

PA2 Passenger Safety Charge

E&O_PA_2018-2: Charge Leader: Kelli Toth (AK) Charge Members: Emily King (Volunteer Member), Joe Gatfield (CPS), Josh Hoffman (AZ), Dan Maxim (CG AUX), Jennifer Ogren (RI), Joe McCullough (AK), Audrey Giles, Travis Hedwig.

E&O_PA_2018-2: Passenger Safety Standard: Continue development of a Passenger Safety Standard utilizing the Public Health Approach to Injury Prevention. If needed, a draft standard will be processed via the Education Standards Panel for consideration as an American National Standard. Utilize limited USCG funding to explore partnership opportunities with Safe States Alliance for this effort. Develop concept for 2018 USCG grant submission to continue to organize data for target audience; design guidelines for state-specific injury prevention plan; provide in-depth surveillance of ‘trauma registries’; and, design intervention for passengers. Continue to gather data sets that can be incorporated into the iDashboard project to provide insight as to the causes of injuries and fatalities across our nation and provide a multidimensional picture for program coordinators to design interventions. Determine the at-risk population, identify risk factors, then begin designing the intervention by incorporating Engineering, Education and Enforcement/Enactment, building in performance measures and testing the intervention with the target population.

Needs Statement: BARD reports between 2005-2014 indicate:

Under the age of 39, 44% operators 55% fatalities were passengers

- ☐ Ages >39: 44% of fatalities = operators
- ☐ Ages <39: 55% of fatalities = passengers

Measure of Effectiveness: By implementing interventions for passengers, compare the injuries and fatalities data with the baseline data already established by BARD.

Current Status: The committee continues in searching for surveillance from various sources, reviewing existing trauma and fatality data from both Alaska and Ohio. The team utilized pivot tables to review various relationships of the data such as number of fatalities by boat type, motorized vs. non-motorized, resident vs. non-resident. Over a period of time, Alaska and Ohio’s largest cause for trauma patients was ejection. The team utilized the Haddon Matrix, a brainstorming tool that combines the epidemiology triangle (host, agent, and environment) and levels of prevention, used to develop program interventions. A matrix was drafted to analyze pre-crash, crash and post-crash ejections contributing factors in several categories. The committee also discussed the potential of using the FAA’s Circle of Safety as a model intervention for aviation passenger safety. Analytics exist that the FAA Circle of Safety program is successful and something we can easily adopt for boating safety standard. Some ideas emerged from the group including utilizing a “Passenger Bill of Rights” and providing a detailed passenger briefing as two potential interventions for the passenger safety standard.