



**National Association of  
State Boating Law Administrators**

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

**Committee Report for 2019-2020 Cycle  
and Preliminary 2020-2021 Cycle Recommendations**

**v2 October 1, 2020**

**ENGINEERING, REPORTING & ANALYSIS COMMITTEE (ERAC)**  
**2019-2020 Committee Report (V.2)**  
**and Preliminary 2020-2021 Charge Recommendations**

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Full committee roster is on the page 12 of this report

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

As one of NASBLA's standing policy committees, ERAC identifies, evaluates, and analyzes recreational boating data and other related information that can shed light on factors associated with boating incidents; 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 the 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:**

- **Takes on targeted research questions.** ERAC teams review and evaluate report data and other boating-related statistics to identify risk factors, patterns and trends in boating incidents;
- **Partners for data improvement.** 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 incident data;
- **Promotes uniformity.** On behalf of the States, and in the interest of uniformity and shared understanding, collaborates with the U.S. Coast Guard to clarify reporting criteria and procedures;
- **Seeks to mitigate risk factors.** Identifies and examines boating safety programs, equipment design, and related efforts that could mitigate risk factors identified through the committee's analyses;
- **Stays informed.** 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
- **Works across committees.** Also 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 serve as a resource to them.

## ABOUT THIS REPORT

### REVIEW OF ASSIGNED CHARGES AND OTHER ACTIVITIES (pages 4-11)

Unlike some of the other NASBLA policy committees, ERAC does not operate with subcommittees. However, its charge work and related committee activities are grouped into five categories:

- **Monitoring & Evaluation (Ongoing Committee Function):** Monitoring, evaluating, collaborating or taking other action as needed on policy proposals, rulemaking, issues, and projects in areas covered by the committee.
- **Investigation, Reporting & Analysis:** Conducting work to improve the criteria, processes, and training associated with reporting, collecting, entering, and using recreational boating incident data.
- **Knowledge & Content Management:** Developing, maintaining, and delivering ERAC's products in alignment with NASBLA's knowledge, content, and learning management systems.
- **RBS Statistics & Research:** Identifying and working to improve incident and other boating statistics for the purpose of identifying risk factors, patterns, and trends.
- **Engineering & Equipment:** Identifying and examining engineering issues, equipment design, and related efforts that could mitigate risk factors identified through the committee's activities.

At the beginning of the 2019-2020 committee cycle, **ERAC** was assigned six charges, two of which are associated with the recreational boating incident reporting policy project that has been conducted in collaboration with the U.S. Coast Guard and States since November 2017. The original charges and ongoing assignments were published in the [ERAC 2019-2020 Initial Charges and Membership Roster](#) (updated January 2020).

For each committee activity, as applicable, this report: describes its importance; the deliverable(s); status; measure(s) of effectiveness (if already established); and a preliminary recommendation for continuation in some form or omission from the next committee cycle.

### CONDUCTING THE WORK

The committee's 2019-2020 work officially kicked off in a full committee teleconference on Dec. 11, 2019, with 20 members and project partners in attendance. While the bulk of the work in the cycle was conducted through teleconferences and online forums—including Basecamp (for internal project management) and NASBLA Connect (publicly accessible for online submissions of feedback to major project work)—the committee also met for an all-day session in Lexington, Ky., on Feb. 28, 2020. Twenty-three (23) state, associate, and USCG representative members and guests attended all or a portion of the meeting day, on site and via teleconference. Attendees included the NASBLA Chair and two other board members, the U.S. Coast Guard Boating Safety Division Chief, and the NASBLA Education/Outreach Chair. Refer to **APPENDIX A** for recaps of these two events.

Beginning approximately mid-March 2020, ERAC's work—like that of the other NASBLA policy committees—was severely impacted by the professional and personal disruptions and distractions associated with the COVID-19 pandemic. Nevertheless, the committee can still point to significant accomplishment with the completion of a high-profile, high-priority charge during the summer.

