



NASBLA Enforcement & Training Committee

2025–2026 Enforcement Final Report

Executive Summary

During the 2025–2026 committee cycle, the NASBLA Enforcement & Training Committee made significant progress in advancing national recreational boating safety through collaborative projects, practical resources, and initiatives that support marine law enforcement agencies across the United States and its territories. Guided by its strategic vision, the Committee completed work on seven major charges that strengthened officer training, enhanced enforcement capabilities, promoted national consistency, and addressed emerging issues affecting recreational boating safety.

The Committee continued its leadership role in **Operation Dry Water**, supporting the nationwide campaign through enhanced enforcement coordination, updated officer resources, operational guidance, and outreach materials that reinforce efforts to reduce boating under the influence.

Recognizing the need for accessible, on-demand training, the Committee expanded NASBLA's **Micro-Learning Video Series** by conducting a national inventory of existing resources, identifying training gaps, and adding new instructional content to support officer development and refresher training.

To improve officer safety and promote public awareness, the Committee completed two national **Engine Cut-Off Switch (ECOS)** reference maps documenting state laws and agency policies, providing a valuable resource for agencies, instructors, and policymakers.

The Committee also advanced its ongoing work in **Emerging Technology**, researching new equipment and innovations that improve maritime law enforcement operations. The resulting technology catalog provides member agencies with current information on tools and capabilities that enhance officer safety, operational effectiveness, and public service.

A key accomplishment this year was the completion of the Committee's first **National Maritime Officer Training Survey**, which gathered responses from more than 340 officers nationwide. The survey established a valuable baseline for evaluating training participation, operational experience, and professional development needs while identifying opportunities to strengthen future training initiatives across the marine law enforcement community.

In support of state agencies seeking federal funding, the Committee developed a standardized **Port Security Grant Program (PSGP) Application Template and Guidance**

Manual, providing practical tools to assist agencies in preparing competitive grant applications for NASBLA training programs.

Collectively, these accomplishments demonstrate the Committee's continued commitment to providing practical solutions, national leadership, and collaborative resources that improve officer readiness, strengthen recreational boating safety programs, and support NASBLA's mission of reducing accidents, injuries, and fatalities on America's waterways.

This report summarizes the Committee's work, products, and accomplishments during the 2025–2026 committee year and reflects the dedication of its members and partners in advancing marine law enforcement nationwide

Michael Schipritt

Enforcement and Training Committee, Chair

Deputy Chief, RIDEM-Division of Law Enforcement

2026 Enforcement and Training Committee

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1. Enforcement & Training Committee Charter& Vision Statement

NASBLA Enforcement & Training Committee Charter

The Enforcement & Training Committee will work to advance boating safety by researching and disseminating information on new techniques and technologies for marine law enforcement officers; developing training and certification programs; and addressing boating under the influence issues.

Committee 2023 - 2028 Vision Statement:

To assist this committee in charting the necessary building blocks and progressive charges over the next five years, this committee has developed several strategic elements. These elements will become the guideposts in all charges developed over the five-year period. Each committee cycle will define the objectives/charges that will promote the strategic elements and help define the actionable goals for each committee work year.

- 1. Promote the adoption of the BOAT Program in all states and territories.*
- 2. Maintain national training standards and third-party certification and acceptance consistent with and accepted by DHS. Promote those national standards in "all hazards" related legislation.*
- 3. Identify, study, and report to membership on emerging technology and applications for the maritime community of law enforcement and first responders.*
- 4. Assure that marine law enforcement has the tools, information, and messaging to reduce accidents, injuries, and fatalities within the recreational boating community.*
- 5. Assure that marine law enforcement is trained and ready to ensure the safety and security of America's waterways and maritime community.*

2. Committee Leadership

Committee Chair

- Michel R. Schipritt

Rhode Island DEM Division of Law Enforcement – Environmental Police

michael.schipritt@dem.ri.gov | 401-222-3070

Vice Chair

- Jerad Bluem

North Dakota Game and Fish

jbluem@nd.gov | 701-220-1317

Executive Board Liaison

- Jason Russo

NASBLA Executive Board

jrusso@wlf.la.gov | 225-765-2508

U.S. Coast Guard Liaison

- Brian Moore

U.S. Coast Guard

Brian.m.moore@uscg.mil | 202-372-1102

NASBLA Staff

- John Fetterman

NASBLA john.fetterman@nasbla.org / 859-225-7366

3. Committee Roster (2025–2026)

State Members

Adam Block — MN DNR (MN)

adam.block@state.mn.us | 651-259-5057

Bryan P. Baronet — Texas Parks & Wildlife (TX)

bryan.baronet@tpwd.texas.gov | 325-792-6440

Carleton Richardson — Maine Warden Service (ME)

carleton.richardson@maine.gov | 207-215-2029

Hector Medina — Guam Police Department (GU)

Hector.medina@gpd.guam.gov

Jason S. Luce — Maine Warden Service (ME)

jason.luce@maine.gov | 207-557-0817

Jeremy T. Davis — Ohio DNR (OH)

jeremy.davis@dnr.oh.gov | 740-358-6194

John Balbin — Guam Police Department (GU)

john.balbin@gpd.guam.gov | 671-687-8904

John Sinclair — Wisconsin DNR (WI)

John.sinclair@wisconsin.gov

Joshua Hudson — Delaware NRP (DE)

joshua.hudson@delaware.gov | 302-448-0214

Joshua Ryan Mooi — Illinois DNR (IL)

joshua.mooi@illinois.gov | 847-946-3616

Justin L. Schillaci — PA Fish & Boat Commission (PA)

Jschillaci@pa.gov | 717-908-7381

LT Raquel Salter — South Carolina DNR (SC)

salterr@dnr.sc.gov | 803-609-6917

LTC Thomas Edwards — PA Fish & Boat Commission (PA)

Thewards@pa.gov | 717-705-7861

Matthew Corbin — Maryland NRP (MD)

matthew.corbin@maryland.gov | 410-279-1895

Roy Smith — Tennessee Wildlife Resources Agency (TN)

roy.e.smith@tn.gov | 865-300-4238

Scott McLain — NH Marine Patrol (NH)

sam3142@yahoo.com | 603-396-4878

Associate Members

Andrew Cox — FLIR / Raymarine (OR)

Andrew.Cox2@Teledyne.com | 503-381-5805

Eric Caplan — Tideman Marine (FL)

ecaplan@tideman-marine.com | 508-878-6261

Marty Pone — Town & Country Cedar Homes

MartyPone@cedarhomes.com | 231-622-6402

Paul Vereb — Long Beach Township Police Department (NJ)

pvereb24@gmail.com | 609-276-3161

Rob Goley — SAFE Boats International (WA)

rgoley@safeboats.com | 707-357-0970

Robert Selfridge — Safety Third Training Partners (NJ)

lguardbl@gmail.com | 609-848-3700

Michael C. Bonham — Osage County Sheriff's Office (MO)

Sheriff@osagesheriff.org | 573-897-3927

4. National Participation Map



Description:

This U.S. map shows all states and territories represented on the Enforcement & Training Committee members, including associate members.

5. Committee Charges & Work Products (2025–2026)

CHARGE ENF-2026-1: Operation Dry Water (ODW)

Charge Statement

Support the national Operation Dry Water campaign by enhancing enforcement coordination, promoting officer participation, expanding outreach resources, and strengthening state-level engagement in impaired-operation prevention.

Needs Statement

Recreational boater deaths with alcohol use listed as the primary contributing factor have continued to decrease since the inception of Operation Dry Water in 2006. To keep that number trending downward, it is important for the law enforcement committee to continue to monitor and advise on the ODW campaign to ensure that the needs and wants of those implementing the campaign on the local, state, and federal level are being satisfied and the size and impact of the campaign continues to grow nationally.

