



# NATIONAL BOATING FEDERATION



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28 November 2015

**SUBJECT: European Boating Association (EBA) Meeting  
Berlin, Germany – 16-17 October 2015**

My report to EBA is appended.

Attendance was 34 with representatives from 14 countries; Austria, Belgium, Denmark, Finland, Germany, Ireland, Italy, Netherlands, Norway, Sweden, Switzerland, Turkey, United Kingdom, United States (NBF), plus a representative of The Barge Association.

EBA reported previously that through their member organizations they represent 20 million recreational boaters.

The following topics were discussed and are of interest to us in the U.S.

- A. Administrative Matters:** The General Assembly noted with regret that the Polish Motorboat and Water Ski Association had resigned its membership.
- B . EBA Communities of Common Interest Reports -** The principle of these was to involve all EBA members in discussions and to bring forward items from their areas that are issues of concern.
- 1. Baltic Sea Network (BSN) –** The meeting involved 11 members and discussed a number of topics for further discussion in a more structured form at future EBA meetings. The BSN community recommended closing the working group and that representation would be undertaken by the Nordic Boat Council which had a much greater involvement in the relevant issues.
  - 2. Inland Waterways -** The Chairman showed the seven objectives and briefed the Assembly on each of them. It was made clear that the list was not exhaustive and new topics would be included as they arose. One particular matter of interest was the transfer of waterways into private ownership as was happening in a number of countries. The issue was to keep national water traffic legislation so it was uniform across national waterways. There had been no progress on inland AIS since Venice. EBA expressed concern and interest in the new CESNI committee (European Committee of Standards for Inland Waterways) on standardization of technical requirements for inland vessels and shipmaster certification.
  - 3. NE Atlantic / North Sea -** This group held their first meeting in Berlin with representatives from Norway, Denmark, UK, Netherlands and the EBA representative to OSPAR (Oslo/Paris Convention for Protection of the Marine Environment of the NE Atlantic), and on the EU environmental agenda. A major issue raised was the Marine Spatial Planning Directive, particularly its impact on the North Sea. The threats, all of which might impact our sea room, were wind farms, fish farms, protected areas, bird sanctuaries, industrial development, and military ranges.
  - 4. Mediterranean -** The effects of Marine Spatial Planning on recreational boating activity and comments on similar threats were made. Attention was drawn to the environmental issues and pollution in the Mediterranean Sea. A group called the Living Ocean Society in Austria did a good job in producing environmental information for boaters was mentioned. It was suggested that they be invited to the Vienna meeting to give a short presentation on their work.
- C. International Certificates of Competency (ICCs).** There was discussion on the European Commission's interest in skipper licensing which might possibly extend beyond commercial skippers to include boat operator licensing for smaller recreational boats. In this respect the EBA position paper had been sent to CCNR. The advice from CCNR was to keep UNECE resolution 40 out of discussions on shipmaster licensing to avoid a European recreational

license through the 'back door'. CCNR endorsed the EBA position paper on skipper licensing as a document that is fully in line with their thinking.

**D. CEVNI Rules.** The fifth edition was published in Jun 2015. This edition brings together the existing traffic regulations of the river commissions and UNECE member states. The new edition updates existing regulations including: the rules of the road, the berthing rules, provisions for small craft, inland AIS, prevention of pollution of water, etc. EBA will be involved in preparing the sixth edition. CEVNI Rules are available in the three official languages and can be downloaded: <http://www.unece.org/trans/main/sc3/sc3res.html>.

**E. Technical - ISO TC188** (recreational boating industry's forum to develop standards for small craft to 24 meters.

1. A summary of the current status of 78 standards and related WG activities was provided by the Secretariat.
2. The new performance standards for LED navigation lights (ISO 19009) is complete and EBA was pivotal in its drafting to ensure compliance with the COLREGS.

