

Infrastructure Protection Program (IPP)

Preparedness Directorate

FY 2006 Port Security Grant Program (PSGP)



Strengthening the Security of Critical Infrastructure

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives (HSPDs). Of particular significance are the National Preparedness Goal (the Goal) and its associated work products, the National Infrastructure Protection Plan (NIPP), and the National Strategy for Maritime Security (NSMS).

*In Fiscal Year 2006, the DHS Infrastructure Protection Program will award approximately **\$373 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies.*

The Fiscal Year (FY) 2006 Port Security Grant Program (PSGP) is one component of the DHS Infrastructure Protection Program. Other components include the FY 2006 Transit Security Grant Program (TSGP), the FY 2006 Intercity Bus Security Grant Program (IBSGP), the FY 2006 Intercity Passenger Rail Security Grant Program (IPRSGP), the FY 2006 Trucking Security Program (TSP), and the Buffer Zone Protection Program (BZPP).

Purpose

The purpose of the FY 2006 PSGP is to create a sustainable, risk-based effort for the protection of critical port infrastructure from terrorism, especially explosives and non-conventional threats that would cause major disruption to commerce and significant loss of life.

Funding

- Provides **\$168,052,500** for port security grants. Funding will be provided directly to successful applicants.

Eligibility

- The FY 2006 DHS Appropriations Act provides funds for a grant program to address physical security enhancements for critical national seaports.
- The Nation's 100 most critical seaports¹, representing 95 percent of the foreign waterborne commerce of the United States, plus an additional port area eligible in FY 2005, have been identified for inclusion in the FY 2006 PSGP. Eligible facilities within

¹ The Port Criticality List was developed by the U.S. Coast Guard using commercial, demographic and geographic data from various sources. Factors such as Cargo Volume and Passenger Volume, the presence of Critical Infrastructure/Key Assets (CI/KA), and Strategic Importance, among others, were utilized in the determination. Its purpose is to identify ports that are essential to the viability of the Marine Transportation System. Ports on this list represent 95 percent of the foreign waterborne commerce of the United States.

these port areas must be within two miles of the commercial waterway. Additionally, if a facility falls outside the recognized boundaries of one of these port areas, but is addressed in the port's Area Maritime Security Plan, it will be considered eligible. Presence on the FY 2006 PSGP eligibility list does not guarantee funding.

- Within the eligible port areas, applicants must be:
 - Owners/operators of federally regulated public or private ports, terminals, U.S. inspected passenger vessels, or ferries as defined in 33 CFR Parts 101, 104, and 105;
 - Port authorities, and/or State and local agencies that provide layered security protection to federally regulated facilities; or,
 - Consortia composed of local stakeholder groups (i.e. river groups, ports, and terminal associations) representing federally regulated ports, terminals, U.S. inspected passenger vessels, or ferries.

Public sector applicants must provide matching funds supporting **at least 25 percent of the total project cost** for each proposed project. **Private sector** applicants must provide matching funds supporting **at least 50 percent of the total project cost** for each proposed project.

Program Highlights

- Following risk-based national port security priorities, the FY 2006 PSGP places strong emphasis on prevention and detection against improvised explosive devices (IED). Of great concern are IEDs delivered via small craft, underwater and in vehicles or ferries. In addition, projects which demonstrate enhanced Maritime Domain Awareness (e.g., access controls/standardized credentialing, command and control, communications and enhanced intelligence sharing and analysis) will also receive preference under the FY 2006 PSGP.
- Eligible applicants in each port area may submit one application for funding of up to five (5) individual projects. Successful applicants will be selected through a competitive process.
- Each application that meets the requirements of the PSGP Guidelines and Application Kit will be evaluated by a Field Review Panel and a National Review Panel.
 - The Field Review Panel will be managed by the applicable United States Coast Guard (USCG) Captain of the Port (COTP) in coordination with the Maritime Administration (MARAD) Director, and appropriate personnel from the local Area Maritime Security Committee and/or local law enforcement (as identified by the COTP). To support coordination of security grant application projects with the State and Urban Area Homeland Security Strategies, as well as other state and local security plans, the COTP will coordinate the results of the field review with the applicable State Administrative Agency or Agencies and the State Homeland Security Advisors. Each COTP will review the applications for their port area against the following criteria:
 - Projects that support the national port security priorities;
 - Projects that address priorities outlined in the applicable Area Maritime Security Plan (mandated under the MTSA);
 - Projects that address additional security priorities based on the COTP's expertise and experience with the specific port area; and,
 - Projects that offer the highest potential for risk reduction for the least cost.

- The National Review Panel will be comprised of federal employees from G&T, USCG, Transportation Security Administration (TSA), Customs and Border Protection (CBP), Office of Infrastructure Protection (OIP) and MARAD. The National Review Panel will conduct an initial review of the prioritized project listings for each port area submitted by the COTPs to ensure that the proposed projects will accomplish the intended risk mitigation goal. The National Review Panel will validate the Field Review Sheets and COTP Project Priority List and provide a master list of prioritized projects by port area to G&T. G&T will evaluate the projects from the National Review Panel's validated prioritized list for each port area against the following factors:
 - The relationship of the project to one or more of the national port security priorities:
 - Prevention and detection of underwater improvised explosive device (IED) attacks;
 - Prevention and detection of IED attacks by small craft;
 - Prevention and detection of vehicle-borne IED attacks on ferries; and,
 - Enhancement of the port area's Maritime Domain Awareness (e.g., access control/standardized credentialing, command, control, communications, and enhanced intelligence sharing and analysis).
 - The relationship of the project to one or more of the local port security priorities:
 - Projects that address priorities outlined in the applicable Area Maritime Security Plan (mandated under the MTSA); and,
 - Projects that address additional security priorities based on the COTP's expertise and experience with the specific port area.
 - The COTP ranking (based on each COTP's prioritized list of projects).
 - The location of the project based on the port-area's risk-based ranking.
 - The relationship of the project to one or more of the National Priorities outlined in the National Preparedness Goal.
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Program Coordination

In developing the FY 2006 PSGP guidance, DHS coordinated with the following entities:

- Department of Homeland Security (DHS)
 - Office of Grants and Training (G&T)
 - United States Coast Guard (USCG)
 - Transportation Security Administration (TSA)
 - Office of Infrastructure Protection (OIP)
- Department of Transportation (DOT)
 - Maritime Administration (MARAD)
- Industry
 - American Association of Port Authorities (AAPA)
 - Port Security Council (PSC)