



February 28, 2002

MARINE SAFETY INFORMATION BULLETIN....03-02

Subj: PORT SECURITY GRANT PROGRAM

The Captain of the Port, Huntington, WV, would like to announce that there has been \$93.3 million appropriated to the Transportation Security Administration (TSA) to award competitive grants to **finance the cost of enhancing facility and operational security.**

The Port of Huntington can be considered "...A nationally important economic port responsible for a large volume of cargo movement." It is the seventh largest Port in the United States based on tonnage moved as indicated in a recently released Army Corps of Engineers report.

Enclosure (1) is the Transportation Security Administration's Broad Agency Announcement (BAA) outlining details and application requirements for these grants. Following are the grant program deadlines:

TIME DEADLINES

Broad Agency Announcement (BAA)	28FEB02
Application period ENDS	28MAR02
COTP/Region Review ENDS	25APR02
Technical Review Period ENDS	30MAY02
Selection Board ENDS	07JUN02
Award Grants:	12JUN02

If you have any questions you may contact my Chief of Port Operations at (304) 529-5524, x105.

A handwritten signature in black ink, appearing to read "L. D. Stroh".

L. D. Stroh
Commander, U. S. Coast Guard
Commanding Officer
Huntington, WV

Encl: (1) BAA

BROAD AGENCY ANNOUNCEMENT

Transportation Security Administration

The Maritime Administration (MARAD) and the U.S. Coast Guard (USCG) as agents for the Transportation Security Administration (TSA) are announcing the Port Security Grants Program based on the seaport security provisions contained in the Department of Defense Appropriations Act for Fiscal Year 2002 (Public Law 107-117, H.R. Conf. Rpt 107-350).

Program Description:

The Transportation Security Administration (TSA) is planning to award competitive grants to critical national seaports to finance the cost of enhancing facility and operational security. Grants shall be awarded based on the need for security assessments and enhancements as determined by the Under Secretary of Transportation for Security, the Administrator of the Maritime Administration, and the Commandant of the Coast Guard.

Grant applications will be accepted for two categories:

1. Security Assessments and Mitigation Strategies – Award based on proposed port or terminal security assessments that ascertain vulnerabilities and identify mitigation strategies.
2. Enhanced Facility and Operational Security – Including but not limited to facility access control, physical security, cargo security and passenger security. Interested parties applying for grants under the second category must provide a copy of the port or terminal security assessments with their application. Consideration will also be given to proof-of-concept demonstration projects which can demonstrate how port security would be improved/enhanced by their implementation.

Eligible Parties:

Critical National Seaports/Terminals. To be considered a critical national seaport/terminal, one or more of the following attributes must be met:

- One of the 13 designated "strategic ports", as designated by a Maritime Administration port planning order.
- Controlled Port – Ports which have access controls for vessels from certain countries due to national security issues. Controlled ports are: New London/Groton, CT; Portsmouth, NH (including Kittery, Maine and Dover, New Hampshire on the Piscataqua River); Hampton Roads, VA (including Norfolk, Newport News, Jamestown, Yorktown, and Portsmouth, VA); Charleston, SC; Kings Bay, GA; Port Canaveral, FL; Panama City, FL; Pensacola, FL; Port St. Joe, FL; Port Hueneme, CA; San Diego, CA; and Honolulu, HI.
- A nationally important economic port responsible for a large volume of cargo movement or for movement of products that are vital to U.S. economic interests as required for national security.
- Ports or terminals responsible for movement of high volume of passengers.

Required Content of Applications:

Category 1 – Security Assessments and Mitigation Strategies

- Description of why the port is a critical national seaport. Is the terminal located within a critical national seaport and is it a critical terminal? Explain.
- Indicate type and volume of commodities handled at the facility(s).
- Description of plan and methodology for proposed assessment.
- Give details on who will conduct the assessment. If utilizing a security company/specialist or internal security specialist, provide details on security assessment capabilities/expertise.
- Indicate the support/involvement of the appropriate federal, state, and local governments.
- Identify any security measures that were implemented since 9/11/01 by the port/terminal and include costs and source of funding for these measures.

