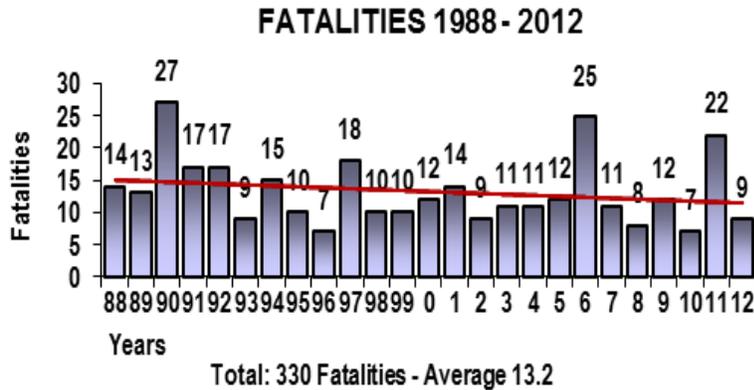
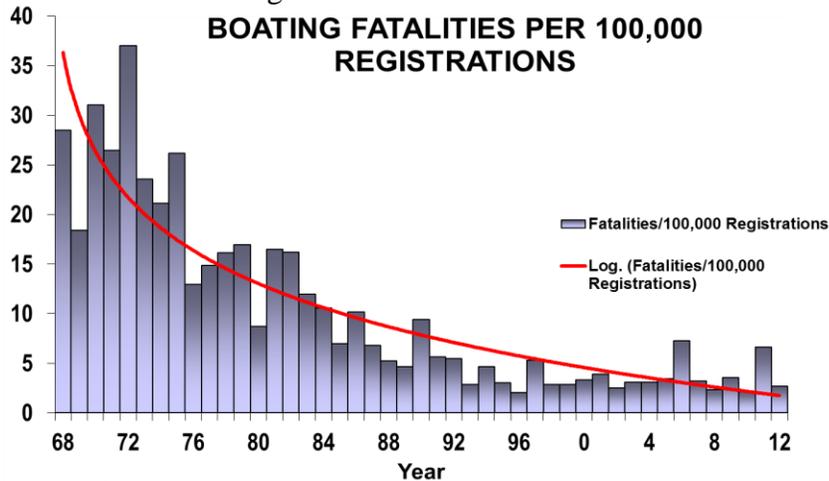


**RECREATIONAL BOATING SAFETY (RBS) PROGRAM
 PERFORMANCE REPORT
 PART 1 C: ACCOMPLISHMENTS
 COMMONWEALTH OF PENNSYLVANIA
 FOR THE PERIOD OCTOBER 1, 2011 TO SEPTEMBER 30, 2012**

The Recreational Boating Program in Pennsylvania, which is administered by the Pennsylvania Fish and Boat Commission (Commission), is dependent on the infusion of funds from the Recreational Boating Safety (RBS) Program grant to be successful. One way to measure the success of Pennsylvania’s boating safety program is the number of recreational boaters injured or killed in boating accidents. Because of the importance of weather and other factors impossible or difficult to control, the trend in boating accident fatalities is the most common statistic used for evaluating program success. The following graph shows boating fatalities in Pennsylvania from 1988 through 2012. Although there are some spikes, the decline in the number of fatalities per year is on a gradual downward trend. The average number of fatalities from 1988 through 1999 was 13.9; this decreased to an average of 12.5 per year for 2000 through 2012.

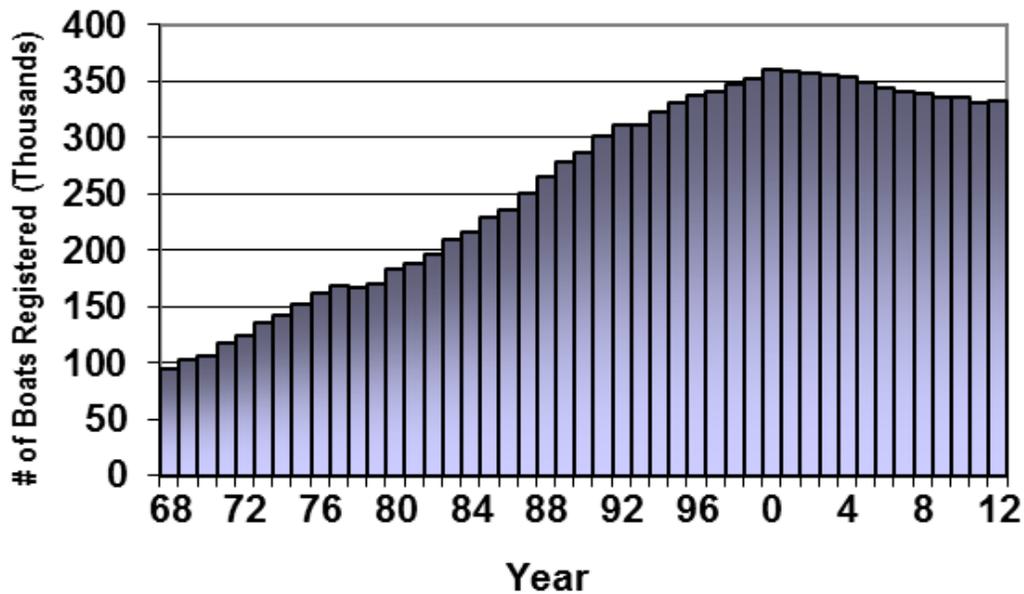


The success of the Commission’s boating safety program is illustrated by comparing the number of fatalities to the number of registered boats. These records are available for the last 45 years. The following graph shows the number of recreational boating fatalities per 100,000 registered boats. From 10/1/2011 through 9/30/2012, Pennsylvania had 332,699 registered watercraft and reported 9 fatalities which equates to three fatalities per 100,000 registered boats. The increase in the number of boats registered in the Commonwealth over the last 45 years has been matched by a commensurate increase in boating safety. This would not have been possible without the support of Coast Guard RBS funding.

