



***Education and Outreach Committee Final Report:
2020 - 2021 Committee Charges, Membership, and Next Cycle Recommendations***

Date: August 18, 2021

Stacey Brown (VA), Chair

MariAnn McKenzie (OR), Vice Chair

NASBLA Education & Outreach Committee Charter

Education and Outreach Vision Statement 2019-2022

The Education and Outreach Committee will provide guidance, support, and expertise to advance boating safety and develop national education and outreach program recommendations.

Program recommendations will:

- Advance the strategic plans of the National Recreational Boating Safety Program and NASBLA;*
- Incorporate best practices and current research;*
- Support the implementation of national standards for boating education;*
- Identify effective innovations in education and outreach;*
- Develop communication strategies using targeted marketing and educational tactics; and*
- Connect the public, member organizations and stakeholders with the products of the committee and others.*

Education & Outreach Committee members are assembled into project teams, taking the lead on specific, assigned charges and monitoring activities.

2020 - 2021 Committee Leadership:

Name	Position	State/ Agency	Email	Phone
Stacey Brown	CHAIR	VA	stacey.brown@dwr.virginia.gov	804-367-2427
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Mark Chanski	Staff	NASBLA	mark.chanski@nasbla.org	859-225-9487 Ext: 7372

Ongoing Projects and Programs

The following projects fall outside the committee charge team process but remains an integral part of the Committee work for 2021-2022:

1) Seal of Safe Boating Practices

Three individuals and one alternate will be identified, by NASBLA, as the review team for projects submitted as needed.

2) International Boating & Water Safety Summit (IBWSS) input

The National Safe Boating Council sought input from the Education Committee Leadership to identify presentations of interest to Education Coordinators. Committee leadership (Brown, McKenzie, Rehwinkel, Spice, and Woods) provided extensive input into the development of the 2019 IBWSS agenda. The process was deemed to be highly successful and will be continued.

4) BEAP (Boating Education Advisory Panel)

Formed in 1980, efforts were launched by Committee leadership to re-imagine BEAP to meet the needs of current and future Education Coordinators. Vice-Chair MariAnn McKenzie spearheaded an effort to reformat meetings to allow states to provide information on their state programs in a similar format. This allowed states who could not attend the in-person BEAP meeting to share their successes with coordinators from across the country if they were not present. BEAP continues to utilize the BEAP forum in the NASBLA Connect Community to share information and ask questions among other state coordinators.

5) NASBLA Test Questions

The Committee will continue to gather test questions to add to the test question pool if/when needed.

6) Knowledge Management

The Committee will continue to work with NASBLA Staff to update and make recommendations for the upkeep and improvement of NASBLA's iDashboards and website.

7) New Life Jacket Labeling

An advisory committee representing the state boating education community will be part of the collaborative effort between NASBLA and the Life Jacket Association to create the grant-funded Life Jacket Informational website. A Committee Lead will represent the Steering Committee at developmental meetings, update Steering Committee, and call upon the members when their input is necessary.

Marketing and Outreach Subcommittee

Brian Rehwinkel (FL), Chair

*The **Marketing and Outreach Subcommittee** will coordinate with the states, U.S. Coast Guard, National Safe Boating Council, and other stakeholders to develop marketing and outreach materials in support of the NASBLA and RBS Strategic Plans, identifying, recommending, and implementing all available means to advance boating safety awareness and initiatives.*

Proposed E&O_M&O_2020-1: Advance National Campaigns: (Carryover Charge)

Revise focus of the Spring Aboard initiative with charge team support. Develop relationships with conservation/outdoor groups to provide and cross promote boating safety messages, content, and resources. Develop a method(s) to effectively provide these resources and messaging to a diverse (ex., entry level, non-motorized, demographically) boating community for a better boating experience. Continue to promote the participation of states and stakeholders in the NSBC's North American Safe Boating Campaign.

