

**FLORIDA SEAPORT TRANSPORTATION AND
ECONOMIC DEVELOPMENT COUNCIL
SECURITY COMMITTEE MEETING**

THURSDAY, JANUARY 22, 2004

MIAMI, FLORIDA

TAB 1

CALL TO ORDER

AGENDA

MEETING: FSTED COUNCIL SECURITY COMMITTEE MEETING

DATE: Thursday, January 22, 2002

TIME: 12:00 p.m. – 4:00 p.m.

PLACE: Port of Miami-Dade
2nd Floor Conference Room
1015 North America Way
Miami, Florida 33132
305-371-7678

1. Call to Order by Chairman.
2. Roll Call.
3. Review of Federal Port Security Grant Funding.
 - A. Federal Awards.
 - B. Status of Spend Down of Federal Funds.
4. Review of Status of Spend Down of FSTED Program Port Security Funding.
5. Review of Operational Security/Law Enforcement Costs and Funding.
6. Discussion of FDLE Port Security Audits.
7. Review of Status of Florida Uniform Port Access Card.
8. Discussion of Seaport Security Funding Recommendations to Further Florida's Domestic Security Strategy.
9. Review of MTSA and FDLE Seaport Security Standards.
10. Discussion of 2004 Legislative Issues/Recommendations.
11. Other Issues.
12. Adjournment.

TAB 2

ROLL CALL

ROLL CALL

MEMBER:

DESIGNEE:

CANAVERAL

EVERGLADES

FERNANDINA

FT. PIERCE

JACKSONVILLE

KEY WEST

MANATEE

MIAMI-DADE

PALM BEACH

PANAMA CITY

PENSACOLA

PORT ST. JOE

ST. PETERSBURG

TAMPA

TAB 3

**REVIEW OF FEDERAL PORT SECURITY GRANT
FUNDING**

TAB 3A

FEDERAL AWARDS

**FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT PROGRAM
SECURITY FUNDING**

PORT	AMOUNT OF FEDERAL FUNDS RECEIVED 93.3 M SECURITY GRANT JUNE 2002 (Infrastructure Capital Improvements)	ALLOCATION OF CHAPTER 311 FY01/02 FUNDS FROM PORTS TO FLORIDA NATIONAL GUARD	ALLOCATION OF CHAPTER 311 FY02/03 FUNDS (Law Enforcement Operational Costs)*	ALLOCATION OF CHAPTER 311 FY02/03 FUNDS (Security Infrastructure Capital Improvements)	ALLOCATION OF CHAPTER 311 FY02/03 FUNDS (Commerce Infrastructure)	ALLOCATION OF CHAPTER 311 FY03/04 FUNDS (Law Enforcement Operational Costs)	ALLOCATION OF CHAPTER 311 FY03/04 FUNDS (Security Infrastructure Capital Improvements) 12/02	320.20(3) BOND PROGRAM FUNDS COMMITTED FOR SECURITY (Infrastructure Capital Improvements) 5/23/03	320.20(4) INTERMODAL BOND PROGRAM FUNDS AND INTEREST EARNINGS COMMITTED FOR SECURITY (Infrastructure Capital Improvements) 12/02	AMOUNT OF FEDERAL FUNDS RECEIVED FEDERAL SECURITY GRANTS \$150M + \$20M AND \$75M (Infrastructure) 6/12/03	AMOUNT OF FEDERAL FUNDS RECEIVED FEDERAL SECURITY GRANTS \$104M + \$75M (Infrastructure) 12/10/03
CANAVERAL	\$ 1,650,000		\$ 500,000			\$ 450,000			\$ 275,000	\$ 535,000	
EVERGLADES	\$ 6,844,800	\$ (1,200,000)	\$ 2,675,000			\$ 1,550,000		\$ 2,900,000	\$ 16,000,000	\$ 2,499,059	
FERNANDINA	\$ -		\$ 100,000		\$ 148,500				\$ 300,000	\$ 58,590	
FT. PIERCE	\$ -		\$ -			\$ -	\$ -			\$ -	
JACKSONVILLE	\$ 297,000		\$ 1,100,000			\$ 1,400,000				\$ 1,977,175	\$ 1,140,000
KEY WEST	\$ 510,500	\$ (1,100,000)	\$ 195,469	\$ 54,531		\$ -	\$ 128,500			\$ -	\$ 676,700
MANATEE	\$ -		\$ -			\$ -			\$ 640,000	\$ 2,280,246	\$ 283,374
MIAMI	\$ 6,370,801		\$ 1,993,000	\$ 100,000		\$ 1,750,000		\$ 9,580,000	\$ 9,598,706	\$ 1,258,343	
PALM BEACH	\$ -		\$ 375,000			\$ 300,000		\$ 120,000	\$ 1,375,000	\$ 261,072	\$ 55,000
PANAMA CITY	\$ -		\$ -	\$ 200,000		\$ -			\$ 340,000	\$ -	
PENSACOLA	\$ -		\$ -			\$ -			\$ 310,000	\$ -	
PORT ST. JOE	\$ -		\$ -			\$ -				\$ -	
ST. PETERSBURG	\$ -		\$ -	\$ 200,000		\$ -	\$ 65,000			\$ -	
TAMPA	\$ 3,500,000		\$ 2,125,000			\$ 2,300,000			\$ 5,350,000	\$ 4,000,000	
TOTAL:	\$ 19,173,101	\$ 2,300,000	\$ 9,063,469	\$ 554,531	\$ 148,500	\$ 7,750,000	\$ 193,500	\$ 3,020,000	\$ 34,170,000	\$ 21,209,848	\$ 3,413,417
FSTED COUNCIL:											
BADGING AND RISK ASSESSMENTS											
SECURITY CREDENTIALING			\$ 175,000								
TSA ASSESSMENT			\$ 70,000								
TOTAL TO FSTED COUNCIL			\$ 245,000								
TOTAL TO PORTS			\$ 9,308,469								
TOTAL TO FDLE											
TOTAL TOP FUNDS											
Note: Stolen Auto Recovery System (STAR) Program funds of approximately \$3,240,000 are not included in these amounts, but are for security.			*Includes STAR funds transferred to security law enforcement. Funds include rolled forward FSTED Program funds.								

