

## **Engineering, Reporting & Analysis Committee Report: NASBLA Business Meeting, Sept. 22, 2023**

### **ERAC Chair Tamara Terry, Ohio**

Thank you, Madame Chair.

I would like to begin by thanking our ERAC members and many partners—State, Associate, and U.S. Coast Guard representatives—for sharing their time and expertise over this past year. Further, on behalf of the committee, I would like to express our collective appreciation to our Board Liaison Joe McCullough and the entire NASBLA Executive Board for their continuing support of our efforts. And finally, our thanks to Seth Wagner, former BLA from Florida, now with the Coast Guard's Boating Safety Division, and who served as ERAC chair from October 2019 through ERAC's meeting in March.

Incorporated into this report by reference is the document we have posted to our committee's charges, products, and reports page on NASBLA's website. It provides a wealth of information on the status of ERAC's seven charges and other committee work as of the end of August, and outlines preliminary recommendations for the 2024 cycle. Also posted and incorporated into this report by reference are the slides and notes from Wednesday's committee presentation.

We have no action items requiring a separate membership vote.

However, in this report, I would like to highlight one charge and what you should be looking for from us in the remainder of this calendar year. That charge is ERAC's development of best practices and other guidance to assist your states in applying the details of the Coast Guard's policy letter on Recreational Boating Incident Reporting.

As I believe you heard in the Boating Safety Division's report, the Coast Guard has just amended certain portions of the policy letter originally released in January and has done so to reflect its assessment of questions and concerns that arose from the states and from discussions within our ERAC Best Practices team over the past six months.

With these late-breaking changes, ERAC will be making additional adjustments to the product line-up upon formal receipt of the Coast Guard's policy update and other clarifications that did not rise to the level of inclusion in the policy letter. However, we still plan to release three initial products by year's end.

Before we finalize one of them – actually, a set of two complementary tools to address “Which Recreational Boating Incidents Require a Report to the Coast Guard?” – we will be reaching out to officers, investigators, incident report reviewers, and BARD entry personnel beyond our ERAC team members. Specifically, we will be seeking feedback on the utility of a decision tool – a graphic intended as a quick reference in the field – and a supplemental resource for a more intensive desk-review of incident reports. We know that everyone's time is limited these days, but if you or someone on your staff receives the request to review these items, we would greatly appreciate the feedback.

I would also like to mention that as a result of these late-breaking changes and clarifications to Coast Guard policy, we expect to co-sponsor national webinars with the Boating Safety Division to cover the policy amendments as well as their anticipated changes to the BARD system in order to accommodate the revised terms. We will promote all webinars through NASBLA's range of communication channels.

This concludes the Engineering, Reporting & Analysis Committee report for 2023.

On behalf of the committee, I move for NASBLA membership acceptance of this report.

Thank you.