



**National Association of
State Boating Law Administrators**

**Engineering, Reporting & Analysis Committee
(ERAC)**

**2017-2018 Charter; Charges, Monitoring, and Collaborative Activities; and
Committee Roster (v. February 2018)**

NASBLA ENGINEERING, REPORTING & ANALYSIS COMMITTEE (ERAC) 2017-2018 Cycle

Chair: Glenn Moates, Tennessee, glenn.moates@tn.gov
Vice Chair: Kris Wahlers, Colorado, kris.wahlers@state.co.us

CHARTER IN SUPPORT OF NASBLA'S MISSION AND SERVICE TO THE MEMBERSHIP:

As one of NASBLA's five standing policy committees, ERAC identifies, evaluates, and analyzes recreational boating data and other related information that can shed light on factors associated with boating accidents; be used to inform the development of state- and national-level boating safety policies, programs and campaigns; and, ultimately, be used to measure their effectiveness.

To ensure that the results of boating accident research and analyses are valid and reliable, ERAC also actively seeks ways to advance the quality, relevance, accuracy, consistency, applicability, and completeness of the data and information.

IN PRACTICE, ERAC:

- Works in partnership with the States, the U.S. Coast Guard, and other key agencies and organizations in the recreational boating community to improve the criteria, processes, and training associated with reporting, collecting, entering and using accident data;
- On behalf of the States, and in the interest of uniformity and shared understanding, collaborates with the U.S. Coast Guard to clarify accident reporting criteria and procedures;
- Takes on targeted research questions. ERAC teams analyze accident report data and other boating-related statistics to identify risk factors, patterns and trends in boating accidents;
- Identifies and examines boating safety program, equipment design, and related efforts that could mitigate risk factors identified through the committee's analyses;
- Monitors the activities of and receives reports from subcommittees and panels of NBSAC, ABYC, and NMMA among others, to identify and inform about issues of mutual interest; and
- Interacts with other NASBLA committees and panels and stays informed about projects of mutual interest—not only to add value to ERAC products, but also to determine how ERAC can effectively collaborate with them.

MONITORING & EVALUATION

STANDING CHARGE

ERAC_M&E-2018-1: Input to USCG policy/regulatory proposals and actions

Give input to U.S. Coast Guard policy and regulatory proposals and actions in areas related to the committee's charter: Monitor, research and provide feedback to Coast Guard policy initiatives and regulatory proposals on accident reporting and other areas related to ERAC's charter, whether published in the Federal Register or issued through other official mechanisms. Inform the states and encourage them to provide feedback. Coordinate NASBLA's organizational responses to such proposals and use [NASBLA's Federal Register webpages](#) and the [NASBLA Lighthouse On the Horizon](#) and discussion forum portals to provide resources and promote open discussion among the states.

COMMITTEE PROCESSES

TRIAGE: Ensure that the Triage, developed in 2014 and implemented in early 2015, operates effectively and continuously as a *committee process* to ensure the year-round capture and timely disposition of issues and topics that come to ERAC through various internal and external sources.

INTERACT WITH OTHER COMMITTEES: Stay informed about and interact with other NASBLA policy committees and panels on work projects of mutual interest in order to add more value to ERAC products and to more effectively serve as a resource and partner to other NASBLA components.

KNOWLEDGE & CONTENT MANAGEMENT

STANDING CHARGE

ERAC_K&CM-2018-1: Lighthouse Forum

Continue developing the NASBLA Lighthouse Forum: Continue growing the content and components of the [NASBLA Lighthouse](#) and actively promote its use. Ensure ERAC's involvement in NASBLA-wide discussions and execution of the association's knowledge and learning management systems (KMS and LMS). Maintain the Lighthouse webpages, continue integrating ERAC products, and upload and classify library resources in line with protocols developed through the KMS efforts. Implement best practices for driving users to the discussions and resources.

NOTE: 2018 charge includes roll out/evaluation of 2017 promotional video by Enforcement & Training Committee for 2016 ERAC products on [accident narratives](#) and [alcohol/drug involvement in accidents](#).

