66-01 PFD Wear for PWC Riders and Towed Behind Activities	OCT 2000	NBSAC, meeting on October 23, 2000 in Clearwater Beach, Florida does hereby recommend and request that the U.S. Coast Guard expand section 175.15 of the Code of Federal Regulations, or add a new section for Federal Personal Flotation Device (PFD) Wearing Requirements when operating or riding on a personal watercraft and/or while being towed behind a vessel for activities such as waterskiing, aquaplaning or similar activities. An inflatable PFD would be excluded from compliance to this requirement; USCG Approved Types I, II, III, or V would be considered compliant.	2000 - Initiated rulemaking process. 2001 - Developed Work plan.	Rulemaking project terminated because: 1. the States have already established and are enforcing such requirements; 2. the Coast Guard's additional efforts to enforce such a requirement would be minimal, thus having a less-than-substantial impact; and 3. the proposed adopting of the States' varying requirements into Federal regulation would not enhance uniformity, as specified in 46 U.S.C. 13101, which creates confusion and impedes compliance with requirements.
2000-66-02 Promote PFD Wear for PWC Riders and Towed Behind Activities Laws	OCT 2000	NBSAC, meeting on October 23, 2000 in Clearwater Beach, Florida does hereby recommend and request that the U.S. Coast Guard work with	2000 - Resolution presented to the National Recreational Boating Safety Coalition. The Coalition included the resolution in the minutes of the meeting where the resolution was discussed, and distributed.	Completed – ongoing

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		the National Recreational Boating Safety Coalition to assist in any way possible with the introduction of State laws requiring life jacket wear when operating or riding on a personal watercraft and/or while being towed behind a vessel for activities such as waterskiing, aquaplaning or similar activities. An inflatable PFD would be excluded from compliance to this requirement; USCG Approved Types I, II, III, or V would be considered compliant.	2001 - 2010 State laws monitored.	
2000-66-03 Life Raft Servicing	OCT 2000	NBSAC requests that the U.S. Coast Guard develop regulations to require that any recreational life raft be serviced per manufacturers' requirements by the manufacturers' approved facilities.	2001 - Published a Notice of Request for Comments 11/9/01. 2002 - Comment period closed on March 11, 2002.	Completed -.The Coast Guard lacks accident data to provide sufficient justification to proceed with rulemaking action. Will continue to monitor.
2000-66-04 Adopt State and Other Public Service Announcements	OCT 2000	Recognizing that the state boating agencies and other advocates have developed highly effective public service announcements addressing boating safety issues, NBSAC urges the U.S. Coast Guard to obtain from the states and other advocates, copies of their public service announcements, and adopt their "boating under the influence" public awareness campaign.	2000 - Various public service announcements were reviewed. A very effective State of Minnesota PSA was selected. The PSA will be reproduced using USCG/NASBLA tag line and sent to all of the states and a number of specially selected television stations based on the target audience. It will also be included in a Turn-Key BUI kit that will also be distributed to states. 2001 - PSA produced for BUI Campaign.	Completed
2000-66-05 4-Stroke Outboard/Maximum Horsepower Ratings	OCT 2000	NBSAC requests that the U.S. Coast Guard examine the relationship of 4-stroke outboard characteristics to maximum horsepower ratings and adjust the rating process accordingly.	2001 - Comparison of results of compliance testing using both old and new weight tables underway. 2002 - Testing completed and test results showed insignificant impact on small businesses. 2003 - Draft work plan to update Coast Guard engine weight table in review process.	The Coast Guard lacked accident data to provide sufficient justification to proceed with rulemaking action. Continued use of the old weight table has had no negative impact on boating accident data that we are aware of. No further action expected at this time.
2000-66-06	OCT 2000	NBSAC requests that the U.S. Coast	2001 - ABYC and ISO standards were reviewed.	Completed - Accident statistics

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
Inflatable Boat Construction Standards		Guard adopt existing American Boat and Yacht Council (ABYC)/International Organization for Standardization (ISO) standards for construction and certification of inflatable boats and rigid hulled inflatable boats.		did not justify action at the time.
