

**Engineering, Reporting & Analysis Committee (ERAC) Report
NASBLA Business Meeting, Sept. 11, 2018, Indianapolis, IN – delivered by Dr. Deb Gona, ERAC staff, on
behalf of Glenn Moates, 2017-2018 Chair**

In the 2017-2018 cycle, the Engineering, Reporting & Analysis Committee conducted work in five areas: Monitoring & Evaluation; Knowledge & Content Management; Investigation, Reporting & Analysis; RBS Statistics & Research; and Engineering and Equipment.

Project teams were assigned to eight (8) charges, one in close collaboration with the U.S. Coast Guard, and three (3) other monitoring activities and topic explorations, two (2) of which were conducted in conjunction with NASBLA's Paddlesports Committee. The bulk of work was conducted online or by teleconference. However, ERAC also held its full-day committee meeting on Saturday, March 3, 2018, along with the other policy committees in Lexington, KY.

The Chair and I would like to thank our Vice Chair Kris Wahlers, our charge leaders and all of our members—State, Associate, and U.S. Coast Guard representatives—for their continuing dedication. On behalf of the committee, we would also like to extend our appreciation to Board Liaison Dan Heskett and the entire Executive Board for their continuing support.

Yesterday, ERAC delivered a presentation incorporating some of the charge activities for the 2017-2018 cycle. Our full, written committee report, with 2019 recommendations, is posted to our charges and products page on NASBLA's website (<https://www.nasbla.org/nasblamain/advocacy/erac/charges>). The report includes links to webpages, along with appendices containing products and other supporting items that can be downloaded.

While we have no action items for a vote at this time, the Chair would like to recognize charges that resulted in significant work progress or products completed or nearing completion for release early in the new committee cycle.

One, of course, is the collaboration with the Coast Guard in developing recommendations for revisions to national policy on accident reporting. This consensus project has already been described in the project briefing, so there is no need to repeat what has already been said. But we emphasize its importance now for three reasons:

- First, because it is an example of a charge where major work has been underway and will continue with the policy workgroup and with your involvement—and, we hope, approval—as we move into the next cycle.
- Second, because it is an example of a project that has integrated content from other charges—for example, as the project workgroup has considered what incident report data should be recommended for future national collection, it has taken into account elements of human factors, vessel and hull design characteristics, and paddlesports.
- And third, but not least, we stress its importance for integrating past ERAC efforts on accident reporting and other related projects that past NASBLA committees, NBSAC, the Coast Guard, and other partnering organizations have conducted over the years. That work, reflecting hundreds, perhaps collectively thousands, of hours of volunteer efforts and expertise over more than 10 years, has not been forgotten.

The second charge we'll briefly mention now is one that we are pleased is finally heading into the rollout stage. The BARD-based state statistical report template project is one that we hope will have benefits for

states beyond being able to deliver an accident statistics report. We hope that it – along with the Boating Safety Dashboard – will encourage states to make even better use of their accident report data to help mitigate risks in recreational boating, and—through the active use of these tools and seeing what is generated from them—find ways to improve accident reporting and internal data entry processes.

Finally, we would like to note our 2018 charge to create a marine carbon monoxide incidents information and resources webpage in our NASBLA Lighthouse Get Equipped portal, and develop a CO Incident Response and Investigation Checklist that could assist officers, investigators, and other first responders in recognizing and reporting CO incidents. It was purposefully patterned after work that ERAC did in 2015 on resources for recognizing and reporting Electric Shock Drownings, and we hope this format of presenting readily available information about critical issues and offering guidance to investigators is something that we can continue in the future.

Looking ahead to the 2019 cycle, we already know the consensus project with the Coast Guard will demand much time and continued effort—not only as we go through the process of seeking approval on its recommendations, but also as it moves into the second phase regarding how to rebuild the BARD system and how to guide implementation of the recommended accident reporting structures and processes through Best Practices.

Beyond that major effort, however, we already know that a half dozen other charges and monitoring activities—some in close collaboration with other committees and groups—also will keep ERAC well occupied. We look forward to continuing service to the entire NASBLA membership.

On behalf of the Engineering, Reporting & Analysis Committee, move for acceptance of this and our full report on the activities of the 2017-2018 cycle.

Thank you.