



AREA MARITIME SECURITY COMMITTEE Sector Delaware Bay

FY 08 Port Security Grant Program FMSC/COTP Guidance to Prospective Applicants

r. March 30, 2009

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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 FY07 Supplemental (Round 7) and FY08 (Round 8) Port Security grants for the Sector Delaware Bay region. Our region has been allocated approximately \$6.1 million for the Round 7 Supplemental, and over \$19.1 million in Round 8; an additional \$5.6 million is available in Round 8 nationally for ferry systems, which includes the Cape May/Lewes Ferry.

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 Tetra Tech (TT) 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 must be completed by August 2008.

Briefly, TT 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.

On 28 July 2008, TT submitted a SRMP draft to the AMSC’s SRMP review sub-committee for evaluation. As discussed in the Round 8 Program Guidance and Application Kit of February 2008, investment justifications are not required to be submitted to our Fiduciary Agent (FA), the Maritime Exchange, until completion and approval of our final SRMP. We met the DHS timetable for the final product. I am now providing guidance based upon the information provided in the final SRMP.

General Guidance: Prospective applicants shall first be guided by the rules and procedures established in the Round 7 Supplemental, Program and Application Guidance document of August 2007, and/or the February 2008, Round 8 Program Guidance and Application Kit, as applicable.

General priorities are discussed on page 2 of the Round 7 Supplemental document. These priorities are:

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

Round 8 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 findings in the TT 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, such as the regional intel fusion center, joint operation centers, etc.
2. Proposals that improve public/private sector cooperation in preparing for post-incident port related business recovery and restoration.
3. Proposals that enhance regional inter-agency all-hazards emergency response capability, with emphasis on the maritime component of such hazard response, especially mass casualty events. This may include activities associated with updating existing response plans, joint training and exercises, and measures designed to promote inter-agency cooperation and coordination. Proposals intended to train “citizen volunteers” are especially desired.
4. Proposals that facilitate compliance with TWIC requirements, including proposals that facilitate shore side access for properly cleared seafarers.
5. 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 SDB Command Center.
6. Proposals that enhance tracking of small vessels (i.e., vessels not required to be equipped with AIS). Such tracking capability must be able to be integrated into the SDB Command Center.
7. Proposals that enhance regional, interagency interoperable communications capability.
8. Proposals that enhance regional marine firefighting capability. These may include: acquisition of suitable fireboats; mobile high velocity foam delivery systems and other appropriate delivery systems; marine firefighting personnel protective equipment; and interagency training in accordance with nationally recognized standards, and exercises. Proposals intended to enhance mutual aid agreements and eliminate jurisdictional and legal barriers to inter-county and inter-state cooperation are particularly desired. 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.

9. Proposals that enhance regional on-water maritime law enforcement and port security operations. Proposals intended to enhance mutual aid agreements and eliminate jurisdictional and legal barriers to inter-county and inter-state cooperation are particularly desired. Note: any proposals for the acquisition of additional boats by states, counties and/or municipalities *must include* a sustainability plan that clearly states how crewing, fueling, and required maintenance will be funded throughout the vessel's expected life-cycle.
10. Proposals that enhance regional joint inter-agency maritime law enforcement and port security training in accordance with nationally recognized standards, and response capability.
11. Proposals to enhance surveillance capabilities on certain area bridges (identified in the TT report).

As you will read in the grant guidance, the Round 7 Supplemental and Round 8 Port Security Grant Programs have deviated from the traditional competitive applications for individual facility hardening. Rather, the program seeks to make the best use of limited grant funds available by promoting collaboration among maritime stakeholders for projects that will benefit the region as a whole. As you begin to prepare your investment justifications, I encourage you to consult with your colleagues to identify projects on which you can work together, share costs, and thus improve the overall security posture of the Delaware River and Bay port complex.

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