TAB 3B

STATUS OF SPEND DOWN OF FEDERAL FUNDS

TO BE DISCUSSED AT MEETING

TAB 4

**REVIEW OF STATUS OF SPEND DOWN OF
FSTED PROGRAM PORT SECURITY FUNDING**

TO BE DISCUSSED AT MEETING

TAB 5

**REVIEW OF OPERATIONAL SECURITY/LAW
ENFORCEMENT COSTS AND FUNDING**

**SEAPORT SECURITY OPERATIONAL COSTS
FUNDING REPORT
FY03/04**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY03/04	TOTAL PORT OPERATIONAL BUDGET (Minus Non-Cash Items) FOR FY03/04	PERCENTAGE OF TOTAL OPERATIONAL BUDGET REPRESENTED BY LAW ENFORCEMENT/ SECURITY OPERATIONAL COSTS (Badged, Private, Port, Other) FY03/04	TOTAL PROJECTED COST FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY03/04	EXPECTED REIMBURSEMENT FROM FSTED CHAPTER 311 PROGRAM DOLLARS FOR COSTS FOR FY03/04	EXPECTED REIMBURSEMENT FROM FEDERAL/OTHER STATE GRANTS FOR COSTS FOR FY03/04	TOTAL COST TO SEAPORT FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY 03/04
CANAVERAL	94 Full-time 22 Part-time	\$ 20,406,000.00	20.60%	\$ 4,213,400.00	\$ 450,000.00	\$ -	\$ 3,763,400.00
EVERGLADES	185	\$ 63,529,020.00	24.28%	\$ 15,427,496.00	\$ 15,550,000.00	\$ -	\$ 13,877,496.00
FERNANDINA	2	\$ 2,860,000.00	7.00%	\$ 200,000.00	\$ 48,500.00	\$ -	\$ 151,500.00
FT. PIERCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
JACKSONVILLE	87	\$ 21,121,693.00	11.30%	\$ 2,386,522.00	\$ 1,193,261.00	\$ -	\$ 1,193,261.00
KEY WEST	6	\$ 2,117,852.00	15.00%	\$ 324,957.00	\$ -	\$ -	\$ 324,957.00
MANATEE	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**SEAPORT SECURITY OPERATIONAL COSTS
FUNDING REPORT
FY03/04**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY03/04	TOTAL PORT OPERATIONAL BUDGET (Minus Non-Cash Items) FOR FY03/04	PERCENTAGE OF TOTAL OPERATIONAL BUDGET REPRESENTED BY LAW ENFORCEMENT/ SECURITY OPERATIONAL COSTS (Badged, Private, Port, Other) FY03/04	TOTAL PROJECTED COST FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY03/04	EXPECTED REIMBURSEMENT FROM FSTED CHAPTER 311 PROGRAM DOLLARS FOR COSTS FOR FY03/04	EXPECTED REIMBURSEMENT FROM FEDERAL/OTHER STATE GRANTS FOR COSTS FOR FY03/04	TOTAL COST TO SEAPORT FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY 03/04
MIAMI	127	\$ 50,479,625.00	22.83%	\$ 11,526,498.00	\$ 1,750,000.00	\$ -	\$ 9,776,498.00
PALM BEACH	40	\$ 7,253,267.00	19.76%	\$ 1,432,903.00	\$ 300,000.00	\$ 116,643.00	\$ 1,016,260.00
PANAMA CITY	9	\$ 4,000,000.00	4.80%	\$ 193,500.00	\$ -	\$ -	\$ 193,500.00
PENSACOLA	17	\$ 945,000.00	26.98%	\$ 255,000.00	\$ -	\$ -	\$ 255,000.00
PORT ST. JOE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ST. PETERSBURG	7	\$ 695,000.00	23.17%	\$ 161,000.00	\$ -	\$ -	\$ 161,000.00
TAMPA	58	\$ 3,828,629.00	23.30%	\$ 4,026,629.00	\$ 1,856,456.00	\$ -	\$ 2,170,173.00
TOTAL							

**SEAPORT SECURITY OPERATIONAL COSTS
FUNDING REPORT
FY04/05 AND BEYOND**

PORT	DOES PORT HAVE CONTRACTS BEYOND FY03/04 (MULTI-YEAR CONTRACTS TO INCLUDE FY04/05)	TOTAL PROJECTED COST FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY04/05	BEYOND?	COMMENTS?
CANAVERAL	Yes	\$4,500,000		
EVERGLADES	Yes	\$ 15,872,989.00		
FERNANDINA	No	\$280,000	Same	
FT. PIERCE	N/A	N/A		
JACKSONVILLE	Yes	\$ 2,698,522.00		Projected Cruise Ship Security will require additional (4) sworn Law Enforcement at approximate cost of \$312,000 for FY04/05.
KEY WEST	No	N/A		
MANATEE	N/A	N/A		
MIAMI	Port of Miami has inter-departmental agreement with MDPD (Miami-Dade County)	\$ 12,500,000.00	Annual increased based upon Cost of Living and County COLAs and security equipment maintenance and support costs	Seaport revenues are not sufficient to meet the ongoing needs of this enormous mandate