(NASBLA: 1.1, 1.4, 1.5, 2.1, 2.2, 2.3, 2.6) (RBS: Initiative 1: CoA 1, CoA 2, CoA 3, Initiative 3

Needs Statement: Knowledge and awareness of safe boating practices is the first step of being a safe boater. The recreational boating community is becoming more demographically diverse. The sooner boaters are exposed safe boating practices, the better the chance they will follow them. Safe Boating Campaigns are vital to continue the messaging that urges boaters to wear life jackets and follow safe practices. Even in states which require education, large segments of the boating population (such as users of non-motorized boats and vessel occupants) are not required to take a course and may not receive life-saving information.

Measure of Effectiveness: Develop a relationship with at least one conservation/outdoor group to provide boating safety messages, content, and resources. Cross-promote quality resources from others in the recreational boating community.

Action Items :

- Establish a line of communication and rapport with conservation/outdoor groups to determine how NASBLA can work with the organization to enhance boating safety

- Develop a relationship with at least one conservation/outdoor group to provide boating safety messages, content, and resources.
- Continue this Charge with the joint participation of the Paddlesports Committee.
- Continue to cultivate a line of communication and rapport with Absolute Outdoor and their guests. (Distributors and retailers of their products)

Final Report:

Despite this, Charge Team's best attempts to establish a rapport with conservation/outdoor groups to enhance boating safety their efforts floundered. Members made many attempts to contact conservation/outdoor groups/retailers with no success.

The Charge Team invited Stephanie Hussey from the Recreational Boating & Fishing Foundation and Jim Emmons from the Water Sports Foundation to a Charge meeting. Stephanie and Jim gave brief descriptions of their organizations, how they work, discussed ways this Committee can work with them and various organizations to promote boating safety.

As a result of this Charge meeting, Jim arranged a meeting with senior management of Absolute Outdoor. Absolute Outdoor is a prominent manufacture of life jackets. For logistical purposes, this exploratory meeting was limited to Absolute Outdoor and Education Committee Leadership. Although the discussion that took place did not align precisely with the Charge's action items, it did establish a line of communication and rapport with a major life jacket manufacturer. Absolute Outdoor is willing to help NASBLA work with major retailers to enhance boating safety messaging across the nation. It is important to note that the topics of discussion trended organically towards paddlesports. The meeting was productive and showed signs that there are benefits for all the stakeholders.

Because of the heavy focus on paddlesports during the meeting, the Education Committee feels that it is essential to invite the Paddlesports Committee to participate in future discussions with Absolute Outdoor representatives and their guests.

The Education Committee Leadership and Charge Team conducted several meetings with their counterparts in the Paddlesports Committee. However, the company and retail training meetings that Absolute Outdoor, Jim Emmons, and Education Committee Leadership had discussed and hoped would create better working relationships never materialized because of the ongoing pandemic. Because these meetings did not take place, the Charge was unable to meet its goals.

Recommendation for 2021-2022:

It is recommended that this Charge be allowed to expire. Despite everyone's best effort to bring benefits to the Education Committee, this Charge has not met its expectations. Many attempts to continue this Charge have been made in an effort to meet those expectations to no avail.

The Education Committee's opinion is that with limited member participation, the Committee must place its focus on Charges with more immediate needs. However, should similar opportunities arise in the future, the Education Committee Leadership will determine the best course of action and make a recommendation to the Executive Board.

E&O_M&O_2019-1: Charge Leader: Chelsea Hofmeier

Policy and Best Practices

Melissa Miranda (CA), Subcommittee Chair

The Education Policy & Best Practices Subcommittee will focus on methods to provide for professional development while advancing awareness, understanding, and uniformity of boating education programs based on national standards and best practices.

E&O P&BP 2020-2: Reciprocity & National Data Base: (Carryover/Combined Charge)

The previous Reciprocity and National Data Base charges will be combined so that an efficient method to update/revise needed data, maps, and illustrations regarding reciprocity and mandatory education can be established. Work in partnership with Boating Safety Dashboard illustrative tool to build interactive reciprocity dashboards for posting. Include links to state-issued cards/certificates. (NASBLA: 2.2, 2.3, 2.4, 5.1, 5.2) (RBS: Initiative 1: CoA 3, Initiative 3: CoA 8, CoA 9)

Needs Statement: It is desired that a boating card from a state-authorized, NASBLA-approved boating course can be used by a boater of legal age to operate when visiting another state. Many states do not issue cards for state-authorized boater education courses. This sometimes presents challenges for boaters traveling to states which require the boater carry a state-issued (or state-authorized) boater education card while operating a boat. Many state-authorized course providers issue certificates directly to students and do not submit names of certificate holders to the state for entry into a state database. States without a mandatory education requirement may not keep a database of boaters who have completed an approved course. A central repository of people who have passed a boater education course for law enforcement access will enhance reciprocity between states.