## **F. Environmental**

**1. End of Life Boats Working Group** – The WG Chairman gave an update on the Boat Digest project and his presentation at the Boat Digest Conference in Brussels in September and introduced the draft EBA position paper together with a presentation on the potential size of the problem. Highlighted were the main issues for EBA members; who would pay and how this might be done. Despite advances in waste management in Europe, ultimately there is a need for harmonized measures for dealing with ELB boats similar to those that exist for motor vehicles which promote recycling and use of reusable equipment, components and materials. Unlike the motor vehicle industry there is little regulatory incentive for the boating industry to develop and deliver cost effective and environmentally sustainable options at the moment. This might require intervention by the EU Commission. EBA approved a position paper on the disposal of boats that have reached their end of life and the EBA Working Group was disbanded. The following issues are addressed in the position: a.) ensuring that boats are designed and manufactured in such a way as to allow the quantified targeted for reuse, recycling and recovery to be achieved; b.) preventing of waste; c.) promoting the reuse, recyclability, and recovery; d.) obligating the use of manufacturing processes without hazardous substances; and e.) improving the environmental performance of all the economic operators involved in the life cycle of boats.

**2. Alien species** continue to be a significant concern in the EU. The Parliament on 16 April 2014 approved legislation that bans species declared to be of "Union" concern; establish a stakeholder group to discuss the list; require member states to ascertain routes of introduction and spread of invasive species, both intended and unintended; and set up surveillance systems and action plans; i.e. stepped up checks at EU borders and better coordinated actions. The regulation applies to all vessels which is of concern to recreational boaters. Emma Barton (RYA) agreed to draft a "code of conduct" for recreational boaters as suggested to EBA by the Council of Europe. "Life+" is a new funding program by the European Commission to combat the invasion of alien species. EBA is a member of the EC advisory board. The President noted numerous problems in the Netherlands where boats had been damaged and disabled by invasive water weed that clogged waterjet drives and bent propeller shafts, and an invasion of Japanese oysters on the coast.

**G. Bareboat Charters - ISO TC228 WG 11** – The first meeting of this WG took place in May in South Africa with representatives from Argentina, Belgium, France, Spain, South Africa, and the UK. It was agreed that standards should apply to all waters – inland, coastal, and offshore. Hopefully more countries will become involved.

**Next Meetings** –  
Palma, Mallorca – 15-16 April 2016  
Vienna, Austria – 21-22 October 2016  
Palma, Mallorca – 28-29 April 2017  
Stockholm, Sweden – 6-7 October 2017  
Palma, Mallorca – April 2018  
Helsinki, Finland – October 2018

Respectfully submitted,

*Robert P. David*

P/P Robert P. David  
Director, International Relations



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## NBF Report to the European Boating Association, October 2015

### 1. 2014 Boating Accident Statistics (USCG)

	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>
Registered Boats*	<b>11.8</b>	12.0	12.2	12.4	12.7	12.7	12.9	12.7	12.7
Fatalities	<b>610</b>	560	651	758	672	736	709	685	710
Rate/100,000 Boats	<b>5.2</b>	4.7	5.4	6.2	5.4	5.8	5.6	5.3	5.6
Injuries	<b>2,678</b>	2,620	3,000	3,108	3,153	3,358	3,331	3,673	3,474
Accidents	<b>4,064</b>	4,062	4,575	4,588	4,604	4,730	4,789	5,191	4,967
Property Damage (mil.)	<b>\$39</b>	\$39	\$38	\$52	\$36	\$36	\$54	\$53	\$44

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

- a. Registered boats have declined by over 1.1 million since 2008, 1.7% in 2014!
- b. Florida and California, states with large year round boating, have the largest number of accidents, 108 and fatalities 960 accidents, respectively.
- c. 937 (23%) of accidents involved collisions with another vessel or object.
- d. 118 (19%) of 560 fatalities involved are canoes and kayaks (unregistered vessels).
- e. 282 (47%) of fatalities involved open motorboats.
- f. 255 (42%) of fatalities known to have had no formal instruction (9% had NASBLA approved instruction).
- g. 418 (69%) of fatalities were drownings from boats less than 26ft.
- h. 337 (81%) of drownings life jackets were NOT worn.
- ij. Alcohol use was the leading contributing factor in 18% of the fatalities, down slightly.

