



"Crash Boat" leads to safer boat design and operation.

# IMPROVING BOATING AND ACCESS THROUGH SPORT FISH RESTORATION



# IMPROVING ACCESS TO FISHERY RESOURCES: GOOD FOR ANGLERS, BOATERS, AND BUSINESS

From the outset, the Sport Fish Restoration Act of 1950 was premised on improving fishing for the nation's anglers. The Congressional sponsors of that original legislation (led by Congressman John Dingell Sr. and Senator Edwin Johnson) as well as those leaders of the sport fishing industry who backed it, recognized that good fishing depended not only on healthy fishery resources but also on providing anglers access to those resources.

For the initial 35 years of this act, states acquired or developed 2,800 boating and fishing access sites (ALAB 1995). Although this was a tremendous success and opened up countless new fishing opportunities to anglers, it was evident that more could be accomplished. The 1984 Wallop-Breaux Amendments provided the boost that would lead to opening even more waters to diverse types of anglers. Capturing the tax on gasoline that boaters purchased, and applying a portion of that to boating access improvements, was the catalyst needed to further improve fishing accessibility. As a result, in the first 5 years of that amendment, 1,200 new access sites were added—nearly half of the total number created during the entire first 30 years (ALAB 1995)! Since then, an additional 1,700 new boat access facilities have been constructed, 4,800 acres of land have been purchased for boating access, and more than 3,300 projects have been completed to improve fishing for shore-based anglers.

The most recent changes to the act also recognize the tremendous untapped potential for improving the access infrastructure for boaters. And, since boating and fishing often go hand-in-hand, with over 61% of recreational boaters spending time to fish from their boats (IAFWA 1997), these changes will directly benefit anglers. By allocating additional funds to states for boating access facilities, commissioning a study of unmet opportunities for larger boats, expanding boat safety

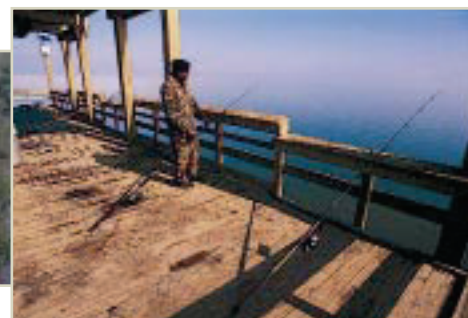
programs, and improving pump-out facilities to help keep our waterways clean, we will be laying the groundwork that will drive fishing participation in the coming years.

As is evident in the following examples, improving access to water resources for sportfishing purposes is accomplished in many different ways. Whether it be through acquisition of beach property in overly crowded coastal areas, constructing boat ramps and fishing piers, or improving support facilities such as fish cleaning stations and restrooms, the main objective is to get people to the water to enjoy the fishing experience. For the angler, this provides the opportunity for a quality fishing experience. State agencies benefit by improving participation and potentially increasing license sales, both of which help to fund management programs. Businesses in sport fishing related industries benefit through increased sales of fishing tackle and boating products, which in turn fuel increased revenues to the Sport Fish Restoration program.

We in the sport fishing and boating industries are proud of the accomplishments that have been made in the past 50 years through the Sport Fish Restoration partnership that includes industry, anglers, state and federal agencies. We look forward to strengthening the programs that have made this a success and to improving fishing opportunities for future generations.



OHIO DEPT. OF NATURAL RESOURCES



VA DEPT. GAME &amp; INLAND FISH

## BY JIM HUBBARD

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SFR funding for fishing piers, marinas, and boat launching ramps all provide access and needed infrastructure for anglers and boaters.



## PUBLIC ACCESS FOR ALL

Access to lakes, ponds, rivers and streams has always been important to both humans and wildlife. While animals, birds and fish have aquatic habitat requirements, people have expanded needs for water, including its use for power, transportation, agriculture, industry and recreation. Increasing human populations generate a growing need for aquatic accessibility; meeting the needs of the public, private landowners, commerce, and wildlife becomes more and more challenging.

Public access to New Hampshire water bodies has been a recurring issue over the years. A state planning project conducted in the mid-1960s inventoried water access points and recommended the creation of a Public Access Advisory Board to carry out a planned program of statewide access development. It wasn't until 1992 that legislation was finally enacted to create the board and establish a public access program under the New Hampshire Fish and Game Department.