Measure of Effectiveness: The number of states which accept or recognize NASBLA approved boater education cards for visiting adult boaters.

Action Items:

- Determine a more accurate term than "reciprocity" to describe the current ability of a person to participate in boating activities in multiple states legally. The continued use of an inaccurate term may negatively impact future attempts to create reciprocal boating courses and agreements in the true sense of the word (i.e., the recognized definition used by the legal community). Some terms that may be appropriate by definition: mutual accepted, mutual exchange, mutuality, corresponding, or analogous.
- Determine the age of operators that have the least number of vessel operating restrictions across the country. This would determine the least common denominator amongst the state boating rules. (This may be the age of "adult boater" or other term used to describe a boater you can boat in multiple states without needing to meet additional education requirements).

For example, an informal survey of three states was conducted. They were asked, "What is the legal age a person can operate a "boat" by themselves with no other form of supervision? The responses were no age restriction, 12 and 16 years old. In this survey, the age of the boater with the least number of operating restrictions would be 16 years old. Therefore, a "mutuality" map of these three states would show all green states. It could be captioned with, "This map indicates where a non-resident person 16 years old or more holding a valid boating certificate issued in their home state can boat legally while visiting another state without further requirements."

- Add state contact and informational website addresses to Boating Education Requirements by State dashboard for public use.
- Continue to collect state boaters' cards to complete the dashboard map.
- Identify and separate boaters' cards that do not have a NASBLA logo.

Final Report:

The Charge Team developed, implemented, and analyzed a survey to accomplish their action items. The Charge Team completed the action items successfully. Highlights of the Charges work include;

1. The Charge determined the term "reciprocity" to describe the current ability of a person to participate in boating activities in multiple states legally is what states prefer.
2. The minimum nationwide age that a person can operate a boat as a short-term boater outside their home state provided they have completed NASBLA approved education is 16 years old.

The entire Charge report is included in Appendix 1 at the end of this report.

Recommendation for 2021 - 2022:

The Charge Team has completed its assigned action items and does not need to continue. However, the Education Committee Leadership recognizes there will be a need to call upon Committee members to maintain and update NASBLA dashboards. When the need arises, Committee Leadership will ask volunteers to perform specific tasks.

E&O_P&BP_2020-2: Charge Leaders: Mary Carrier (TX) and Jerry Desmond (CT)

E&O P&BP 2020-3: New State Coordinator Orientation: (Carryover Charge)

Deliver orientation/training in combination with BEAP. In addition, conduct a national webinar-based orientation/training for farther reach. Update the Reference Guide of education program professionals and links for needed materials and contacts. Develop and implement a mentor program/Identify volunteers for the program and create mentor guidelines. (NASBLA: 2.6, 4.1, 5.1) (RBS: Initiative 1: CoA 3)

Needs Statement: State Boating Education Coordinators play a vital role in advancing the RBS program, often serving as the face of boating safety for volunteers, instructors, and local partners. When a new coordinator is hired, it is imperative to bring them up to speed as soon as possible to continue to move the program forward at the state and national levels.

Measure of Effectiveness: Total number of state coordinators who have completed training.

Action Items:

- Continue to provide monthly virtual watercooler calls to share experiences, ideas, or issues.
- Provide information to new state education coordinators as needed (existing materials – PowerPoint and webinar).
- Evaluate the use of the BEAP community on Connect to ensure this is the best method to share information and is meeting the need to share information.
- Promote CRBP. Ensure that everyone is aware of the program and is aware of the process to obtain the CRBP Certification
- Consider changing the title and direction of Charge to benefit not just a very limited number of people but all State Boating Education Coordinators any associated staff. (This will raise the significance of this Charge and show an increased benefit.

