



Homeland Security

FY 2013 Port Security Grant Program (PSGP)

Overview

As appropriated by the *Department of Homeland Security Appropriations Act, 2013* (Public Law 113-6); the Port Security Grant Program (PSGP) is one of the Department of Homeland Security's (DHS) Fiscal Year (FY) 2013 grant programs that directly support maritime transportation infrastructure security activities. PSGP is one tool in the comprehensive set of measures authorized by Congress and implemented by the Administration to strengthen the

Nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2013 PSGP provides funds for transportation infrastructure security activities to implement Area Maritime Security Plans and facility security plans among port authorities, facility operators, and state and local government agencies required to provide port security services.

The FY 2013 PSGP plays an important role in the implementation of the National Preparedness System (NPS) by supporting the building, sustainment, and delivery of core capabilities essential to achieving the National Preparedness Goal (NPG) of a secure and resilient Nation. Delivering core capabilities requires the combined effort of the whole community, rather than the exclusive effort of any single organization or level of government. The FY 2013 PSGP's allowable costs support efforts to build and sustain core capabilities across the prevention, protection, mitigation, response, and recovery mission areas.

In FY 2013, DHS will award \$93,207,313 to promote sustainable, risk-based efforts to protect critical port infrastructure from terrorism.

Funding

In FY 2013, the total amount of funds distributed under this grant program will be \$93,207,313. FY 2013 PSGP funds will be awarded to support increased port-wide risk management; enhanced domain awareness; training and exercises; expansion of port recovery and resiliency capabilities; and further capabilities to prevent, detect, respond to, and recover from attacks involving improvised explosive devices (IEDs) and other non-conventional weapons.

Eligibility

Eight port areas have been selected as Group I (highest risk) and ports not identified in Group I are eligible to apply as Group II or "All Other Port Areas" applicant. Port areas that were previously Group III and Group IV port areas have been re-grouped as Group II. There is no designated Ferry allocation.

The following entities are specifically encouraged to apply:

- Owners or operators of federally-regulated terminals, facilities, U.S. inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) and Title 33 of the Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106.
- Members of an Area Maritime Security Committee, per 33 CFR Part 103, who are recognized as such by the U.S. Coast Guard's (USCG) Captain of the Port (COTP), and are required to provide port security services. Specifically, eligible applicants include port authorities, port police, local law enforcement agencies, port and local fire departments, and facility fire brigades that have jurisdictional authority to respond to incidents in the port.

Certain ferry systems are eligible to participate in the FY 2013 PSGP and receive funds. However, any ferry system electing to participate and receive funds under the FY 2013 PSGP cannot participate in the FY 2013 Transit Security Grant Program (TSGP), and will not be considered for funding under the FY 2013 TSGP. Likewise, any ferry system that participates in the TSGP cannot be considered for funding under the PSGP.

Funding Guidelines

The FY 2013 PSGP will focus on enhancing Maritime Domain Awareness (MDA); enhancing IED and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, mitigation, response, and recovery capabilities; port resilience and recovery capabilities; training and exercises; and Transportation Worker Identification Credential (TWIC) Implementation. Grantees may use up to five percent (5%) for Management and Administration (M&A) purposes.

The period of performance for the PSGP is 24 months from the date of award.

Key FY 2013 PSGP Changes

- In order to provide more full-and-open competition, DHS has gone from four eligible groups to two eligible groups. Group I consists of the top eight highest risk ports as determined by the DHS risk formula. Group II includes all other eligible port areas.

Application Process and Evaluation Criteria

All port areas are assigned to groups based on relative risk rankings. The highest risk ports are designated as Group I, lower risk ports are assigned to Group II. To ensure the highest risk ports receive the bulk of available funds, the majority of funding will be allocated to those port areas in Group I. Port areas will compete for the funds allocated to their respective groups.

The Federal Emergency Management Agency (FEMA) will conduct an initial review of all FY 2013 PSGP applications for completion. Field-level reviews are conducted by the applicable COTP in coordination with the Director of the U.S. Department of Transportation's Maritime Administration's Gateway Office and appropriate personnel from the Area Maritime Security Committee (AMSC), as identified by the COTP. Field review project scores and prioritized lists will be submitted to FEMA for the national review process. The National Review Panel (NRP) will

convene with subject matter experts from DHS and other federal partners to identify a final, prioritized list of eligible projects for funding. The NRP will conduct an initial review of the prioritized project listings for each port area submitted by the USCG's COTP to ensure that the proposed projects will accomplish intended risk mitigation goals. The NRP validates and normalizes the Field Review COTP Project Priority List and provides a master list of prioritized projects by port area. A risk-based algorithm will be applied to the NRP's validation and prioritized lists for each port area in all groups. The NRP will then evaluate and validate the consolidated and ranked project list resulting from application of the algorithm and submit their determinations to FEMA and then to the Secretary of Homeland Security for final approval.