### REPORT APPENDICES

This report includes live links to online references and documents and also has the following appendices:

**APPENDIX A 2019-2020 Full Committee Teleconference (Dec. 11, 2019) and In-Person Meeting (Feb. 28, 2020)**

**APPENDIX B1 IR&A 2020-1A State RBS Workshop Presentation**

**APPENDIX B2 IR&A 2020-1A Consensus Recommendations to the U.S. Coast Guard (June 2020)**

**APPENDIX B3 IR&A 2020-1A Resource Document (v. June 2020): Background on the Project and Consensus Recommendations to the U.S. Coast Guard.**

## MONITORING & EVALUATION—Ongoing Committee Function

Monitoring, evaluating, collaborating or taking other action as needed on policy proposals, rulemaking, issues, and projects in areas covered by the committee

The following activity was conducted as a standing committee charge in the 2018-2019 and recent past committee cycles. This cycle, however, it was reclassified as an ongoing committee function, just as the “Triage,” also described below, was reclassified in 2016.

**Monitor and give input to USCG policy / regulatory proposals and actions:** Monitor, research as needed, and provide feedback to Coast Guard policy initiatives and regulatory proposals on incident 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](#), the [NASBLA Lighthouse On the Horizon](#), and NASBLA Connect discussion forum to provide resources and promote open discussion among the States. (NASBLA Goals 4 and 5) (RBS Initiative 2, CoA, milestone 13)

- ✓ **Why it’s important:** Agency notices, proposed rules, final rules and other formal and informal policy guidance issued by the U.S. Coast Guard can significantly impact recreational boating and RBS programs in the states. In recent years, ERAC has taken a lead in monitoring, analyzing, [chronicling proposed policy and regulatory actions](#), and communicating with NASBLA members about their significance to the states and other RBS stakeholders and about the importance of weighing in, especially through formal comment submission processes that require the Coast Guard to publicly respond to the feedback it receives.
- ✓ **Status:** Over the past two years, ERAC’s focus has been on providing and soliciting direct input to the recreational boating incident reporting policy project in partnership with the Coast Guard and the States (see discussion of charges **USCG/ERAC IR&A 2020-1A** and **1B**).

**Issues and trends monitoring and disposition:** The Triage, developed by the committee as a result of a 2014 charge and implemented in early 2015, is a committee procedure intended for the year-round capture and timely disposition of issues and topics that come to ERAC from internal and external sources. The [NASBLA ERAC Procedure v01092015](#) is to be used to assign the triage team, process the issues, and recommend an appropriate course of action—whether that be a request to the NASBLA Executive Board to approve a formal charge, a communication to the states on a matter of immediate concern, continued monitoring, or some other action (including “no” action in the near term). Per the established procedure, the team is comprised of the ERAC Chair, Vice Chair, Board Liaison, and two at-large Committee Members assigned by the Chair at the beginning of each cycle.

- ✓ **Status:** During this cycle, no issues were taken up in the Triage.

## INVESTIGATION, REPORTING & ANALYSIS CHARGES

Conducting work to improve the criteria, processes, and training associated with reporting, collecting, entering, and using accident data.

### Complete phase one of USCG/STATES/NASBLA ERAC collaborative recreational boating incident reporting policy project [USCG/ERAC IR&A 2020-1A]

Complete all outstanding project work from first phase, including: advising commenters of workgroup's disposition of their suggested revisions and questions; refining—and distributing to the States—all consensus recommendations and supporting materials; conducting two national teleconferences; delivering final product to the NASBLA Executive Board for release to BLAs for vote of acceptance on product and a follow-up call for the States to petition the Coast Guard to initiate a regulatory project. (NASBLA Goal 5, Obj. 5.1, Strategy 5.1.5) (RBS Initiative 2, CoA 5, milestone 13; and Initiative 3)