(NASBLA: 2.1,2.2,3.2) (USCG: Initiative 1)

Charge Leader

Raquel Salter (SC)

Charge Team Members

Jason Luce (ME)

Work Completed

- Coordinated with NASBLA ODW Program Manager
- Focused enforcement; July 3-5, 2026 & July 2-4, 2027
- Promoted officer participation nationwide
- 2026 Spotlight article from Guam **(see full article Appendix A)**

CHARGE ENF-2026-2: Micro-Learning Video Series

Charge Statement

Develop and expand a national library of micro-learning videos for officer training and public outreach.

Needs Statement

As more law enforcement agencies employ and expand their mission and response requirements, it has been recognized as a critical need for the law enforcement committee to identify and compile the “best practices” elements for development into a national training curriculum for marine officers. It is imperative that officers have quick and easy access to short crisp modules of learning to pinpoint their training needs. The goal of this committee will be to keep pace with areas of subject matter micro learning topics, producing a full catalog of topics as refresher or new areas of learning for the maritime officer.

(NASBLA: 2.6, 3.1) (USCG: Initiative 1).

Charge Leader

Adam Block (MN)

Charge Team Members

Tom Edwards (PA)

Roy Smith (TN)

Justin Schillaci (PA)

Paul Verb (NJ)

Jason Russo (LA)

Work Completed

- Conducted national inventory
- Identified training gaps
- Developed script template
- Coordinated with NASBLA Training Division
- Cataloged state-submitted videos
- New for 2026: “Hip Tow” and “Back a Trailer “

-

Products Delivered

1. National Micro-Learning Inventory Table - (Video inventory in Appendix B)

- **Micro-learning videos are now available on NASBLA's YouTube Channel**

CHARGE ENF-2026-3: ECOS (Maps Only)

Charge Statement

Produce national ECOS policy and statutory maps.

Needs Statement

Use of engine cut-off switches (ECOS) has been proven to aid in reducing and preventing both injuries and deaths within the boating community. Compliance in the use of ECOS devices remains low. It is the purpose of the law enforcement committee to gather information on compliance rates, policy mandates, and other relevant data just to assist law enforcement agencies with the development of policies and procedures for ECOS wear by officers while underway.

The goal is to enhance officer safety as well as promote usage within the recreational boating community by example unless or until compliance is required by legislation.

(NASBLA: 3.1, 5.3) (USCG; Initiative 1)

Charge Leader

Jerad Bluem (ND)

Charge Team Members

Jason Luce (ME)

Carleton Richardson (ME)

Scott McLain (NH)

For ECOS the major part was following up with the training survey results and discussion of charge completion.

38 follow up contacts for agency policies

Tabulating survey results for electronic engine cutoff switches.

Products Delivered

2. ECOS State Agency Policy Status Map **(Full Map View Appendix C)**



1. ECOS Laws by State Map **(Full Map View Appendix C)**



CHARGE ENF-2026-4: Emerging Technology

Charge Statement

Maintain and expand the Emerging Technology Catalog.

Needs Statement

As collective leaders in the field of maritime law enforcement, it is important that the law enforcement committee work together to identify new and innovative ways to leverage technological development for the purpose of enhancing public safety, saving civilian and officer lives, and apprehending criminals. The law enforcement committee shall use this charge as a mechanism to gather thoughts, ideas, conduct research, and provide a comprehensive catalog on new technology and thus providing maritime law enforcement professionals a product that keeps them informed and ahead of the rapid pace technological changing world they patrol.

Charge Leader

Paul Vereb (NJ)

Charge Team Members

Brian Moore (USCG)

Rob Goley (SAFE BOAT)

Andrew Cox (FLIR)

Eric Caplan (Tideman Marine)

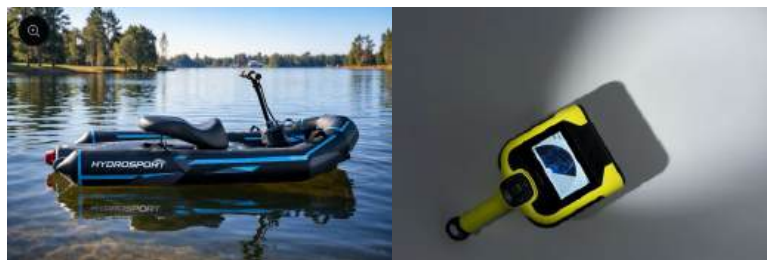
Bryan Baronet (TX)

Marty Pone (Safe Signal)

Products Delivered

2026 Catalog Additions: **(Full catalog and detail in Appendix D)**

- Mini Vessels “E-Vessels
- Portable Electric Vessels (PEW)
- Aqua Eye AI-Assisted Sonar



CHARGE ENF-2026-5: National Training Survey

Charge statement

Conduct a national survey of maritime officers to assess training exposure, experience levels, operational hours, and perceived proficiency, and use the results to inform future NASBLA training priorities.

Charge Leader

Scott McLain (NH)

Working Group

Bob Selfridge (Safety Third Training)

John Sinclair (WI)

Bryon Baronet (TX)

Work completed:

- Developed and distributed a national training survey to maritime officers.
- Collected 342 responses nationwide and compiled results into a summary presentation.
- Analyzed agency representation, experience levels, operational hours, and training exposure.
- Identified key concerns about survey reach and response volume.
- Prepared a visual synopsis (infographic) of key findings for inclusion in the Annual Report and Summer Meeting.

Key findings:

- Response volume: 342 respondents; noted as disappointing for a national survey and flagged as an area for improvement in future cycles.
- Agency representation: 57% of respondents work for state agencies.
- Experience levels: 38% of respondents have 20+ years of service; an increase in responses from officers with less experience was noted and welcomed to balance perspectives.
- Operational hours vs. proficiency: 29% perform boating enforcement less than 100 hours per year, yet 46% rate their boat handling as “excellent,” raising questions about how respondents benchmark their proficiency.
- Training exposure: Over 80% of respondents have completed at least one NASBLA course, with a stated goal of moving closer to universal participation.

Products delivered

- National Training Survey Result Summary (presentation and infographic).



- Graphic synopsis for inclusion in the Annual Report (National Training Survey visual).
- **(PowerPoint Appendix- E)**



CHARGE ENF-2026-6: Incident Management Eliminated for 2026

CHARGE ENF-2026-7: Port Security Grant Program (PSGP) Template

Charge Statement

Develop a standardized PSGP application template for NASBLA training courses.

Charge Leader

Josh Hudson (DE)

Working Group Members

Josh Mooi (IN)

Rob Goley (SAFE BOATS)

Jason Russo (LA)

Products Delivered

1. PSGP Application Guidance Manual (**Attached Appendix F**)



- a. J-1 Completion Guide
- b. Budget-1 Example
- c. PSGP Links

CHARGE REQUEST - from the EDUCATION COMMITTEE's:

Ser CAPTAIN Program

Charge Statement

Assist the NASBLA Education Committee's Ser Captain Program with recommendations from enforcement. (What products should be developed to enhance enforcements interaction with recreational boaters, heightening awareness of the Ser Captain Program)

Products Delivered (Appendix G)

APPENDICES

Appendix A — Operation Dry Water

KEEPING GUAM WATERS SAFE DURING OPERATION DRY WATER

June 11, 2026: As the sun rises over the Pacific, the Guam Police Department (GPD) stands ready, literally at the forefront of a national movement. While the rest of the United States remains tucked away in the evening hours of the previous day, Guam's unique position across the International Date Line means its officers are the first in the nation to kick off the National Association of State Boating Law Administrators' (NASBLA) Operation Dry Water (ODW) campaign.



Guam is officially represented within NASBLA through the GPD Recreational Boating Safety Program. Guam also has a designated Boating Law Administrator who works with NASBLA on boating policy, enforcement, and safety programs.

For years, GPD's Special Enforcement Amphibious Section (SEAS) has spearheaded ODW, proving that safety knows no distance and that the mission to eliminate boating under the influence (BUI) reaches every corner of American soil. In Guam, the illegal blood alcohol concentration (BAC) limit for vessel operators is 0.08%. Alcohol remains a leading factor in boating deaths, affecting balance, judgment, and reaction time more severely on the water.

