

**Engineering, Reporting & Analysis Committee Report: NASBLA Business Meeting, Sept. 28, 2021
Delivered by ERAC Chair Seth Wagner, FL.**

Thank you, Mr. Chairman.

I'd like to begin by thanking all of our ERAC members—State, Associate, and U.S. Coast Guard representatives—for standing by us through yet another difficult year and sharing their expertise as time allowed. Further, on behalf of the committee, I'd like to express our appreciation to the NASBLA Executive Board for their continuing support of our efforts.

Incorporated into this briefing by reference is a written report posted to our committee webpage. It documents the status of the 2021 charges as of mid-August and outlines charge recommendations for 2022; which have since been approved by the board. To really put a wrap on this 2021 cycle, we'll post an updated version of the report in October covering the committee meeting we conducted on Sunday and the two national information-sharing webinars we hosted on the incident reporting project in late August and middle of this month.

At the start of this committee cycle, ERAC was assigned **five** charges by the board, and our charge teams made some progress on four of them that I'll just briefly mention: 1) we began developing best practices and other guidance for some of the report data recommendations from the incident reporting policy project; 2) in Florida as of our pilot states, we continued collecting human factors data on fatalities, looking especially at the role of distractions; 3) we continued evaluating and making significant updates to our online resources; and 4) working closely with Coast Guard Boating Safety Division staff, we've been trying to better understand the methods and findings of the 2018 National Recreational Boating Safety Surveys especially as they relate to exposure hours—all of this in an effort to help the states better understand how to use the survey data.

Our fifth charge – to participate in a stakeholder group that would help set the expectations of an overhauled BARD -- did not get off the ground this cycle as we waited to learn how the Coast Guard was going to handle the incident reporting project recommendations and move into the project's second phase.

In the 2022 cycle, ERAC will be carrying over all of the current charges; reinstating a 2020 charge to address any outstanding issues on the incident reporting project; and picking up a new charge that will take a more detailed look at the factors associated with the increases in incidents and fatalities during the pandemic years. In taking on that new charge, we'll be collaborating with a couple of other NASBLA committees.

This concludes the Engineering, Reporting & Analysis Committee report for 2021. On behalf of the committee, I move for NASBLA membership acceptance of this report.

Thank you.