2000-66-07 Equitable Funding for State Recreational Boating Safety Programs	OCT 2000	NBSAC recommends and supports a 50-50 split of the Federal motorboat fuel taxes between the Boat Safety Account and the Sport Fish Restoration Account for the reauthorization of Wallop-Breaux in 2003; and that the U.S. Coast Guard work with the boating community to fully support this resolution and resolve the scoring issue during the negotiations and the drafting of the reauthorizing legislation.	<p>2000 - NBSAC resolution called to the Secretary's and the Commandant's attention. Resolution also provided to NASBLA, the American League of Anglers and Boaters (ALAB) and the National Recreational Boating Safety Coalition. Coast Guard working with these groups on funding strategies.</p> <p>2001 - Interface continues.</p> <p>2002 - Legislative proposal developed and forwarded to DOT.</p> <p>2003-2004 - ALAB proposal to provide 18% of total trust fund for RBS developed and forwarded to appropriate Congressional committees.</p> <p>2005 - Reauthorization of Wallop-Breaux was addressed in 2 bills enacted in 2005 – Pub.L. 109-59 and 109-74. New law provides 18.5% of total Wallop-Breaux Trust Fund revenues for RBS, plus a portion of the funds to be drawn down from the Boat Safety Account in FY06-10. For FY06, this should equate to approximately \$95-100M.</p>	Completed
2000-66-08 Tug and Towed Barge Lighting	OCT 2000	NBSAC requests that the Coast Guard, through NAVSAC, address the problem of the adequacy of tug and towed barge lighting with an effective solution to increase awareness of the presence of barges by making them more visible and readily identifiable, and improve the tug lighting, so that the towing operation is clearly recognizable when viewing the towing operation from any angle.	<p>2000 - Resolution and amplifying information provided to the Executive Director of the Navigation Safety Advisory Council.</p> <p>2001 - Action deferred at spring NAVSAC meeting. Issue discussed at December 2001 NAVSAC meeting.</p> <p>2005 - Grant awarded to field test several possible lighting alternatives.</p> <p>2006 -- Report from the TSAC Liaison to NBSAC on the Barge Lighting Demo conducted at the NASBLA annual Conference in Louisville, KY (SEP)</p>	Completed - The grant produced prototype barge lighting solution but no manufacturer has taken prototype into production since barge companies are unwilling to commit to installing lighting on a barge on a voluntary basis. Any further action on this would have to be addressed by TSAC and NAVSAC.
2000-65-01	APR 2000	NBSAC recommends and requests	2000 - Initiated rulemaking process.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
PFD Wear Requirement for Children		that the U.S. Coast Guard expand section 175.15 of the Code of Federal Regulations, or add a new section to Part 175 for Federal Personal Flotation Device (PFD) wearing requirements. The new provision would require children age 12 and under to wear a Coast Guard approved life jacket while onboard a vessel that is underway, except when the child is below deck or in an enclosed cabin.	<p>2001 - Published Notice of Proposed Rulemaking 5/1/01. Public comments being reviewed.</p> <p>2002 - Published Final Rule on February 22, 2002; withdrew Final Rule on March 27, 2002; published Interim Rule on June 24, 2002; effective on December 23, 2002.</p> <p>2003 - Reviewing comments and drafting final rule</p> <p>2004 - Reviewing comments and drafting final rule. Published Final Rule on July 30, 2004, effective August 29, 2004.</p>	
2000-65-02 Promote Child PFD Wear State Laws	APR 2000	NBSAC recommends and requests that the U.S. Coast Guard work with the National Recreational Boating Safety Coalition to assist in any way possible with the introduction of State laws requiring life jacket wear for persons 12 and under. This assistance should include, but not be limited to, providing data, letter of support, etc.	<p>2000 - Resolution presented to the National Recreational Boating Safety Coalition. The Coalition included the resolution in the minutes of the meeting where the resolution was discussed, and distributed.</p> <p>2001 - 2010 - State laws monitored.</p>	Completed
2000-65-03 Evaluate Boating Accident Reporting Criteria	APR 2000	NBSAC recommends and requests that the U.S. Coast Guard work with the National Association of State Boating Law Administrators and its Boating Accident Investigation, Reporting and Analysis Committee to reevaluate the current criteria for determining those boating accidents that are reportable and those that are not reportable.	<p>2000 - A special meeting of the NASBLA Boating Accident Investigation, Reporting, Reporting and Analysis Subcommittee (BAIRAC) was held 06/23/00 to reevaluate the accident reporting criteria.</p> <p>2001 - BAIRAC reviewed NBSAC input at its February 2001 meeting. BAIRAC made appropriate refinements to the criteria. Criteria provided to all State boating law administrators to review and comment. NASBLA approval at October 2001 Annual Conference.</p>	Completed