ODW is a year-round national awareness and enforcement campaign focused on reducing alcohol- and drug-related incidents on the water. Operation Dry Water places a strong emphasis on holiday weekends because impaired boating incidents rise sharply during those periods. While the campaign is a staple for law enforcement agencies across the continental United States, Guam's participation serves as a powerful reminder of the program's expansive reach.

Where America's Maritime Safety Begins



"Because we are where America's day begins, the first patrol boats to hit the water for this national campaign are right here in Guam," SEAS leadership said. "It is a point of pride for our department to set the tempo for the rest of the country."

With Guam's strong boating and fishing community, public safety on the water is especially important during holiday weekends and major community events. Increased patrols and

public outreach efforts are intended to remind boaters to remain sober, wear life jackets and follow maritime safety laws.

"We try to deter people from boating under the influence. Operating a vessel under the influence puts everyone on the water at risk. We start by conducting random inspections and making sure there is proper safety equipment on board. If we detect that a boat captain is under the influence, then we take the necessary actions from there. In Guam's waters, we have charter boats and fishermen. Fortunately, we do not generally encounter captains boating under the influence. Good decisions keep everyone afloat — boat dry, captain dry," said Balbin.

A Partnership Built on Results: Guam Police Department & U.S. Coast Guard

The success of ODW is not a solo mission. It is the result of a seamless, long-standing collaboration between the Guam Police Department and the U.S. Coast Guard (USCG) Forces Micronesia/Sector Guam. This partnership serves as a force multiplier for maritime safety.



As a result of the 2025 operation, 36 vessels were boarded, eight additional boating contacts were made, seven warnings were issued for minor violations, two vessel voyages were terminated because of noncompliance with carriage requirements, and two individuals were counseled for diving without a dive flag. Although there were no BUI arrests or detections, GPD remains committed to keeping Guam's waters safe and believes its proactive enforcement and outreach efforts serve as a strong deterrent.

By sharing intelligence, coordinating patrol grids and conducting joint boardings, GPD and the USCG help maintain a zero-tolerance environment for impaired vessel operation. This collaborative effort has been instrumental in:

- Increasing boater contacts and educating local mariners about the dangers of “boater’s fatigue” combined with alcohol.
- Maintaining a highly visible deterrence presence at popular boating areas such as Apra Harbor and Tumon Bay.
- Ensuring a swift response capability so that, if an incident occurs, the closest asset — whether GPD or USCG — is ready to respond.

Bridging the Gap: 6,000 Miles of Commitment

Though Guam is separated from NASBLA headquarters by more than 6,000 miles of ocean, the mission and impact of ODW are felt deeply on its shores. NASBLA resources continue to support efforts to reduce boating incidents, injuries and fatalities through education campaigns, life jacket awareness, boating under the influence enforcement and safety regulations.

Over the years, the SEAS unit has evolved its tactics by utilizing national training standards to conduct field sobriety tests on the water and helping ensure Guam’s boating community remains among the safest in the region.



As GPD looks toward the July 2026 heightened enforcement weekend, the department remains committed to the Operation Dry Water mission. Whether you are a weekend fisherman or a commercial operator, the message is clear: keep the alcohol on shore

Appendix B — E-Learning Video Library

ATTACHMENT ENF_2026-2-B Micro-Learning

IBO-MPF Train the Trainer Course – Videos/ **yellow=**priorities for new or replacement videos --- **Blue** = micro-videos produced during the 2023-2024 committee cycle---- **Green=** micro-videos produced 2024-2025 - **Purple=** 2026 videos

Slide	Address	Name
35	https://vimeo.com/344090249	USCG 2019 - Life Jacket Labels v6-captioned
39	https://www.youtube.com/watch?v=g5eniRI0mXM	Inflatable Life Jackets: Everything You Need to Know
48	PA video Tom Edwards	Officer Communications –
54	YouTube	Officer launching mishap (humorous)
63	NASBLA Vimeo	Safety Chains – PA FBC
71	https://youtu.be/vVVEI917UOU	How To Back a Trailer
71	PA Video	How to back a Trailer
73	PA Video	How To Launch Your Boat at the Ramp Launch a Boat Solo
81	PA Video Boatmaster Boatmaster Boatmaster	Pre-Launch Checklist Proper light connections Trailer bunk inspection Tire inspection and Maint
84	PA Video Tom Edwards	Bowline Knot
85	PA Video Tom Edwards	Figure 8 Knot
86	PA VIDEO	How to Tie a Cleat Hitch
88	PA Video	How to Tie a Truckers Hitch
95	https://www.youtube.com/watch?v=eYvKHHvuh1U . New Zealand	Basic Maintenance for the Boat Operator – Adam will confirm
98	NASBLA Vimeo	How to Change a Prop – PA FBC
126	PA video NASBLA Vimeo	Kill Switch Lanyard use. Corporal Anderson – DE Natural Resources Police
133	no current video Tennessee- Roy Smith	Weathervane effect- Adam Will confirm
139	PA video Tom Edwards	180-degree turn in close quarters – Adam will confirm

155	no current video – “Count the ways” awareness – Wyoming – Aaron Kerr Indiana – Guy Wendorf	River hazards Overview/take additional training – Submitted by Guy Wendorf
170	YouTube	Helicopter towing a boat mishap
173	NASBLA Vimeo	How to set up a rear tow for towing another vessel - MA
175	YouTube	Hip Tow
175	PA Video	Hip Tow
189	https://youtu.be/TuJoJxmeNI Boat US Foundation	Foundation Findings #44 Jonboat – use of a rescue sling (or loop)-
191	NASBLA Vimeo	Unplanned Person Overboard
194	PA Video Pa Video	How to Throw a Throw Bag Throw bag w/victim miss
195	no current video	PIW Recovery Options- Adam will confirm
197	NASBLA Vimeo	Capsized Vessels – Assisting a paddler - AZ
199	YouTube	Options for Righting a Large Capsized Boat
208	NASBLA Vimeo	What we do – Stopping a SUP violation - AZ
217	NASBLA Vimeo	Placing a life jacket on a person in handcuffs - WY
220	no current video	Night Operation Considerations- Adam will confirm
	PA-Video – Tom Edwqards	Pre-Departure Checklist

Appendix D — Emerging Technology Catalog (W/ 2026 Additions)



Enforcement and Training Committee

Emerging Technology Catalog

APPENDIX D

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Purpose:

The Enforcement & Training committee will work to advance boating safety by researching and disseminating information on new techniques and technologies for marine law enforcement officers; developing training and certification programs; and addressing boating under the influence issues. These tasks will be addressed through the assigned Charge on Enforcement Techniques & Technology.

Vision Statement:

To assist this committee in charting the necessary building blocks and progressive charges over the next five years, this committee has developed several strategic elements. These elements will become the guideposts in all charges developed over the five-year period. Each committee cycle will define the objectives/charges that will promote the strategic elements and help define the accountable goals for each committee work year.

- Promote the adoption of the BOAT Program in all states and territories.
- Maintain national training standards and third-party certification and acceptance consistent with and accepted by DHS. Promote those national standards in “all hazards” related legislation.
- Identify, study, and report to membership on emerging technology and applications for the maritime community of law enforcement and first responders.
- Assure that marine law enforcement has the tools, information, and messaging to reduce accidents, injuries, and fatalities within the recreational boating community.
- Assure that marine law enforcement is trained and ready to ensure the safety and security of America’s waterways and maritime community.

Charge: (REVISED ENF_2026-4)

Research and provide information on new technology specifically being developed for maritime law enforcement utilization. Develop a catalog of equipment and information on utilization for member agencies.

Charge Statement:

- As collective leaders in the field of maritime law enforcement, it is important that the law enforcement committee work together to identify new and innovative ways to leverage

technological development for the purpose of enhancing public safety, saving civilian and officer

lives, and apprehending criminals. The law enforcement committee shall use this charge as a

mechanism to gather thoughts, ideas, conduct research, and provide a comprehensive catalog on

new technology and thus providing maritime law enforcement professionals a product that keeps

them informed and ahead of the rapid pace technological changing world they patrol.

