



## Vessel Identification, Registration & Titling Committee

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### VIRT COMMITTEE 2020 COMMITTEE LEADERS and STAFF

<b>Darren Rider, Chair</b> Tennessee Wildlife Resources <a href="mailto:Darren.rider@tn.gov">Darren.rider@tn.gov</a> , 615-781-6669	<b>Kenton Turner, Board Liaison</b> Indiana DNR Law Enforcement <a href="mailto:kturner@dnr.in.gov">kturner@dnr.in.gov</a> , 317-232-0935
<b>Caroline Mantel, Vice Chair</b> Boat History Report <a href="mailto:Caroline@boathistoryreport.com">Caroline@boathistoryreport.com</a> 1-800-441-7599, ext. 199	<b>Rick Barrera, NASBLA Staff</b> 859.225.9487, 740-503-0364 (Cell) <a href="mailto:Rick@nasbla.org">Rick@nasbla.org</a>
<b>VIS Sub-Committee Chair</b> Jack Ellis, Info-Link <a href="mailto:Jack@info-link.com">Jack@info-link.com</a> 305-661-3030	<b>Numbering &amp; Titling Subcommittee Chair</b> Stephanie Weatherington, AR <a href="mailto:Stephanie.Weatherington@agfc.ar.gov">Stephanie.Weatherington@agfc.ar.gov</a> 501-525-8606

### Vessel Identification, Registration & Titling Committee Charter

Recognizing that accurate vessel information is the backbone of recreational boating safety data, the Vessel Identification, Registration & Titling Committee works to advance boating safety by analyzing and advocating for thorough and precise vessel identification throughout a vessel's chain of ownership from the hull numbering to registration to titling.

Subcommittees for 2020 are Numbering & Titling Subcommittee and the Vessel Identification System (VIS) Coordination & Implementation Subcommittee.

### 5-YEAR PLANNING GOALS

1. Have a universal Title Act in place based on the work of NCCUSL with an objective of 10% of the states or territories adopting [some form of] the Title Act into their vessel title laws.
2. Work with non-title states and territories in the adoption of vessel titling with a goal of adding more states and/or territories onto the list of those that title vessels.

3. Assist states with planning for implementation of required changes to Standard Numbering System, Vessel Identification System, and Boating Accident Reporting Database.
4. Review the process of VIS, from becoming a member to the overall usage of the program, and make recommendations to strengthen its value as a resource to the states. Obtain a goal of adding 5 to 10 more states to the membership in 5 years.

### **Vessel Identification, Registration & Titling Sub-Committee**

#### **VIRT N&T 2020-1 UCOTVA**

Assist the states and work with NCCUSL through their Enactment Committee, with promoting and supporting adoption of the **Uniform Certificate of Title for Vessels Act**. Review resources on the NCCUSL website and suggest updates as needed. Identify new support materials needed and produce as necessary.

**Needs Statement:** Supporting UCOTVA is essential in making changes to positively influence consumer safety by creating consistency among states in regards to titling and identifying vessels that have been deemed unsafe, preventing them from being sold without disclosure. By having the support of the VIRT Committee, we are able to brainstorm potential sponsors within states and assist NCCUSL by identifying more productive points of contact and feedback. Members of VIRT can also help identify what the specific hesitations are within registration and titling departments in order to try and overcome those objections more quickly. VIRT recognizes that accurate vessel information is the backbone of recreational boating safety data, and UCOTVA helps to ensure that vessels chain of ownership is kept intact from owner to owner and state to state.

#### **VIRT N&T 2020-2 State Assigned HIN Policy**

1. Work with the USCG to finalize approval of the “State Assigned HIN Policy.”
2. Work with the USCG to develop guidelines clarifying when a state assigned HIN should be assigned. Currently, there are no guidelines and therefore no consistency amongst the states when a State Assigned HIN should be issued.

**Needs Statement:** States have never assigned HINS in a consistent manner. Having a State Assigned HIN Policy will create consistency when a state assigned HIN is issued. Currently, there are no guidelines when a State Assigned HIN is issued and therefore no consistency amongst the states when one is issued. (Strategic Plan 5.2)

#### **VIRT N&T 2020-3 USCG Guidelines to Notify States When the CG issues a HIN**

Work with the USCG to develop guidelines on how to notify states when the USCG issues a HIN (HQZ Number).

**Needs Statement:** The USCG issues a very limited number of HQZ’s, states are not familiar as to what these numbers are, which in turn is causing confusion for the states.