**SEAPORT SECURITY OPERATIONAL COSTS
FUNDING REPORT
FY04/05 AND BEYOND**

PORT	DOES PORT HAVE CONTRACTS BEYOND FY03/04 (MULTI-YEAR CONTRACTS TO INCLUDE FY04/05)	TOTAL PROJECTED COST FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY04/05	BEYOND?	COMMENTS?
PALM BEACH	No	\$ 1,600,000.00		
PANAMA CITY	No	No		
PENSACOLA	Yes	\$ 262,000.00		
PORT ST. JOE	N/A	N/A		
ST. PETERSBURG	Yes	\$ 600,000.00		\$1.5 million in contracts through 9/15/08. Curise Operations 24/7. Port \$600,000 and Titan \$900,000.
TAMPA	Yes with Sheriff	\$ 4,400,000.00		\$4,400,000 PLUS is actual estimate
TOTAL				

**SEAPORT OPERATIONAL COSTS
PERSONNEL/EQUIPMENT REQUIREMENTS
FY02/03**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL PRIOR TO 9/11	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY02/03	TOTAL NUMBER OF BADGED LAW ENFORCEMENT PERSONNEL ON CONTRACT FOR FY02/03	TOTAL NUMBER OF OTHER (ex: Sheriff, but not badged) LAW ENFORCEMENT/ SECURITY PERSONNEL ON CONTRACT FOR FY02/03	TOTAL NUMBER OF PRIVATE (CONTRACT) SECURITY PERSONNEL ON CONTRACT FOR FY02/03	TOTAL NUMBER OF PORT EMPLOYEES ASSIGNED TO SECURITY OPERATIONS FOR FY02/03	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT PRIOR TO 9/11	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT FOR FY02/03
CANAVERAL	45 Full-time 8 Part-time	69 Full-time 23 Part-time	15 Full-time 16 Full-time	0	37 Full-time	17 Full-time 7 Part-time	0	2
EVERGLADES	75	127	50	75	0	2	0	3
FERNANDINA	1	2	0 (See Note A)	0	2	2	0	0 (See Note B)
Note A: The Port Authority has a MOU with the Fernandina Beach Police Department to patrol the Port on a regular basis.								
Note B: The Nassau County Sheriff's Department has a water craft available and is use on an "as needed" basis.								
FT. PIERCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
KEY WEST	0.5	5	3	0	2	0.25	0	1
JACKSONVILLE	42	87	12	0	70	5	0	6
MANATEE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**SEAPORT OPERATIONAL COSTS
PERSONNEL/EQUIPMENT REQUIREMENTS
FY02/03**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL PRIOR TO 9/11	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY02/03	TOTAL NUMBER OF BADGED LAW ENFORCEMENT PERSONNEL ON CONTRACT FOR FY02/03	TOTAL NUMBER OF OTHER (ex: Sheriff, but not badged) LAW ENFORCEMENT/ SECURITY PERSONNEL ON CONTRACT FOR FY02/03	TOTAL NUMBER OF PRIVATE (CONTRACT) SECURITY PERSONNEL ON CONTRACT FOR FY02/03	TOTAL NUMBER OF PORT EMPLOYEES ASSIGNED TO SECURITY OPERATIONS FOR FY02/03	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT PRIOR TO 9/11	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT FOR FY02/03
MIAMI	75	127	26	101	0	95	1 or more depending on number of cruise vessels	1 or more depending on number of cruise vessels
PALM BEACH	17	52	2	0	35	15	0	0
PANAMA CITY	2	7	2	0	5	1.5	0	0
PENSACOLA	7	17	5	0	10	2	0	0
PORT ST. JOE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ST. PETERSBURG	5	6	0	6	0	6	0	0
TAMPA	5	55	16 Sheriff	0	16 Private	23 Port	0	0
TOTAL								

**SEAPORT OPERATIONAL COSTS
PERSONNEL/EQUIPMENT REQUIREMENTS
FY03/04**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY03/04	TOTAL NUMBER OF BADGED LAW ENFORCEMENT PERSONNEL ON CONTRACT FOR FY03/04	TOTAL NUMBER OF OTHER (ex: Sheriff, but not badged) LAW ENFORCEMENT/ SECURITY PERSONNEL ON CONTRACT FOR FY03/04	TOTAL NUMBER OF PRIVATE (CONTRACT) SECURITY PERSONNEL ON CONTRACT FOR FY03/04	TOTAL NUMBER OF PORT EMPLOYEES ASSIGNED TO SECURITY OPERATIONS FOR FY03/04	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT FOR FY03/04
CANAVERAL	94 Full-time 22 Part-time	17 Full-time 22 Part-time	0	58 Full-time	19 Full-time	2
EVERGLADES	130	50	75	0	5	3
FERNANDINA	2	0 (See Note A)	0	2	2	0 (See Note B)
Note A: The Port Authority has a MOU with the Fernandina Beach Police Department to patrol the Port on a regular basis.						
Note B: The Nassau County Sheriff's Department has a water craft available and is use on an "as needed" basis.						
FT. PIERCE	N/A	N/A	N/A	N/A	N/A	N/A
KEY WEST	6	4	0	2	0.35	1
JACKSONVILLE	87	12	0	70	5	6
MANATEE	N/A	N/A	N/A	N/A	N/A	N/A