Maritime Navigation

1. Raymarine Axiom Pro with eAIS:

Product Description – Axiom Pro is engineered for operators that want it all. Axiom Pro offers RealVision 3D, 1kW CHIRP sonar, and Raymarine Hybrid Touch control. Axiom Pro is an “all-in-one” multifunction devices with a fast quad-core processor, a bright high-definition IPS display, and the smart LightHouse OS. Axiom Pro has the capability to be integrated with multiple Raymarine displays, autopilot and FLIR thermal night vision technology.



Key Features

- Offers personalized user profiles
- Supports Navionics, Raster, and Vector charts
- RealVision 3D Solar
- Scroll back option
- GPS Trail
- Thermal Camera Options
- Integrates with Raymarine radar
- Video Monitoring

Key Port Security Grant Qualifiers

- Electronic package with integrated encrypted AIS for a port security patrol asset operating in the maritime environment surrounding the Port.
- Enhanced protection of so targets and crowded places.
- Allow for inter-agency capability and awareness for response efforts as well as enforcement efforts in the Port.
- Increase domain awareness through a multi-layered and multi-disciplined project which unifies maritime domain awareness, protection of key resources and critical infrastructure, and provide effective and efficient emergency response while maintaining cyber security standards.

- Allow integrated first responder centric capabilities that are fully compatible with US Coast Guard two-way encrypted communication functionality directly from USCG Command Centers and between equipped response vessels.

Procurement Options:

- Agency Budget
- Port Security Grant
- Private Donations

Product Informational Links:

- [First Responder Marine Electronics | Search and Rescue Boats | Raymarine](#)
- [AIS5000 | Automatic Identification System | Raymarine](#)

Maritime Artificial Intelligence

2. Hefring Marine's Intelligent Marine Assistance System (IMAS)

Product Description-

IMAS tackles two of the largest cost and risk drivers of fleet operations, accidents and fuel consumption. IMAS is a vessel fleet management and analytical solution. This system is designed to empower vessel owners, operators, and managers with advanced tools for efficient vessel fleet management via real-time monitoring and data-driven metrics. Using data collected through vessel motions, weather and sea conditions, engines and systems, and operator and vessel responses, the system presents to the operator, in real time, recommended speeds. Depending on the trip mode, the system will either recommend the highest attainable safe speed or the highest fuel-efficient speed. The system's sensor units accurately monitor impacts and vibrations caused as the vessel moves through the water, which are displayed in real-time to the operator, delivering alerts on board and on shore to a "home-base" when an impact threshold is exceeded.



Key Features -

- Compatible with multi-function displays from Garmin, Raymarine, and Simrad
- Provides speed guidance
- Monitors vessel impacts
- Provides route guidance
- Provides live vessel monitoring
- Allows for custom rules and alerts
- Provides statistical vessel operations reports
- Offers personalized user profiles
 - o Allows for the programming of vessels performance rules/alerts based on operator experience.

Key Port Security Grant Qualifiers: -

- Artificial intelligence integrated monitoring system, when equipped on a port security patrol asset will provide effective and efficient emergency responses, enhancing the protection of soft targets and crowded places.
- Artificial intelligence integrated monitoring system uses collected, calculated and forecasted data to provide weather-adaptive route guidance for an optimized route to follow during SAR cases and LE missions

Procurement Options:

- Agency Budget
- Port Security Grant
- Private Donations

Product Information Links:

- <https://www.hefringmarine.com/>
- <https://www.nmlea.org/post/want-to-reduce-fuel-costs-and-injury-to-your-people-use-ai-on-your-boats>
- <https://www.youtube.com/watch?v=5pBsY1fws7A>

Underwater ROV/Side Scan Sonar

3. Deep Trekker ROV:

Product Description –

Remotely operated vehicle that is portable and easy to use, providing solutions to various underwater projects. Deep Trekker's technology consists of custom hardware and software to provide a superior ROV user experience, camera stabilization, recording capabilities, and global connectivity.



Key Features -

- Allows for underwater search/scans in waters too extreme for divers
- Allows for longer deployments
- Allows for deeper dives – 305m
- Provides sonar and global positioning capabilities
- Extremely portable

Key Port Security Grant Qualifiers -

- Increased domain awareness through an in-depth search/scan and identification of parasitic devices on large ocean-going vessels thus enhancing the protection of soft targets and crowded places.
- Provides a layered defense to threats in an environment often overlooked, “under water”.
- Support search and rescue operation in waterborne environments that are inaccessible or extremely dangerous for divers.

Procurement Options –

- Agency Budget
- Port Security Grant
- Private Donations

Product Informational Links -

- <https://www.deeptrekker.com/news/port-security>
- <https://www.deeptrekker.com/news/law-enforcement-rov-deep-trekker>

- https://www.youtube.com/watch?v=3_3WuFCrqaA
- <https://www.youtube.com/watch?v=3jZduHzu4G4>
- https://www.youtube.com/watch?v=ko_9nNp3cDA
- https://www.youtube.com/watch?v=_nTSIYB_QzI

4. AquaEye: Portable Mobile Rescue Sonar Device

Product Description-

The first mobile search and rescue sonar with artificial intelligence. AquaEye is an advanced sonar underwater scanner that uses the latest sonar technology as well as artificial intelligence to identify human bodies underwater and in waters with poor visibility. AquaEye is lightweight, portable underwater sonar device that is ideally suited for first responders on search and rescue missions.



Key Features -

- Allows for large area searches – up to 8,000 square meters of water surface can be searched and assessed in less than 5 minutes.
- Integrated artificial intelligence – uses echoes to match those of a human body and displays the position of potential victims on the screen.
- Sonartechnics – transmits a sonar pulse to a depth or distance of 50 meters and evaluates the returning echo using state of the art AI sonar technology to mark potential victim targets.
- Charge time – two to three hours from discharged.
- Search time – twelve hours of active search per charge.
- Extremely portable

Key Port Security Grant Qualifiers -

- Support search and rescue operation in waterborne environments that are inaccessible or extremely dangerous for divers.

Procurement Options -

- Agency Budget
- Port Security Grant
- Private Donations

Product Informational Links -

- [AQUAEYE® - THE FIRST MOBILE SEARCH AND RESCUE SONAR WITH ARTIFICIAL INTELLIGENCE \(aquaeye-sonar.com\)](https://www.aquaeye-sonar.com/)
- <https://youtu.be/0WyBT8eZVhM>
- <https://youtu.be/MhY5gshT9bc>
- <https://youtu.be/PQurWc8Qryk>



5. VideoRay Defender5. ROV: Remotely Operated Sonar/Camera

Product Description -

Remotely Operated Vehicle which utilizes interchangeable, modular components residing on a single, intelligent network. This larger system can handle currents up to 4 knots and designed for more precise control of the vehicle position and orientation. Payload options include sonar, rotating manipulator, navigation, GPS and live cameras



Key Features -

- 7 Thrusters
- 1000m depth rating
- Navigation and control software
- 500 different configurations
- 22-pound lifting capability

Key Port Security Grant Qualifiers -

- Enhanced protection of soft targets and crowded placed through increase maritime domain awareness.
- Support search and rescue operation in waterborne environments that are inaccessible or extremely dangerous for divers.

