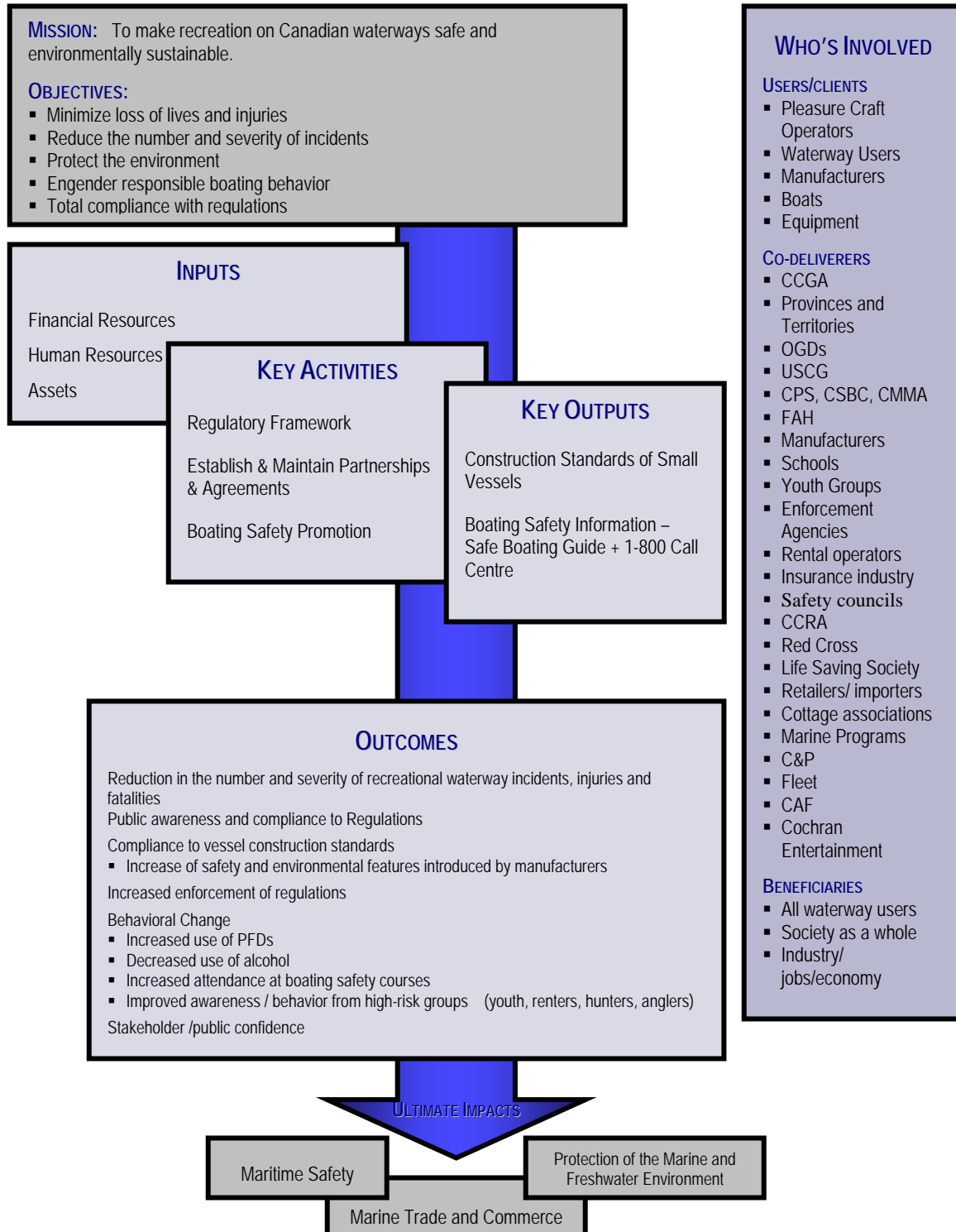


OFFICE OF BOATING SAFETY

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# OFFICE OF BOATING SAFETY

## OVERVIEW – LOGIC MODEL



## MISSION & OBJECTIVES

To make recreation on Canadian waterways safe and environmentally sustainable. The following are the Office of Boating Safety's (OBS) objectives:

- ◆ Minimize loss of lives and injuries
- ◆ Reduce the number and severity of incidents
- ◆ Protect the environment
- ◆ Engender responsible boating behavior
- ◆ Total compliance with regulations

## WHAT'S INVOLVED

The Federal Government created the OBS in April 1995 to address the public's growing concern with the enormous changes occurring in the recreational boating community. Within the Canadian Coast Guard (CCG), the Program was responsible for the regulatory, and technical services that apply to recreational vessels; it also encouraged safe boating practices and compliance with regulations, and delivered national advertising campaigns, courtesy checks, and safety demonstrations in partnership with the Canadian Coast Guard Auxiliary (CCGA), the Canadian Red Cross (CRC), manufacturers, and a variety of boating safety organizations. However, following an Order in Council on December 12, 2003, these responsibilities relating to OBS were transferred from the CCG to Transport Canada (TC).

## WHO'S INVOLVED

In 2003-2004, there was 63 Marine Programs staff dedicated to the OBS Program across Canada.

The CCG has worked closely with the CRC since the 1970s to raise boating safety awareness through publicity campaigns, community events, research, Personal Floatation Device (PFD) loan programs and training. The CCG also works closely with the Canadian Safe Boating Council (CSBC), which is comprised of over 80 organizations who work together to promote boating safety awareness.

The OBS also works closely and co-operates with a wide range of partners, including: Recreational Boating Advisory Councils; Canadian Marine Advisory Councils and Community Safe Boating Committees; boater associations; training groups; marine retailers and manufacturers; enforcement agencies; and the United States Coast Guard (USCG).

Users of OBS services include: pleasure craft operators; waterway users; and manufacturers that depend on the CCG and its partners to deliver a range of safe boating services. The boating community is the largest amongst the clients of the Department of Fisheries and Oceans (DFO).

Prior to the Order in Council of December 12, 2003 that transferred Program responsibility from the CCG to TC, the CCG and the Canadian Coast Guard Auxiliary (CCGA) met with thousands of boaters and fishermen to give lectures and demonstrations in marine safety and the use of safety equipment. The CCGA contributes to boating safety efforts by conducting Pleasure Craft Courtesy checks and by participating at boat shows and other events across Canada.

## WHAT'S BEEN HAPPENING

There are approximately 2.8 million small boats and personal watercrafts in Canada. Recreational boaters are involved in approximately 65% of SAR incidents with about 200 boating fatalities each year, most of them preventable. The risk factors for these fatalities are well known, with the most common being: not wearing PFDs; the consumption of alcohol; and the lack of operator competency. Alarming statistics accompany these facts; 90% of fatalities occur while individuals are not wearing PFDs, and 40% are alcohol related.

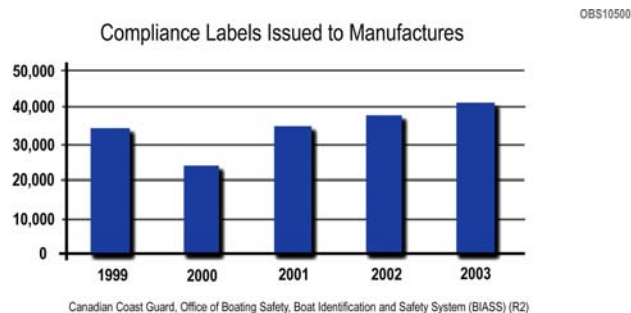
The legislative modernization of the Canada Shipping Act (CSA) clarifies the responsibilities of TC and DFO in the following areas of navigation safety; vessel traffic services, aids to navigation, search and rescue, pleasure craft and receiver of wreck. The first stage is now complete with Parliament's passage of the CSA 2001. The second stage involves a complete modernization of the regulations required to support the new CSA.

The Program continues to develop and revise their regulations to ensure that appropriate tools are in place for the Canadian enforcement community to more easily enforce boating laws.