**SEAPORT OPERATIONAL COSTS
PERSONNEL/EQUIPMENT REQUIREMENTS
FY03/04**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY03/04	TOTAL NUMBER OF BADGED LAW ENFORCEMENT PERSONNEL ON CONTRACT FOR FY03/04	TOTAL NUMBER OF OTHER (ex: Sheriff, but not badged) LAW ENFORCEMENT/ SECURITY PERSONNEL ON CONTRACT FOR FY03/04	TOTAL NUMBER OF PRIVATE (CONTRACT) SECURITY PERSONNEL ON CONTRACT FOR FY03/04	TOTAL NUMBER OF PORT EMPLOYEES ASSIGNED TO SECURITY OPERATIONS FOR FY03/04	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT FOR FY03/04
MIAMI	127	26	101	0	95	1 or more depending on number of cruise vessels
PALM BEACH	57	2	0	40	15	0
PANAMA CITY	9	2	0	7	1.5	0
PENSACOLA	17	5	0	10	2	0
PORT ST. JOE	N/A	N/A	N/A	N/A	N/A	N/A
ST. PETERSBURG	7	0	0	0	7	0
TAMPA	58	16 Sheriff	0	16 Private	26 Port	0
TOTAL						

**SEAPORT OPERATIONAL COSTS
PERSONNEL/EQUIPMENT REQUIREMENTS
FY04/05 AND BEYOND**

PORT	DOES PORT HAVE CONTRACTS BEYOND FY03/04 (MULTI-YEAR CONTRACTS TO INCLUDE FY04/05)?	IF NO CONTRACTS, DOES PORT HAVE PROJECTED NUMBERS?	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY04/05	TOTAL NUMBER OF BADGED LAW ENFORCEMENT PERSONNEL ON CONTRACT FOR FY04/05	TOTAL NUMBER OF OTHER LAW ENFORCEMENT/ SECURITY PERSONNEL (ex: Sheriff, but not badged) ON CONTRACT FOR FY04/05	TOTAL NUMBER OF PRIVATE (CONTRACT) SECURITY PERSONNEL ON CONTRACT FOR FY04/05	TOTAL NUMBER OF PORT EMPLOYEES ASSIGNED TO SECURITY OPERATIONS FOR FY04/05	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT FOR FY04/05	BEYOND?	COMMENTS
CANAVERAL	Yes	N/A	94 Full-time 22 Part-time	17 Full-time 22 Part-time	0	58 Full-time	19 Full-time	2		
EVERGLADES	Yes	N/A	185 (To Be Negotiated)	61 (To Be Negotiated)	119 (To Be Negotiated)	To Be Negotiated	5	3		
FERNANDINA	No	Yes	2	0 (See Note A)	0	2	2	0 (See Note B)	Same agreement as currently in effect	
Note A: The Port Authority has a MOU with the Fernandina Beach Police Department to patrol the Port on a regular basis.										
Note B: The Nassau County Sheriff's Department has a water craft available and is used on an "as needed" basis.										
FT. PIERCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
KEY WEST	No	No	N/A	N/A	N/A	N/A	N/A	N/A		It is likely that security costs will remain roughly the same in the foreseeable future as those shown for FY03/04, unless MARSEC levels result in higher operational expenses.
JACKSONVILLE	Yes	N/A	87	12	0	70	5	6		
MANATEE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		

**SEAPORT OPERATIONAL COSTS
PERSONNEL/EQUIPMENT REQUIREMENTS
FY04/05 AND BEYOND**

PORT	DOES PORT HAVE CONTRACTS BEYOND FY03/04 (MULTI-YEAR CONTRACTS TO INCLUDE FY04/05)?	IF NO CONTRACTS, DOES PORT HAVE PROJECTED NUMBERS?	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL (Badged, Private, Port, Other) ON CONTRACT FOR FY04/05	TOTAL NUMBER OF BADGED LAW ENFORCEMENT PERSONNEL ON CONTRACT FOR FY04/05	TOTAL NUMBER OF OTHER LAW ENFORCEMENT/ SECURITY PERSONNEL (ex: Sheriff, but not badged) ON CONTRACT FOR FY04/05	TOTAL NUMBER OF PRIVATE (CONTRACT) SECURITY PERSONNEL ON CONTRACT FOR FY04/05	TOTAL NUMBER OF PORT EMPLOYEES ASSIGNED TO SECURITY OPERATIONS FOR FY004/05	TOTAL NUMBER OF WATERSIDE VESSEL PATROLS ON CONTRACT FOR FY04/05	BEYOND?	COMMENTS
MIAMI	Yes -- Effectively through inter-departmental arrangements with Miami-Dade County.	N/A	127 Full time, plus overtime officers on cruise days	26 sworn officers, plus overtime officers on cruise days	Cruise Lines provide their own security within the terminals	N/A	95	1 or more depending on number of cruise vessels	Recurring annual cost	Security personnel are mandated for all restricted access areas
PALM BEACH	No	\$ 1,600,000.00	61	2	0	44	15	0		
PANAMA CITY	No	No	N/A	N/A	N/A	N/A	N/A	N/A		
PENSACOLA	Yes	N/A	17	5	0	10	2	0		
PORT ST. JOE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
ST. PETERSBURG	Yes	N/A	26	2	0	0	24	1		Titan provides 36 employees for security as well as one vessel.
TAMPA	Yes - Sheriff	N/A	63	16	0	16	31	0		
TOTAL										