### See also USCG/ERAC IR&A 2020-1B

- ✓ **Why IR&A 2020-1A and 1-B are important:** Updated, consistent, clear, published policy and procedures are critical to the states' ability to capture and report boating incident data to the Coast Guard and to the Coast Guard's ability to fulfill its statutory obligations to gather and report accurate and timely statistics on recreational boating incidents. The regulatory and policy recommendations emerging from this consensus-based, national project are intended to create more certainties about reporting requirements, improve uniformity and consistency in collecting and processing incident data, and advance the RBS programmatic and policy interests of both the Coast Guard and the states.
- ✓ **Deliverables (IR&A 2020-1A):** Accepted by vote of NASBLA Membership July 31, 2020 (using a process authorized under NASBLA Bylaw III, Section 8): [Consensus Recommendations to the U.S. Coast Guard \(June 2020\)](#) and the following that are part of the document by reference: [Recreational Boating Incident Report Decision Matrix](#); [Incident Report Data Elements Summary Chart](#); and [five incident report category lists of terms and definitions](#) (originally approved 2012-2013 and updated for this project). Also produced was a detailed supplement to the recommendations, a [Resource Document \(v. June 2020\): Background on the Project and Consensus Recommendations to the U.S. Coast Guard](#). See [Appendices B1, B2, and B3](#).
- ✓ **Status (IR&A 2020-1A):** See pages ii-iv of [Consensus Recommendations to the U.S. Coast Guard \(June 2020\)](#) in [Appendix B2](#) for detail on the process and efforts to gather and resolve feedback on the recommendations from the affected interests—the States and Coast Guard—during the period February 2019 through May 2020.

Phase One closed May 31, 2020. The consensus recommendations package was approved by the NASBLA Executive Board in late June. On July 1, 2020, under the terms of NASBLA Bylaws III, Section 8, the board issued a call to NASBLA membership for a vote to accept the package and approve its transmission to the U.S. Coast Guard Office of Auxiliary & Boating Safety. Voting ended July 31, 2020 with passage of the measure. Of the 56 NASBLA member jurisdictions, 54—that is, all 50 states, District of Columbia, Guam, N. Mariana Islands, and Puerto Rico—cast ballots. All voted to accept the package and its transmission to the Coast Guard. The vote was certified by NASBLA Vice

Chair/Secretary Tim Dunleavy on Aug. 5, 2020. On Aug. 6, on behalf of the NASBLA membership, the package was transmitted via email by NASBLA Chair Cody Jones to CAPT Scott L. Johnson (Chief, Office of Auxiliary & Boating Safety) and Verne Gifford (Chief, Boating Safety Division). At the end of September, Mr. Gifford reported to the NASBLA membership at the (virtual) Annual Business Meeting that he was within a few days of delivering his recommendations on the project to CAPT Johnson; and that he expected the Captain would in turn contact members of the board and other BLAs to get their opinions/reactions as part of his review.

- ✓ **Measures of effectiveness:** Short term: Consensus achieved among workgroup members; the full committee, Coast Guard and NASBLA leadership; and the full NASBLA state membership regarding policy and regulatory recommendations. Long-term: More consistent, accurate, and viable accident report data gathered for use by the states and submitted by the states to the U.S. Coast Guard.
- ✓ **Recommendation for 2020-2021 cycle:** Pending the response from the Coast Guard and any necessary follow up, this charge, as written, has been completed. The focus in 2020-2021 should be on the Phase Two activities outlined in this current cycle as **USCG/ERAC IR&A 2020-1B**.

### **Coordinate ERAC and State participation in and complete phase two of the collaborative recreational boating incident reporting policy project [USCG/ERAC IR&A 2020-1B]:**

Coordinate ERAC and State member participation in phase two project workgroup and complete work on second phase of the project, including: collaborating with the Coast Guard and States on recommendations for design of the future online reporting system / database to accommodate the project's policy and regulatory recommendations; and developing best practices and guidance to accompany implementation of the policy recommendations. (NASBLA Goal 5, Obj. 5.1, Strategy 5.1.5) (RBS Initiative 2, CoA 5, milestone 13; and Initiative 3)