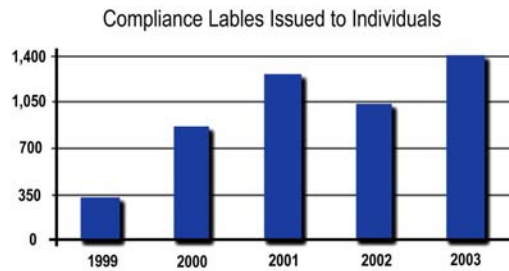
## WHAT DID WE ACCOMPLISH

### OUTPUTS

#### COMPLIANCE LABELS - VOLUME OF LABELS ISSUED



OBS10800

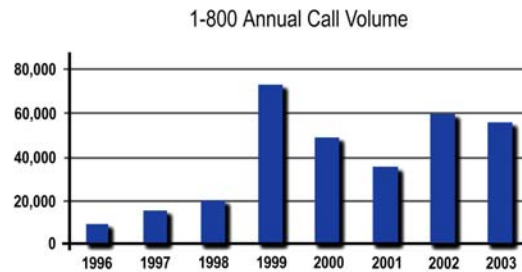


Canadian Coast Guard, Office of Boating Safety, Boat Identification and Safety System (BIASS) (R2)

One of the main concerns of the regulatory responsibility of the OBS Program is the technical aspect of vessel safety. Vessel compliance with increasingly strict regulations is a very important factor (along with boaters' behaviour) of recreational boating safety. The number of compliance labels issued to manufacturers in 2003 was the highest on record.

### BOATING SAFETY PROMOTION - COMMUNICATIONS

OBS13200

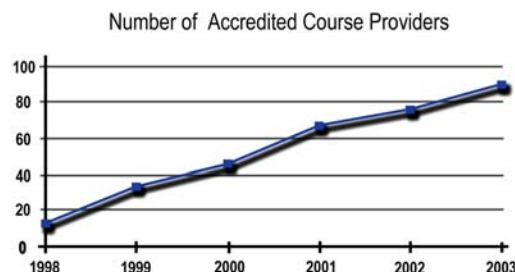


Canadian Coast Guard, IMTS and Public Works and Government Services of Canada (PWGSC) (R1)

OBS prevention activities encourage safe boating practices and compliance with regulations through awareness and education. The two channels of activity, which enable the tracking of client feedback, are a specialized website and a dedicated telephone hotline. The call volume 'surge' in 1999 is a result of advertisements connected with new Operators of Pleasure Craft regulations. In 2003, the number of calls decreased slightly in comparison with the previous year, but was still higher than the past eight-year average. While the Internet cannot completely substitute the telephone line, it is probable that the future will see a significant increase of website hits and a rather stable level of telephone calls.