2000-65-04 Liferaft Safety Recall Authority	APR 2000	NBSAC recommends and requests that the U.S. Coast Guard institute rulemaking allowing it to require recall of life rafts that may present a danger to recreational boaters.	<p>2000 - Regulatory Work Plan under development. Problem with definition of “recreational” life raft.</p> <p>2001 - Request for comments published. Comment period closed. Comments reviewed.</p> <p>Rulemaking not needed. CG will include recreational life rafts within definition of vessel for recall authority.</p>	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
2000-65-05 Support of Full Funding for Recreational Boating Safety	APR 2000	NBSAC recommends and requests that the Coast Guard work with the National Association of State Boating Law Administrators, the Department of Transportation and the Congress to find a final resolution to the current funding dilemma by either solving the “scoring” issue or finding another way to secure full funding for the RBS program, and that a copy of this resolution be forwarded to Rear Admiral Terry M. Cross, Director of Operations Policy, and to Admiral James M. Loy, Commandant, U.S. Coast Guard.	<p>2000 - NBSAC resolution was provided to the Commandant and RADM Cross. RADM Venuto and NASBLA Executive Director met with Senator Breaux to discuss the funding situation. Funding strategies are being explored.</p> <p>2001 - Discussions with partners and boating interests continue. Funding strategies considered.</p> <p>2002 - Legislative proposal developed and forwarded to DOT.</p> <p>2003-2004 - ALAB proposal to provide 18% of total trust fund for RBS developed and forwarded to appropriate Congressional committees.</p> <p>2005 - Congress enacted the reauthorization of the Trust Fund with several amendments made to the program. Effective FY06, the RBS Program will receive 18.5% of annual Trust Fund revenues and a portion of the drawdown of the Boat Safety Account monies, as opposed to \$64M per year. For FY06, this should total approximately \$100M.</p>	Completed
1999-64-01 Support for National Boating Safety Education Standard	OCT 1999	NBSAC supports the NASBLA boating safety education standards and encourages the use of these standards to promote effective boating safety educational courses through an efficient and informed approval process. NBSAC also strongly advocates reciprocity between the States regarding boating safety education.	<p>1999 - Resolution brought to the attention of the Secretary of Transportation and the Commandant. Resolution provided to the President of the National Association of State Boating Law Administrators. Resolution provided to NAVSAC as part of response to NAVSAC resolution regarding mandatory education. Resolution will be referred to in other Coast Guard policy positions.</p> <p>1999 - With the adoption of the National Boating Education Standards in September 1999, a three-tiered approval process was put in place to include State, Regional, and National review. NASBLA also issued a policy statement encouraging pursuit of mandatory education IAW the national standards and adoption of enforcement policies consistent with the reciprocity provisions of the Model Mandatory Education Act and Model Operator Licensing Act.</p>	Completed
1999-64-02 Support for Coast Guard Boat Inspection Program	OCT 1999	To enable the U.S. Coast Guard to fulfill its mandated charge to ensure that boats comply with Federal	1999 - Resolution brought to the attention of the Secretary of Transportation and the Commandant. Phase I of the recreational boat factory visit contract has been completed. Phase I included	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		standards and do not contain substantial safety risk defects, we move that the National Boating Safety Advisory Council unanimously endorse and support all efforts of the Coast Guard to reinstate, staff and police factory inspections of boat manufacturers for compliance with all existing Federal regulations and standards. In the broadest of terms, this committee supports the full inspection of all classes of boats through a viable, effective, and permanent inspection program as a critical effort to ensure boating safety and to save lives.	the development of a comprehensive plan for a contractor operated recreational boat factory visit program. The plan forms the basis for the statement of work for award of phase II - an 18-month pilot factory visit program. NBSAC support will be reflected in any justification associated with reauthorization that would continue \$5 million to the Coast Guard for recreational boating safety. 2000 - Factory visit program implemented.	