Between 1963 and 1979, the department developed 15 sites to provide access for anglers and boaters. In 1983 with a special \$200,000 appropriation from the legislature, the Fish and Game Department was directed to acquire and develop 10 access sites. These funds were consumed by the acquisition and development of only three sites.

A partial solution to the immense funding requirements of purchasing and developing public access sites came with the 1984 Wallop-Breaux amendment to the Federal Aid in Sport Fish Restoration Program (SFR). Recreation and development boomed during the 1980s and a *State Comprehensive*



Sport Fish Restoration Funds were used to open Newfound Lake, New Hampshire's fifth largest lake, to the public.

*Outdoor Plan* was published in 1988, followed by a *Public Access Plan for New Hampshire's Lakes, Ponds and Rivers* in 1991. This plan recommended that there should be one access site for each 5 miles of shoreline; this reflects the need for a total of 885 statewide public access sites.

Rising to the challenge, the Statewide Public Boat Access Program—now located within the Department's Access and Engineering Division—has accomplished a great deal. The department has built or refurbished over 140 boating/fishing public access sites since 1969, the first year that the department provided funding specifically for water access projects. The access team works with the Public Water Access Advisory Board, private lake associations, the public and federal and state agencies.

BY ANNE E. HEWITT

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## Looking Ahead

Emphasis on boating and fishing access for the public continues to increase while suitable real estate diminishes. Shoreline property is popular for recreational and residential development, and the private acquisition of water's edge property has tremendously boosted purchase cost and limited its availability. Volumes of rules, regulations and permitting processes—designed to protect our natural resources—have created an intricate development process.

To survey the needs of our growing and changing constituency, a statewide needs assessment was undertaken in 1997. The assessment has helped guide the program to:

1. Continue providing access to the state's public waters, but not at the expense of water quality and natural resources;
2. Continue developing boating access sites on large lakes;
3. Increase opportunities for shore bank fishing;
4. Improve communication about access opportunities and development, such as the Boating and Fishing Public Access Map.

In 1999, the first comprehensive Boating and Fishing Public Access Map was published and a video, "Public Access for Everyone," was produced, thanks to Federal Aid in Sport Fish Restoration funds. Future plans include continued development of public boating and fishing sites on the major water bodies of New Hampshire, and "Boating and Fishing Access Map" updates. The Access and Engineering Division will continue to expand public water access opportunities by developing new sites, and well as refurbishing existing state-owned facilities.

Boating and fishing enthusiasts who purchase equipment and motorboat fuel provide the funding for the Sport Fish Restoration Program. In turn, this important program provides the resources for agencies like the New Hampshire Fish and Game Department to provide access for boaters and anglers of all abilities, while protecting our natural resources for future generations.

## NEWFOUND LAKE— NEW FOUND ACCESS: A SPORT FISH RESTORATION PROGRAM SUCCESS STORY

New Hampshire's fifth largest lake, located in the popular Lakes Region, is renowned for its two-story (warm and coldwater) fishery, but access for boating was limited to one commercial marina. In keeping with the department's initial plan to provide access on big lakes, the process of locating a suitable site on the 4,105-acre water body was initiated in 1991.

A potential location was found adjacent to Wellington State Park, and the planning process began. Local support by elected officials and the Friends of Wellington Association was strong, yet neighbors and shoreline property owners were apprehensive about potential problems. The site was remote, potentially lending itself to late-night vandalism and "partying," and increased use of the lake presented environmental and law enforcement impacts.

Working with the local police, the New Hampshire Department of Resources and Economic Development, and the Division of Marine Patrol, rules were developed for site usage, and high visibility law enforcement details were pre-arranged. Studies were conducted and permit requirements were met to address the environmental consequences.

The Newfound Lake boat access site was officially dedicated on 4 August 1996, to recognize and thank the many individuals involved in the development process. The facility is equipped with two cement-log ramps separated by a launching dock, paved parking for 11 car-top vehicles and 36 vehicles with trailers, handicapped-accessible restrooms and attractive landscaping. A conservation officer staffs the popular site on summer weekends, and it is not unusual to fill the parking lot and turn away 100+ vehicles on a sunny day.

The anticipated problems at the site never surfaced. Area residents, vacationers, and the variable occupants of the region's many summer rental properties can now enjoy the lake experience, thanks to the Federal Aid in Sport Fish Restoration Program.