**SEAPORT SECURITY OPERATIONAL COSTS
FUNDING REPORT
FY02/03**

PORT	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL PRIOR TO 9/11	TOTAL COST FOR LAW ENFORCEMENT/ SECURITY OPERATIONS PRIOR TO 9/11	TOTAL SEAPORT OPERATIONAL BUDGET (Minus Non-Cash Items) PRIOR TO 9/11	PERCENTAGE OF TOTAL OPERATIONAL BUDGET (Minus Non-Cash Items) REPRESENTED BY LAW ENFORCEMENT/ SECURITY OPERATIONAL COSTS (Badged, Private, Port, and Other) PRIOR TO 9/11	TOTAL SEAPORT OPERATIONAL BUDGET (Minus Non-Cash Items) FOR FY01/02	SEAPORT BUDGET FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY01/02	ACTUAL COST OF LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY01/02	PERCENTAGE OF TOTAL OPERATIONAL BUDGET (Minus Non-cash Items) REPRESENTED BY LAW ENFORCEMENT/ SECURITY OPERATIONAL COSTS (Badged, Private, Port, and Other) FOR FY01/02	TOTAL NUMBER OF LAW ENFORCEMENT/ SECURITY PERSONNEL ON CONTRACT FOR FY02/03	TOTAL SEAPORT OPERATIONAL BUDGET (Minus Non-Cash Items) FOR FY02/03	PERCENTAGE OF TOTAL OPERATIONAL BUDGET (Minus Non-cash Items) REPRESENTED BY LAW ENFORCEMENT/ SECURITY OPERATIONAL COSTS (Badged, Private, Port, and Other) FOR FY02/03	TOTAL COST FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY02/03	EXPECTED REIMBURSEMENT FROM FSTED CHAPTER 311 PROGRAM DOLLARS FOR COSTS FY02/03	EXPECTED REIMBURSEMENT FROM FEDERAL/OTHER STATE GRANTS FOR COSTS FY02/03	TOTAL AMOUNT OF SEAPORT REVENUES EXPENDED FOR LAW ENFORCEMENT/ SECURITY OPERATIONS FOR FY02/03
MIAMI	75	\$ 4,100,754.00	\$ 35,313,282.00	11.61%	\$ 37,140,800.00	\$ 4,430,000.00	\$ 5,605,905.00	15.09%	32 plus overtime	\$ 45,654,600.00	21.75%	\$ 9,930,159.00	\$ 2,168,000.00	\$ -	\$ 7,762,159.00
PALM BEACH	17	\$ 611,116.00	\$ 5,473,958.00	11.16%	\$ 5,950,355.00	\$ 621,035.00	\$ 894,000.00	15.07%	37	\$ 7,200,000.00	18.06%	\$ 1,300,000.00	\$ 257,000.00	\$ -	\$ 1,043,000.00
PANAMA CITY	3	\$ 83,992.00	\$ 2,449,346.00	3.00%	\$ 2,657,649.00	\$ 129,000.00	\$ 119,382.00	4.50%	7	\$ 3,153,114.00	4.80%	\$ 150,000.00	\$ -	\$ -	\$ 146,936.00
PENSACOLA	7	\$ 120,000.00	\$ 792,000.00	15.15%	\$ 833,000.00	\$ 165,000.00	\$ 163,500.00	19.63%	17	\$ 915,000.00	26.78%	\$ 245,000.00	\$ -	\$ -	\$ 245,000.00
PORT ST. JOE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ST. PETERSBURG	5	\$ 91,300.00	\$ 456,000.00	20.00%	\$ 480,000.00	\$ 100,000.00	\$ 104,500.00	22.00%	6	\$ 536,000.00	24.44%	\$ 131,000.00	\$ -	\$ -	\$ 131,000.00
TAMPA	5	\$ 200,000.00	\$ 10,579,601.00	1.89%	\$ 11,226,336.00	\$ 402,249.00	\$ 2,979,181.00	26.54%	55	\$ 15,263,022.00	22.98%	\$ 3,507,571.00	\$ 1,650,731.00	\$ -	\$ 1,856,840.00
TOTAL															

TAB 6

DISCUSSION OF FDLE PORT SECURITY AUDITS

TO BE DISCUSSED AT MEETING

TAB 7

**REVIEW OF STATUS OF FLORIDA UNIFORM
PORT ACCESS CARD**

TO BE DISCUSSED AT MEETING

TAB 8

**DISCUSSION OF SEAPORT SECURITY FUNDING
RECOMMENDATIONS TO FURTHER FLORIDA'S
DOMESTIC SECURITY STRATEGY**

MEMORANDUM

DATE: December 5, 2003

TO: G. Stephen Lauer, Chief
Domestic Security Initiatives
State of Florida

FROM: Florida Ports Council

SUBJECT: **SEAPORT SECURITY FUNDING RECOMMENDATIONS TO
FURTHER FLORIDA'S DOMESTIC SECURITY STRATEGY**

Thank you for the opportunity to provide the Florida Department of Law Enforcement with a discussion of seaport security funding issues.

As you know, the primary effort of the partnership between the seaports and the Florida Department of Law Enforcement (FDLE) has been to bring all of Florida's seaports into substantial compliance with the mandated statewide minimum security standards. With this goal in mind, we provide the following discussion and recommendations:

A. Maintain State and Local Funding for Law Enforcement Operations on Florida's Seaports – Including a Badged Law Enforcement Presence.