**See also USCG/ERAC IR&A 2020-1A**

- ✓ **Why IR&A 2020-1A and 1-B are important:** Updated, consistent, clear, published policy and procedures are critical to the states' ability to capture and report boating incident data to the Coast Guard and to the Coast Guard's ability to fulfill its statutory obligations to gather and report accurate and timely statistics on recreational boating incidents. The regulatory and policy recommendations emerging from this consensus-based, national project are intended to create more certainties about reporting requirements, improve uniformity and consistency in collecting and processing incident data, and advance the RBS programmatic and policy interests of both the Coast Guard and the states.
- ✓ **Deliverables (IR&A 2020-1B):** None during this cycle. See **Status** for detail.
- ✓ **Status (IR&A 2020-1B):** Initiation of activity on this Phase Two of the project was largely dependent on the completion of the tasks and deliverables associated with the first phase. Phase One was not completed until summer 2020 (see **Status** detail on **IR&A 2020-1A**). However, some preliminary work did commence during this cycle in anticipation of a successful outcome on the consensus recommendations work. During the ERAC committee meeting on Feb. 28, 2020, the best practices/guidance development portion of this charge was unofficially split from the system design aspect of the charge.

On the best practices component, at the meeting, [triage was done on the identified items, with some assignments made](#). With the vote on Phase One completed, the committee can move ahead with some confidence in those assignments; in doing so, as was discussed in February, consideration will be given both to the content and the format(s) for delivering this information. That is dependent, in part, on other decisions still to be made about the Lighthouse (**K&CM 2020-1**), ERAC's online presence, and the placement and promotion of these resources within the NASBLA knowledge/learning systems.

On the reporting system design component of the charge, at the end of September, Verne Gifford (Chief, USCG Boating Safety Division) reported to the NASBLA Executive Board and briefed the membership at the (virtual) NASBLA Business Meeting, that Susan Weber had presented a project plan to him and CAPT Scott L. Johnson (Chief, Office of Auxiliary & Boating Safety). As of those briefings, the plan was under review; in the process, they were working to ensure front-end clearance of the USCG's own IT requirements and involvement of affected offices. There was no estimate of a plan delivery date from the USCG to NASBLA. Some State members, however, have already expressed their interest in serving on the workgroup for this component when it kicks off.

- ✓ **Measures of effectiveness:** Pending approval of the recommendation below and initiation of the activities, the committee will establish appropriate measures for board review.
- ✓ **Preliminary Recommendation for 2020-2021 cycle:** This charge should formally become two separate charges—one covering best practices development; the other, reporting system design.

### **Promote and provide instruction on BARD-based, State-level statistical report template [ERAC IR&A 2020-2]**

In coordination with the Coast Guard, for an additional cycle, continue the rollout-related activity on the BARD-based template that went live late October 2018. Develop instructional webinar on the template. Refine the product and instructions based on user experiences and need, and assist states in report development upon request. Maintain instructional materials and links to other template resources on the NASBLA Lighthouse [Get Equipped dedicated subpage](#). (NASBLA Goals 3 and 5, Obj. 5.1, Strategy 5.1.5; and Obj. 5.2) (RBS Initiative 3)

- ✓ **Why it's important:** Many states want or need to identify recreational boating accident-related issues or answer questions posed by the public or legislators, but do not have the resources, time or expertise to easily and accurately build statistical reports on their own from BARD queries. Even states that produce basic reports seek ways to improve their products and reduce production time and effort. Working with the Coast Guard, ERAC developed the contents for a template to give states the ability to more easily and accurately generate state-level statistical reports from the accident report data they enter into BARD. The report template allows users to generate an editable Microsoft® Word document with narrative, summary statistics, and detailed tables.
- ✓ **Deliverables:** The finalized, ready-to-use report template went live in BARD at the end of October 2018. The [template User Manual v1.1](#), was released and posted to the Lighthouse webpage Oct. 29, 2018. No deliverables in this current cycle.