**Key observations: 1) registered boats continue to decline due to economics; 2) fatalities are up, accidents unchanged, and injuries unchanged; 3) boats less than 26 ft. account for 80% of accidents; 4) operator inattention, improper lookout, and inexperience are the top contributing factors.**

### 2. General Comments.

a. **National On-Water Skills Standards.** A national recognition program has been established for on-water skills evaluators recognized by the U.S. Coast Guard. The program will target domain specific standards for power, sail, and human powered.

b. The **225<sup>th</sup> Anniversary of U.S. Coast Guard** recognized with a postage stamp featuring the 3-masted training ship, Eagle, and a MH-65 Dolphin helicopter, one of the USCG's rescue aircraft.

c. **Invasive species** (Asian carp, mud-snails, mifoil, rusty crayfish, zebra mussels, etc.) continue to create problems in many areas resulting in boating restrictions, cleaning requirements, and inspections are increasing. Asian carp leaping from the water have actually injured boaters!

d. The **National Oceanic & Atmospheric Administration (NOAA)** has discontinued printing & distributing paper charts. Charts will be printed by certified NOAA agents.

3. **National Boating Federation (NBF) – [www.n-b-f.org](http://www.n-b-f.org)**, continues to be represented on key US boating councils, advisory groups, and government forums.

a. **Ethanol Addition to Gasoline.** NBF continues active opposition to ethanol addition to marine fuels, both the current 10% and the proposed 15%+, due to continued safety problems with degradation of fuel tanks and lines. The Congressional Budget Office acknowledges significant problems with the Renewable Fuels Standards, the legislation behind this issue but little has been done make changes. A recent poll shows that a majority of Americans oppose increasing ethanol levels in the fuel supply. This is bipartisan with 71% of Republicans and 68% of Democrats supporting volumes less than statute.

b. **Downloadable Brochures** available on the NBF website: 1) **DSC-Digital Selective Calling – Today’s SOS**; 2) **Only You Can Take the Search Out of Search and Rescue** – cell phone brochure; 3) **The Life You Save Could Be Your Own** – EPIRB/PLB

c. **National Ocean Policy** – An implementation plan is underway with regional councils. While these are in their infancy, NBF is participating to ensure that recreational boaters are represented.

d. **Personal Flotation Devices Labeling and Standards.** NBF supports the U.S. Coast Guard proposed removal of type codes in the regulations to assist the industry in developing consensus standards, harmonization with Canada and other nations, easier understanding by recreational boaters: “Types I, II, III and Type V (with Type I, II, III performance)” become “wearable,” “Type IV” will be considered “throw able” No action expected until 2016.

#### 4. United States Power Squadrons (USPS) – [www.usps.org](http://www.usps.org)

a. **On-water Training Program.** This program continues on two fronts; teaching and certification by USPS at various sites around the country with trailerable boats supported via a USCG grant for the fourth year, and through the individual squadron **Boat Operator Certification Programs**.

b. **Boating Skills Virtual Training Units.** 5 Units costing about \$15,000 each have been acquired for classroom use funded by a USCG grant. These hands-on units cover docking, departing a dock, use of spring lines, crossing/overtaking, trim control, and other maneuvers and with a night mode. The Canadian Power & Sail organization is acquiring a unit that is in French (other languages are now possible by the vendor). A \$188,000 USCG grant has been received to expand the Boating Skills Virtual Training program.

c. Another **USCG grant of \$50,000** has been received to develop a Spanish language version of the USPS basic public boating course, **ABC<sup>3</sup>**. (America’s Boating Course, 3<sup>rd</sup>. Edition).

d. **General Comments.** USPS continues with its broad based educational programs from basic to offshore and celestial navigation along with many technical courses and shorter seminars. On-line courses are being offered as part of an “Educational Outreach” effort via BoatUS and Univ. of South Florida. USPS continues its partnering program with **Brunswick Corporation**, a major boat builder, through their Dealer Advantage program and 3,600 dealers to provide boat operator education.

Respectfully submitted,

*Robert P. David*

Robert P. David, Past President  
Director, International Affairs

#### NEXT Meetings.

- National Boating Federation** - Exec. Committee – September 2015, Alameda, CA
- Annual Meeting – April 2016, Punta Gorda, FL
- U.S. Power Squadrons** - Annual Meeting – 18-25 Jan. 2015, Jacksonville, FL
- Governing Board – 30 Aug.- 6 Sept. 2015, San Diego, CA