INVESTIGATION, REPORTING & ANALYSIS

CARRYOVER CHARGES

Charge modified November 2017

USCG/ERAC Collaborative IR&A-2018-1: Developing national policy on accident reporting

In November 2017, a carryover charge to complete work on a manual that would provide operational guidance and resource information for states to use in gathering and recording accident report data for their own purposes and in reporting that data to the U.S. Coast Guard was modified significantly. The charge now involves a consensus-based project to draft the Coast Guard's national policy on recreational boating accident reporting.

A project workgroup is comprised of a diverse group of state members and Coast Guard staff from the Office of Auxiliary and Boating Safety. The full ERAC committee and NASBLA leadership will review and comment on the work before the draft product rolls out to the rest of the NASBLA membership for comment and, upon any further refinement, vote of acceptance. As this is intended to be national policy, the product will require approval by Coast Guard leadership before implementation.

ERAC_IR&A-2018-2: Roll out state-level statistical report template

Roll out and continue refining the state-level statistical report template: In coordination with the U.S. Coast Guard, subject to the resolution of issues associated with the BARD vendor transition, roll out this BARD-based report template for use by the states in creating their own accident statistics reports. Develop instructional materials and maintain them and links to other template resources on the NASBLA Lighthouse [Get Equipped dedicated subpage](#). Participate in related, state-specific template work associated with the NASBLA Boating Safety Dashboard project.

ERAC_IR&A-2018-3: Expand pilot / refine collection and analysis of human factors data

Expand the pilot program, increase number of cases for analysis, and refine best practices for gathering and examining the data: Continue working with Florida and Oregon in applying the [human performance investigation guidance](#) and [supplemental report form](#) (v. 2016), and expand into additional states as feasible. Refine the analyses and the guidance and form as needed, and determine whether and how the work could be expanded by seeking grant opportunities. Continue building the [human factors product webpage](#) in the Lighthouse and the resources in the [Lighthouse Library](#). Communicate and coordinate with the [National Boating Safety Advisory Council \(NBSAC\)](#) as it pursues work in this area.

RBS STATISTICS & RESEARCH

CARRYOVER CHARGE

ERAC_S&R-2018-1: Continue exploring boating fatality/casualty rate numerators

Continue exploring the feasibility of changing the basis for calculating the numerator used in recreational boating fatality and casualty rates: Review the findings of an [initial \(2017\) examination of the gap between the victim's residence \(state of origin\) and accident location \(the current basis for calculating the numerator\)](#). Determine whether more data needs to be reviewed for years not included in the initial study. By end of first quarter of 2018 cycle, make recommendation to the NASBLA Executive Board as to whether and how the charge should proceed or if the gap analysis suggests other research questions worthy of investigation.

COLLABORATE WITH OTHER COMMITTEES

Assist the NASBLA Paddlesports Committee's charges on trends and data collection: There is broad interest in paddlesports, paddlesports risks and the increasing number of accidents as boating safety issues—coming in at #4 of the top 10 as identified by NASBLA members the last two years; and #4 and #2, respectively among NBSAC members and the CG-BSX-2 / RBS Specialists, in a separate issue ranking conducted in fall 2016. In areas of mutual data and research interests and trends identification, ERAC will partner with the Paddlesports Committee on its related charges and engage in collaborative grant-seeking to develop a comprehensive knowledge base on paddlesports accidents and related statistics.