- ✓ **Status:** No action taken during this cycle. However, based on committee discussions, there is general agreement that this activity should feed into decisions still to be made regarding the Lighthouse (**K&CM 2020-1**) and placement within the NASBLA knowledge/learning management schemes.
- ✓ **Measures of effectiveness:** Short term: Confirm that at least 10 states are using the tool as a primary or secondary method of developing the content for an annual statistical report on recreational boating incidents in their states. Long-range: More states using their state-level statistics to inform their RBS program planning, educate policy makers and constituents, and make improvements to data entry.
- ✓ **Preliminary recommendation for 2020-2021 cycle:** Discontinue this as a separate charge, but ensure that its content and format(s) are factored into the evaluations and outcomes of the discussions about the Lighthouse and ERAC's online presence (see **K&CM 2020-1**).

### **Continue pilot program and refine best practices for collecting and evaluating human factors data (ERAC IR&A 2020-3)**

Continue working with Florida and Oregon in applying aspects of the [human performance investigation guidance](#) and [supplemental report form](#) (v. 2016), especially as they relate to distractions. Evaluate the collected data, resolve data collection issues, and refine the guidance and form as needed. For practical application among the current pilot and additional States, determine how best to analyze and apply the results in a practical way. Continue building the [human factors product webpage](#) and resources in the Lighthouse. (NASBLA Goals 3 and 5, Obj. 5.1, Strategy 5.1.5) (RBS Initiatives 2 and 3)

- ✓ **Why it's important:** Getting to more conclusive evidence about the role of human performance errors in recreational boating accidents—and developing interventions—calls for consistently-collected data and information identifying the contributors **and** getting at why and how failures occurred. Over five years ago, ERAC began working to understand the factors that might be associated with performance failures, and has since refined guidance and a supplemental report form for use by officers and investigators in states that want to augment their investigations. As the public health approach to injury prevention has more recently been introduced to recreational boating safety program planning and initiatives at the national and state levels, the collection and analysis of information that gets at underlying characteristics and distinguishable patterns of boater behavior becomes even more critical.
- ✓ **Deliverables:** Most recent, [HFACS-Lite Applied to a Sample of Florida Recreational Boating Accident Cases](#) (authored by the late Dr. Dan Maxim, Aug. 5, 2017). No deliverables this current cycle.
- ✓ **Status:** The two current pilot states for this charge, Florida and Oregon, have been reviewing and will continue to review fatal incident investigations using the supplemental report form. However, as with most other committee activities, the COVID-19 pandemic and associated workload shifts have affected the team members' ability to conduct the necessary, more comprehensive reviews of the already-investigated fatal incidents in a timely way and, as a next step, to collect live data. However, an update on the ease of use, applicability and any comments or recommendations on changes to the form should be completed during the 2020-2021 cycle, along with a report analyzing the results. Of note is that in recent weeks another state has expressed interest in learning more about Florida's and Oregon's approaches and experiences in order to decide whether to get on board as a pilot state.



- ✓ **Measures of effectiveness:** Short-term: Human performance supplemental tool or portions thereof adopted by at least three additional test states. Long-range: More consistent, in-depth information on human performance, especially as to operator distractions, gathered in incident investigations.
- ✓ **Preliminary recommendation for 2020-2021 cycle:** Continue this activity through remainder of current cycle and into the next.

## KNOWLEDGE & CONTENT MANAGEMENT

Developing, maintaining, and delivering ERAC’s products in alignment with NASBLA’s knowledge, content and learning management systems.