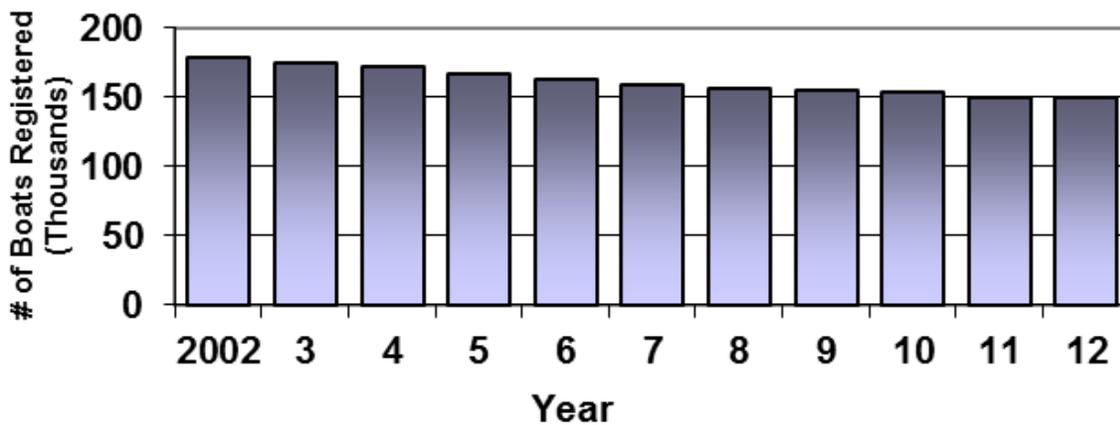


Pennsylvania experienced a slight increase in boat registrations in 2012. This represents an increase of 1,109 boats from the previous year. This increase is small but is significant because boat registrations until this year have decreased over the past ten years. During the period of 1968-2011, boat registrations have declined in each of the previous eleven years, but 2012 breaks the trend. The highest number of registrations was in year 2000 with 360,361 registered boats. There is still a decline in one class of boats. The numbers of motorboats less than 16 feet in length that are registered in Pennsylvania have continued to decline steadily since 2000 (see chart below).

BOAT REGISTRATIONS 1968 - 2012



MOTORBOATS <16 FT. REGISTRATIONS



	2012 BOAT REG STATS	2011 BOAT REG STATS	2010 BOAT REG STATS	2009 BOAT REG STATS	2008 BOAT REG STATS	2007 BOAT REG STATS	2006 BOAT REG STATS
Total Active Registrations:	332,699	331,590	335,408	336,347	338,192	341,239	344,452
Total Unpowered Vessels:	39,450	38,924	39,130	39,006	39,165	39,193	39,435
Total Active PWCs:	28,178	28,041	27,864	27,309	27,058	23,167	26,511
Less than 16 Ft.	149,541	150,414	153,688	155,285	156,784	159,505	162,626
16 Ft. to 25 Ft.	136,067	135,057	135,570	134,913	135,204	135,864	135,593
26 Ft. to 39 Ft.	6,715	6,560	6,415	6,258	6,180	6,073	5,958
40 Ft. to 65 Ft.	610	589	564	575	575	571	553
Boats > 65 Ft.	48	46	41	38	34	33	33
Rowboats	1,666	1,589	1,724	1,755	1,881	1,941	1,991
Sailboats	1,158	1,151	1,253	1,307	1,386	1,469	1,563
Canoes	17,998	18,426	19,338	19,908	20,735	21,395	22,202
Kayaks/ Other Boats	18,628	17,758	16,815	16,016	15,163	14,388	13,679

The Commission set the following goals and objectives for the 2012 recreational boating safety grant year:

GOALS

1. Provide effective education programs and informational material to the boating public.
2. Further reduce the number of boating accidents, fatalities and boater conflicts.
3. Provide adequate, effective and efficient enforcement of the boating laws and regulations.
4. Develop and maintain a liaison with other boating organizations and agencies.
5. Administer a boat registration system that is responsive to the needs of the Commission and the boating public, efficiently collects the revenues needed to run the boating program and identifies legal ownership of recreational boats.
6. Provide recreational boaters with the highest quality boating facilities on all navigable water bodies of the state.

OBJECTIVES

1. Provide technical guidance and support for the development and enhancement of public access to fishing and boating opportunities. This effort includes cooperation with Federal and state government agencies, non-profit groups, and private businesses and landowners.
2. Maintain an efficient and cost-effective method of registering and titling boats, assuring that Pennsylvania receives and deposits the fees expeditiously and that the boat owner receives

- title and registration certificates promptly and courteously.
3. Provide an adequate level of control over and distribution of aids to navigation and floating structures.
 4. Provide training opportunities, educational materials and support to boating education partners so all recreational boaters will be knowledgeable of the boating regulations and the principals of boating safety.
 5. Provide water rescue training upon request to police, fire and rescue personnel to prevent water-related fatalities due to an inadequate understanding of the forces of water and how to handle water emergencies.
 6. Provide a law enforcement effort that assures an acceptable level of compliance with boating laws and regulations.
 7. Provide necessary vehicles, boats and other related equipment that Waterways Conservation Officers need for the efficient and effective performance of their duties.
 8. Maintain a liaison between the Commission, the U.S. Coast Guard, the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons and other boating safety organizations.
 9. Provide grants to local governments and non-profits for the planning, acquisition, development, expansion and rehabilitation of public boating facilities located on the waters of Pennsylvania.