PADDLESPOrts Charge 1: Data and Trends In 2017, the Paddlesports Committee created a draft report that summarized the most relevant available data and trends surrounding paddlesports. For 2018, forward document to the ERAC Committee to ask them to add to it by conducting a more thorough statistical analysis of paddlesports incidents to provide a summary of trends in the data including demographic profiles. Once complete the data should be shared through the data dashboard where it can be an asset to any state that is planning to engage their paddlesports communities. Committee should reach out to ERAC to inquire if they would be capable of conducting a more thorough analysis of a sample of fatal boating accidents in order to gather insights on the most important human factors at work in fatal paddlesports incidents. This analysis can be used to inform discussions of specific interventions that might be used to address human behaviors that, if changed (adopted or prevented) would have the highest likelihood of saving lives. This is consistent with the strategies identified in the national strategic plan. Taken together, the statistical summary and behavior analysis would be valuable in taking the next steps toward a robust social marketing plan. For example, a reasonable first step in developing a social marketing based strategy would be to hire a research firm to conduct primary quantitative (surveys) and qualitative (focus groups) research. As such, our basic research data would inform how survey questions might be worded, how a survey might be distributed and what demographic groups should be targeted.

MONITOR SURVEY ACTIVITY and FINDINGS

Monitor activities associated with the Coast Guard's 2018 National Recreational Boating Safety Survey and the results of other safety and participation surveys conducted nationally and at the state-level: In accord with the MOU between the U.S. Coast Guard and NASBLA (Feb. 2016), and in service to the states' interests, monitor activities with the NRBSS (as possible, in light of significant changes to the 2018 methodology and survey administration) and maintain the [dedicated NRBSS webpage](#) at the Lighthouse to reflect updates. Stay informed about other, similar survey efforts and, as possible, assist any states that request feedback on their survey methodology or collection instruments.

ENGINEERING & EQUIPMENT

CARRYOVER CHARGE (multi-year activity)

ERAC_E&E-2018-1: Identify best approach(es) for capturing, recording and analyzing the role of vessel hull and other design characteristics in recreational boating accidents

Identify, test, evaluate approach(es) for capturing and recording vessel hull design characteristics and related detail in accident investigations: Continue beta test with selected states that have agreed to incorporate additional questions to their boating accident investigations and forms. Evaluate initial findings mid-cycle and make refinements as needed. Supplement with analyses of already-investigated cases from select states. Intent is to capture and analyze such data to allow for improved understanding of potential design flaws that may lead to serious injury or death and to better understand the role of the operator and possible operator error vis-à-vis design characteristics.

NEW CHARGE

ERAC_E&E-2018-2: Develop model act and related resources re marine carbon monoxide detection systems

Develop a model act for marine carbon monoxide detection systems on all vessels with enclosed accommodations. Present the act for membership consideration at the 2018 NASBLA Annual Conference. Also develop investigative guidance for recognizing and reporting carbon monoxide incidents (see similar guidance developed for electric shock drownings (ESDs) at <https://www.nasbla.org/lighthouse/esd-resources>).

COLLABORATE WITH OTHER COMMITTEES

Continue examining basic flotation issues as they apply to canoes and kayaks and assisting the NASBLA Paddlesports Committee with its charge on flotation standards: ERAC members' interest in flotation issues was sparked by reviews in more recent years of canoe and kayak accidents involving people swimming away from – or attempting to swim away from – their vessels after capsizings: this, in contrast to experiences with older aluminum craft that allowed people to stay and stay afloat with their vessels. Reports of vessels sinking or barely maintaining at the surface (and perhaps not allowing support of a human body) *at least suggested* that the involved may not have had an alternative other than to swim away. Such reports, coupled with reviews of limited data, raised questions about vessel materials and manufacture of some canoes and kayaks, as well as the efficacy of education on the use of PFDs and of devices for flotation, generally. In 2017, with carryover into 2018, NASBLA's Paddlesports Committee adopted a formal charge regarding Flotation Standards (i.e., to create a subcommittee to review manufacturing standards for kayaks and canoes to determine sufficiency, and plan for a process to involve stakeholders in making recommendations for improving standards). Both committees will continue monitoring the activity of the American Boat & Yacht Council (ABYC) on the H-29 Standard.

PADDLESPORTS Charge 6: Kayak and Canoe Flotation Standards: Work with the ABYC on updating the flotation standards for kayaks and canoes - #H-29. Monitor and potentially participate/comment in the process that will be used to update the standard.

2017-2018 ENGINEERING, REPORTING & ANALYSIS COMMITTEE (ERAC)

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