

NASBLA Education and Outreach Sub-Committee

Passenger Safety Standard PA-2

Tampa, Florida

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Sub-Committee Chairperson, Kelli Toth, **Sub-Committee members present:** Joe Gatfield, Krista Kendall, Carolyn Bellmore, Josh Hoffman, Emily King, Mark Chanski, Mary Carrier

What we knew: The Passenger Safety standard sub-committee members agreed to use the Public Health Approach to Injury Prevention as a model for designing a standard. The initial BARD data sample revealed that 52% of the nation's fatalities were boating passengers. In 2016, the sub-committee identified potential data sources other than BARD to create a multi-dimensional view of the causes and possible interventions of this target audience. Four case study states were identified, Alaska, Texas, Ohio, and Tennessee.

What we discussed: The committee reviewed the data from both Alaska and Ohio, existing trauma and fatality data that had not yet been analyzed using pivot tables. Kelli gave a quick overview on how to produce a pivot table, and the group experimented with various relationships of the data such as number of fatalities by boat type, motorized vs. non-motorized, resident vs. non-resident. There was a lively discussion relating to the data that we had not discussed previously, it was a way to look at the data differently.

In two small groups we discussed Alaska and Ohio's trauma data. 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. We looked at pre-crash, crash and post-crash ejections and listed contributing factors in several categories, see the Haddon Matrix for boating ejections in the attachment.

The committee also discussed the potential of using the FAA's Circle of Safety as a model intervention for aviation passenger safety. Kelli shared that they are very interested in partnering both boating and aviation passenger safety in the future. 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.

Moving Forward: There is still a lot to accomplish on the Passenger Safety standard. We are hopeful to be awarded grant funding to move forward with the Safe States Alliance who are subject matter experts of surveillance gathering and analysis. We must remain diligent in our pursuit of designing an intervention that is supported by the evidence, tested with the target audience and evaluated for its effectiveness. We discussed restraining ourselves from developing something we think sounds like a good idea. We must use the methodical approach, the critical steps of reviewing surveillance, of the target population, designing an intervention, testing with the audience and evaluating the effectiveness.