# LELAND BEACH ON CHAPPAQUIDDICK ISLAND, MARTHA'S VINEYARD, MASSACHUSETTS

Shore based angling is a major component of the marine recreational fishery in Massachusetts. An estimated 700,000 men, women and children participate in saltwater fishing in our tidal waters each year, with nearly 3.5 million fishing trips having occurred in 1998 (NMFS 2000). Approximately one-half of all saltwater recreational fishing trips take place from shore. Unfortunately, this highly popular method of fishing is being threatened by the rapidly accelerating loss of public access to coastal waters. Much of this loss is the direct result of acquisition and development of coastal properties by private parties who then post their holdings against public access. In Massachusetts, colonial law granted private ownership to the intertidal zone (the wet sand), but reserved the public rights of fishing, fowling and navigation. However, although the public rights were reserved for certain uses of the intertidal zone, it is often not possible to enjoy those rights because access across private property to the intertidal zone was never reserved. To guarantee that the public has access to shore based fishing opportunities, the Massachusetts Division of Marine Fisheries Sport Fish Program has made it a priority to find, acquire and provide access by way of land acquisition of easements and/or tidal property.

Massachusetts has a respectable history of providing public access to our boating community by building and improving boat launching facilities. Much of the work done to provide access has been accomplished by the Department's Public Access Board (PAB), which is managed to take full advantage of Federal Aid in Sport Fish Restoration funds for just this purpose. Since 1987, seven new saltwater boat launching facilities have been constructed, and four additional projects are underway. In recent years, the Division of Marine Fisheries Sport Fish Program began an active campaign to identify and acquire land, build infrastructure and develop management plans to enhance public access to our tidal waters for shore-based recreational anglers.

The effort began when the Division of Marine Fisheries acquired ownership of the "Leland Beach" property on Chappaquiddick Island, Martha's Vineyard in 1993. The property contains 100 acres



The Leland Beach acquisition opened five miles of beach for saltwater surf fishing.

of beach and links two conservation areas that are managed by The Trustees of Reservations, Wasque Reservation and Cape Poge Wildlife Refuge. By linking these two properties, the public is provided access to five contiguous miles and approximately 800 acres of barrier beach. The property was acquired for the primary purpose of preserving fishing access to this barrier beach that many consider to provide some of

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the best shore-based fishing on the East Coast of the United States for such species as striped bass (*Morone saxatilis*), bluefish (*Pomatomus saltatrix*), and bonito (*Sarda sarda*). Additionally, the Leland Beach protects Martha's Vineyard's largest salt marsh complex, Poucha Pond, and provides nesting and feeding habitats for several species of waterbirds and shorebirds.



### Sport Fish Restoration funds are vital to opening fishing opportunities to shore-based saltwater anglers in Massachusetts.

The acquisition of the Leland Beach property began in 1993 when the state recognized this as a piece of property valuable to the fishing community. At the time, ownership of the property was uncertain, and the state took the property by eminent domain at a fair market value of \$999,000. Funds made available through the Sport Fish Restoration Program were to be used to cover 75% of the cost, with the remainder being paid for by the Commonwealth of Massachusetts. Subsequent claims to the property resulted in an extensive court case that was finally settled in October 1999 by a jury verdict. The end result of the court case awarded a value to the property of 2.5 million dollars. The additional 1.5 million dollars needed to settle the suit was paid by the state.

After acquisition of this pristine piece of property, the Commonwealth, in accordance with federal law, needed to insure the integrity of the management of the property and make sure that the property would continue to be used to the benefit of the sport fishing community. The Trustees of Reservations already had management plans in place for the use and operation of the two pieces of property on either side of the Leland Beach property at the time that the land was acquired by the state. It was determined that the best management option for the property was through a cooper-

ative agreement between the state and the Trustees. As a condition of the agreement, the Trustees manage the Leland Beach property on behalf of the Commonwealth in accordance with the terms of the 1993 Leland Beach Management Plan and the Guidelines for Managing Recreational Use of Beaches to Protect Piping Plovers, Terns, and Their Habitats in Massachusetts.