Final Report:

Charge members determined that the 2020 pandemic has forever changed the way people meet and interact. In-person meetings and conferences have transformed into virtual events. While these virtual meetings are necessary and provide the means for the formal transition of vital information, they lack the ability for the "social exchange" of ideas and information. To overcome this obstacle and continue with this Charge's objectives, the Charge Team held regularly scheduled "water cooler talks."

There have been five "water cooler" meetings to date. The number of people attending these meetings has fluctuated. However, the discussions have attracted new attendees as well as regularly participating Committee members.

The water cooler meetings are successful and working as intended. These meetings enable the boating education community from across the nation to gather, share concerns, exchange thoughts and ideas in a convenient format. Additionally, the water cooler meetings are a cost-effective method to engage stakeholders and create working relationships.

Recommendations for 2021 - 2022:

Continue to host monthly virtual "water cooler" talks where education coordinators can meet to discuss relevant topics. The format will remain semi-formal, similar to previous BEAP meetings. Members of the New Coordinator Charge will use virtual meeting best practices to facilitate the meetings so the organic flow of sharing information will take place and still allow anyone who wishes to speak.

Although the New Coordinator Charge Team understands these meetings may not replace the nuances of in-person meetings, we are confident that they will allow us to meet our goals and look forward to more interaction with all of the stakeholders in the boating education community.

Action Items:

- Continue holding monthly water cooler talks as described above.

Program Administration Subcommittee Betsy Woods (TN), Subcommittee Chair

The Program Administration Subcommittee will support the implementation and advancement of the national boating education standards by performing technical reviews of NASBLA Administrative policies, including a comprehensive overhaul, as needed, of NASBLA test questions and Standard 8 – State-Specific content. The subcommittee will provide a forum for course provider input to advise NASBLA of emerging issues regarding the ongoing implementation of the standards.

E&O PA 2020-1: NASBLA Education Policy Sections: (Carryover Charge)

Advise on course submissions to determine compliance with NASBLA Policy Section. Provide training to state reviewers of traditional courses to ensure consistent and timely review of state-specific requirements. Form an oversight group to randomly engage in online courses that have chosen the interactive option to see if the levels of interactivity comply with the NASBLA Policy Section. Support the submission of a USCG grant application to measure student outcome differences between interactive and traditional knowledge courses.

(NASBLA: 2.1, 2.2: 2.3, 2.4, 2.5) (RBS: Initiative 1: CoA 1, CoA 2, CoA 3)

Needs Statement: Course Provider compliance with the interactivity of 50% needs to be randomly assessed to ensure that the course conforms to the transition away from timers and will allow students to progress as they demonstrate mastery of academic content regardless of time, place, or pace of learning.

Measure of Effectiveness: The result from the random conformity assessment will show if the levels of interactivity are in compliance. Test scores from online courses with at least 50% of interactivity compared with scores of timed courses will be another way to gauge the effectiveness of "students" performance in online courses.

Action Items :

- Recommendations will also include the development of a library of acceptable references sources course developers can use to ensure the accuracy of information, proper grammar, and acceptable graphics. This will help ensure the fair and unbiased approvals and/or verification of courses. Examples of acceptable references may include Chapman Piloting & Seamanship, AP Stylebook, electronic editing programs such as Grammarly, and Americans with Disabilities Act (ADA) Web Accessibility Standards (WAS).
- Improve the scoring/review process of traditional courses by providing training to state reviewers on steps to complete when a course is submitted to them for state review.
- Establish a "best practice" time frame for required state review.

Final Report:

Due to the proposed changes to the current National Boating Education Standard (ANSI/NASBLA 103-2016: Basic Boating Knowledge-Power), it is of utmost importance that the NASBLA Policy for Basic Boating Education Course Approval is updated to reflect the proposed changes. This revision of the Policy and Procedures for boating certification course approvals is this Charge's highest priority. Senior Committee Leadership has been meeting weekly during this committee cycle to draft new Policies and Procedures for boating certification course approvals.

