



AREA MARITIME SECURITY COMMITTEE Sector Delaware Bay



FY10 Port Security Grant Program FMSC/COTP Guidance to Prospective Applicants January 15, 2010

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Following is my guidance to prospective grant applicants, and to the Area Maritime Security Committee (AMSC) Grants Sub-committee, concerning the type and scope of investment justifications that are desired for the FY09 and FY10 Port Security Grant Program (PSGP) for the Sector Delaware Bay region. Our region has been allocated approximately \$19.2 million for Round 9/FY09 and \$15.9 million for Round 10/FY10 of the PSGP.

Background: In August 2007, DHS initiated a Round 7 Supplemental Port Security Grant. One of the significant developments in the Supplemental was the requirement for the Federal Maritime Security Coordinators (FMSCs) to develop Port Wide Risk Management/Mitigation Plans and optional Post Incident Business Continuity/Resumption of Trade Plans. These Plans were intended to be “roadmaps” to guide future port security investment justifications. In the fall of 2007, the AMSC established a new sub-committee to develop a Request for Proposals soliciting an appropriate contractor to develop these Plans, evaluate the proposals, and recommend a contractor. In March 2008, the AMSC Managing Board, after an open competition, selected TetraTech, Inc. of Houston, TX, as the contractor to develop the comprehensive Port Wide Risk Management/Mitigation Plan and Post Incident Business Continuity/Resumption of Trade Plan (hereinafter referred locally as our Strategic Risk Management Plan [SRMP]) for Sector Delaware Bay. According to the timetable established by DHS, the SRMPs were to be completed by August 2008.

Briefly, TetraTech was tasked with evaluating our existing port security risk management regime, assessing the various mitigation measures that have been emplaced in the port as the result of relevant port security regulations, grants, and other industry and government initiatives. They then identified gaps in equipment, policies, and procedures, and made recommendations for future port security investments consistent with existing Federal guidance and our unique needs.

Sector Delaware Bay's SRMP was adopted by the AMSC Managing Board and Captain David Scott, USCG Retired and former FMSC Sector Delaware Bay, in September 2008. The SRMP has proven to be a valuable tool through the last two PSGP cycles and, with the recent prioritization of SRMP gaps in mind, I am now providing the following guidance:

General Guidance: The AMSC in conjunction with the Sector Delaware Bay Command has decided to accept project applications for Round 10, FY10 PSGP, and Round 9, FY09 PSGP, simultaneously. Round 10 applications will be evaluated first; this is due to a hard deadline of April 19, 2010 for submission of FY10 Investment Justifications to FEMA. Applicants whose projects are not forwarded to FEMA for FY10 will be eligible for PSGP FY09 consideration at a later date.

Prospective applicants shall first be guided by the rules and procedures established in the Round 10, Program and Application Guidance document of December 2010. General priorities are discussed on page 2 of the Round 10 document. These priorities are:

- Expanding emphasis on port-wide partnerships
- Regional management of risk
- Business continuity

Round 10 priorities include:

- Enhancing Maritime Domain Awareness
- Enhancing Improvised Explosive Device (IED) prevention, protection, response and recovery capabilities.
- Training and Exercises
- Efforts supporting implementation of the Transportation Worker Identification Credential (TWIC)

Sector Delaware Bay (SDB) Region Specific Guidance: Based upon the identified security gaps in the SRMP, investment justifications in the following prioritized areas are desired:

1. Proposals intended to expedite and enhance previously approved regional initiatives intended to promote joint interagency information sharing, and improve joint interagency command, control, and cooperation. Any proposals that seek to build on previously approved projects will require the applicant(s) to demonstrate success/progress of the former phase(s). Additionally, any proposal that seeks funding for a multi-phase project must clearly state that within the Investment Justification.
2. Proposals that enhance regional, interagency interoperable communications. This includes equipment as well as proposals that promote planning, training and exercising interoperable communication systems.
3. Proposals that enhance law enforcement (LE) operations and presence on the water including coordination and augmentation of LE resources. Note: any proposals for the acquisition of additional boats *must include* a sustainability plan that clearly states how crewing, fueling, and required maintenance will be funded throughout the vessel's expected life-cycle.
4. Proposals that enhance regional marine firefighting capability. Note: any proposals for the acquisition of additional boats *must include* a sustainability plan that clearly states how crewing, fueling, and required maintenance will be funded throughout the vessel's expected life-cycle.
5. Proposals that improve public/private sector information sharing/cooperation. This includes interstate and intrastate information sharing.
6. Proposals intended to enhance mutual aid agreements and eliminate jurisdictional and legal barriers to inter-county and inter-state cooperation.
7. Proposals which seek to conduct regional economic analysis studies.
8. Proposals focusing on short- and long term recovery planning.
9. Proposals that improve Maritime Domain Awareness through video surveillance capability throughout the length of the Delaware River navigable channel, from the Breakwater/Bigstone Anchorages to the Tacony-Palmyra Bridge. Such video surveillance capability must be able to be integrated into the Sector Delaware Bay Command Center.

10. Proposals that enhance MDA through Joint Maritime Operations Centers to include partnerships with existing and proposed regional intelligence and operations.
11. Proposals that enhance regional joint inter-agency maritime responder training in accordance with nationally recognized standards, and response capability.
12. Proposals which promote resiliency and continuity exercises.
13. Proposals that seek to improve the regions integrated technology infrastructure.

None of this Guidance seeks to dissuade any applicants from proposing a project that improves the overall security stance of the Port but may not fit the above guidance. To the contrary, applicants are encouraged to put forward any project they feel accomplishes this goal.

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