Since its acquisition in 1993, The Trustees have issued 11,387 off-road vehicle (ORV) permits for use on Leland Beach, Wasque Reservation, and Cape Poge Wildlife Refuge. The ORVs have made more than 150,600 individual trips onto Leland Beach during that time. It is also estimated that more than 16,100 pedestrians have passed by the Wasque Gatehouse and the Dyke Bridge Gatehouse on their way to Leland Beach. According to Chris Kennedy (Regional Director of the Trustees—Islands Region, pers. comm.), the last "Visitor Use Survey" was conducted in 1989 (with plans to do a new survey for 2001). The results of the 1989 survey indicate that anglers comprise the largest single group of users, accounting for 39% of the ORV travel and 16% of the pedestrian traffic (Donnelly et al. 1989). Kennedy believes that the 1989 values are still valid, and that the same relative percentage of ORV users are entering the property to fish and the same number of pedestrians are entering to fish as their primary activity [C. Kennedy, The Trustees of Reservations, pers. comm.]. Assuming this is valid, nearly 10,000 ORV trips and over 400 pedestrian trips were made each year for the express purpose of saltwater angling. Kennedy further noted that most ORV trips consist of more than one angler, and that many visitors to the beach do not consider fishing as their primary activity (i.e., it may be taking the family to the beach), but they bring fishing gear and consider angling as a secondary activity. So, although the annual number of fishing trips that take place on this property is estimated to be at least 10,400, a much higher figure is surely realized.

The acquisition of the Leland Beach property has proven to be a tremendous asset to the recreational sport fishing community in Massachusetts. Anglers are able to enjoy access to some of the best surf fishing on the eastern seaboard, along with the knowledge that this piece of oceanfront property will remain available for their sport fishing use for years to come. The purchase of this 1.5 mile strip of barrier beach would not have been possible without the cooperation of the U.S. Fish and Wildlife Service and the funds provided through the Federal Aid in Sport Fish Restoration Act. Encouraged by the success of this project, the Massachusetts Sport Fish Program is now developing a public access project dedicated to financing land acquisitions and infrastructure needs that will further enhance public access in the tidal waters of the Commonwealth for sport fish anglers.

# THE CLEAN VESSEL ACT: PROVIDING BOAT PUMPOUT FACILITIES THROUGH SPORT FISH RESTORATION



With the 1992 passage of the Clean Vessel Act (CVA), Congress launched a new state grant program to build and renovate sewage pumpout facilities and dump stations for boaters, and conduct related public education campaigns targeted, primarily, at the recreational boater.

The CVA program, funded by the excise tax sources included under the Sport Fish Restoration Act (SFR) and also administered by the U.S. Fish and Wildlife Service, provides grants to states but with one significant difference. Although CVA funds are provided to the states to conduct approved projects, unlike most federal grant programs, these funds may be used to support projects of commercial businesses like marinas, since most boating facilities in the United States are privately-owned. In fact, Congress encouraged the states to provide grants to private sector businesses that serve the boating public, and the states have reported that, on average, about 70% of grants have gone to commercial marinas (USFWS 1997). Participating commercial marinas must, however, make the pumpout facility available to the boating public and may charge no more than \$5.00 per pumpout.

Congress also asked participating coastal states to assess how many boat sewage removal facilities would be needed and encouraged them to develop and implement comprehensive plans to meet those goals. Inland states, however, were not required to develop the plans since Congress recognized that the largest concentrations of boats large enough to have

marine heads (onboard toilets) are in coastal waters and that saltwater areas had the greatest need for pumpout facilities.

During the first five years of the program (the first grants were made in 1993), 83% of grants paid for facilities in coastal areas, with the remaining 17% used for facilities on inland waters. In most states, the CVA grants provide 75% of

the funding with the marina providing 25%, although in some cases states have provided the necessary matching funds.

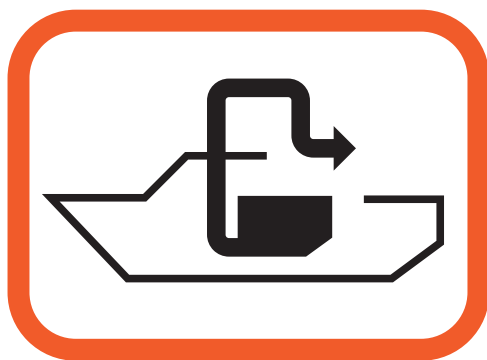
In addition to traditional, shore-side pumpout facilities, CVA grants have funded mobile pumpout boats that can service vessels kept on moorings, at private home docks or in visitor anchorages. At least four states have used CVA funds to build floating, barge-type facilities, with restrooms and pumpout equipment, anchored on inland lakes for use by day boaters.

Since the first grants were awarded from the \$5.0 million FY 1993 fund, 49 states have received 207 grants totalling

\$47.6 million. As of FY 1999, approved projects have involved surveys and planning efforts in 33 coastal states, construction of 2,730 pumpout facilities and 1,778 dump stations in 45 states, and public outreach and education programs in 30 states (USFWS 1999).