1999-63-01 Recall of Noncompliant Navigation Lights	APR 1999	NBSAC recommends that the Coast Guard notify the manufacturer of such lights (a new navigation light which includes blue lighting along with red and green) that the lights are not in compliance with the federal regulations and to direct them to cease and desist from marketing the lights, and that an immediate recall of vessels so equipped be conducted. NBSAC also recommends that the Coast Guard notify state boating agencies of known non-compliant navigation lights that have been marketed and installed on recreational boats.	1999 - Regarding manufacturer Notification: Letter sent. Regarding State notification: Information provided to States. Information published in Boating Safety Circular 81 (Dec 99).	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

<p>1999-63-02 Propeller Injury Prevention Performance Standard</p>	<p>APR 1999</p>	<p>NBSAC recommends that the Coast Guard proceed with the development of a performance standard to prevent and minimize the occurrence of propeller strikes. NBSAC also recommends that the Coast Guard initiate the widest possible distribution of the Marine Technology Society report for the immediate improvement of protection against propeller strikes.</p>	<p>2013 - The propeller guard test procedure report was released on September 11, 2013 and is available on the uscgboating.org website.</p> <p>2011-12 – Phase II completed and draft report made available for public comment</p> <p>2009 – ABYC published a standard for the installation of engine cut-off devices.</p> <p>2009 – Completed phase I of the test protocol project and commenced phase II.</p> <p>2008 – Awarded contract to ABYC to develop a propeller guard test protocol and commenced phase I of the project.</p> <p>2003 – 2004 - Compiled and presented accident statistics to NBSAC showing the distribution of injuries and fatalities involving boat propeller strikes from 1998 - 2002.</p> <p>2001 - Published Notice of Proposed Rulemaking 12/10/01.</p> <p>1999 - Regarding rulemaking: A new rulemaking action will be initiated. Regarding report distribution: Report widely distributed. Report information also included in Boating Safety Circular 81.</p>	<p>Completed</p>
<p>1998-62-01 PFD Wear Requirements</p>	<p>OCT 1998</p>	<p>NBSAC recommends federal rulemaking requiring wearing of personal flotation devices by children 12 years of age and under, riders of personal watercraft, and persons engaged in tow-behind water sports activities.</p>	<p>1998 - Coast Guard indicated that these groups are not the problem and their PFD wear is covered by state regulations in most places.</p> <p>1999 - Coast Guard published a Request for Comments that went beyond the Council resolution to include a PFD wear requirement for all occupants of boats less than 16 feet.</p> <p>2001 - Comment period closed 4/3/00. Over 500 public</p>	<p>Completed</p>

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			<p>comments received and reviewed. NBSAC resolution at 5/00 meeting reduced wear requirement scope to children 12 and under.</p> <p>2002 - Coast Guard published Final Rule on February 22, 2002; withdrew Final Rule on March 27, 2002; published Interim Rule on June 24, 2002; effective on December 23, 2002.</p> <p>2004 - Published Final Rule on July 30, 2004, effective August 29, 2004.</p>	
1998-62-02 Mandatory Education	OCT 1998	NBSAC requests that the Coast Guard coordinate with NASBLA and boating organizations to develop, and return to NBSAC for consideration, a Coast Guard program to encourage and support adoption of mandatory education laws at the state level. This program is to include strategies for federal funding.	<p>1998 - Coast Guard and NASBLA are developing a “national standard of care and criteria-based learning objectives” through a nonprofit grant.</p> <p>1999 - Phase 3 grant awarded for national standard development. Coast Guard is pursuing with NASBLA a common goal of uniform, State mandatory education with reciprocity.</p> <p>2001 - Grant work completed. National Boating Education Standard approved by NASBLA in September 1999. Coast Guard and NASBLA are promoting State adoption of Standard when implementing a mandatory education program.</p> <p>2003 - National Boating Education Standards amended to include weighted Testing Standards thereby validating the education standards.</p>	Completed