ADMINISTRATION

1. Maintain liaison with representatives of the boating industry, clubs and organizations, private citizens, and federal, state, and local officials to inform them of and engage them in portions of the Pennsylvania's Boating Program

Staff met with the PA Boating Association Southeast, U.S. Coast Guard, U.S. Coast Guard Auxiliary, US Power Squadrons, Pennsylvania Federation of Sportsmen's Clubs, Pittsburgh Safe Boating Council, Erie Safe Boating Task Force, U.S. Army Corps of Engineers, numerous individual sportsmen's clubs, water trail managers, and others.

2. Conduct a minimum of one Boating Advisory Board and four Commission meetings to formulate appropriate regulations and approaches to improve boating safety in Pennsylvania.

The Boating Advisory Board (Board) met on February 9, 2012. During their meeting, the Board recommended the following items to the Commission:

1. Amendment to §93.2 (Permanent and Temporary Registration) and §93.13 (Issuing Agent). On June 1 and 2, 2011, the United States Coast Guard's Boating Safety Division (USCG) conducted an on-site program review of Pennsylvania's Recreational Boating Safety (RBS) program. On-site program reviews are used by the USCG to help determine a state's eligibility to receive funding made available under 46 U.S.C. Chapter 131 for the state RBS program. During the program review, the USCG identified a deficiency that requires corrective action. Specifically, the issuance of a temporary registration certificate and sticker that remains valid in excess of 60 days is not in compliance with federal regulations. The Commission's regulations allow for temporary boat registrations to be valid for up to 90 days. The USCG requires that this deficiency be addressed so as not to jeopardize the state's funding eligibility.

Staff proposed changes to modify the temporary boat registration decal to include the expiration date (day), reduce the period in which the temporary decal is valid to 60 days, and require issuing agents to submit to the Commission temporary boat registration documentation within five days.

2. Amendment to Chapter 99 (Capacity Plates), §93.3 (Application for Boat Registration) and §93.102 (Application for Procedure and Contents of Applications for Certificates of Title). Due to changing federal regulations at the time, the Commission made large-scale amendments to its capacity plate regulations in 1975 to be in conformance with federal regulations. The Commission again made modifications to its capacity plate regulations in 1994 as part of a year-long comprehensive review and update of Pennsylvania boating regulations.

During the past two years, staff has dealt with a number of capacity plate applications and inquiries that have revealed conflicts between the Commission's regulations and federal regulations. Further research revealed that Pennsylvania is the only state that has capacity plate regulations that differ from federal regulations and issues capacity plates. The Commission processed capacity plate applications for boats registered in Pennsylvania as well as boats registered in other states that may not be operated on waters of the Commonwealth. The Commission utilized a capacity plate calculator provided by the USCG that was intended to provide guidance to boaters rather than to be used to meet state or federal regulations. In fact, the USCG informed the Commission that it should discontinue its use of the capacity plate calculator for such purposes.

Federal capacity plate requirements apply to manufacturers and are enforced by the United States Coast Guard (USCG). Therefore, it is unnecessary for the Commission to promulgate regulations regarding capacity plate requirements. To bring the Commission's regulations into conformance with federal regulations, staff proposed that Chapter 99 be deleted in its entirety.

As a result of deleting Chapter 99, the references to capacity plate information contained in §93.3(2)(x) and 93.102(b)(11) had to also be deleted which required applicants to provide capacity plate information for boat registrations and certificates of title.

3. Amendment to §105.3 (Unacceptable Boating Practices) and §109.4 (Waterskiing, Aquaplaning, Kite Skiing, and Similar Activities). Based on information presented at the February 8, 2011 meeting, the Boating Advisory Board recommended amending §105.3 and §109.4 regarding the operation of boats engaged in the activity of wake surfing. Specifically, the Board recommended that the Commission adopt a 300-foot slow, no-wake zone for boats engaged in the activity of wake surfing, exclude wake surfing from the 20-foot minimum tow rope requirement, adopt a definition of "wake surfing," and allow wake surfing participants to wear a specifically designed wetsuit in lieu of the United States Coast Guard approved PFD.

To date, there has been no propeller strike accidents reported nationwide for participants in wake surfing activities. Boats with inboard motors are the preferred configuration for wake surfing activity. The propellers of inboard motors are located in front of the boat's transom and pose less risk to a person being towed. Outboard and inboard/outboard

motors pose a much greater risk to persons being towed since the propeller is located aft of the transom. Outboards and inboard/outboards used for wake surfing are often trimmed up to create more wake which increases exposure to the propeller. The Water Sports Industry Association has been working with states to encourage the use of “model language” in crafting legislation or regulations to protect the safety of towed watersport participants, such as wake surfers. Staff therefore proposed the adoption of this model language in paragraph (12) in addition to the previously recommended changes to paragraph (11) of §105.3. Additionally, staff proposed the clarification of the 20-foot measurement for tow ropes as being measured from the transom of the boat.

As noted above, the Board previously recommended the Commission adopt a 300-foot slow, no-wake zone for boats engaged in the activity of wake surfing. This recommendation was made in an effort to limit disturbance and damage resulting from excessive wakes created by boats engaged in wake surfing activity. However, upon further research of other states’ regulations and a U.S. Naval Academy study on wave height and energy, staff concluded that a 300-foot slow, no-wake zone will provide minimal additional benefits and will unnecessarily limit wake surfing activity as compared to a 200-foot slow, no-wake zone. Staff proposed the creation of a new subsection (k) within §109.4 to contain additional regulations specific to wake surfing, including a slow, no-wake zone of 200 feet.

4. Amendment to §115 (Boats Carrying Passengers for Hire). The regulations contained in Chapter 115 regarding the operation of boats carrying passengers for hire were adopted in 1994. With the exception of some minor procedural amendments in 1999 and 2003, no significant changes have been made to the regulations in the past 18 years. During this period, boat accidents involving passenger for hire vessels have occurred in other states, most notably the capsizing of the tour boat *Ethan Allen* on Lake George, New York in 2005, which prompted staff to re-examine the Commission’s current regulations. In July 2011, a workgroup consisting of Commission staff and a passenger for hire business owner and vessel operator met to discuss proposed revisions to the regulations.