The CVA program was funded at \$7.5 million in 1994 and 1995, and at \$10 million annually for 1996, 1997 and 1999. The Transportation Equity Act for the 21st Century, signed into law June 10, 1998, reauthorized the Clean Vessel Act grant program at \$10 million annually through 2003.

## Clean Vessel Logo



**In the first five years,  
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in 45 states.**

### BY RYCK LYDECKER

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# RECREATIONAL BOATING SAFETY FUNDED THROUGH SPORT FISH RESTORATION



While it may be impossible to put a price on human life, the U.S. Coast Guard estimates that the lives of over 23,000 boaters have been saved through public education, awareness and enforcement since the inception of the Recreational Boating Safety Program in 1973 (Mike Holmes, U.S. Coast Guard, pers. comm). This program has undergone an evolutionary process in that time, leading to the federal-state-public partnership embodied in the Wallop-Breaux Amendment to the Sport Fish Restoration Program (SFR) in effect today. The results have been revolutionary.

Safer boating for millions of Americans is evidenced by the fact that boating deaths have been cut in half. According to the Coast Guard, the number of reported recreational boating fatalities declined from a high of 1,754 in 1973 to 815 in 1998. When the Recreational Boating Safety Program was authorized in 1971, the fatality rate stood at 20.2 deaths per 100,000 boats. By 1998, the rate had been cut to 6.5 fatalities per 100,000 boats, even though the number of boats owned by Americans more than doubled during that period.

## History

The federal government has been involved in recreational boating safety through a series of legislative actions, beginning with the enactment of the Motor Boat Regulations Act of 1910 (36 Stat 462). The Federal Boat Safety Act of 1971 (P.L. 92-75), the modern precursor of the current program, expanded the regulatory authority of the U.S. Coast Guard to include all recreational vessels and expanded its jurisdiction to all United States navigable waters. The act included provisions for the Recreational Boating Safety (RBS) federal financial assistance program to "encourage greater state participation and uniformity in boating safety efforts, and particularly to permit the states to assume the greater share of boating safety education, assistance, and enforcement activities" (46 U.S.C. 13101). Authorization for the RBS grant program expired in 1979, but the Recreational Boating Safety and Facilities Improvement Act of 1980, also known as the Biaggi Act, reestablished the program. The Biaggi Act, named for its chief sponsor, New York Congressman Mario Biaggi, provided that a portion of federal excise tax receipts attributable to motorboat fuel use would be transferred to a new Recreational Boating Safety account to fund the program. In utilizing the fuel taxes paid by boaters, the Biaggi Act ensured that those receiving the benefits of the

program would also pay the costs. Although Congress did not appropriate funds for the program in 1981 and 1982, the Biaggi Act established the mechanisms that put boaters' fuel taxes to work for safety.

As part of the Wallop-Breaux Amendments to the Sport Fish Restoration Act of 1984, Congress built upon the Biaggi Act by establishing the Boat Safety Account within the Aquatic Resources Trust Fund of SFR to again provide funding to the states through the Coast Guard recreational boating safety program. The Boat Safety Account was subject to the annual appropriations process through FY 1998. However the 1998 amendments guaranteed a minimum funding level of \$59 million, with the maximum set at \$71.6 million for fiscal years 1999-2003, for boating safety.

## Boating Safety Dollars at Work


Under current law, up to \$70 million of the federal excise taxes paid by recreational boaters may be directed to state/federal boating safety programs through the Boat Safety Account. Administered by the U.S. Coast Guard through matching grants to the states, these programs fall into six broad categories: law enforcement and search and rescue capability; boater education; vessel numbering and titling systems; aids to navigation; public boating access sites; and administration.

Tax monies specifically attributable to motorboat and small-engine fuel use currently are calculated as 1.08% of the total federal gasoline tax deposited into the Federal Highway Trust Fund. [As of the writing of this article (2000), only 11.5 cents per gallon of every 18.3 cents in federal tax paid by boaters is used to calculate the annual amount to be transferred to the Aquatic Resources Trust Fund. This rate will rise to 13 cents on 1 October 2001, and 13.5 cents on 1 October 2003, yielding a projected increase of \$135 million in new revenue, which will be directed to the Sport Fish Restoration Account]. These funds are passed through the Aquatic Resources Trust Fund to the Boat Safety Account to support state boating

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safety grants administered by the Coast Guard. This is an excellent example of a “user pays/user benefits” program since all monies deposited into the trust fund are paid by boaters and anglers. Unlike the first boating safety program established by Congress in 1971, no general revenue tax funds are used in this program.