1998-62-03 PFD Public Awareness Campaign	OCT 1998	NBSAC recommends that the Coast Guard go ahead with public awareness campaigns on PFDs with due consideration of the targeted risk groups identified in the Council PFD survey, and have a progress report at the next meeting.	<p>1999 - FY 1999 grants target some of the identified areas. Additional targeting being done in the current campaign, and considered in solicitation for future campaign development.</p> <p>2001 - Hunters, anglers, paddlers and PWC operators to be targeted in 2000 national campaign. Targeting will continue.</p>	Completed
1998-61-01 Attendance at International Standards Meetings	APR 1998	NBSAC encourages the Coast Guard to pursue the necessary authorization and funding to attend international standards development meetings to participate in the development of an international standard on navigation lights.	<p>1999 - An Office of Boating Safety representative attended the 2/99 International Organization for Standardization meeting, and expects to attend subsequent international meetings.</p> <p>2001 - An Office of Boating Safety representative attended the 1/00 International Organization for Standardization meeting. Attendance at pertinent international meetings will continue.</p>	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
1998-61-02 Regulatory Control of Navigation Lights	APR 1998	NBSAC requests that the Coast Guard initiate a rulemaking process to place navigation lights for recreational vessels under regulatory control involving third-party certification.	<p>1998 - Comments received in response to 10/97 Request for Comments reviewed with Council.</p> <p>1999 - Regulatory Work Plan approved by the Marine Safety Council.</p> <p>2001 - Published Notice of Proposed Rulemaking and comment period closed 10/3/00. Comments reviewed. Published Final Rule 11/1/01.</p>	Completed
1997-60-01 Boat Model Year in Hull Identification Numbers	OCT 1997	NBSAC recommends that the Coast Guard withdraw the section of the proposed Hull Identification Number regulations pertaining to change in model year.	<p>1997 - Coast Guard maintained that model year is not a safety issue, but more of a consumer issue.</p> <p>1998 - Coast Guard sent letter to Federal Trade Commission requesting assistance in resolving boat model year issue. FTC had no specific advice re boats.</p> <p>1999 - Consultation with NASBLA and other partners.</p> <p>2000 - Rulemaking action terminated.</p>	Completed
1997-60-02 Inflatable PFD Cylinder Seal Indication	OCT 1997	NBSAC recommends the Coast Guard require all automatically inflating PFDs have effective full system indication, including cylinder seal indication.	<p>1997 - Resolution sent to UL for inclusion in Industry Advisory Council and the PFDMA's Annual Conference.</p> <p>1998 - Action referred to UL Standards Technical Panel (STP) for action.</p> <p>1999 - UL's STP took affirmative action requiring that all manual/automatic inflators used on Type II and Type III inflatable PFDs have a cylinder seal indicator mounted on the PFD so the indicator can be viewed during and after donning the PFD. This requirement became effective on September 29, 1999 for publication, UL1180 "Fully Inflatable Recreational Personal Flotation Devices." FY 1999 grants awarded to test indicators to promote and facilitate development and approval.</p> <p>2001 - Grants completed...show that it is feasible to meet the new standards. UL and the Coast Guard approved the first manual/automatic inflator with single point cylinder seal indication on July 24, 2001. Separate regulatory action is not necessary, since for approval, all inflatable PFDs must be UL listed, but an update to the incorporation by reference section of the regulations will be</p>	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
			<p>done.</p> <p>Type I, II, and III inflatable PFDs using manual/automatic inflators with cylinder seal indication are available.</p>	
1997-59-01 Navigation Light Standards	APR 1997	NBSAC recommends that the Coast Guard commence a rulemaking process in order to place navigation lights for recreational vessels under regulatory control as safety equipment.	<p>1997 - Request for Comments regarding Standards for Navigation Lights on Recreational Boats was published in the Federal Register on 10/19/97.</p> <p>1999 - Regulatory Work Plan approved by the Marine Safety Council</p> <p>2001 - Notice of Proposed Rulemaking published and comment period closed 10/3/00. Comments reviewed. Final Rule published 11/1/01.</p>	Completed