The most significant proposed change to the current regulations involves a requirement that the passenger capacity of all vessels in the program be determined through U.S. Coast Guard approved stability testing by an accredited marine surveyor. The current passenger for hire fleet in the Commonwealth numbers 18 vessels owned and operated by 13 businesses. All of the above vessels are tour boats and range in size from 18 to 75 feet. Most are pontoon boats with the exception of four larger vessels operated on Lake Raystown and Conneaut Lake. Under the regulations, only boats carrying more than 49 passengers or having more than one passenger carrying deck are required to undergo stability testing. In all other cases, passenger capacity is determined via manufacturer supplied capacity plates. In the *Ethan Allen* accident, the vessel was initially rated for 50 passengers but had been modified with the addition of a solid canopy and other superstructure. On the day of the accident, the *Ethan Allen* carried 47 passengers plus the operator and capsized after striking the wake of another vessel during a turn. Twenty passengers died as a result of the accident. The National Transportation Safety Board concluded that had the vessel undergone appropriate stability testing after modification, it would have been certified for only 14 passengers. Members of the workgroup agreed

that requiring stability testing on all passenger for hire boats is the most appropriate method to address concerns regarding capacity and loading. A marine surveyor who currently inspects six of the 18 boats in the program advised staff that with the assistance of the boat owner, stability testing can be performed on all boats in the program without excessive cost. After obtaining an initial test, boats will not be required to have a new stability test unless modified or involved in an accident.

Other proposed changes include the following:

- Increasing the required amount of liability insurance to reflect more realistic damage and personal injury estimates in case of an accident.
- A housekeeping change to indicate that passenger for hire vessels are now a Bureau of Law Enforcement program area.
- Requiring passenger for hire vessel operators and crew members to maintain certification in CPR and basic first aid. These certifications are currently required for holders of fishing guide/charter boat permits.
- Requiring that the initial physical examination include a standard drug screen. This requirement is being proposed at the suggestion of two vessel owners.
- Eliminating the requirement that licensed operators disclose changes in their physical condition when applying for renewal of their license and instead requiring that operators obtain a new physical examination with each renewal of their license.
- Removing the requirement that the vessel operator license, currently an 8.5" x 11" paper certificate, be displayed on the boat next to the certificate of inspection in favor of the issuance of a wallet sized identification card that the operator will be required to carry and display while in operation of the boat.
- Adding language indicating that operator licenses are good on any sole state water for vessels up to and including the size listed on the license and thereby clarifying the intent that operators may work on any passenger for hire vessel certified by the Commission and are not limited to one employer.
- Eliminating the requirement that the Commission maintain an approved list of marine surveyors in favor of a requirement that marine surveys be conducted by individuals accredited through one of the national marine surveyors associations.
- Adding language indicating that individuals with U.S. Coast Guard certification appropriate to the size and type of boat they intend to operate in the Commission's program will be able to obtain a waiver of the state licensing requirements upon presentation of their Coast Guard credentials and certification in CPR and first aid.

The Commissioners held three quarterly Board meetings during the FFY 2012 (four annual meetings).

During its quarterly meetings, the Commission approved the following regulatory items as final rulemaking:

1. Amendment to §93.2 (Permanent and Temporary Registration) and §93.13 (Issuing Agent) as set forth in the notice of proposed rulemaking.

2. Amendment to Chapter 99 (Capacity Plates), §93.3 (Application for Boat Registration) and §93.102 (Application for Procedure and Contents of Applications for Certificates of Title) as set forth in the notice of proposed rulemaking.
 3. Amendment to §105.3 (Unacceptable Boating Practices) and §109.4 (Waterskiing, Aquaplaning, Kite Skiing, and Similar Activities) as set forth in the notice of proposed rulemaking.
 4. Amendment to §115 (Boats Carrying Passengers for Hire) as set forth in the notice of proposed rulemaking.
- 3. Advocate for the passage of laws that benefit boaters, particularly bills that address boating under the influence.**
No legislation was passed into law that would benefit or hinder boaters from October 1, 2011 through September 30, 2012.
- 4. Inform U.S. Congressmen and State Legislators of projects and programs funded by Sport Fish Restoration and Boating Trust Fund allocations to Pennsylvania.**
The Commission has a legislative liaison to inform Legislators of programs funded by the Sport Fish Restoration and Boating Trust Fund. In FFY2012 the Commission held a “Ready, Set, Wear It!” event at the Pennsylvania State Capital to increase lifejacket wear awareness with lawmakers and the media. In addition, the Commission provided law enforcement and education staff to accompany the Governor of Pennsylvania, Tom Corbett, on two kayaking trips, and provided him with insights into water rescue deployments as part of recent flood events.
- 5. Participate in training and development opportunities to improve staff’s knowledge and skills in boating safety, water rescue, grants management, access development, national education standards and outreach campaigns.**
The Commission provided in-service training to staff regarding boating safety, water rescue, grants management, access development, national education standards and outreach campaigns. The Commission approved out-service training for staff to attend and present at boating conferences, meetings, and trainings offered by various organizations such as the U.S. Coast Guard, National Safe Boating Council, National Water Safety Congress, and the National Association of State Boating Law Administrators.
- 6. Improve internal computer-based boating accident reporting systems to ensure accuracy of information collected and enhanced submission, review and transmittal to the U.S. Coast Guard in a timely manner.**
The Bureau of Boating & Outreach and the Bureau of Law Enforcement worked closely to ensure timely reporting of accidents and proper investigation. The Commission continues with ongoing updates to its computer-based boating accident reporting system for the officers in the field which aids in collecting the appropriate information to be reported to the Coast Guard. The Commission also reviewed and streamlined its internal review process and work flow for boating accident reports and investigation reports.