### COURSE PROVIDER ACCREDITATION

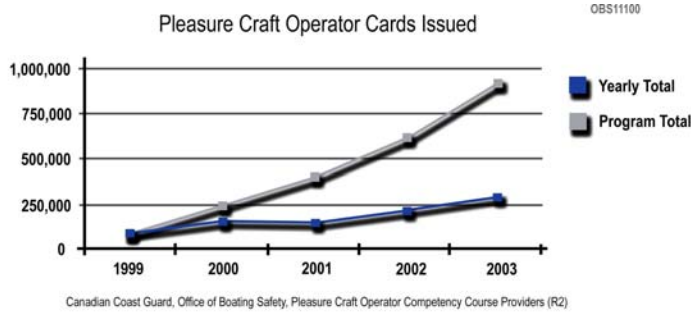
OBS11300



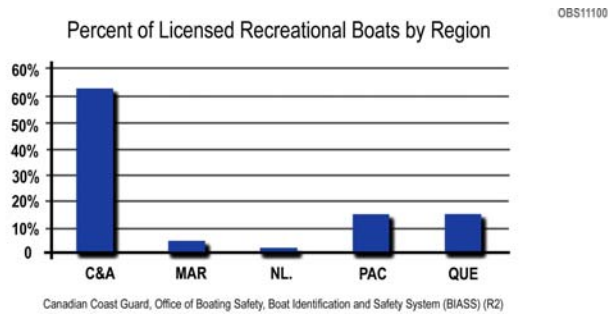
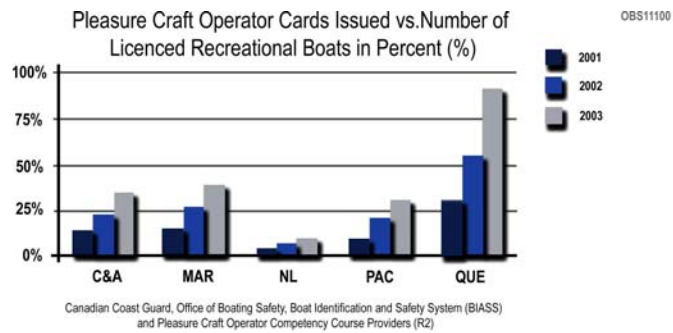
Canadian Coast Guard, Office of Boating Safety (R1)

The OBS is responsible for course provider's manual and tests accreditation. The total number of accredited course providers has steadily increased over the past five years. In 2003, the number of accredited course providers was the highest ever, at 89.

### COMPETENCY OF OPERATORS OF PLEASURE CRAFT CARDS



The above graph shows the number of boaters who have received proof of competency (pleasure craft operator cards). The total number of cardholders is approximately 930,000 (compared with approximately 2.8 million recreational vessels). In 2003, there was approximately 318,000 pleasure craft operator cards issued, which is a record since the initiative began in 1999. Analysis has revealed the necessity to continue advertisement and promotional activity to attract boaters to the course; and to use it as a focal point for education, awareness, information, and most importantly, for behavioral improvements such as the wearing of PFDs and the non-consumption of alcohol.

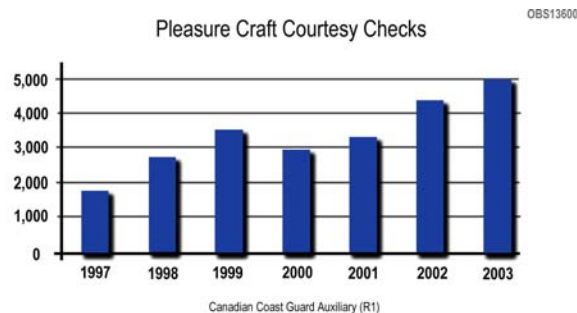


By 2009, operators of all categories of pleasure craft will be required to have a proof of competency (pleasure craft operator cards). Currently, these are only required for specific categories of vessels and operator age groups.

All regions showed significant progress in the implementation of the Pleasure Craft Operator Competency card program. The Quebec region demonstrated the most successful results in the implementation of the program, with approximately 88% of pleasure craft operators having their competency cards in that region in 2003; two years earlier only 30% of pleasure craft operators had their competency card in the Quebec region. The next highest region, the Maritimes, had approximately 40% of boaters with operator competency cards. The level of success does not depend on the number of recreational vessels. In the Central and Arctic region, where more than half of all Canadian pleasure crafts are situated, the percentage of boaters with cards is 34%, or close to the national average of 41%. At the same time, the Newfoundland and Labrador region, with a small amount of crafts, has the lowest level of program implementation at 9%.

