

Boating Safety



EPIRBs



ENGINE
CUT-OFF DEVICE



FLARE /
GPS DEVICE



ACTIONS FOR LEADERS TO TAKE

- 1 Support and pass boating safety legislation in the 2017 USCG Authorization (H.R.2518 and S.1129) that tackles: mandatory engine cut-off devices, visual distress signals, and on-water education.
- 2 Increase grant funding for hands on skills training programs.
- 3 Reduce barriers for educational instructors—current “master captains license” are onerous, expensive, and inflexible for all training programs.

Priorities to Keep Our Nation’s Boaters and Waterways Safe

Engine Cut-Off Devices

- ▶ The industry supports mandatory wear of engine cut-off devices for boats under 26’ in length when the vessel is operating on plane or above displacement speed.
- ▶ The National Boating Safety Advisory Council has issued several resolutions supporting mandatory wear of engine cut-off devices.
- ▶ The USCG has yet to take action after issuing a rulemaking over 5 years ago!
- ▶ Manufacturers of new boats and engines already install engine cutoff switches as a standard safety feature—there is no additional cost to consumers!
- ▶ Use of engine cut-off devices will save lives, prevent injuries, and protect law enforcement from perilous situations of runaway boats.

Flares & Visual Distress Signals

- ▶ Most vessels operating in the U.S. must be equipped with visual distress signals to help signal for help.
- ▶ The industry supports alternative visual distress signals, such as LED lights, providing boaters a reliable and safe alternative to traditional flares.
- ▶ While flares are a useful visual distress signal, there are 2 critical problems:
 - When use is needed, the pyrotechnic device may be expired and fail to work properly.
 - There are no good means of properly disposing flares, causing significant environmental and safety concerns.