BOAT REGISTRATION

- 1. Provide an effective and cost-efficient method of registering and titling boats, assuring that Pennsylvania receives and deposits its revenues expeditiously and that the boat owner receives registration and titling certificates promptly and courteously.**

The Commission utilizes a computer-based Registration and Titling System to process new boat registrations and maintain all boat registration data. The Pennsylvania Automated Licensing System allows boat owners to process boat registration renewals on-line. In addition, boaters can purchase duplicate registration cards and update their addresses via the website. Boaters are provided with a 60-day temporary registration which allows them to put their boat on the water immediately.

EDUCATION

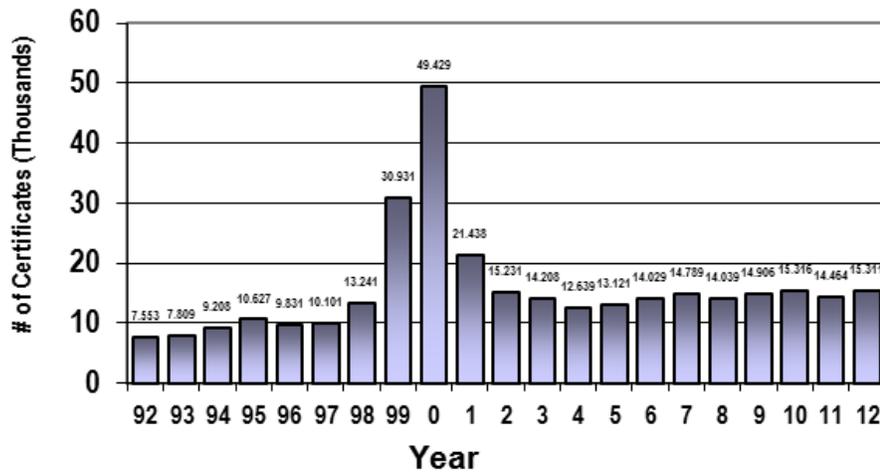
- 1. Continue to offer courses necessary for boat operators to obtain a NASBLA-approved Boating Safety Education Certificate.**

The Commission certified 15,311 students in National Association of State Boating Law Administrators (NASBLA)-approved boating courses from October 1, 2011 through September 30, 2012. This is 847 more certificates than FFY 2011 (see chart on following page). The number of boating safety education certificates being issued is generally stable with only minor fluctuations over the last seven years.

The Commission issued boating safety education certificates to 1,597 students who successfully completed a PA Basic Boating classroom course, which is 298 less certificates than in the previous year. Not everyone who completed a boating course applied for a boating safety education certificate. The agency and its volunteers taught 145 PA Basic Boating classroom courses.

Instructors and staff taught 29 Boating & Water Safety Awareness (BWSA) courses, with 685 students successfully completing this course in FFY 2012. The Commission issued boating safety education certificates to 340 of those students. This indicates that only 50% of those students applied to the Commission for a boating safety education certificate. Based on conversations with instructors, some students may complete the course but do not want the NASBLA certification or are not required by law to have the certification. In addition, several instructors indicate they teach most, but not all, of the BWSA curriculum. That is, they teach components and/or skills but not the complete course which precludes students from applying for certification.

BOATING SAFETY EDUCATION CERTIFICATES

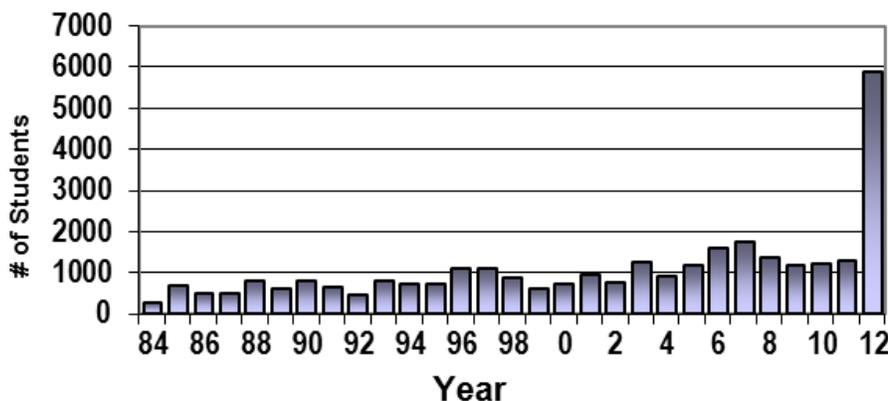


The Commission continues to be very successful with the distance learning courses and has received requests for our Commission-established course criteria from others states. In FFY 2012, 436 people completed the video correspondence course and 13,631 students successfully completed internet courses. The Commission issued 14,067 boating education certificates to students for successfully completing these long-distance learning courses, an increase of 1,413 from FFY 2011.

2. Continue to offer the Water Rescue Training Program to train water rescue volunteers and professionals in proper rescue techniques.

In FFY 2012 the Commission certified 5,865 students through the Water Rescue Program which meets or exceeds various levels (Awareness, Operations, Technician) of NFPA 1670 Standards. This is an increase of 4,458 students or almost 400% from FFY 2011 and the best year on record for this program. The Commission has a trained volunteer instructor corps of 149 individuals who provided more than 15,000 hours of training this past year. An unprecedented 4,221 students were certified in the Commission’s 2½-hour Water Rescue for the First Responder NFPA 1670 Awareness level program. That is an increase of 2,676 from FY 2011 and results in more than a 300% increase. The Commission’s Water Rescue program is the largest of its kind in the United States.