Operational security costs for seaport security measures continue to escalate. Statutorily mandated statewide minimum security standards require a 24/7 badged law enforcement presence at "Tier I" seaports (Canaveral, Everglades, Jacksonville, Miami, and Tampa), and a routine presence at all other seaports. The U.S. Coast Guard has recently published the federal regulations for seaport security measures at all of the nation's seaports. The federal regulations require security personnel landside and waterside based on security risk assessments and plans approved by the U.S. Coast Guard.

There are currently limited revenues available for Florida's seaports to fund ongoing law enforcement/security operational measures. Currently, a mixture of local seaport and state dollars are being used to fund these costs. Florida law was amended after 9/11 to allow for the diversion of seaport commerce infrastructure development dollars appropriated by the Florida Legislature pursuant to Chapter 311, Florida Statutes, to fund law enforcement/security operational measures until July 1, 2004. Since 9/11, approximately \$20.1 million of Florida Seaport Transportation and Economic Development (FSTED) Program Chapter 311 funds have been spent on law enforcement/security operational measures. Local seaports have matched these funds 50/50 and have spent many million

dollars more of their own revenues on law enforcement/security operational measures. For FY2003/04, the Florida Legislature appropriated \$10 million for use on seaport commerce development projects or seaport security measures. Approximately 78% of these dollars funded law enforcement/security operational measures.

There are currently no Federal Port Security Grant Program dollars authorized to fund law enforcement/seaport operational security measures.

RECOMMENDATIONS:

- 1. The FDLE should recommend to the Domestic Security Oversight Board (DSOB) that the Board support the continuation of the annual \$10 million appropriation to the FSTED Program, and that it support the extension of the July 1, 2004 expiration date for authorization to fund security measures to ensure that funds are available for mandated law enforcement operational security costs at Florida's seaports.**
- 2. In addition, the FDLE should recommend to the DSOB that local governments work with their local government seaports to determine if any federal grant funds (i.e., Office of Domestic Preparedness, etc.) may be used to support ongoing seaport law enforcement/security operational measures including training programs.**
- 3. In addition, due to the increasing cost of seaport law enforcement/security operational measures, the FDLE should recommend to the DSOB that the issue of a specialized certification program for seaport security personnel be explored as a means to reduce the cost of ongoing law enforcement operational costs.**

B. Continue Efforts to Secure Federal Funding for Seaport Security Measures.

Due to the efforts of the partnership between the seaports and the FDLE, Florida's seaports have been very successful in obtaining federal grants for seaport security infrastructure projects. To date, this partnership has enabled Florida seaports to receive \$34,102,526 in Rounds 1 and 2 of the nationally-competitive Federal Port Security Grant Program, and \$6,280,423 in Office of Domestic Preparedness -- High-Risk, High Threat Critical Infrastructure security grant funds.

We provide the attached list of seaport security infrastructure projects that have been submitted for Round 3 funding from the Federal Port Security Grant Program totaling \$46.7 million. This list of statewide seaport security projects has been prioritized by the FDLE and agreed to by the Governor's Office of Drug Control. This prioritization is based upon individual seaport security plans approved by the FDLE, and individual seaport security risk assessments/inspections conducted by the FDLE.

G. Stephen Lauer, Chief
Domestic Security Initiatives
December 5, 2003
Page 3

Over the next few weeks, the results of the Round 3 Federal Port Security Grants awards will be announced. It is anticipated that the application period for Round 4 (\$125 million in FY03/04 funding) for seaport grant funds will be announced after the first of the year.

The funding awards for Round 3 will determine what projects are submitted for Round 4.

RECOMMENDATIONS:

- 1. The FDLE should recommend to the Domestic Security Oversight Board that the attached prioritized list be submitted as a statewide priority for federal security infrastructure funding. In addition, the FDLE should request that the DSOB support the FDLE in its future prioritization of seaport security projects to be submitted for the \$125 million for Round 4 funding based upon Round 3 award results and the FDLE assessment of outstanding needs as identified in their recent inspection audits.**
- 2. In addition, the FDLE should recommend to the DSOB that local governments work with their local government seaports to determine if any federal grant funds (i.e., Office of Domestic Preparedness, etc.) may be used to support seaport IT or security infrastructure projects.**

We appreciate your partnership and the opportunity to provide a discussion of those issues most important to the seaports and the economic security of our state.

/njl

Attachment

cc: The Honorable Paula Dockery, Chair, Senate Committee on Home Defense, Public Security,
and Ports
The Honorable Dudley Goodlette, Chair, House Coordinating Committee on Public Security

**FLORIDA SEAPORT APPLICATIONS FOR FEDERAL PORT SECURITY GRANTS
ROUND 3*
AS SUBMITTED AUGUST 21, 2003**
FDLE PRIORITY RANKINGS**