States with approved state boating safety programs receive funding under the following formula: one-third is distributed equally to each state; one-third is prorated to individual states according to the number of boats registered in each state; and one-third is prorated by the amount of state funds each state dedicates to its boating safety program.

It is important to note that these federal tax monies, collected from boaters, are equally matched by state dollars. A state’s matching funds may come from general state revenues, undocumented vessel numbering and licensing fees, or state marine fuels taxes. This cooperative effort in recreational boating safety is an outstanding example of government at all levels working together for the benefit of the public.

As the Coast Guard role in recreational boating safety at the operational level diminished in the 1980s, financial assistance to the states through the Wallop-Breaux Amendments to SFR contributed significantly to their ability to assume an increasingly larger share of recreational boating safety program activities. These funds are critical to the success of the state programs and to the continued overall reductions in recreational boating accidents and fatalities as the following examples attest.

### **Boating Safety Dollars at Work in the States**

#### **California**

The California Department of Boating & Waterways uses the SFR funds for a wide variety of outreach and education efforts including:

- the purchase of radio air time for boating safety messages reminding listeners to wear their life jackets and about the dangers of drinking alcohol while boating, reaching an estimated audience of 39 million listeners.
- its six-month seasonal billboard campaign in the most prevalent accident areas across the state to reach an audience of 1.2 million viewers every day.
- funding 32 aquatic centers throughout California that provided 120,00 individuals with hands-on aquatic and boating safety education.
- educating approximately 150,000 new students in the AquaSMART K-8 boating safety education program. AquaSMART Boating high school program materials were mailed to approximately 400 teachers and 25,000 students.
- providing child size T-shirts to marine law enforcement agencies. These shirts are given to children under seven who are “caught with their life jacket on.” The depart-

ment also provided ski flags to these agencies so that families that are water skiing and do not have a ski flag on board can continue their outing.

#### **Florida**

With its year-round boating climate, Florida is a state few boating enthusiasts can resist. The Florida marine industry represents a total economic output of more than \$10 billion in recreational boating—\$1 billion more than projected citrus industry revenue. Federal funding received through the Sport Fish Restoration Act continues to be an integral element of Florida’s ability to ensure that the operators of more than 829,000 recreational vessels and an additional 400,000 visiting boaters obey the laws that keep them and their passengers safe.

Boating Safety Instructor Workshops conducted by the Florida Boating Safety staff update boating safety instructors statewide. Boating safety instructors are trained in instructor techniques, class reporting, class advertising, and the revisions to the “How to Boat Smart” course with its new personal water craft (PWC) endorsement. Instructors provide boating course instructional kits and an allotment of “Jet Safe” PWC videos for use in teaching the PWC portion of the course. The videotape was also sent to approximately 70,000 PWC owners. The video identifies Florida PWC laws and regulations.

Florida leads the nation in boating accident investigation and analysis with more than 1,200 investigations involving nearly 9,000 hours. This intensive work has proven to be an effective method of determining areas where increased boating safety patrols are needed.

#### **Louisiana**


Boating in Louisiana is a source of recreation for many residents and visitors. In addition, boating and fishing is part of the traditional way of life, shown by the more than 944 million pounds of fish landed, valued at more than \$75 million. Indeed Louisiana is a “Sportsman’s Paradise.”

To help make this paradise safe and enjoyable, Louisiana uses funding from the Sport Fish Restoration Act to intensify its law enforcement and education efforts.

Monies from the SFR helped Louisiana add more than 60 new officers over the past two years to patrol its waters. With this added presence, compliance with state and federal boating safety regulations is more than 90 percent.

Louisiana Wildlife & Fisheries also uses federal funds to help keep its law enforcement officers at the top of their profession. Training programs include boat accident investigation training, boating safety techniques, and boating under the influence (BUI) recertification on a semi-annual basis for more than 250 officers.

Additionally, Louisiana Wildlife & Fisheries responds throughout the year to calls for overdue, lost, stranded and injured



citizens that were either hunting, fishing or boating on Louisiana waters.

While accident reporting increases in the state, boating fatalities remain flat. A significant amount of boating safety enforcement and education seems to be the main deterrent to an increase in fatalities.