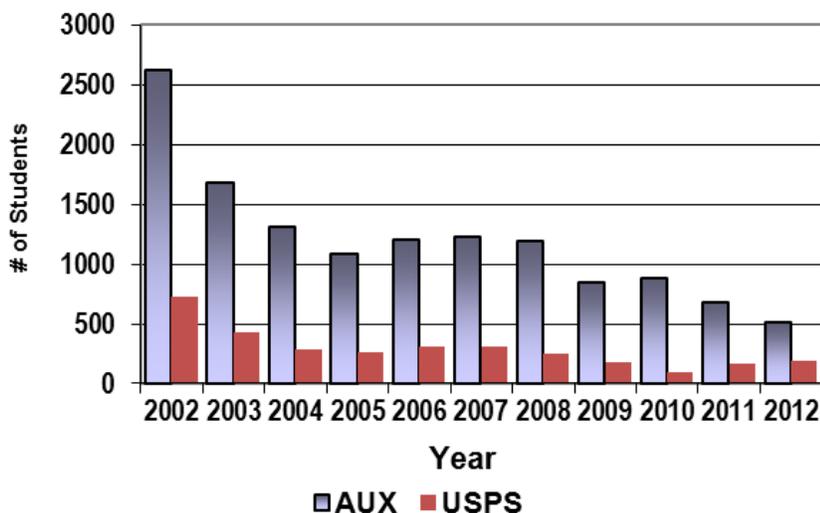
Water Rescue Students



3. Continue to foster a close working relationship with the U.S. Coast Guard Auxiliary and the U.S. Power Squadron’s education programs for boater safety certification. Invite key representatives to Boating Advisory Board meetings and provide updated instructor information to all Auxiliary Flotillas and U.S. Power Squadrons in Pennsylvania.

The Commission issued awards and certificates to outstanding Flotillas and Auxiliaries in the 5NR in Pennsylvania. Successful students in Auxiliary courses submitted 520 applications to the Commission for certification in FFY 2012, a decrease of 162 certificates from FFY 2011. USPS course students submitted 191 applications to the Commission for certification in FFY 2012, an increase of 24 certificates. The chart on the following page clearly indicates a long term decrease in the number of students being certified by the Commission in U.S.C.G. Auxiliary and U.S. Power Squadron Courses. This is most likely due to the competition from online courses and a reduction in demand for classroom courses. All Commission, Auxiliary, Power Squadron and other approved courses are listed on the Commission’s website. Course information is available from the Commission’s toll-free telephone number. Commission representatives continue to attend USPS and USCG Auxiliary conferences, workshops, and (on request) teach the legal requirements section for their courses. Representatives from the USCG, USCG Auxiliary, and USPS were in attendance at the Commission’s Boating Advisory Board meeting in February 2012.

**Commission Certified Students
U.S. Coast Guard Auxiliary
U.S. Power Squadrons
2002 - 2012**



4. Develop non-certification paddle sports safety education program, corresponding curriculum and instructor training. Produce and distribute boating safety literature; incorporate the “Wear It Pennsylvania” message into all boating safety materials distributed by the Commission.

Work continued in the development and piloting of a non-certification paddle sports program. As part of pilot testing Commission staff conducted 12 Paddle PA programs during the period. Approximately 200 people participated in these programs. The programs provided an opportunity to test several formats:

- Introductory program - 45 minutes or less
- 3-hour/half-day program
- 6-hour/full-day program
-

Instructor level training was not conducted for this program, however four skills-based training workshops were provided to education/recreation professionals. This included presentations at two conferences, Bureau of State Parks training sessions. These sessions provided an opportunity to advance paddle sports skills of professionals engaged in delivering recreation programming. It is expected that in the future those completing these sessions will receive training as Paddle PA instructors.

Throughout the year, the PFBC utilized its suite of printed publications to further promote safe boating with full-page, full-color messaging in its annual Pennsylvania Fishing Summary (1.1 million copies produced) starting in December 2011, its Boating Handbook (100,000 copies produced), Boating Regulation Recap brochures (100,000 produced), 2012 Pocket Guide (75,000 produced) and in its subscription-based agency magazine, *Pennsylvania Angler & Boater* (distributed six times a year). Specifically with the May/June issue of the magazine (distribution of 25,000 copies), a full-page advertisement was included which promoted National Safe Boating Week. In addition, students completing the PA Basic Boating Course or the Boating and Water Safety Awareness Course received a copy of the Boating Handbook and Regulation Recap. In a separate bulk mailing, the Boating Regulation Recap was distributed to all boat registration agents in March 2012. The Commission distributed literature, paid or free publications, at all boat and sports shows.

The Commission collaborated with the Pennsylvania Game Commission (PGC) to include a Quick Reference (QR) code in their annual Pennsylvania Hunting and Trapping Digest (1.2 million copies produced) that linked to PFBC's informational webpage on life jackets. The focus of this information was targeted at waterfowl hunters, underscoring the importance of life jacket wear.

The Commission's website is a major source of boating safety information. There is a wide array of boating and water safety materials at <http://www.fishandboat.com>. Everything from an enhanced version of our Boating Handbook to water trails to information on where to find a personal flotation device (PFD) is included (<http://fishandboat.com/boatcrs/pfd/mfgs.htm>). Links to our boating safety partners enhance the site. In addition, we have a "Wear It!" resource page at: <http://fishandboat.com/media-resources/wear-it-media/wear-it-media.htm> which includes a video with a "Wear It Pennsylvania!" message from the Commission's Executive Director in addition to audio clips, press release, and web banners.

5. Maintain a video library available to boating safety instructors, various organizations, clubs and individuals from across Pennsylvania.

The Bureau of Boating and Outreach received and filled 19 requests for boating and water safety videos. These videos are most often used in boating courses, however some are used as part of other water safety related training or presentations. Use of the video library has decreased over the years while the use of streaming & on-line video has expanded.

