



**Homeland
Security**

Program Highlights: FY 2005 Port Security Grant (PSG) Program

Mission:

- The mission of the FY 2005 PSG is to create a sustainable, risk-based effort for the protection of critical infrastructure from terrorism, especially explosives and non-conventional threats that would cause major disruption to commerce and significant loss of life.

Funding:

- Provides more than **\$141 million** for port security grants. Funding will be provided directly to successful applicants.

Eligibility:

- A priority for the PSG Program in FY 2005 is risk-based distribution of funding. As part of this focus on risk, the FY 2005 program will direct available funds to the Nation's highest risk ports, thereby ensuring federally regulated ports, terminals and U.S. inspected passenger vessels receiving the funds represent assets of the highest strategic importance nationally.
- The Office of State and Local Government Coordination and Preparedness (SLGCP), worked with the United States Coast Guard (USCG) and the Information Analysis and Infrastructure Protection Directorate (IAIP) to develop a risk-based formula that considers three elements: consequence, vulnerability, and threat. Consequence considers people, economic, national security, and port-specific special considerations (hazardous materials, oil). Vulnerability considers the distance from open water, number of port calls, and presence of tankers. Threat includes credible threats and incidents, less credible threats and incidents, and vessels of interest information.
- The Nation's 129 largest volume ports were evaluated using these risk elements. Based on this evaluation, 66 port areas have been identified for inclusion in the FY 2005 PSG Program.

- 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.
- Eligible private sector applicants must demonstrate a cash match of at least 50% of the total amount requested in Federal funding to be considered.

Program Highlights:

- The FY 2005 PSGP focuses on the following national priorities: protection against small craft, underwater attacks and vehicle borne improvised explosives, enhanced explosives detection capabilities for the owners/operators of vehicle ferries and associated facilities, and facility security enhancements.
- The program places a strong emphasis on prevention and detection relative to improvised explosive devices (IEDs) (including sensors, canine units, etc.).
- 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 (FRP) and a National Review Panel (NRP).
 - The FRP will be managed by the applicable USCG COTP in coordination with the MARAD Region Director and applicable State Administrative Agency or Agencies (where feasible). Each COTP will review the applications provided by ODP 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 NRP will be comprised of federal employees from ODP, USCG, BTS (TSA, CBP, etc.), IAIP and MARAD. The NRP 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. Following this initial meeting, ODP will evaluate the projects from each COTP list for each port area against a formula that considers 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
 - 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)
 - 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)
 - Additional value given to projects that offer a cash match (public entities) or a cash match of greater than 50% (private companies).

The NRP will evaluate and validate the consolidated and ranked project list resulting from this process. Awards will be made based on the final ranked list of projects identified by the NRP.

Program Coordination:

- Department of Homeland Security
 - United States Coast Guard (USCG)
 - Transportation Security Administration (TSA)
 - Information Analysis and Infrastructure Protection Directorate (IAIP)
 - Border and Transportation Security Directorate (BTS)
- Department of Transportation
 - Maritime Administration (MARAD)
- Industry
 - American Association of Port Authorities (AAPA)
 - Port Security Council