Procurement Options -

- Agency Budget
- Port Security Grant
- Private Donations



Product Informational Links -

- [Mission Specialist Defender ROV | VideoRay](#)
- [VideoRay Mission Specialist Technology 2019 \(youtube.com\)](#)

States Using This Technology -

- Tennessee Wildlife Resource Agency
- Wisconsin Department of Natural Resource

6. Raymarine Element HV: Sonar Capable ChartPlotter

Product Description-

Element HV is from the Element CHIRP Sonar/GPS series. It delivers the sharpest view of the underwater world. Its Hypervision 1.2-megahertz sonar technology is a high resolution of DownVision, SideVision and RealVision 3D that creates precision imaging, fish identification, structure identification and heightened clarity. It uses sunlight viewable displays with integrated GPS/GNSS receiver. Its 1.2-megahertz CHIRP sonar technology delivers much higher resolution imaging compared to conventional side and down scanning sonars. With its 3D RealVision it accurately identifies location of ledges, channel beds, and other contour changes. It utilizes quad-core processor, and an all-in-one transducer that allows for a single easy installation



Key Features -

- Available in 7", 9" and 12" displays.
- Offers personalized user profiles.
- DownVision / SideVision/ and RealVision 3D Software
- 1.2 MHz HyperVision – super high-resolution imagery up to 100'.
- Switchable to 350kHz for ranges up to 600'
- 200kHz available for underwater target tracking, high-speed bottom tracking and depths up to 900'.
- GPS trail and smart mapping.

Review of Element 12 HV with High CHIRP, Side, Down, and 3D Sonar –

- Single transducer ease of installation is well liked.
- Image quality and resolution is outstanding – 1.2 MHz HyperVision
- On all uses, appeared that auto feature on most of the sonar settings made image optimal without having to adjust.
- Waypoint key and 3 user programmable keys made controls simple, yet slower to go in and out of menu (some operators may want touchscreen option which is not offered on Element).
- Limited networkable capability, made to be a stand-alone unit.
- Price point is a major draw as it is a substantially lower cost than other Raymarine products (Axiom) or other MDF Chartplotters.

Key Port Security Grant Qualifiers -

- Enhanced protection of soft targets and crowded places.
- Enforcement efforts in Port for underwater threat detection.
- Increased domain awareness through a multi-layered and multi-disciplined project with unifies maritime domain awareness, protection of key resources and critical infrastructure, and provide effective security maintenance of a KR/CI underwater area and emergency response to such area when a suspected threat arises.

Procurement Options -

- Agency Budget
- Port Security Grant
- Private Donations

Product Informational Links -

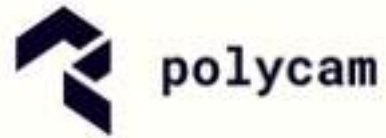
- <https://www.raymarine.com/en-us/our-products/chartplotters/element/element-hv#product-pricing-table>

Scanning and Photogrammetry Software

7. PolyCam 3D Scanning Software App:

Product Description –

PolyCam 3D scanner is a consumer grade software that allows the user to make accurate 3D scans of items large or small with little training or experience with software. The application is very plug and play and allows an investigator to download the app and associated software and begin creating 3D images of vessels and scenes almost immediately. The software is very user friendly, requires very little setup, and is conducive to being used in the field, without the requirement of a controlled environment.



Key Features

- Offers personalized user profiles
- Allows data to be converted to various formats to allow usage with other software.
- Easily creates MP4 fly-arounds to allow scanned data to be shared and viewed.
- Large scans able to be created in less than 30 minutes.
- Extremely accurate on device utilizing a Lidar scanner
- Designed to work with existing cellphones and tablets without the need for the purchase of cost prohibitive equipment.

Hardware requirements

- Works with Android or Apple devices
- Features most effectively utilized when paired with iPhone 12 Pro, iPhone 13 Pro, iPhone 14 Pro, or iPad Pro and when using the integrated Lidar scanner to access the Lidar features within the software.

Cost Breakdown

- Polycam App - \$99.99/Year
- Hardware Cost – iPad Device at approximately \$1,000.00

Product Informational Links:

- <https://apps.apple.com/us/app/polycam-3d-scanner-lidar-360/id1532482376>

Portable Electric Watercraft (PEW) & Mini Watercraft

Overview -

Portable Electric Watercraft (PEW) are rapidly expanding in recreational use due to their portability, low cost, and ease of launch from non-traditional access points. Their growth has outpaced existing regulatory frameworks, creating challenges for states, officers, and public-education efforts.



Background -

PEW devices range from small electric surfboards to high-performance powered boards capable of significant speed. Their ability to launch from beaches, parks, and unmonitored areas reduces officer visibility and complicates enforcement.

States report:

- Inconsistent terminology
- Unclear classification under existing statutes
- Difficulty applying traditional vessel definitions
- Public confusion about equipment and operating requirements
- Potential hazards to operators and the public include collisions, operator ejection, drowning, traumatic injury, lithium battery fires, and reduced visibility to other vessels.



The Committee reviewed state approaches and Coast Guard guidance to identify common enforcement and education needs.

Key Enforcement Considerations -

PEW devices present unique challenges:

- Classification: Determining whether a device meets the definition of a “vessel.”
- Registration: Many devices fall into gray areas based on horsepower, hull design, or performance.
- Operating Zones: PEW users often operate in swim areas, nearshore zones, and congested waterways.
- Safety Equipment: Determining required equipment — especially life jackets — is not always straightforward.
- Stop Procedures: Stopping a PEW safely requires different tactics due to size, speed, and rider position.

Emerging Technology Implications -

PEW technology is evolving faster than current regulations. New models introduce:

- Higher speeds and acceleration
- Larger battery systems and associated fire-risk considerations
- Silent operation, reducing situational awareness for swimmers and boaters
- Increased portability, enabling launch from unmonitored areas

These trends highlight the need for updated definitions, revised training, and new public-education materials.



Training Needs -

Officers require consistent guidance on:

- Identifying PEW devices
- Determining vessel status
- Registration and numbering requirements
- Safe stop and contact procedures
- Required safety equipment
- Documentation and evidence collection
- Communicating PEW rules to the public



Committee Recommendations -

1. Adopt a standardized national definition for Portable Electric Watercraft.
2. Develop a model enforcement guide addressing classification, registration, and equipment requirements.
3. Integrate PEW content into NASBLA training, including stop tactics and safety considerations.
4. Create public-facing education materials to clarify PEW rules and expectations.
5. Monitor emerging technology and update guidance annually.