6. Participate in Operation Dry Water, “Wear It!” campaign, “Ready, Set, Wear It!” events, and National Safe Boating Week events to promote boating safety and life jacket wear.

The Commission enhanced its adoption of the “Wear It!” campaign through its website with select and updated web pages (<http://www.fishandboat.com/media-resources/wear-it-media/wear-it-media.htm>), placement of web banners on our home page and other pages on the site with links to USCG and National Safe Boating Council resources throughout National Safe Boating Week and the rest of the year. In addition, the Commission held a “Ready, Set, Wear It!” event at the Pennsylvania State Capitol building in Harrisburg. The event drew local media new stations and Legislators.

7. Promote boating safety through special events, news releases, radio messages, public service announcements, radio and TV interviews and the Commission’s web page.

In FFY 2011, the Commission launched its safe boating radio campaign during a four-week period (before and during National Safe Boating Week in May) which promoted life jacket wear and other safe boating practices. The radio outreach utilizing public service announcements was just part of an expansive agency media presence during National Safe Boating Week. Other media included a boat registration renewal mailing with safe boating messaging sent to approximately 175,000 boat owners. Also, safe boating portable exhibits promoting life jacket wear were displayed at a number of outdoor and boating show venues from January through March 2012. PFBC’s website (www.fishandboat.com) promoted the “Wear It!” campaign with select and updated web pages (<http://www.fishandboat.com/media-resources/wear-it-media/wear-it-media.htm>), placement of web banners on the home page and other pages on the site with links to USCG and National Safe Boating Council resources. During May, PFBC’s website attracted 293,578 unique visitors (an increase of 10% from the prior year) with 1,151,954 web pages accessed (an increase of 16% from the prior year). The Commission also issued several press releases on safe boating practices through the year.

The Commission used several special events to deliver the “Wear It!” safe boating message. Those events are listed in the table below. At several of these events, boating safety courses were offered to those attending the event. The PFBC’s “Wear It!” exhibit graphic was used and several different boating and water safety publications were distributed.

Start Date	End Date	Show/Event
7-Jan-12	14-Jan-12	Pennsylvania Farm Show
26-Jan-12	29-Jan-12	Pittsburgh Boat Show (included youth life jacket give away)
4-Feb-12	14-Feb-12	Eastern Sports and Outdoor Show
2-Mar-12	4-Mar-12	Greater Philadelphia Boat Show
2-Mar-12	4-Mar-12	Erie Sport and Travel Expo

19-May-11	25-May-11	National Safe Boating Week
8-Jun-12	8-Jun-12	Safe Boating Day at PNC Park (during a Pittsburgh Pirates baseball game)
20-May-11	22-May-11	Fire Expo 2011
2-Jun-11	2-Jun-11	Erie Safe Boating Day
9-Jun-12	9-Jun-12	Blue Marsh Water Safety Festival

PFBC staff participates in several grassroots safe boating efforts, the most notable being the Pittsburgh Safe Boating Council and the Erie Safe Boating Task Force. These organizations meet at regular intervals and their primary purpose is to provide information to the boating public on boating safety and coordinate cooperation between agencies and other stakeholders. These organizations also sponsor boating and water safety events throughout the boating season. The Erie Safe Boating Council event includes a life jacket exchange program, where old, worn jackets may be traded for new. There are other smaller scale organizations operating at other specific waterways.

AIDS-TO-NAVIGATION

- 1. Maintain a current computer-based inventory of all aids to navigation in Pennsylvania with emphasis on the body of water, location, jurisdiction, number of aids, type of aid, wording of aid, maintenance responsibility, and approximate set and removal date.**
The Commission maintains accurate, up-to-date computerized records of all aids-to-navigation on Pennsylvania waters. The inventory is managed by the waterway programs manager and is kept current through the ATON Program with the cooperative efforts of the U.S. Coast Guard Auxiliary, federal and state agencies, and the Commission's WCOs.
- 2. Continue to maintain a numbering system for all aids with emphasis on determining the exact location of each aid and purpose.** The Commission continues to operate an extensive Aids-to-Navigation Program. Most of the aids/floating structures are currently permitted. Efforts over the years have resulted in the location and permitting of all private aid/floating structures on state waters. Owners are attaching an identifying number to each aid to help establish their identity and location. Hand drawn maps with a few computer-generated maps are being used to graphically depict where buoys and structures are located for management purposes. The Commission continues to work with GPS and GIS technology to generate body of water maps showing the location of Commission-owned aids with plans to extend to privately owned aids.
- 3. Partner with the U.S. Coast Guard Auxiliary to provide for the timely reporting of problems within the ATON system.**
The Coast Guard Auxiliary provides a very valuable service to the Commission in the Aids-to-Navigation Verification Program. While on patrols, they observe aids-to-navigation and verify positions on charts provided by the Commission. Those aids that are missing, damaged or off-station are reported and corrective action is taken. This system has resulted

in greater reliability of aids in Pennsylvania waters.

4. Include use and identification of aids through the distribution of the PA Boating Handbook.

The Coast Guard Auxiliary, USPS, Commission boating education instructors and others distribute the PA Boating Handbook as part of boating education classes. In addition, short articles on ATON appeared in the Pennsylvania Angler & Boater magazine and PFBC website.

5. Place information and warning signs (as necessary) at Commission access sites and hazardous areas.

Aluminum/fiberboard signs (4' x 4') warning boaters of Slow No Wake zones, dams, rocks and shoals were installed throughout Pennsylvania. Additional aluminum/fiberboard waterway marker information signs (2' x 2') were placed at various access and key launch areas to inform the boaters of waterway symbols and their meanings.

6. Review ATON plans for bridge construction projects for state agencies and local governments.

The Commission reviews all ATON plans for rehabilitation or replacement of bridge projects on waterways. Technical guidance is provided to engineering firms and PA Department of Transportation for plans to place signage and buoys around bridge projects to avoid accidents and allow for continued safe navigation through construction areas.