This core group is in the process of finalizing the first draft of this new document. Once completed, the document will be presented to the full Education Committee before NASBLA's Annual Conference, and a presentation will take place at the Conference for all boating education stakeholders. The Education Committee Leadership will seek greater input from the entire Education Committee and all stakeholders before presenting the final version to the Executive Board for their review and approval.

Recommendation for 2021 - 2022:

NASBLA Boating Course Approvals is one of NASBLA's core functions. The NASBLA Boating Course Approval process is vital to the nation's boating education and certification programs. It is imperative that this Charge continues and works towards fully implementing the new Policy and Procedures for NASBLA Course Approval. This Charge should continue to perform its vital function.

Action Items:

- Create permanent guidelines for the use of virtual classroom technology to deliver boating certification classes to the public.
- Continue work on the previously assigned action items, as some of them will be addressed in the Policy and Procedures revision.
- Review, amend and adopt the new NASBLA Policy for Basic Boating Education Course Approval and submit the Education Committee's final draft to NASBLA's Executive Board for final approval and adoption as quickly as possible.
- If time allows, consider revising the justification, needs statement, and measure of effectiveness statements for this Charge to align better with the entire function and needs of this Committee.

E&O_PA_2020-1: Charge Leader: Betsy Woods (TN)

E&O PA 2020-3: (NEW Charge) Recommendations for development of a US/North American Certificate of Competency similar or equivalent to the International Code of Competence (ICC)

Europe has established a system that allows boaters from various nations to boat in other nations after receiving an ICC in their home country. A previous NASBLA Committee has looked into the possibility of moving forward with an ICC style of boating course and certificate and determined that an ICC style course was not feasible because of substantial differences in educational requirements between Europe and the US.

Since that original committee work, there have been significant advancements in boating education and on-water training in the US with the development of National On-Water Standards that promote hands-on, on-water boating education. NASBLA has continued to improve the knowledge-based classroom and internet-based education standards. There are now enough established educational standards that can be combined to propel boating education forward to the next level in the US.

(NASBLA 2.1, 2.2, 2.4, 2.6, 5.2)

Needs Statement: Establish a standard for a boating course that combines already established nationally recognized knowledge and outcome performance-based standards that will significantly enhance boating safety in the US. Encourage and promote the boating public to take outcome-based on-water boating courses that meet the knowledge-based standards and be recognized by states as meeting their boating education requirements. Possible benefits include:

- Movement toward true reciprocal agreements between states similar to the drivers compact that states utilize to extend driving privileges to out of state residents.
- Reduce barriers to boaters wishing to operate vessels other than boats (PWC or other vessels with stringent boating education requirements).
- Promote and encourage the public to take a hands-on water-based boating education course.
- Aligns with the USCG and NASBLA Strategic plans to make boating more accessible and safer for more people.
- May encourage insurance companies to offer discounts/incentives to boaters for taking advanced boating courses, which would increase boating across the nation.
- Make boating more accessible to the US boating population by reducing barriers when boating in a foreign country.
 - At the NASBLA Annual Conference in AK, Freedom Boat Club announced an expansion plan into European countries. If one company is doing this, other companies will follow soon. This would create a demand for an ICC acceptable style of boating courses in the US.

Measure of Effectiveness: Improved boater education and reciprocity between states.

Action Items:

- Determine what the ICC Standards are.
- Match ICC Standards with existing applicable standards in the U.S. and identify / document gaps.
- Draft suggested language for ESP for the development of an American National Standard as an American equivalent of the ICC. This could be known as the American Certificate of Competence (ACC).

Final Report:

Quite a bit of preliminary work was accomplished on this Charge. However, given the limited availability of volunteers on this Charge, the Charge Team makes the following recommendations.

The COVID pandemic inadvertently boosted participation in recreational boating activities to unexpectedly high levels. Unfortunately, boating inexperience may be a contributing reason for a 26.3% increase in the number of accidents, a 25.1% increase in the number of deaths, and the number of injuries increased 24.7% compared to the 2019 boating accident statistics.

Boating education is a recognized tool that effectively reduces boating incidents. Until NASBLA developed a set of guidelines, states created boating courses on their own. Although these boating courses were good, the course content varied across the nation.