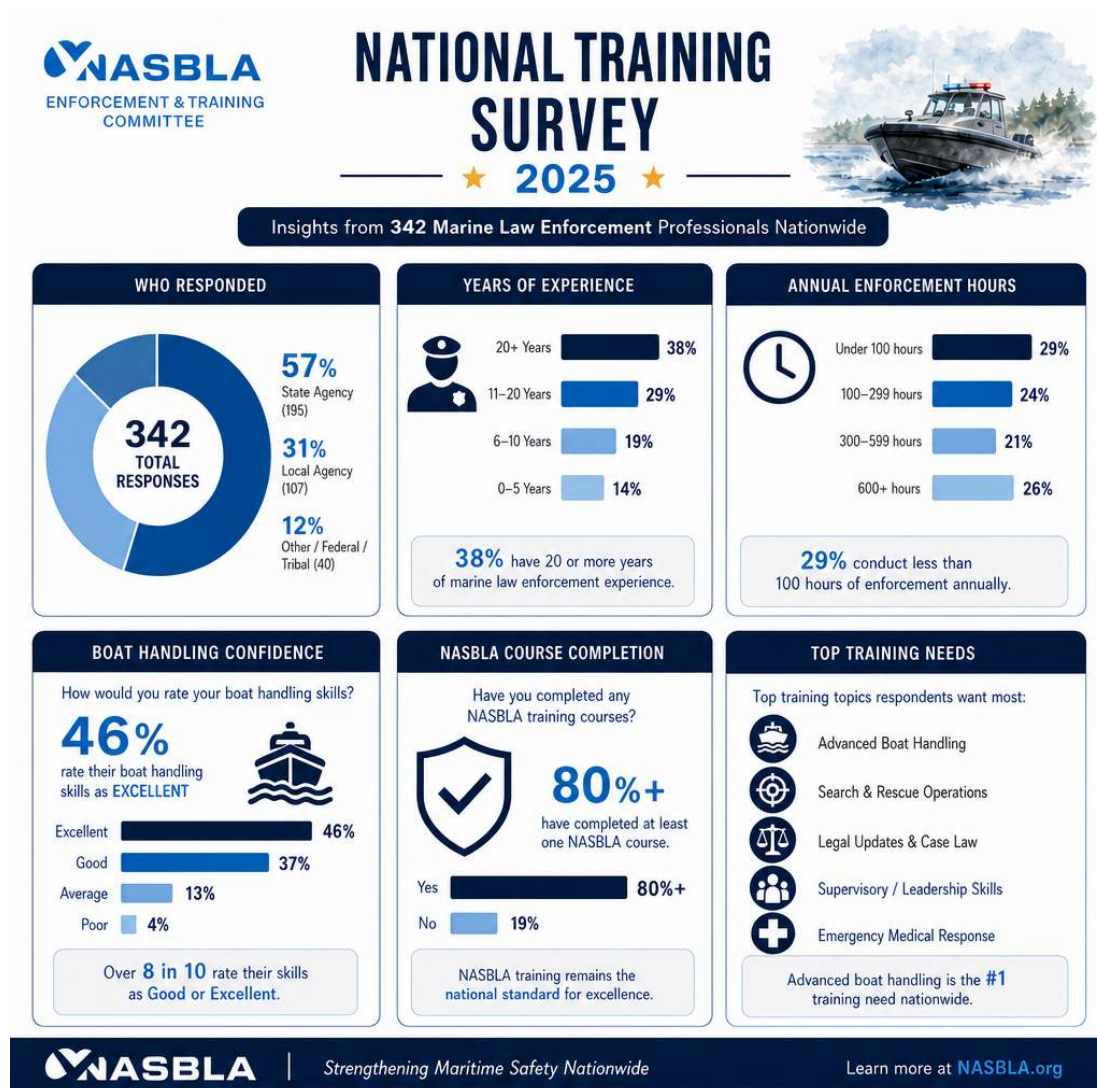
Conclusion -

PEW devices represent a fast-growing segment of recreational boating with distinct enforcement and safety implications. The Committee's work this cycle establishes a foundation for consistent national guidance, improved officer training, and clearer public communication. Continued collaboration with states, manufacturers, and the Coast Guard will be essential as the technology evolves.

Product Information –

- <https://www.youtube.com/watch?v=bPRzW8LNDzA>
- <https://hydroport.ca/products/jetkart>
- <https://www.youtube.com/watch?v=iM8UDJilqME>

Appendix E — National Training Survey



Click on the following link for the PowerPoint presentation

[2026 National Training Survey analysis](#)

Full Link to the 2026 Survey:

https://www.surveymonkey.com/results/SM-c0mrRm5e3_2BmRIgdmPBJDcA_3D_3D/

Appendix F — PSGP Template



Port Security Grant Program (PSGP)

NASBLA Training Grant Application Guidance Manual

Guide to Completing the Investment Justification (IJ-1) and Budget Detail Worksheet (Budget-1)

This guidance manual explains how to properly complete the **Investment Justification (IJ-1)** and **Budget Detail Worksheet (Budget-1)** when applying for funding for NASBLA maritime law enforcement training programs, such as the **NASBLA Tactical Operators Course (TOC)**, through the **Port Security Grant Program (PSGP)**.

The structure and examples contained in this manual reflect a **successful DNREC NASBLA Tactical Operators Course request** and are written to align with the **questions and format found in the FEMA PSGP Excel application worksheets**.

This guide is intended to ensure applications clearly demonstrate that the project:

- Enhances maritime security capabilities
- Supports port infrastructure protection
- Aligns with the Area Maritime Security Plan (AMSP)

- Improves regional maritime response capability
 - Uses federal funding in a cost-effective manner
-

PART 1 – INVESTMENT JUSTIFICATION (IJ-1)

This section identifies the **organization applying for funding and the maritime jurisdiction where the project occurs.**

1. Organization Name

What to Enter

The **legal entity applying for the grant.**

The name must match the name used on the **SF-424 federal grant application form.**

Example

State of Delaware, DNREC

2. State or Territory

What to Enter

The state or territory where the project will occur.

Example

Delaware

3. Type of Organization

What to Enter

2026 Enforcement and Training Committee

Indicate whether the applicant is **Public or Private**.

Most law enforcement agencies and government organizations will select:

Example

Public

4. Classification of Organization

What to Enter

The specific type of entity applying for the grant.

Common classifications include:

- State Agency
- Local Government
- Port Authority
- Tribal Government
- Private Maritime Organization

Example

State Agency

5. Captain of the Port Zone

What to Enter

The **U.S. Coast Guard Captain of the Port (COTP) Zone** where the project occurs.

Example

Delaware Bay

PART 2 – BASIC PROJECT INFORMATION

This section explains **what the project is and why it is needed**.

6. Project Title

What to Enter

A clear and concise title describing the capability being funded.

Example

Continuing Security Zone / Maritime Operations Training – NASBLA Tactical Operators Course

Tips

Include:

- Course name
- Operational capability
- Maritime relevance

7. Project Description (Service / Equipment Summary)

What to Enter

Provide a paragraph describing:

- What training is requested
- Who will deliver the training
- What costs are covered
- How the training supports maritime security

Example

This project will fund a full NASBLA Tactical Operators Course (TOC). Funding includes the NASBLA instructor cadre, lodging, meals, overtime incurred during the course, and operational backfill for officers attending the training. The training strengthens maritime law enforcement capability within the

Captain of the Port Zone and enhances the ability of officers to conduct vessel interdictions, enforce security zones, and respond to maritime security threats.

Tips

Mention:

- NASBLA certification
 - maritime operations capability
 - operational readiness
 - vessel interdiction capability
-

8. Has This Project Been Funded in the Last 3 Years?

What to Enter

Yes or No

Example

No

9. If Yes, When Was It Last Funded?

If the project has not previously been funded:

Example

N/A

10. Which Program Funded the Capability?

Examples include:

- Port Security Grant Program (PSGP)
 - FEMA
 - DHS
-

11. Justification for Funding Again

Only required if the project has been funded previously.

Example

N/A

12. Project Category

Select the category that best represents the project.

Options include:

- Equipment
- Training
- Exercise
- Planning
- Management & Administration

Example

Training

13. New Capability or Sustainment

Select one of the following:

- New Capability
- Maintenance / Sustainment

Most training projects fall under:

Example

Maintenance / Sustainment

14. Cost Share Requirement

The PSGP normally requires a cost share, but security zone training and associated costs are exempt.

Example

Yes (Exempt)

PART 3 – PROJECT COST SECTION

16. Federal Share

Amount requested from PSGP.

Example

\$126,697 – Total cost of the project

17. Cost Share

Applicant contribution.

Example

\$0 – Security zone training including NASBLA BOSAR, TOC, TOC-R, OWS, and P&S

18. Total Project Cost

Federal Share + Cost Share

Example \$126,697

19. Which Plan(s) Applies to Your Organization?

What This Section Is Asking

FEMA requires applicants to identify which **maritime security plans apply to the organization.**

These plans demonstrate that the project supports **recognized maritime security planning frameworks.**

Plans may include:

- Area Maritime Security Plan (AMSP)
- Facility Security Plan (FSP)
- Vessel Security Plan (VSP)

Example Entry

Area Maritime Security Plan (AMSP)

The Delaware Natural Resources Police operate within the **Captain of the Port Delaware Bay Zone** and participate in security operations supporting the Area Maritime Security Plan.

20. State and Local Agencies – Is Your Agency Required to Provide Port Security Services to MTSA Regulated Facilities?

What This Section Is Asking

FEMA wants to determine whether the agency has **responsibility for protecting Maritime Transportation Security Act (MTSA) regulated facilities.**

These facilities typically include:

- commercial ports
- ferry terminals
- cargo terminals
- energy infrastructure

Example Entry

Yes

Delaware Natural Resources Police provide maritime law enforcement services supporting MTSA-regulated infrastructure including the **Port of Wilmington and Cape May–Lewes Ferry system**.

21. If Yes, How Many MTSA Regulated Facilities Is Your Organization Required to Provide Services To?

What This Section Is Asking

Applicants should identify **how many MTSA-regulated facilities fall under their jurisdiction or operational responsibility**.