1997-59-02 PFD Conspicuity	APR 1997	NBSAC requests that the USCG conduct a research study to investigate and evaluate the factors that contribute to the conspicuity of PFDs used by the recreational boater when the wearer is in the water, and that the Office of Search & Rescue or Assistant Commandant for Marine Safety and Environmental Protection provide a report, and if requested, a presentation at the October 1997 meeting on any past research or information regarding the conspicuity of PFDs or persons in the water.	<p>1997 - FY 1998 nonprofit grant solicited. Information on past research was sought from the Office of Search and Rescue and the Assistant Commandant for Marine Safety and Environmental Protection. Copies of past reports were provided to PFD-LSI Subcommittee members. The information was summarized in a presentation to the Council.</p> <p>1998 - Decision not to award grant. Felt no new information would be gained based on review of previous studies as well as results of recent PWC conspicuity grant project.</p>	Completed
1997-59-03 1-Meter Separation for All-round White Lights	APR 1997	NBSAC recommends that the USCG examine the requirement for sidelights and all-round white lights to be vertically separated by 1 meter, as applicable to recreational vessels under 12 1/2 feet, and that in its examination, look at the feasibility of modifying or exempting this requirement for such small boats to allow an all-round white light, such as mounted on the aft engine cowling, without the 1 meter vertical	1997 - Issue put before NAVSAC per NBSAC Executive Director request. NAVSAC concluded no change required and that the 1-meter separation was necessary to permit distinction, as the lights tend to merge even with the current requirements. Felt that small boats should not be exempt because more confusion and accidents would occur.	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
1997-59-04 ALAB Support of Wallop-Breaux Reauthorization	APR 1997	separation. NBSAC requests that the Coast Guard lend its support to the American League of Anglers and Boaters consensus position with respect to those provisions [of Wallop-Breaux reauthorization legislation] which provide stable increased funding to State boating safety efforts and which designate increased funding for the Coast Guard’s Recreational Boating Safety Program.	1997 - Chairman, NBSAC letter sent to ALAB Co-Chairs forwarding the Council resolution and reinforcing NBSAC support. 1998 - Passage of the Transportation Equity Act for the 21st Century fulfilled the efforts of all parties in obtaining stable State funding.	Completed
1996-58-01 Navigation Lights Visibility	OCT 1996	NBSAC recommends that the USCG dedicate grant moneys to study ways to improve the visibility and display of navigation lights focusing on hardware issues including minimum sidelight lens size, glare minimization, corrosion resistance, and “smart-system” technology, and that the Coast Guard consider including navigation lights as safety equipment in the equipment “approval” process.	1997 - Legal opinion sought concerning options. Notice of Request for Comments published in the Federal Register 10/19/97. FY 98 nonprofit grant proposals solicited. 1998 - FY 1998 grant not awarded pending completion of research from an automotive tail light technology study. FY 1999 nonprofit grant projects solicited. 1999 - FY 1999 nonprofit grant project awarded. 2001 - Final report received. Results were inconclusive. Further study needed 2004 – Completed. Final report received.	Completed
1996-58-02 Sailing School Instructor Licensing	OCT 1996	NBSAC recommends that the Coast Guard look into issues of sailing school instructors, and whether or not they can be given an exemption from the licensing requirement.	1998 - Issue reviewed with commercial vessel side of Coast Guard responsible for licensing. Determined that there was no means for the Coast Guard to issue an exemption from statutory requirement for the vessels in question, which operate under motor at any time. Availability of a limited license geared to the operations of sailing schools was pointed out. User fee exemption for volunteer or part-time employees of charitable, nonprofit and youth oriented organizations also pointed out.	Completed