After NASBLA created guidelines, many states adopted them, and these guidelines evolved into the ANSI/NASBLA 103-2016: Basic Boating Knowledge - Power - American National Standard. Using these standards, NASBLA created Policies and Procedures that ensure a boating course presents the required content. The combination of standard boating course content and NASBLA review created the NASBLA Approved Course. The NASBLA Approved Course has become a place states can point to when creating boating education requirements in their state. Many states have created rules that require their boating education to meet the Boating Knowledge - Power - American National Standard or be a NASBLA Approved Course.

States have enacted laws that require residents and allow an out-of-state boater that possesses proof of completing a boating course or state-issued boating certificate meeting the requirements of NASBLA Approved Course to operate a vessel in their state. In doing so, this created a system of loose reciprocal agreements between states that have improved boating access and safety across the nation.

Because the NASABLA Approved Course is the only education model currently available, mass boating education has become stagnant in the United States. Therefore, this statement cannot nor should it be considered derogatory in any manner. Simply put, states and other organizations do not have anything to reference better than the current NASBLA Approved Course model.

Until recently, there has not been any method available to advance the boating education needle. However, the U.S. Coast Guard provided funding to develop on-water skills-based standards. The National On-Water Standards (NOWS) are the basic skill equivalent of the ANSI/NASBLA 103-2016: Basic Boating Knowledge – Power standard. Combining the knowledge and hands-on skill-based

standards is the logical progression and evolution of boating education in the United States. A combination of knowledge and on-the-water boating education is a method that will certainly help the new boater that has no on-water experience and offer a better boating education model.

Although the NOWS is a critical component of advancing boating education when they were released over five years ago, there were missing components, and the standard remains underutilized. In the time since the COVID-19 pandemic changed the world and dramatically changed the boating demographic. The number of people purchasing boats exploded, and many were first-time boat owners with little or no experience. Traditionally for many people, practical hands-on boating knowledge has been passed on by experienced family members and friends. However, the number of experienced boaters has dwindled because of past economic downturns, and there is a lack of generational knowledge transfer.

NASBLA is uniquely positioned to create a new Advanced Boating Certificate that will immediately benefit the boater and give states a better boating education model to point to when making boating rules in their state. This Advanced Boating Certificate can be created by utilizing existing standards, technology, and vendor systems with minimal investment.

NASBLA can easily create an "Advanced Inland Boating Certificate" by combining existing NASBLA Approved knowledge-based and Verified Mark skills-based courses. NASBLA would or could also receive permission from the states to issue the "Advanced Inland Boating Certificate" on their behalf and contract with a vendor to achieve this goal. The vendor could provide law enforcement and the public 24-hour /365-day service. Services would include verifying boating certificates for law enforcement agencies and general assistance to the public for missing or replacement boating certificates.

Benefits of an Advanced Boating Certificate;

- On-the-water training for the boating public.
- Provide an improved boating education model for the state to look to when making new boating laws (build it, they will come).
- NO or little disruption of existing state boating laws and continued ability for a state to issue boating certificates. (The Advanced Boating Certificate includes existing NASBLA Approved Courses).
- States would be ensured that a boater holding an Advanced Boating Certificate have received more advanced (specific hands-on) boating education than a person holding knowledge only based education (resident or visitor).
- Provide a certificate that positively identifies the recipient by adding a photo of the recipient.
- Potential improvement of state boating reciprocal agreements by ensuring the holder of an Advanced Boating Certificate has received hands-on training.
- Create a national database of boaters who have advanced boating education.
- Possible insurance discounts to boat owners (NASBLA should solicit these to improve the adaptation of the Advanced Boating Certificate).
- Potential adoption (or requirement) by the boat sharing and boat livery (rental) businesses.
- Potential benefit to boaters when renting or chartering vessels in foreign countries.

- An Advanced Boating Certificate created and managed by NASBLA could be a cost-effective benefit to states that issue boating certificates and would accept an Advanced Boating Certificate as meeting their Boating Certificate Requirements.
- The Advanced Boating Certificate would be the entry-level combination of hands-on and knowledge education. More advanced certificates could be awarded by adding navigation, VHF, and trip planning courses for those venturing offshore or on larger boats.
- It could be a potential revenue source for NASBLA.