Example Entry

Multiple facilities within the Captain of the Port Delaware Bay Zone including:

- Port of Wilmington
 - Cape May–Lewes Ferry system
 - associated maritime infrastructure located within Delaware waters.
-

22. Is Your Organization an Active Participant of an Area Maritime Security Committee (AMSC)?

What This Section Is Asking

The Area Maritime Security Committee is the **primary coordination body for port security planning**.

Participation demonstrates that the organization is involved in:

- maritime threat planning
- interagency coordination
- port security exercises

Example Entry

Yes

Delaware Natural Resources Police participate in the **Delaware Bay Area Maritime Security Committee** and coordinate with federal, state, and local partners on maritime security operations and planning.

23. Is This Application on Behalf of Another Entity or Submitted as a Consortium?

What This Section Is Asking

FEMA needs to know whether the application represents:

- a single organization
- a consortium of agencies
- a submission on behalf of another entity

Example Entry

No

This application is submitted on behalf of the Delaware Natural Resources Police.

24. Is the Project Site Owned by Your Organization?

What This Section Is Asking

This question applies primarily to **infrastructure or equipment projects**.

Training projects often select **Not Applicable**.

Example Entry

No

The project involves training rather than physical improvements to an owned facility.

25. Is the Project Site Operated by Your Organization?

What This Section Is Asking

FEMA wants to know whether the agency operates the facility where the project will occur.

For training projects this is often **Not Applicable**.

Example Entry

No

Training will be conducted at a facility capable of providing dock space, classroom instruction areas, and lodging accommodations necessary for the Tactical Operators Course.

26. If the Project Site Is Not Owned or Operated by Your Organization, Explain Your Organization’s Relationship to the Project Site

What This Section Is Asking

Applicants must explain their **operational connection to the training location or facility**.

Example Entry

The physical address listed for the project represents the Delaware Natural Resources Police headquarters, which will coordinate and facilitate the training. The Tactical Operators Course will be conducted at a suitable training location capable of supporting classroom instruction and on-water vessel operations.

27. Is the Project Site a Facility or Vessel Regulated Under the Maritime Transportation Security Act (MTSA)?

What This Section Is Asking

This determines whether the project occurs directly at an MTSA-regulated site.

Example Entry

No

The project supports maritime law enforcement operations within the Captain of the Port Delaware Bay Zone rather than improvements to a specific MTSA-regulated facility.

28. State and Local Agencies – Is Your Agency the Primary Responder to MTSA Regulated Facilities?

What This Section Is Asking

FEMA wants to know whether the agency is a **primary maritime response agency for MTSA facilities**.

Primary responders typically conduct:

- maritime patrol
- security zone enforcement
- emergency response

Example Entry

Yes

The Delaware Natural Resources Police serve as the primary state maritime law enforcement agency responsible for waterborne patrol operations throughout Delaware's waterways. Officers regularly conduct patrols and security zone enforcement operations protecting critical maritime infrastructure within the Captain of the Port Delaware Bay Zone.

PART V – POINT(S) OF CONTACT FOR ORGANIZATION

What This Section Is Asking

This section identifies the **authorized representative responsible for the grant application**.

FEMA uses this information to verify:

- who can legally sign grant agreements
- who FEMA should contact for project coordination
- who is responsible for grant compliance

29. Signatory Authority for Entering into a Grant Agreement

What to Enter

Provide the information for the **individual authorized to legally enter into a federal grant agreement on behalf of the organization.**

Typically, this is:

- Agency Director
- Commissioner
- Chief Financial Officer
- Grant Administrator

Information Required

Provide the following details:

- Name
- Organization
- Address
- Phone Number
- Email Address

Example Entry

Name: John Doe

Organization: Delaware Department of Natural Resources and Environmental Control

Address: 89 Kings Highway, Dover, Delaware

Phone: 302-xxx-xxxx

Email: john.doe@delaware.gov

Signature authority will often be the individual entering the grant in FEMA Go, where authorized representative is often the one writing the grant or their supervisor/superior

PART VI – PHYSICAL LOCATION OF PROJECT

What This Section Is Asking

This section identifies the **physical location where the project activities will occur or where the capability will be used.**

FEMA uses this information to verify the project supports a **designated Port Area and maritime security jurisdiction.**

31/32. Physical Address of the Project Location

What to Enter

Provide the physical address or operational location where the project will occur.

For training projects, this may include:

- Training facility location
 - Operational waterways
 - Port area jurisdiction
-

Example Entry

31. Delaware Bay Port Area

DNREC Marine Operations jurisdiction including Delaware coastal waterways and inland bays.

32. The physical address listed is for NRP HQ, which will facilitate the above training. This training will take place at a later identified acquired facility that provides the dock space, lodging, and classroom setting needed for the above class.

Why This Matters

FEMA reviewers want to confirm the project directly benefits: • *maritime infrastructure*

- *navigable waterways*
- *port security operation*

STATE AND LOCAL AGENCIES ONLY

ROLE IN PROVIDING LAYERED PROTECTION OF MTSA REGULATED ENTITIES

33. Describe Your Organization's Specific Roles, Responsibilities, and Activities in Delivering Layered Protection, and Identify the Facilities to Which Your Agency Provides Security Services

What This Section Is Asking

FEMA reviewers want to understand the **operational role your agency plays in protecting maritime critical infrastructure**.

This section should clearly explain:

- the agency's law enforcement authority on waterways
- patrol and security responsibilities
- involvement in protecting **MTSA regulated facilities**
- how the agency contributes to **layered port security**

Applicants should also identify the **major facilities or infrastructure their agency protects**.

Example Entry

The Delaware Natural Resources Police (NRP) is the State of Delaware's primary maritime law enforcement agency operating under the Department of Natural Resources and Environmental Control. NRP conducts routine waterborne patrols throughout Delaware's navigable waterways and serves as a key component of the layered maritime security structure protecting the Port of Wilmington and surrounding critical maritime infrastructure.

NRP maintains a fleet of 29 patrol vessels ranging from 14 to 38 feet that support law enforcement patrols, search and rescue missions, boating safety enforcement, and homeland security operations. Officers routinely patrol security zones and waterways surrounding high-value maritime infrastructure including the Port of Wilmington and the Cape May–Lewes Ferry system.

NRP operates under a Memorandum of Agreement (MOA) with the United States Coast Guard that authorizes NRP officers to enforce federally established safety and security zones under the authority of the Captain of the Port. These responsibilities include vessel interdiction, security zone enforcement, and maritime threat response. Through these activities, NRP provides a force multiplier supporting federal maritime security operations throughout Sector Delaware Bay.

PART VII – 34. If Your Agency Provides Security Services to MTSR Regulated Facilities, Identify and Describe the Type(s) of Agreement(s) That Require Your Agency to Provide Port Security Services

What This Section Is Asking

FEMA wants to confirm that the agency has **formal agreements requiring it to participate in port security operations**.

Examples include:

- Memorandums of Agreement (MOA)
- Memorandums of Understanding (MOU)
- Mutual aid agreements
- interagency operational agreements

These agreements demonstrate that the applicant plays a **formal role in maritime security operations**.

Example Entry

The Delaware Natural Resources Police maintain several formal agreements with federal and state partners to support maritime security operations.

These agreements include:

- **United States Coast Guard / Delaware NRP Memorandum of Agreement** – This agreement authorizes NRP officers to enforce federally established safety and security zones under the authority of the Captain of the Port within Sector Delaware Bay.

- **Delaware State Police / NRP Intelligence Sharing Agreement** – This agreement facilitates the sharing of intelligence and surveillance capabilities supporting maritime domain awareness.

- **DSP / NRP Communications Memorandum of Understanding** – This agreement establishes dedicated interagency communications channels for coordination during maritime security operations.

These agreements enable NRP to provide a coordinated and layered maritime security capability protecting critical infrastructure within the port area.

PART VIII – ALL AGENCIES / ORGANIZATIONS – IMPORTANT FEATURES

35. Describe Any Operational Issues Important to the Consideration of Your Application

What This Section Is Asking

This question asks the applicant to explain **existing capability gaps or operational challenges** that justify the project.

