



AREA MARITIME SECURITY COMMITTEE Sector Delaware Bay



Port Security Grant Program FMSC/COTP Priorities August 20, 2010

**Captain Meredith L. Austin
Federal Maritime Security Coordinator
U.S. Coast Guard
Sector Delaware Bay**

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 FY08 and FY09 Port Security Grant Program (PSGP) for Sector Delaware Bay.

Background: In August 2007, DHS initiated a Round 7 Supplemental Port Security Grant. One of the requirements in the Supplemental was 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. The AMSC established a new sub-committee to develop what has become known as our Strategic Risk Management Plan (SRMP).

The AMSC evaluated our existing port security risk management regime and assessed 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 submitted to and approved by the Federal Emergency Management Agency in 2008. The SRMP has proven to be a valuable tool through several 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 8 and Round 9 simultaneously. The applicant must include the desired program year in the Investment justification document.

Prospective applicants shall first be guided by the rules and procedures established in the Port Security Grant Program Guidance and Application Guidance document. General priorities are discussed in the document and include:

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

Priority will be given to projects focusing on:

- 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.

###