As proposed, the Advanced Boating Certificate would use already existing standards that are widely accepted. The Advanced Boating Certificate can be implemented immediately with little effort. This Certificate would provide enhanced boating education for boaters using "inland" waters. (Most lakes, rivers, and streams)

An Advanced Boating "Offshore" Certificate could be established by deciding the parameters that cover the education of VHF radio operation, radar operation, and navigation. Criteria for VHF radio operation, radar operation, and navigation exist. However, they are not as well established as those proposed for the Advanced Boating Certificate and could not be immediately implemented. Any person holding an Advanced Boating Certificate would be eligible for an upgrade when they complete the approved VHF radio operation, radar operation, and navigation courses.

Recommendation for 2021 - 2022:

This Charge should continue on its path to create an Advanced Boating Certificate. With so many new people with little or no boating experience taking to the water, the climate is suitable to offer an Advanced Boating Certificate. This is an opportunity that should not be missed.

Action Items:

- Create an Advanced Boating Certificate.
- Work with NASBLA Staff to design and create a method to issue Advanced Boating Certificate.
- Develop the necessary requirements and guidelines to issue Advanced Boating Certificates.
- Develop a method that would allow boaters to obtain an Advanced Boating Certificate by providing proof of proper knowledge and on-water training. (i.e., Proof of completing a NASBLA Approved Course and a NOWS Verified Course of USCG Captains Licence.)
- Identify course providers that can meet all the requirements and guidelines to issue Advanced Boating Certificates. Develop procedures that would allow these organizations the ability to offer their customers an Advanced Boating Certificate.
- Identify course providers that can not offer on-water boating education and those that do not provide NASBLA Approved Courses. Encourage these organizations to form partnerships (or affiliations) that would meet all the requirements and guidelines to issue Advanced Boating Certificate when combined. Develop procedures that would allow these organizations the ability to offer their customers an Advanced Boating Certificate.
- Initiate issuing Advanced Boating Certificates

E&O_PA_2020-3: Charge Leader: Amanda Perez

Seal of Safe Boating Practices

It is also important to note that Education Committee received an application for the Seal of Safe Boating Practices from Las Vegas Boat Harbor/Lake Mead Marina. The Las Vegas Boat Harbor/Lake Mead Marina submitted a video and requested NASBLA issue them the Seal of Safe Boating Practices.

A review team was assemble consisting of national and local Education Committee members. After members reviewed and scored the video individually, the entire team gathered to discuss the results.

The team concluded that although the Las Vegas Boat Harbor/Lake Mead Marina made an informative video that promoted the safe operation of personal watercraft, it did not meet the rigorous requirements of the Seal of Safe Boating Practices.

The team will notify the Las Vegas Boat Harbor/Lake Mead Marina of its findings, give them a detailed report of the deficiencies and offer them suggestions should they decide to modify the existing video or produce a new one.

2021 – 2022 Proposed Education Committee Agenda & Action Plan

Due to the lack of state volunteers to serve on the Education Committee and lack of participation, the Education Committee would like to make some changes to the Committee's structure.

Committee Leadership would like to eliminate the division of the Committee into sub-committees and have all charges under the Education Committee. With such low levels of participation, Committee Leadership feels that the division of the Committee is not productive and can be confusing. Therefore, instead of dividing the Committee for the 2021 – 2022 Committee cycle, the Leadership proposes assigning a Chair, Vise-chair, and Charge Leaders.

The Committee Leadership recommends that the 2021 – 2022 Committee cycle be limited to four Charges. These Charges represent work that must be accomplished, offer the most significant benefit to boating educators, and advance boating education in the United States.

Leadership recommends work continue on three existing charges as described earlier in this report and one new one. The existing charges are,

- New State Coordinator Orientation Charge
- NASBLA Education Policy Sections Charge
- North American Certificate of Competency Charge

The following is the recommended new charge for 2021 - 2022

(New Charge) RBS Boating Safety Instructor Credentialing

To ensure a consistent approach and delivery of Boating Education Programs, the NASBLA Boating Education Instructor Credentialing Program will be designed to meet the specific needs of the member agencies and our partners for the delivery of Boating Education.