1996-58-03 Carbon Monoxide Detectors	OCT 1996	NBSAC recommends that the Coast Guard use the appropriate resources to explore the issue of carbon monoxide detectors and why they are not functioning very well on boats, either through a contract or the grant	1997 - Coast Guard reviewed ongoing ABYC technical committee activities regarding carbon monoxide issues. FY 1997 grant awarded. 1998 - Final grant report received. No current technology found suitable for the marine environment. Education considered the	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		process.	<p>most effective intervention at this time.</p> <p>2000 - FY 2001 grant awarded to investigate levels of CO build-up relative to vessel designs and equipment configuration. Marine CO detectors will be tested via contract vice a grant.</p> <p>2003 - Contract completed. Detectors are not perfect but err on the side of safety (alarm early rather than late) and have much fewer false alarms than previous models.</p>	
1996-57-01 Recreational Boating Risk Matrix	APR 1996	The USCG set priorities to reduce fatalities specifically on boats less than 26 feet regarding capsizings, swampings, sinkings, and falls overboard.	<p>1997 - The Coast Guard proposed a Recreational Boating Risk Matrix in response. The concept was reviewed with the Boat Occupant Protection Subcommittee.</p> <p>1998 - A FY 1998 grant was awarded concerning Human Factors and Risk Management in Recreational Boating Applications. Results of FY 1996 grant on Boat Occupant Protection (Phase III) reviewed with the subcommittee. Seat back height, handhold placement, & boarding ladder portions bear on falls overboard & capsizings.</p> <p>1999 - FY 1998 grant work resulted in methodology for analyzing human factor causes of accidents. A fiscal year 1999 follow on grant was awarded. Work being performed to develop a database of accident causes for further analysis.</p> <p>2001 - An FY 2000 grant was awarded to expand and complete the accident cause database and to develop a methodology to analyze the data. Interim grant report received December 2000. Accident database completed.</p> <p>2004 - Human Factors / Errors incorporated into the BARD-Web System to better isolate specific human errors involved in reported accidents for each type of boat.</p> <p>2005 - Project moving from human factors phase to risk management methodology phase.</p>	Completed - This issue has been rolled into larger ongoing Human Factors and Risk Management grant that is developing an overall Boating Safety Risk Management methodology.
1996-57-02 Increase Boating Safety Funding	APR 1996	NBSAC recommends that the Coast Guard seek and provide additional funds for the Recreational Boating Safety Program in order to increase	1997 - Coast Guard top management was apprised of the resolution. Given the tight budget climate during period of downsizing and streamlining no new funds were obtained. Innovative approaches to public outreach and awareness,	Completed

**NBSAC RESOLUTIONS
APRIL 1996 – MAY 2014**

MAY 2014 MEETING

NBSAC RESOLUTION	MEETING DATE	DESCRIPTION	YEAR-ACTION	STATUS
		public outreach and awareness programs.	<p>partnering, nonprofit grants and use of technology initiated to increase outreach.</p> <p>1998 - Recreational Boating Safety Program funds provided through the Transportation Equity Act for the 21st Century (TEA-21) legislation</p>	
1996-57-03 Life Saving Index Development	APR 1996	NBSAC recommends that the Coast Guard initiate a regulatory project for the development and definition of the Life Saving Index for innovative product needing approval under the current PFD standards.	<p>1997 - LSI project plan was developed and Council advice sought on the LSI project statement and objectives. FY 1997 grant awarded.</p> <p>1998 - Grantee presented an overview of grant work to the Council. Grant report reviewed by subcommittee; follow-on recommended.</p> <p>1999 - Risk-based LSI analytical model developed.</p> <p>2001 - Follow-on contract awarded to refine model to employ it as a practical tool for PFD approval. Refined model developed in workable format, but lacks several data points.</p> <p>2002 - Contract awarded for final phase of project – calibration and beta testing, and development of data points.</p> <p>2003 - Contract completed.</p>	Completed