#### **VIRT N&T 2020- 4 HIN Power Point**

Revise and promote the use of the “HIN Verification & Validation” Power Point that was developed in 2016 as a “Registration & Titling 101” educational product targeted to frontline registration and titling personnel.

**Needs Statement:** By providing this educational HIN PowerPoint tool to all States, each state will be able to provide identical vessel information to all federal/state agents and law enforcement throughout the United States. Furthermore, implementation and training of the HIN PowerPoint will prepare and assist each state for the regulatory changes that went into effect 1/1/17. (Strategic Plan 5.2)

#### **VIRT N&T 2020-5 SNS Resource & HIN Validation**

Finalize and send out the SNS Resource information to assist states that were developed in 2019 to states the USCG has identified as non-compliant with the SNS Changes that went into effect January 1, 2017 to assist states in setting up a **HIN Validation system** for the regulatory changes in the Standard Numbering System and the Vessel Identification System (VIS). Final Rule was issued March 28, 2012. Deadline for states to begin HIN Validation was January 1, 2017.

**Needs Statement:** Currently only about 1/3 of the states are compliant with HIN Validation. (Strategic Plan 5.2)

#### **VIRT N&T 2020-6 VIRT Dashboard**

Work with NABLA staff to add to the VIRT Dashboard.

1. Update the VIRT Dashboard Registration & Titling Section with current information.
2. Expand the Registration Section to include state registration data by a breakdown of counties.

**Needs Statement:** Manage a tool for states to benchmark other states registration and titling fees. This information will continue to be maintained on the VIRT Dashboard. Updates should occur annually. (Strategic Plan 5.2)

#### **VIRT N&T 2020-7 Model Act for Indian Vessel Registration**

Model Registration Procedure for Indian Tribe Exempt Vessels

**Needs Statement:** Revision is needed to update the Model Procedure to reflect the SNS Changes that went into effect 1/1/17. Document has not been updates since it was originally completed.

#### **VIRT N&T 2020-8 Minimum Requirements for Manufacturer’s Statement of Origin**

Develop a sample Manufacturer’s Statement of Origin (gold standard of MSO’s) that includes all CFR requirements, and requirements for all states (if possible).

**Needs Statement:** There is a distinct lack of uniformity as to the information provided on MSO’S. While most MSO’S meet the bare minimum, none of them meet every requirement. Consistency with regard to the information that is required in statute will allow for program uniformity for all states. (Strategic Plan 5.2)

### **VIRT N&T 2020-9 Home Built Vessels**

Standardized language used on state documents for home built boat builder's requesting a state HIN.

**Needs Statement:** We have a problem with builders getting state HINs and then reselling them. Having a signature of someone attesting that they do not intend to do this practice would allow LEOs something to hang their hat on for a HIN fraud case. Some states already have versions of this language. We could gather those documents and blend all the best practice language together into one all-encompassing document or language to be used.

### **Vessel Identification System Sub-Committee**

#### **VIRT VIS 2020-1 Vessel Identification System (VIS)**

Provide support for **states participating in VIS**. Identify and address barriers to participation for non-participating states. Identify a most wanted list of states the committee would like to focus on getting enrolled in VIS

**Needs Statement:** It is important that as many states as possible be enrolled in the system so that states can identify vessels for marine theft, registration, and titling purposes. There is a continued need to educate states on the VIS program availability, enrollment, and data safety.

#### **VIRT VIS 2020-2 Legacy HINS**

Legacy HIN Documentation & Best Practice

**Needs Statement:** This is a national issue. Based on results from the 2018 survey, we will create a "Best Practice" for states to use as a guideline for Legacy HIN's. Additionally, we will need to come up with a way to include the legacy HIN on interstate documents to ensure the original HIN is not lost and is available for agencies/individuals investigating the history of the vessel (i.e. law enforcement, insurance companies, potential owners, etc.) This is important to ensure the history of the vessel is not lost, and to help prevent stolen vessels being registered across state borders. (Strategic Plan 5.2)

#### **VIRT VIS 2020-3 CGHQ-3923 Reporting Form**

Work with U.S. Coast Guard on providing comments and recommendations on a new form for the **"Report of Certificate of Numbers Issued to Boats"** that would comply with the implementation of the regulatory changes in the Standard Numbering System, Vessel Identification System, and Boating Accident Report Database, that goes into effect January 1, 2017.

**Needs Statement:** With the "new" Numbering Standards imposed by the US Coast Guard, the States have to have a "new" Report of Certificate of Numbers Issued to Boats" to capture the information on the changes that have been made to description of the boats being registered. Information has been added and some has been deleted, so the old form does not match the information the States are now collecting. (Strategic Plan 2.4)