### Continue developing the NASBLA Lighthouse (ERAC K&CM 2020-1)

Maintain the existing portals of the [NASBLA Lighthouse](#) and grow content in line with protocols developed for NASBLA’s knowledge and learning management systems (KMS and LMS, respectively). Ensure ERAC’s continuing involvement in NASBLA-wide discussions and implementation of those systems. Once decisions are made as to where and how the Lighthouse fits into the larger KMS and LMS schemes, and if it is retained as a distinct online resource, then this activity should be reclassified as an ongoing committee function. (NASBLA Goal 5) (RBS Initiative 2)

- ✓ **Why it’s important:** [The Lighthouse](#) was envisioned by a 2010 ERAC charge team as an accessible, online forum where users and producers of recreational boating data could gather to share data and successful practices, forego “reinventing the wheel,” and locate viable resources and information applicable to their work. The need for collaboration, contextual narrative, and timely sharing of information about complex boating safety issues has not waned; with increasingly constrained time and resources at all government levels and across all sectors, such value-added resources have even more merit. This activity is also responsive to data-related initiatives of the National RBS Program Strategic Plan for 2017-2021.
- ✓ **Deliverables:** Minor updates to the webpages at <https://www.nasbla.org/lighthouse/nasbla-lighthouse>. No other deliverables this cycle.
- ✓ **Status:** Although the original language for this 2019-2020 charge was to continue developing the Lighthouse portals, during the first ERAC teleconference for this cycle, the committee identified the need to dig deeper into the original intent behind the product and determine its current relevance and placement in light of NASBLA’s broader knowledge management and learning activities. Members also identified a related need to determine how best to promote and publicize ERAC products—those currently linked at the Lighthouse as well as future products. The assigned charge team was asked to work through the issues and make recommendations to the full committee.

Initial charge team discussions took place in January 2020, with an expectation that, at minimum, there would be an evaluation of Google Analytics run at the request of the team and then further discussion at the ERAC in-person meeting in February. The team emerged from the February meeting with a rundown of anticipated next steps: the review of the Google Analytics on current use; inventory of what the committee currently has or will have and will want to “get out there”; consideration of how the end users are most likely to need/want the information given to them;

and consideration of the [eLearning platform](#) and other options on the NASBLA website for displaying, disseminating, and marketing content. However, as already noted with most other committee activities, the COVID-19 pandemic and associated workload shifts affected the team's timely follow through on the next steps. In mid-August, however, the team reconvened to consider [a way forward](#), with some immediate tasks assigned and a follow-up teleconference scheduled to be convened prior to the official end of this cycle.

- ✓ **Measures of effectiveness:** Will be developed once the committee considers the evaluation conducted by the charge team.
- ✓ **Preliminary recommendation for 2020-2021 cycle:** This charge should be discontinued in its current form and revised to reflect a new direction and scope of work.

### **RBS STATISTICS & RESEARCH**

Identifying and working to improve accident and other boating statistics  
for the purpose of identifying risk factors, patterns, and trends

#### **Evaluate the results from the latest National Recreational Boating Safety Participation and Exposure Surveys (NRBSS) (ERAC S&R 2020-1)**

Assess the methods, published findings, and raw data associated with the 2018 version of the NRBSS, with a special focus on the Exposure Survey. Develop product(s) that can assist the States in applying the data to their RBS programs. Determine whether the data can be used to reinstate previous ERAC efforts, such as evaluating the use of exposure hours as the denominator for calculating fatality rates and assessing the impact of out-of-state boaters on a State's injury and fatality rates. Add to the resource material on the [Lighthouse page dedicated to the NRBSS](#). (NASBLA Goal 5, Obj. 5.1 and 5.2; and Goal 2) (RBS Initiative 3)

- ✓ **Why it's important:** Beginning with the 2011-2012 surveys, ERAC has had an interest not only in the data and findings, but also the methods, scope, and survey instruments used in the national surveys. The primary reason was to be in a better position to more accurately and effectively interpret the 2012 survey findings for NASBLA's members, especially as they related to the generation of state-level exposure hours. Another was to use the knowledge about the workings of the survey to offer the Coast Guard constructive input both for analyzing the released survey data and toward the administration and design of future surveys. The change in approach and methods for administering and housing the 2018 NRBSS results carry the potential for improved accessibility to and manipulation of the data. However, the changes also carry the potential for inappropriate comparisons within and across surveys and misuse of the data in attempts to answer important boating safety research questions. Despite the lapse in time between these national surveys, the hope is that ERAC can draw upon its experience with the previous round to once again assist the states and offer constructive suggestions to the Coast Guard for future surveys in accordance with provisions in the MOU/Agreement between the Coast Guard and NASBLA (effective Feb. 17, 2016 through Dec. 31, 2020).
- ✓ **Status:** As of this report date, the Coast Guard had not yet released the survey results and reports to the public, and as such, charge work could not begin during this cycle. Information on the status of the surveys came initially from presentations that were delivered to the National Boating Safety Advisory Committee (NBSAC) at its 102<sup>nd</sup> and 103<sup>rd</sup> meetings (conducted virtually on April 22 and July 29, 2020,