FEMA wants to know:

- what capabilities are lacking
- why current resources are insufficient
- why the requested investment is necessary

Example Entry

Due to recent personnel hiring and turnover within the agency, a portion of the Marine Operations workforce has not yet received advanced tactical vessel operations training. While many officers have completed NASBLA Tactical Operators Course training in the past, approximately one quarter of currently assigned officers have not yet received this training.

Without advanced tactical vessel training, officers may lack the specialized skills required to safely conduct vessel interdiction operations, enforce security zones, and respond effectively to maritime security threats in high-risk operational environments.

Providing Tactical Operators Course training ensures that all marine officers operate with a standardized set of tactical vessel operation skills necessary for effective maritime security operations.

PART IX -Investment Justification Abstract

36. What Asset(s) or Service(s) Would This Project Investment Fund?

What This Section Is Asking

This question identifies the **specific capability being funded**.

For training projects, FEMA requires:

- course title
- FEMA course code or training identifier

Example Entry

NASBLA Tactical Operators Course
FEMA Course Code: 502292
NTED Course Number: DHS-011-PROT

This course provides advanced tactical vessel operations training designed to prepare maritime law enforcement officers for vessel interdiction, security zone enforcement, and waterborne response operations.

37. Identify Similar Assets That Already Exist

What This Section Is Asking

FEMA wants to know if similar capabilities already exist and whether the new investment **supplements or expands those capabilities.**

Example Entry

Approximately three quarters of the agency's marine patrol officers have previously completed NASBLA Tactical Operators Course training. However, several newly hired officers have not yet completed this course. This project will allow the agency to ensure all marine officers receive standardized tactical vessel operations training.

38. Specify Vulnerabilities Identified in Security Plans That This Project Mitigates

What This Section Is Asking

Applicants must identify vulnerabilities documented in:

- Area Maritime Security Plans (AMSP)
- Facility Security Plans
- Vessel Security Plans
- other risk assessments

Example Entry

The Tactical Operators Course addresses vulnerabilities related to the ability of maritime law enforcement officers to respond effectively to security threats involving vessels approaching critical port infrastructure.

Training enhances officers' ability to operate as members of Waterborne Response Teams (WRTs) and Security Zone Protection Units (SZPUs), enabling rapid identification and interdiction of potential maritime threats near high-value infrastructure such as the Port of Wilmington and the Cape May–Lewes Ferry system.

The training provides officers with the tactical knowledge necessary to respond to waterborne threats, enforce security zones, and protect critical maritime assets.

39. Summarize the Proposed Investment Justification

What This Section Is Asking

!!!!!!Captain of the Port Priorities will change based on year and location!!!!!!

This is one of the **most important narrative sections of the IJ**.

FEMA requires the response to include:

- how the project addresses Captain of the Port priorities
- how the investment improves port resilience
- why additional training is necessary

Example Entry

This project will fund the NASBLA Tactical Operators Course for Delaware Natural Resources Police officers and regional maritime law enforcement partners. The course provides nationally recognized tactical vessel operations training designed to enhance the maritime security capabilities of officers responsible for protecting critical infrastructure within the Captain of the Port Delaware Bay Zone.

Due to recent hiring within the agency, a portion of officers have not yet received Tactical Operators Course certification. This training ensures that all officers possess the necessary tactical vessel handling skills required to conduct vessel interdictions, enforce security zones, and respond effectively to potential maritime threats.

Completion of this training will enhance the ability of NRP officers and partner agencies to protect high-value maritime infrastructure such as the Port of Wilmington and the Cape May–Lewes Ferry system. By maintaining a well-trained maritime law enforcement workforce, the project strengthens the region’s layered maritime security posture and supports the priorities established by the Captain of the Port.

PART X – NATIONAL PRIORITIES

40. Identify One Program Priority This Investment Most Closely Supports

What to Enter

Select the program priority identified in the **PSGP Notice of Funding Opportunity (NOFO)**.

Example

Program Priority 1 – Enhancing Port Security Operations and Maritime Domain Awareness.

41. Describe How This Investment Meets National Priorities

What This Section Is Asking

Explain how the project supports **national homeland security objectives**.

Example Entry

Maintaining a highly trained maritime law enforcement workforce directly supports national efforts to protect soft targets and crowded maritime environments. Officers trained in tactical vessel operations are better prepared to conduct security zone enforcement operations protecting high-value maritime infrastructure such as the Port of Wilmington and the Cape May–Lewes Ferry.

These capabilities are essential during high-profile maritime events, VIP protection missions, and national security operations conducted on Delaware waterways. Continued Tactical Operators Course training ensures officers maintain the skills necessary to conduct these missions safely and effectively.

PART XI – IMPLEMENTATION PLAN

42. Provide a High-Level Timeline of Milestones for Implementation of the Investment

What This Section Is Asking

Provide major milestones for completing the project.

FEMA requires:

- key tasks
- estimated completion dates
- percent of project completion

Example Timeline

Milestone	Date	Percentage
Receive PSGP Award	09/2025	10%
Obtain Updated Quotes / Coordination with NASBLA	02/2026	10%
Schedule Tactical Operators Course	09/2026	30%
Conduct Tactical Operators Course	02/2027	50%

Total Project Completion = 100%

Appendix G— Ser CAPTAIN Project

1. Overview:

The Committee invited NASBLA’s Education Committee representative Brian Rehwinkel to brief members on the Ser CAPTAIN program, originally developed in response to new U.S. Coast Guard life jacket standards — including the introduction of Level 50 devices and updated guidance on inflatable life jackets for children. The Education Committee recognized the need for clear, consistent information that could be shared with the public, with law enforcement officers, and with partner agencies.

As work progressed, the effort expanded beyond the new standards and evolved into a universal decision-support tool for evaluating any life jacket. The goal was to create a simple, memorable process that helps both the public and law enforcement determine whether a life jacket meets federal and state requirements.

The Ser CAPTAIN model begins with the most fundamental question: Is the life jacket serviceable? If a device is torn, has broken buckles, or is otherwise unserviceable, it fails to meet legal requirements regardless of what the label says. From there, the process guides the user through Coast Guard approval information, state-specific rules, and other factors that determine compliance.

The Ser CAPTAIN initiative represents a coordinated effort between the Education Committee and the Enforcement & Training Committee. The Education Committee initiated the project in response to new U.S. Coast Guard life jacket standards and the need for clear, consistent public messaging. As the model evolved into a universal decision-support tool, the Enforcement Committee was engaged to ensure the final product would be practical, field-ready, and usable by Marine Law Enforcement Officers during vessel stops and investigations.

For most officers, the evaluation will be primarily visual and quick.

Brian requested feedback on how this tool should be delivered in the field. Options include:

- A pocket-sized reference card
- A ticket-book insert
- A small multi-card set

What the Ser CAPTAIN Model Provides

- **A universal decision pathway for evaluating any life jacket**
- **A clear starting point: serviceability before label or approval checks**
- **A structured process for reviewing Coast Guard approval information**
- **Integration of state-specific requirements into the compliance check**
- **A tool officers can use quickly during routine vessel stops**
- **A deeper decision tree available for investigations or complex cases**
- **A consistent message for public education, outreach, and enforcement**
- **A flexible format adaptable to pocket cards, ticket-book inserts, or digital reference tools**

2. Sample Level 50 Flyer:

**ADVENTURE READY.
BUILT TO MOVE.**



WHAT THE LEVEL 50 DEVICE IS

- The Level 50 Device is a buoyancy aid designed for active, capable swimmers
- It provides buoyancy while allowing full range of motion for paddling, swimming, boarding, and moving in the water
- This is not passive safety gear
- Performance and freedom come with shared responsibility
- May require action by the wearer to keep the head above the water



**WHAT TO KNOW BEFORE
YOU WEAR IT**

The Level 50 Buoyancy Aids

- Are designed for people who expect to move in the water
- Prioritize mobility over automatic flotation