

## 2016-2017 Enforcement & Training Committee Charges



### 2017 Committee Leadership and Staff:

Name	Position	Agency	Email	Phone
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### 2017 Committee Membership:

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### **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.*

*These tasks will be addressed through the work of two subcommittees: Training & Certification and Enforcement Techniques & Technology.*

### **Committee 2012 - 2017 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.*
- 6. Create building-block opportunities and seek creative solutions in the establishment of a NASBLA National Training Academy for the education and training of marine law enforcement and boating safety and security professionals.*



**Jeff Weaver (GA) Chairman of the LE Committee’s Subcommittee on Training and Certification:**

**LE\_TC-2017-1 “Operation Dry Water”**

*“Evaluate and refresh all law enforcement guidance documents and templates being distributed by NASBLA’s Operation Dry Water”.*

**Charge Leader: Jeff Weaver      Working Group: Matt Majors, Corey Britcher, Ed Huntsman, Joe Carro**

**Needs Statement: SME – Hannah Helsby**

Operation Dry Water’s focus is on reducing boating under the influence. Operation Dry Water produces a year round awareness campaign as well as a heightened awareness and enforcement campaign targeting boaters near the July 4th holiday, a holiday known for an increase in boating under the influence cases as well as accident and fatalities associated with those cases. Since the start of the Operation Dry Water campaign, recreational boater deaths with alcohol use listed as the primary contributing factor have decreased 27 percent (From 2008 - 2015). 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. The campaign is making a positive impact on boating under the influence but alcohol use remains the leading contributing factor in recreational boater deaths, so it is important to continue the work on this charge.

**LE\_TC-2017-2 “National Training Survey”**

*“Design and conduct a national training survey to determine recommendations for the NASBLA BOAT Advisory Board, for new course development in service of the NASBLA membership and the maritime law enforcement community”.*

**Charge Leader: Joshua Underwood      Working Group: Barry Lucero, Brian Carroll**

**Needs Statement: SME – Joshua Underwood**

A national survey of training needs of NASBLA’s membership and the maritime law enforcement and public safety community as a whole is a valued priority. To support elements of the Recreational Boating Safety Strategic Plan, NASBLA and the BOAT Program’s Strategic Plans, a highly trained, qualified and credentialed maritime law enforcement/public safety professional is an important and essential ingredient to our collective success. Training, and the competencies of the professionals that patrol America’s waterways, are directly related to the safety, security and recreational enjoyment of those waterways. Therefore, this committee will continue this charge in order to provide guidance and recommendations to the organization and the BOAT Advisory Board for new course development, implementation and evaluation, based on data garnered from the community through this survey.



**LE\_TC-2017-3 Training and guidance on successful grant applications for training**

*Training should include but not be limited to:*

- 1) What grants "may" qualify for funding LE classes.**
- 2) When and How to apply.**
- 3) Locations, catalogues, and websites that may guide you through securing grants.**
- 4) Listing of grants that have been successfully approved for NASBLA approved training.**

**Charge Leader: Matt Majors**

**Working Group: Jeff Weaver, Michael Wesolowski,  
Matt Gordy**

**Needs Statement: Matt Majors**

To support elements of the Recreational Boating Safety Strategic Plan, NASBLA and the BOAT Program’s Strategic Plans, a highly trained, qualified and credentialed maritime law enforcement/public safety professional is an important and essential ingredient to our collective success. Training, and the competencies of the professionals that patrol America’s waterways, are directly related to the safety, security and recreational enjoyment of those waterways. Therefore, funding to support a national standard of training, typing and credentialing for these officers is equally, if not more important to that process. And because of its importance, this committee will develop a guidance document that contains information regarding potential grant sources that may qualify for and apply to NASBLA BOAT Program courses. This document would serve as a reference for agencies/departments who are tasked with functions such as/but not limited to port security, marine law-enforcement, search and rescue, and tactical boat operations in order to fund and obtain crucial training courses for the maritime public safety community.

**LE\_TC-2017-4 “PWC Training course for marine law enforcement”**

***Identify curriculum elements for PWC training course for development and BETA testing***

**Charge Leader: Tim Baumgarten**

**Working Group: Shawn Alladio, Ed Huntsman,  
Joshua Underwood**

**Needs Statement: Tim Baumgarten**

The use of personal watercraft (PWC) in marine law enforcement, presents a unique platform that can be deployed in a variety of enforcement applications that would be otherwise difficult for larger vessels or propeller driven craft. Current PWC uses range from less obtrusive patrols and checkpoint operations to specific interdiction operations that involve insertion or extraction of assets, disaster response, search and rescue or require operation in close proximity to persons in the water or fixed objects, and are applied to a wide variety of waterway types, including inter-coastal waterways, coastal surf zones, lakes and rivers. As more law enforcement agencies employ and expand the application of these unique platforms, 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 operators have the most current and preeminent training available.



