



FEMA

Fiscal Year (FY) 2009 Port Security Grant Program (PSGP) Frequently Asked Questions (FAQs)

1. What is the purpose of the FY 2009 Port Security Grant Program (PSGP)?

The purpose of the FY 2009 PSGP is to create a sustainable, risk-based effort to protect critical port infrastructure from terrorism, particularly attacks using explosives and non-conventional threats that could cause major disruption to commerce.

2. How much funding was available under the FY 2009 PSGP?

The total amount of funds distributed under the FY 2009 PSGP is \$388,600,000.

3. What are the priorities for the FY 2009 PSGP?

The Department has identified the following four points as its priority selection criteria for FY 2009 PSGP:

- **Enhancing Maritime Domain Awareness (MDA)**
MDA is the critical enabler that allows leaders at all levels to make effective decisions and act early against threats to the security of the nation's seaports. In support of the National Strategy for Maritime Security, port areas should seek to enhance their MDA through projects that address knowledge capabilities within the maritime domain. This could include access control/standardized credentialing, command and control, communications and enhanced intelligence sharing and analysis.
- **Enhancing Improvised Explosive Device (IED) and Weapons of Mass Destruction (WMD) prevention, protection, response and recovery capabilities**
Port areas should seek to enhance their capabilities to prevent, detect, respond to and recover from terrorist attacks employing IEDs, WMDs and other non-conventional weapons. Of particular concern in the port environment are attacks that employ IEDs delivered via small craft (similar to the attack on the U.S.S. Cole), by underwater swimmers (such as underwater mines) or on ferries (both passenger and vehicle).
- **Training and Exercises**
Port areas should first seek to ensure that appropriate capabilities exist among staff and managers, and then regularly test these capabilities through emergency drills and exercises. Emergency drills and exercises (such as those in the Transportation

Security Administration (TSA) Port Security Exercise Training Program) test operational protocols that would be implemented in the event of a terrorist attack. The efforts include live situational exercises involving various threat and disaster scenarios, table-top exercises and methods for implementing lessons learned.

- Efforts supporting implementation of the Transportation Worker Identification Credential (TWIC)
The TWIC is a congressionally-mandated security program through which DHS will conduct appropriate background investigations and issue biometrically enabled and secure identification cards for individuals requiring unescorted access to U.S. port facilities. Regulations outlining the initial phase of this program (card issuance) were issued by TSA in cooperation with the Coast Guard in 72 Federal Register 3492 (January 25, 2007).

4. Who was eligible to apply for FY 2009 PSGP funds?

Eligible applicants under the FY 2009 PSGP included Group I and Group II Fiduciary Agents (FA), ports within Group III or “All Other Port Areas,” and the pre-designated ferry systems. Tables 2 and 3 in the FY 2009 PSGP Guidance and Application Kit list the specific port areas and ferry systems, by group, that were eligible for funding through the FY 2009 PSGP.

“All Other Port Areas” within Group I, II or III were allowed to receive grant funds from their geographically proximate higher Group if the project has regional impact across the entire port area, but not from both funding groups for the same project. Eligible ferry systems identified in the FY 2009 Transit Security Grant Program (TSGP) Guidance that elected to participate and receive funds under the FY 2009 TSGP could not participate in the FY 2009 PSGP, and were not considered for funding under the FY 2009 PSGP.

5. How were the FY 2009 PSGP awards determined?

Each Group I and Group II port area was designated a specific amount of money based upon the FY 2009 risk analysis. Ports and ferry systems not identified in Group I or II (including new Group II port areas that chose to opt out of the FA process) were eligible to apply as a Group III, “All Other Port Areas” or Ferry System applicant. Group III port areas, “All Other Port Areas” and Ferry Systems competed for the funding identified in their corresponding group.

6. What legislation authorized funding for the FY 2009 PSGP?

The *Consolidated Security, Disaster Assistance and Continuing Appropriations Act of 2009* (Public Law 110-329) provided funding for this program.

7. Where is the FY 2009 PSGP Guidance and Application Kit located?

The FY 2009 PSGP Guidance and Application Kit is located online at <http://www.fema.gov/grants> as well as on <http://www.grants.gov>.

8. What other resources are available to address programmatic, technical and financial questions?

- For additional program-specific information, please contact the Centralized Scheduling and Information Desk (CSID) help line at (800) 368-6498 or askcsid@dhs.gov. CSID hours of operation are from 8:00 a.m. to 6:00 p.m. EST, Monday through Friday.
- For financial-related questions, including pre-and post-award administration and technical assistance, please contact the FEMA Call Center at (866) 927-5646 or via e-mail to ASK-GMD@dhs.gov.

9. What is the FY 2009 PSGP period of performance?

The period of performance of this grant program is 36 months. Extensions to the period of performance will be considered only through formal requests to FEMA with specific and compelling justification why an extension is required.