PORT	FSTED PROGRAM PROJECT NUMBER	FDLE PRIORITY RANKING	PORT RANK	PROJECT	AMOUNT OF FEDERAL APPLICATION	PORT MATCH TOTAL	TOTAL FEDERAL REQUEST AND PORT MATCH	TOTAL FEDERAL REQUEST
CANAVERAL		30		Communications Tower, Diver Detection System, and Channel Management	\$ 4,344,300.00	\$ 482,700.00	\$ 4,827,000.00	
				COMPONENTS:				
	CAN-03 D		1	Communications Tower	\$ 3,007,000.00	\$ 300,700.00	\$ 3,007,000.00	
	CAN-04 A		2	Hostile Diver Detection/Surveillance System	\$ 1,700,000.00	\$ 170,000.00	\$ 1,700,000.00	
	CAN-03-C		3	Radar Controlled Security Cameras	\$ 120,000.00	\$ 12,000.00	\$ 120,000.00	
						\$ 482,700.00	\$ 4,827,000.00	\$ 4,344,300.00
EVERGLADES	EVE-02-A	17	1	Security Access Control Points	\$ 11,000,000.00	\$ -	\$ 11,000,000.00	
	EVE-02-B	26	2	Waterside Gates	\$ 4,000,000.00	\$ -	\$ 4,000,000.00	
	EVE-02-B	28	3	Security Wall	\$ 3,500,000.00	\$ -	\$ 3,500,000.00	
	EVE-02-F	24	4	Waterside CCTV System	\$ 1,500,000.00	\$ -	\$ 1,500,000.00	
	EVE-02-D	20	5	LAN/Conduit	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	
						\$ -	\$ 22,000,000.00	\$ 22,000,000.00
FERNANDINA	N/A			NONE				\$ -
FT. PIERCE	N/A			NONE				\$ -

**FLORIDA SEAPORT APPLICATIONS FOR FEDERAL PORT SECURITY GRANTS
ROUND 3*
AS SUBMITTED AUGUST 21, 2003**
FDLE PRIORITY RANKINGS**

PORT	FSTED PROGRAM PROJECT NUMBER	FDLE PRIORITY RANKING	PORT RANK	PROJECT	AMOUNT OF FEDERAL APPLICATION	PORT MATCH TOTAL	TOTAL FEDERAL REQUEST AND PORT MATCH	TOTAL FEDERAL REQUEST
JACKSONVILLE	COMBINED JAX-02-B, H, AND N	4	1	Jaxport Converged Access Control Network	\$ 1,140,000.00	\$ 380,000.00	\$ 1,520,000.00	
	JAX-02-G	1	2	Jaxport Talleyrand Terminal Gates	\$ 1,147,855.00	\$ 382,618.00	\$ 1,530,473.00	
	JAX-02-A	2	3	Jaxport Blount Island Terminal Gates	\$ 912,187.00	\$ 304,063.00	\$ 1,216,250.00	
	JAX-02-M	3	4	Jaxport Dames Point Terminal Gates	\$ 979,557.00	\$ 326,519.00	\$ 1,306,076.00	
						\$ 1,393,200.00	\$ 5,572,799.00	\$ 4,179,599.00
KEY WEST**/*	KEY-04 A	11	1	Compliance Enhancements	\$ 776,700.00	\$ 86,300.00	\$ 863,000.00	\$ 776,700.00
MANATEE	MAN-04 A	32	1	Port Manatee Security Radio System	\$ 37,500.00	\$ 12,500.00	\$ 50,000.00	
	MAN-04 B	21	2	Port Manatee Water Surveillance and Patrol	\$ 245,874.00	\$ 81,958.00	\$ 327,832.00	
						\$ 94,458.00	\$ 377,832.00	\$ 283,374.00
MIAMI	MIA-02-L AND O	9	NONE	Cruise Provisioning Inspection Facilities/WOA	\$ 1,258,343.00	\$ 838,895.00	\$ 2,097,238.00	
	COMBINES SEVERAL POM PROJECTS	19	NONE	Combined Federal Inspection Services (FIS)	\$ 2,200,000.00	\$ 2,200,000.00	\$ 4,400,000.00	
	MIA-04 A	10	NONE	Cruise Passenger Security Warning System	\$ 468,000.00	\$ 312,000.00	\$ 780,000.00	
	MIA-04-B	18	NONE	Cargo Security Gamma Ray Screeners	\$ 4,000,000.00	\$ 1,000,000.00	\$ 5,000,000.00	
					\$ 4,350,895.00	\$ 12,277,238.00	\$ 7,926,343.00	

**FLORIDA SEAPORT APPLICATIONS FOR FEDERAL PORT SECURITY GRANTS
ROUND 3*
AS SUBMITTED AUGUST 21, 2003**
FDLE PRIORITY RANKINGS**

PORT	FSTED PROGRAM PROJECT NUMBER	FDLE PRIORITY RANKING	PORT RANK	PROJECT	AMOUNT OF FEDERAL APPLICATION	PORT MATCH TOTAL	TOTAL FEDERAL REQUEST AND PORT MATCH	TOTAL FEDERAL REQUEST
PALM BEACH	PAL-04-A	12	1	Maritime Security Incident Management Center	\$ 175,000.00	\$ -	\$ 175,000.00	
	PAL-04-B	31	2	Vehicle/Cargo Inspection Facility	\$ 228,785.00	\$ -	\$ 228,785.00	
	PAL-04-C	15	3	Phase II CCTV Surveillance System	\$ 134,000.00	\$ -	\$ 134,000.00	
	PAL-04-D	23	4	Access Control System	\$ 55,000.00	\$ -	\$ 55,000.00	
	PAL-04-E	29	5	Security Boat	\$ 19,000.00	\$ -	\$ 19,000.00	
	PAL-04-F	25	6	Security Fencing	\$ 14,681.00	\$ -	\$ 14,681.00	
						\$ -	\$ 626,466.00	\$ 626,466.00
PANAMA CITY	PAN-02-D	22	1	Relocate Parking Lots	\$ 425,946.00	\$ -	\$ 425,946.00	\$ 425,946.00
PENSACOLA	PEN-02-C	8	1	CCTV	\$ 842,800.00	\$ -	\$ 842,800.00	\$ 842,800.00
PORT ST. JOE	N/A			NONE				\$ -
ST. PETERSBURG****	N/A	Status of submittal unknown	NONE	Security Lighting	\$ 50,000.00	\$ -	\$ 50,000.00	
	N/A	Status of submittal unknown	NONE	Visitor Access and Identificaton Software/Equipment	\$ 35,000.00	\$ -	\$ 35,000.00	
	N/A	Status of submittal unknown	NONE	Harbor Patrol Vessel	\$ 70,000.00	\$ -	\$ 70,000.00	
	N/A	Status of submittal unknown	NONE	Port Patrol Vehicle	\$ 35,000.00	\$ -	\$ 35,000.00	
						\$ -	\$ 190,000.00	\$ 190,000.00