7. Evaluate and, if necessary, procure the use of private organizations to place, maintain and remove aids to navigation through contract or agreement.

The Commission awarded contracts in FFY 2012 for the placement, maintenance and removal of aids-to-navigation. The contracts for these Commission-owned aids-to-navigation are part of our Boating Safety Program. These contracts allow conservation officers to focus on primary safety and enforcement duties.

8. Review and process all requests to install floating structures on State waters submitted by state, local governments, organizations and individuals.

The Commission reviewed, approved and assigned a permit number for the installation of 522 floating structures on Commonwealth waters in FFY 2012. These permits constitute a total of 4,341 structures, an increase of 1,204 from FFY 2011 (see graph below for details).

Float Permit ATON Quantities Report:

Type	Quantity	Type	Quantity
Channel	372	Boom	1
Controlled Area	1517	Mooring	420
Float	1843	Race Course	14
Floating Dock	60	Restricted Area	1075
Hazard	452	Ski Ramp	3
Information	63	Slalom Course	37
Jet Ski Course	0	Other	143
TOTAL 4,341			

9. Conduct site visits to ensure compliance with Chapter 113 of Title 58, Pennsylvania Code (Aids to Navigation and Obstructions to Navigation).

The Commission's corps of Waterways Conservation Officers routinely checks the placement of regulatory ATON. ATON is also checked to ensure placement and serviceability by the USCG Auxiliary.

LAW ENFORCEMENT

1. Conduct law enforcement patrols to ensure boaters' compliance with existing laws and regulations regarding recreational boating.

Enforcement of Pennsylvania's boating laws and regulations is performed primarily by a current complement of 88 Waterways Conservation Officers (WCOs), which include supervisory staff, and over 124 part-time Deputy Waterways Conservation Officers (DWCOs). The Fish and Boat Code also provides enforcement authority to state and local police and other enforcement agencies specifically authorized by the Commission, although the amount of this activity is minimal. WCOs and their deputies perform other duties beyond boat law enforcement, such as fish law enforcement, public relations, water pollution investigation, fish stocking, equipment maintenance and, of course, the teaching of boating safety classes. In FFY 2012, Conservation officers issued and the courts adjudicated 1,865 summary citations for boating violations. Lack of personal floatation devices or improper personal flotation devices onboard boats continued to be the most common boating violations. There were 11,800 warnings for boating violations issued by officers.

Officers also conducted 37,330 safety boardings on recreational boats. Patrols are conducted by vehicle and on foot, but primarily with the Commission's more than 130 patrol craft. Investigating boating accidents and boating under the influence of alcohol or drugs cases consumes a large portion of field officers' time. Seventy-three arrests were made in FFY 2012 for boating-under-the-influence (BUI). Specialized BUI enforcement details were conducted throughout the state on waterways with the highest recreational boating use, including Presque Isle Bay, Allegheny River, Ohio River, Monongahela River, Lake Wallenpaupack, Raystown Lake, Delaware River, Blue Marsh Lake, and several boating pools on the Susquehanna River. Officers investigated several high profile boating accidents that involved serious injury or fatalities on Commonwealth waters. Officers investigated a total of 46 reportable boating accidents.

2. Provide necessary training, vehicles and boats for law enforcement personnel.

The Commission has continued to train and employ high quality conservation officers. The training school for a new class of Deputy Waterways Conservation Officers (DWCO) will concluded on October 14th, 2012 and twelve officers are expected to be commissioned. WCOs are an integral part of education and enforcement efforts to enhance the recreational boating experience. During the annual in-service training, all officers received training from the State Police and have been certified to access CLEAN. Officers are able to query the network while in the field for boat registration information, motor vehicle and operator's information and eventually fishing license information. The Bureau continued to replace aging patrol boats within the limits of available funding. Several new law enforcement patrol boats were placed into service and others were re-powered. Surplus boats, motors and trailers were sold to the general public using a new online internet auction capability.

BOATING FACILITY GRANT PROGRAM

- 1. Facilitate funding to local governments and organizations for the acquisition, planning, engineering, development, expansion and major rehabilitation of public recreational boat access facilities.**

In 2012, the Commission was unable to award any grants under the Boating Facility Grant Program. Budget issues that were beyond the Commission's control reduced the amount of operational available funding for the program. The Commission is pursuing alternative sources of funding for the program.

- 2. Implement Fishing and Boating Access Strategy that identifies and prioritizes public fishing and boating facility needs throughout Pennsylvania. Encourage use of the plan as a scoring/rating criteria for various partners' grant programs and implementation of recommended improvements.**

Commission staff completed a statewide fishing and boating access plan in FFY 2009. The plan identifies current access areas, areas where additional access is needed, existing conditions of the facilities and makes recommendations for improving access throughout the state. The plan divides the state into 52 HUC-8 watersheds and prioritizes them according to the need for additional access. Based on the information in the access plan, the Commission pursues opportunities and coordinates with partners for the development of new fishing and boating access. During FFY 2012, the Commission continued to provide technical support and guidance within high priority watershed identified in the fishing and boating access plan.

- 3. Provide technical guidance for the development or enhancement of public fishing and boating access sites.**

The Commission continues to provide technical assistance to local governments and non-profit organizations for the development and enhancement of public fishing and boating access sites. The Commission does this by providing funding resources and site inspections for potential access improvements or developments.

- 4. Review bridge construction project plans to recommend boating access improvement opportunities.**

The Commission coordinates with Pennsylvania Department of Transportation to recommend or require boating access maintenance or improvement opportunities for bridge rehabilitation or replacement projects on waterways. The Commission provides technical guidance to engineering firms and the Department for boating access design upon request.