**Les Casterline (TX) Chairman of the LE Committee’s Subcommittee on Techniques and Technology:**

**LE\_TT-2017-1 “Water Jet Devices”**

*“Explore the issues and make recommendations in the form of policy and or model act to deal with the growing industry surrounding water jet devices”*

**Charge Leader: Tom Shipp**

**Working Group: Shawn Alladio, Joe Carro, Joshua Underwood**

**Needs Statement: - SME – Tom Shipp**

**LE\_TT-2017-2 “ Blood Draws for BUI”**

*“Investigate electronic search warrant capabilities and current use to draft guidance and or policy document for attaining search warrants for blood draws in BUI cases”.*

**Charge Leader: Tim Baumgarten**

**Working Group: Barry Lucero, Ed Huntsman,  
Joe Carro, Gary Klein**

**Needs Statement: SME – Richard Moore (NASBLA Program Manager BUI)**

Impaired operation of recreational vessels continues to be the leading contributing factor that results in a boating fatality. Recent court decisions such as Missouri v. McNeely have significantly limited an officer’s ability to conduct warrantless blood testing for the purposes of determining an operator’s blood alcohol concentration (BAC) during an impairment related investigation. NASBLA recognizes the importance of collecting chemical evidence to successfully prosecute impaired vessel operators and in some cases, the necessity to utilize non-consensual blood draws as an essential process to prevent suspects from refusing the chemical test to avoid prosecution. It is important for the law enforcement committee to collect the most current, technological and innovative practices regarding non-consensual blood draws to provide a clear understanding of applicable state laws for the purposes of obtaining chemical evidence through the use of search warrants, which have become vital to this process.



**LE\_TT-2017-3 “Mandatory Life Jacket Wear for Law Enforcement”**

*“With passage of NASBLA Resolution 2012-1 and the full support of NASBLA membership, work to attain full compliance with a mandatory life jacket wear policy for marine law enforcement within NASBLA’s member agencies”.*

**Charge Leader: Adam Gormely**

**Working Group: Les Casterline, Corey Britcher, Dana White, Joshua Underwood**

**Needs Statement: - SME Adam Gormely**

Not wearing a life jacket is a leading cause of death in boating accidents. In today’s market, branding and messaging is such an important educational tool that we cannot afford to miss the opportunity to teach the very public we are sworn to protect that wearing a life jacket is the best idea. The message of importance is sent by LE staff wearing a life jacket while working boating activity. Secondly NASBLA believes that all boater’s lives matter especially the lives of its members and the lives of the officers in their agencies. By requiring a policy that life jackets are worn by LE staff while working, NASBLA’s message that life jackets save lives will be delivered and LE staff will be safer on the water.

**LE\_TT-2107-4 “Cut-Off Switch Wear”**

*Evaluate the current number of marine law enforcement agencies within member organizations who have adopted a mandatory engine cutoff switch wear policy. Once a full understanding of agencies/organizations with a wear policy is obtained the committee and the Techniques & Technology Subcommittee shall develop guidance for law enforcement to increase wear rates.*

**Charge Leader: Greg Giles**

**Working Group: Brian Carroll, Les Casterline, Dana White, Tom Shipp**

**Needs Statement: SME- USCG BOAT FORCES**

Use of engine cutoff switches (ecos) have 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 in an effort 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.



**LE\_TT-2017-5 Identify effective delivery methods for 2017 “Guidance: Documenting Alcohol or Drug Involvement as a Contributor in Recreational Boating Accidents”.**

*In follow-up to the 2016 ERAC completion of product content (guidance for selection of alcohol and drugs as contributing factors) identify—and work with ERAC to implement—the most effective method(s) for delivering and encouraging widespread use of this information by officers and investigators. [2016 ERAC version is B5 under Accident Reporting & Analysis; content of 2016 product to be delivered to NASBLA Enforcement & Training Committee]*

**LE\_TT-2017-5A Identify effective delivery methods for 2016 “Good Practices: Writing Recreational Boating Accident Narratives”**

*In follow-up to the 2016 ERAC completion of product content (narrative writing guidance and sample narratives), identify—and work with ERAC to implement—the most effective method(s) for delivering and encouraging widespread use of this information by officers, investigators, and any other state personnel involved in reviewing accident reports. [2016 ERAC version is B4 under Accident Reporting & Analysis; content of 2016 product to be delivered to NASBLA Enforcement & Training Committee]*

**Charge Leader: Matt Majors**

**Working Group: Tom Shipp, Tim Baumgarten,  
Barry Lucero, Joe Carro**

**Needs Statement: SME – Glen Moates (ERAC Chair)**

LE 2017-5

On a national scale, officers who investigate boat accidents should be trained and able to write a solid narrative that adds detail and clarity of the events leading up to and during a boating accident and satisfies USCG reporting requirements. This narrative should include what, how, and why the event happened. It is the intent of the committee to provide direction to all officers and investigators of recreational boating accidents on writing clear, consistent report narratives.

LE 2017-5.A

On a national scale, officers who investigate boat accidents should always be mindful that alcohol use and drug use may be a contributing factor in recreational boating accidents. With that in mind, there is a need for officers and investigators of recreational boating accidents to be more uniform and consistent in the capture of alcohol and drug involvement in the accidents. It is the intent of the committee to provide guidance to officers and investigators how to correctly select if alcohol or drugs contributed to the incident.”