respectively) and later, at the end of September, via the Coast Guard reports from Verne Gifford (Chief, USCG Boating Safety Division) to the NASBLA Executive Board and to the membership at the (virtual) NASBLA Business Meeting. Preliminary results were highlighted by Vann Burgess, USCG, in a virtual annual conference breakout session. Both the Participation Survey and Exposure Hour report had been through Coast Guard review and were nearing release. The Data Access & Query System—the online database in which all survey data will be housed—will follow release of the written reports.

- ✓ **Measures of effectiveness:** Will be developed after the committee has an opportunity to review the survey releases.
- ✓ **Preliminary recommendation for 2020-2021 cycle:** This charge should carry over into the next cycle; however, the scope of work should not be finalized until the committee has an opportunity to review the materials that are released and the accessibility of technical and other supportive documentation.

### **ENGINEERING & EQUIPMENT**

Identifying and examining engineering issues, equipment design and related efforts that could mitigate risk factors identified through the committee's activities.

In the 2019-2020 cycle, the committee did not have any new, assigned charges in this category. However, it did have three follow-up and liaison assignments.

**Follow-up to E&E 2019-1:** Examining basic flotation issues associated with canoes and kayaks and assisting the NASBLA Paddlesports Committee regarding flotation standards (to work with ABYC on updating H-29).

While there was no carryover of this as a formal charge into 2019-2020, the committee continued monitoring standards activity via updates from ABYC, and in the 2020-2021 cycle, should continue monitoring and participating in ABYC-related work in this area as warranted.

**Follow-up to E&E 2019-2:** Legislative guidance re: marine carbon monoxide detection systems.

While there was no carryover into 2019-2020 of a formal charge in this area, there was intent to make a deliberate effort to ensure the states' BLAs and officers/investigators would be aware of the availability of the 2019 [legislative considerations document](#) and 2018 [response/investigation checklist](#). Moreover, [the CO resource webpage](#) and related library holdings were scheduled for update as part of the Lighthouse maintenance. Neither of these was fulfilled in the current cycle. However, as with **IR&A 2020-2**, these activities should factor into decisions that will be made in the next cycle regarding ERAC's online presence generally, and the Lighthouse, specifically (see **K&CM 2020-1**).

**As Liaison to Enforcement & Training Committee TT 2020-3 Model Act for Towed Water Sports:**

Given the evolution of towed watersports activity, the NASBLA Enforcement Committee added a charge to evaluate and potentially revise NASBLA's [Model Act on Safe Practices for Boat-Towed Watersports](#). The original act and subsequent updates were joint efforts of Law Enforcement and Boats & Associated Equipment (one of the ERAC predecessor committees). As such, in the 2019-2020 cycle, two ERAC members were designated liaisons. In July 2020, the Enforcement Committee presented a draft to the NASBLA Executive Board for review and potential release to a vote by NASBLA membership. The board asked for a revision to the charge for 2020-2021 and potential expansion of the scope of the act. ERAC is willing to once again provide liaisons and/or other assistance to the Enforcement Committee in the next cycle as may be warranted.

**2019-2020 ENGINEERING, REPORTING & ANALYSIS COMMITTEE (ERAC) ROSTER \***  
**initial appointments approved Oct. 24 2019 – updated January 2020**

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\*\*Along with Susan Weber, also serve as USCG representatives to USCG/ERAC collaborative reporting project workgroup

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