This Boating Education credentialing program includes selection, credentialing, and retention phases for NASBLA credentialed instructors as well as an emphasis on training and professional development opportunities. Evaluations and assessments will be conducted on a regular basis to ensure that the minimum standards for credentialing are being sustained.

(NASBLA: 3.1, 3.3)

Needs Statement: Effective training of boating education is essential to NASBLA's goal to establish, coordinate and maintain the availability of a high quality instructor cadre across multiple course curricula. Instructor credentialing is an essential process to ensure consistent, high quality delivery of boating education courses in order to provide maximum benefit to the personnel who receive the training and the agencies they represent.

Measure of Effectiveness: The successful development and implementation of an RBS Boating Safety Instructor Credentialing program.

Action Items:

- Develop eligibility criteria.
- Develop RBS Boating Safety Instructor Credentialing course criteria.
- Develop evaluation and assessment methods.
- Develop methods to implement the program.
- Develop an Instructor Trainer program and method.
- Determine fee structure if necessary.
- Initiate national RBS Boating Safety Instructor Credentialing

Appendix 1

Reciprocity & National Database Charge Report

February 16, 2021

Charge Team Advisor, Susan Stocker (IA) BLA

Education and Outreach Committee Chair, Stacey Brown

Charge Team Members

Mary Carrier - lead

Jerry Desmond -lead

Joe McCullough

Melissa Miranda

The Reciprocity and National Database charges have merged and are being led by Jerry Desmond and Mary Carrier. The new charge is focused on identifying opportunities and understanding the restrictions that provide for nationwide boaters to visit other states and enjoy cross-state boating adventures. In addition, the charge will also identify and explore the possibilities of establishing a centralized boating card and database that will provide recognition of educated boaters, that results in opportunities and benefits from having taking steps to become properly educated through NASBLA approved training.

The Reciprocity and National Database team has identified action items to be worked on that will propel the charge toward obtaining the goals described above. The action items described below have been worked on by the team.

1. Exam the word “Reciprocity” and decide whether it is appropriate, considering that many of the charge’s initiatives speak more on identifying restrictions and or opportunities that govern boater’s ability to visit other states and boat, rather than promote change of states laws and regulations addressing reciprocity.
2. Identify a minimum age nationwide, through state boating research, which a boater must be to go to another state and be able to operate and boat as a short-term visiting boater.
3. Identify states that have yet to submit a picture of their state boaters’ card that can be applied to the dashboard national maps at the NASBLA website, where boaters can click on a state and see boating information of that state.

4. Identify those states that have boating cards that issued after students satisfy NASBLA approved education, but fail to display the NASBLA approved logo.
5. Continue discussions on how to maintain future information for our dashboards and maps as specifics change state to state.
6. Forward all newly obtained pictures of states boating cards and updated cards with the NASBLA logo to those that can update the dashboard maps with this new information.

Decisions and Progress of action items after consideration by the Reciprocity and National Database committee members and leadership

3. After consideration, it was decided that we would continue with the use of the word “Reciprocity”. Although the name may not fully describe all of the results of the committee’s initiatives, the name is recognizable as one that speaks of interstate opportunities.
4. The age of 16 was identified as the minimum age nationwide that a boater could go to another state and boat as a short-term boater, providing they have had completed NASBLA approved education. The committee is currently working on identifying which dashboard map and or other locations that this information should be displayed.
5. Several pictures of state issued boating cards that were newly obtained have been forwarded to NASBLA for application to the appropriate dashboard maps. They include Virginia, Alabama, Louisiana, and Maine. Three territories have not yet turned a picture of their cards. Puerto Rico did send a picture of their card.
6. Discussions with NASBLA are ongoing on how to make the updates for dashboard maps more fluent. This may include widening the team of people who would be able to update maps.
7. Discussions are ongoing on how to create a national boating card through NASBLA. Although there are many hurdles and challenges in trying to make a card that would be recognized by each state as an operating privilege, issuing a card that would simply recognize a boaters success for completing certain approved education is possible. Those that do so could be eligible for benefits or opportunities by having the card.

Respectfully,

Jerry Desmond/ Mary Carrier