## REACH

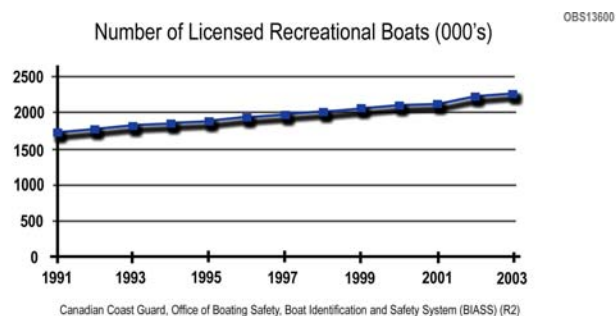
### CCGA PARTNERSHIP - COURTESY CHECKS

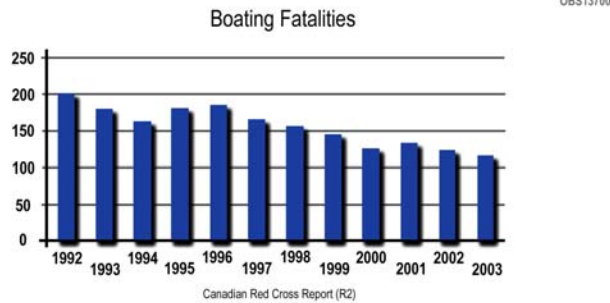


One important component of the OBS prevention activity is the courtesy check program, which it performs internally through Inshore Rescue Boats (IRB), as well as through partnership with the CCGA. The CCGA conducted 4,998 courtesy checks in 2003, which is 15% more than in the previous year. The number of courtesy checks has increased approximately three fold since 1997.

## OUTCOMES

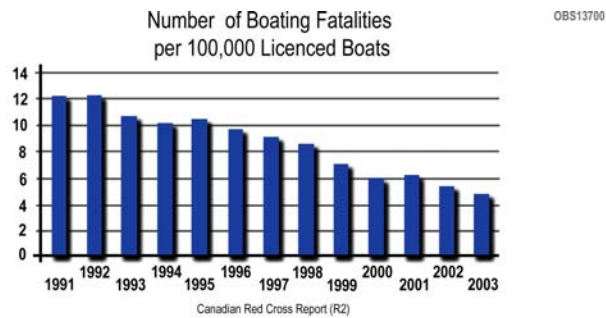
### REDUCTION IN THE NUMBER AND SEVERITY OF RECREATIONAL WATERWAY INCIDENTS, INJURIES AND FATALITIES





Despite increases in the number of recreational vessels, which was higher than the rate of population growth, the number of fatalities involving recreational boaters in Canada during the 1990's tended to decrease. There were 132 fatalities in 2001 (latest available, but preliminary data), the second lowest on record.

The result of prevention activities is even more evident by factoring in the rate of fatalities (number of fatalities per one million licensed boats). In this case, the downward trend is even stronger, although the number of licensed boats may not be an exact measure of recreational boating activity.



One third of boating fatalities are associated with alcohol, and studies have shown that approximately 90% of all drowning victims were not wearing a Personal Flotation Device (PFD). Analysis has also shown that promoting the use of PFDs and the awareness of the effects of boating while under the influence of alcohol can lead to a significant decrease in fatality rates.

The rate of boating fatalities in Canada is close to the rate of the United States, although the chance of survival in Canadian waters is much less than in southern waters, and the statistics overestimate fatality rates.

The calculation of boating fatalities rate is based on statistics of the number of licensed pleasure vessels. This number is less than estimated total number of all pleasure crafts, but the calculated indicator provides an inflated fatalities rate and serves as a relative measure of progress achieved.

#### PUBLIC CONFIDENCE

Public confidence in the OBS Program has been strong over the past few years. The OBS Program has received a rating between 7 and 8 out of 10 over the past couple of years (2000-

Pollara survey, 2001 & 2002- Environics surveys). This demonstrates public confidence in the OBS Program's ability to deliver services for fishing, and recreational boating activities. However, the department did not conduct the survey in 2003.

## WHAT'S NEXT

The responsibilities relating to OBS were transferred from the CCG to TC following an Order in Council on December 12, 2003. The Program had realigned its activities in order to fully support the discharge of the Minister's new legislated responsibilities under the Canada Shipping Act 2001 (CSA 2001). Reliance on stakeholders for the delivery of the prevention program has increased. The Program is continuing to work toward developing and revising the regulations pursuant to CSA 2001.

The OBS Program will consider reporting on measures and indicators such as: the number of regulatory applications received and processed by boating safety officers, to know if this has resulted in an increase in compliance; the level of enforcement (number of prosecutions); the compliance level to regulations (percentage of boaters wearing PFDs by risk group); and the level of attendance at boating safety courses (number of boating safety courses attendees).