Category 2 - Enhanced Facility and Operational Security

- Description of why the port is a critical national seaport. Is the terminal located within a critical national seaport and is it a critical terminal? Explain.
- Indicate type and volume of commodities handled at the facility(s).
- Describe the proposed methodology including location(s), support and involvement of appropriate federal, state and local governments.
- Describe the critical security vulnerability(s) addressed by the project
- Describe anticipated reduction of vulnerability based on the implementation of the proposed project; organizing by categories (accessibility, organic security, hardness).
- Describe impact of not implementing proposed measures.
- Identify any security measures that were implemented since 9/11/01 by the port/terminal and include costs and source of funding for these measures.
- Include port security assessment and description of existing security measures, including, but not limited to identification procedures, access control, internal security, perimeter security, security alarms/video surveillance/communication systems, training and security awareness, and security plans.
- Proof-of-concept description/methodology including a detailed description of the proposed technology, expected outcome, cost-sharing arrangements, if any, and how the proposed methodology would improve/enhance national security.

Required Information for applications in either category (in addition to the requirements listed above):

- Cost/budget information in sufficient detail, including costs broken out by labor, equipment, material, travel, etc., to permit the government to make a reasonableness determination regarding the requested funding.
- Cost effectiveness of the project.
- Qualifications of proposed key personnel.
- Detailed schedules to allow for evaluation of the realism of the proposed plan.
- All technical information must be presented in sufficient detail and in either phases or project milestones to allow for separate funding.

Evaluation Criteria:

In evaluating the grant applications the government will consider the following:

- Is the applicant a critical national seaport/terminal? (go/no-go factor)
- Has a security assessment been performed? (prerequisite for Category 2 applications)
- Inherent risk/need because of the nature/location of the port/terminal
- Proposed approach addresses critical security need/vulnerability.
- Solution provides solid mitigation of identified vulnerability.
- Failure to implement proposed solution/approach results in a high degree of security risk.
- Probability of successful implementation is high.
- The proposed approach is technically sound and clearly addresses the vulnerabilities identified in the Port or Terminal Security Assessment (applicable to Category 2 applications).
- The proposed cost/request for funding is realistic when compared to the proposed solution.
- Proposed key personnel have the qualifications to implement the proposed approach.
- The proposed schedule is realistic for project implementation.
- Proposed methodology is realistic.

Evaluation Process:

- Pre-applications will be reviewed to confirm that the applicant is in the correct stated USCG Captain of the Port zone and to review number and scope of anticipated grant proposals.
- Applications will be reviewed by the appropriate USCG Captain of the Port and Maritime Region Director and validated if the grant application addresses a needed security measure at a critical national seaport or terminal and should be considered for emergency grant funding. (go/no-go criteria)
- Applications will be initially reviewed by the appropriate USCG Captain of the Port and Maritime Region Director and prioritized based on risk.
- Upon conclusion of regional/COTP reviews, applications will be reviewed at the TSA, MARAD and USCG Headquarters level against stated evaluation criteria.
- Final review will be conducted by an executive team prior to a decision briefing to the Selection Board, consisting of the Under Secretary of Transportation for Security, the Administrator of the Maritime Administration, and the Commandant of the Coast Guard (or their representatives).
- The government reserves the right to award grants in total or part, depending on the technical assessment and availability of funding.

Application Process:

All grant applications will be submitted, evaluated, awarded (if selected) and administered electronically through www.portsecuritygrants.dotts.net. Concurrently, the Broad Agency Announcement will be published in FedBizOpps and applicable trade magazines.

To apply, applicants must provide the following regardless of the category applying for:

1. Access www.portsecuritygrants.dotts.net to review the announcement and all pertinent related information.
2. Complete the pre-application form. Upon submission of the preapplication form, applicants will be notified that their submission has been received. Completion of the pre-application form is required to receive a log-in and temporary password for final application submission.
3. Applicants will be notified electronically when final applications can be submitted, including information regarding format and acceptable attachments. All required OMB form information will be available electronically.
4. Upon completion of the evaluation process by MARAD and the USCG, applicants will be notified electronically regarding the conclusion of the selection.