With continued federal support of boating safety, combined with state dollars, Louisiana hopes to further educate the boating public and keep the enforcement presence on the water to help reduce boating accidents and eliminate fatalities to the greatest extent possible.

### **Maryland**

Like other states, Maryland uses funding received through the

Sport Fish Restoration Act to maintain a safe boating environment. Maryland's Natural Resources Police (NRP) provides rigorous enforcement in the areas of speed and reckless operations, resulting in 2,091 citations and warnings in 1998. This enforcement effort has been a factor in keeping the death and injury rate at the lowest level in years.

The Safer Waterways through Alcohol Monitoring Patrols (SWAMP) program and routine patrols resulted in 98 BUI citations and warnings in 1998. Many operations were coordinated with the Coast Guard and other agencies.

Maryland hired 10 seasonal officers for high population seasonal resort areas to enforce boating laws and regulations, expanding on-water enforcement by almost 100 percent. These higher visibility patrols were instrumental in reducing fatalities in their assigned areas.

When even the best enforcement and education efforts fail to work, the Natural Resources Police is able to provide search and rescue support statewide in areas where it is otherwise unavailable or in cooperation with other agencies. In 1998 the NRP responded to 137 calls for search and rescue.

### **Oregon**

The Oregon State Marine Board is carrying out an aggressive campaign focusing on alcohol and boating. Public service announcements (PSAs) distributed statewide stress how a BUI arrest can result in, among other things, the loss of boating privileges for one to three years. A bulletin board is posted near high boating use areas (marine areas, boat retailers, etc.), with similar images appearing on transit vehicles in Portland, Eugene and Salem. The message on these signs is simple: "Drinking and boating can get you docked—boat safe, boat sober;" and "Cruise With Care."

In addition, airtime was purchased in key radio markets for spots focusing on the consequences of drinking and boating. The State Marine Board also developed three slides for use in movie theaters in high-use areas of western Oregon. The slides, containing a similar BUI and general boating safety message, were seen by tens of thousands of people seeing such movies as "Star Wars: The Phantom Menace" and other popular summer blockbusters.

The final piece of this campaign is a notebook designed to educate judges and district attorneys about the need for consistent and strict sentencing of people arrested for BUI. The notebook includes case law, Oregon Revised Statute and Oregon Administrative Rules, as well as examples of what certain judges have done in the past.

The total cost of this campaign is \$150,000. The program is aligned with the Department of Motor Vehicles driving under the influence campaign. Market surveys indicate that people are hearing the message. Concurrent with the campaign is an effort to train more river patrol deputies to effectively recognize alcohol impaired boaters, cite them and get them off the water.

### **NASBLA**

An integral part of the success of the Boating Safety Account is the National Association of State Boating Law Administrators (NASBLA). NASBLA is the association of state professionals who are responsible for the administration of boating laws and regulations. NASBLA works to promote boating safety by fostering partnership and cooperation among its members and other recreational boating safety interests. Over the years, NASBLA has worked diligently to foster reciprocity and uniformity among the states in their boating laws, making it easier for boaters to enjoy all of our nation's waterways.

NASBLA works to set national boating safety education standards, provide accident investigator training, and develop model laws and policies. With support from the five percent portion of the Boating Safety Account set aside for non-profits, NASBLA has worked on the following:

- partnering with Underwriter's Laboratories to produce boat accident investigation training that has educated more than 3,000 officers over the past 10 years.
- partnering with the National Safe Boating Council to plan and kick off National Safe Boating Week. Held the week before Memorial Day weekend, this event reaches millions of our nation's boaters with grassroots activities and events.
- conducting new boat crash testing to provide new and improved data on crash dynamics. Mercury Marine, Bayliner, Underwriter's Laboratories, Michigan and Florida boating safety officers, and others worked with NASBLA to crash six boats and two personal watercraft. The new data, high-speed film, and the crashed boats themselves will provide insight and benefits to the boating safety community well into the future.
- teaming with Pennsylvania State University, the U.S. Power Squadrons, and the U.S. Coast Guard Auxiliary to update and improve the NASBLA Education Standards to develop a new minimum "standard of care" for boating education. This new set of standards is intended to prescribe the minimum body of knowledge necessary to effect safe, legal, and enjoyable boating. In addition, the proposed standard of care is predicated on reducing risk in recreational boating based on empirical accident and boating violation statistics.