**FLORIDA SEAPORT APPLICATIONS FOR FEDERAL PORT SECURITY GRANTS
ROUND 3*
AS SUBMITTED AUGUST 21, 2003**
FDLE PRIORITY RANKINGS**

PORT	FSTED PROGRAM PROJECT NUMBER	FDLE PRIORITY RANKING	PORT RANK	PROJECT	AMOUNT OF FEDERAL APPLICATION	PORT MATCH TOTAL	TOTAL FEDERAL REQUEST AND PORT MATCH	TOTAL FEDERAL REQUEST
TAMPA***	TAM-04-A	5	1	Cruise Terminals: Surveillance Camera System	\$ 1,500,000.00	\$ -	\$ 1,500,000.00	
	TAM-04 B	6	2	Port Ybor Gate Facility	\$ 1,600,000.00	\$ -	\$ 1,600,000.00	
	TAM-04 C	7	3	Command Control Communications & Tech. Enhancements	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	
						\$ -	\$ 5,100,000.00	\$ 5,100,000.00
TOTAL:						\$ 6,407,553.00	\$ 53,103,081.00	\$ 46,695,528.00

TOTAL NUMBER
OF PROJECTS

32

* Round 3 is for \$105M (\$104M). Round 2 was originally designed for this \$105M, but other federal funds were used to fund applications submitted for Round 2.

**Chart revised 9/2/03 to include Key West submittal.

*** Need written confirmation from Key West and Tampa for state review. Received.

**** Port of St. Petersburg is in process of determining status of Round 3 grant applications.

Note: This list included only seaport application rankings. Other entities are in State of Florida priority rankings, but are not on this list and ranking number is absent.

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SEAPORT ROUND FOUR GRANT FUNDING PRIORITY

The information that follows is intended to provide guidance to seaports on the approach that will be used by the FDLE Seaport Security Administrator to assign priorities to seaport grant requests. Seaports are not required to alter or adjust their projects in response to this information. Projects submitted, should as always represent the best approach for the seaport and will likely not be crisply delineated into these priority categories. Consequently, it should be assumed that this document is an indication of general intent and does not guarantee a priority for any specific project.

Priority One: Seaport projects for exterior fencing, gates, guard houses and signs where the seaport is not in substantial compliance with F.S. 311.12 but has fully implemented the required badge procedures including the 5 in 90 policy and has an approved security plan.

Priority Two: Seaport projects for cruise terminal interior fencing, gates, signs, lighting, or cruise terminal remote parking where the seaport is not in substantial compliance with F.S. 311.12 but has fully implemented the required badge procedures including the 5 in 90 policy especially as it applies to vendors and public transportation workers accessing the cruise terminal and has an approved security plan.

Priority Three: Seaport projects for IT communication infrastructure that will support the TWIC for seaports in compliance with F.S. 311.12.

Priority Four: Seaport projects for IT communication infrastructure that will support the TWIC for seaports not in compliance with F.S. 311.2 but which have fully implemented the badging requirements including the 5 in 90 policy and has an approved security plan.

Priority Five: Seaport projects for additional cruise terminal security enhancements , including CCTV systems, where the seaport is in substantial compliance with F.S. 311.12.

Priority Six: Seaport projects for lighting for seaports in substantial compliance with F.S. 311.12.

Priority Seven: CCTV systems at cruise terminals where the seaport is in substantial compliance with F.S. 311.12 but has fully implemented the required badge procedures including the 5 in 90 policy especially as it applies to vendors and public transportation workers accessing the cruise terminal and has an approved security plan.

Priority Eight: Security improvement projects directed specifically toward improving the security of volatile and hazardous materials storage facilities where the seaport is or is not

in compliance with F.S. 311.12 but has fully implemented the required badge procedures including the 5 in 90 policy.

Priority Nine: CCTV systems at high value cargo areas where the seaport is in substantial compliance with F.S. 311.12.

Priority Next: All other projects on a project-by-project basis after analysis by the Seaport Security Administrator.

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TAB 9

**REVIEW OF MTSA AND FDLE SEAPORT
SECURITY STANDARDS**

PORT SECURITY STANDARDS - COMPLIANCE PLAN

Minimum Standard	Additional Requirements For Tier 1 Ports	Standard Met Yes/No/Partial	Project #
<p>1. ID Badges</p> <p>a. All personnel permanently employed at the seaport (to include port management staff, tenant activity staff, truckers, stevedores, and longshoremen, etc.) will be required to display a picture ID badge or card at all times when accessing or working within areas, as designated by port management. At a minimum, however, the following should be regarded as restricted areas:</p> <ul style="list-style-type: none"> ☒☒ Cargo storage or staging yards ☒☒ Docks/berths ☒☒ Fuel storage or transfer yards ☒☒ Cruise terminals <p>This requirement also applies to day workers and casual labor that work at the port any more frequently than 5 days in any given 90-day period.</p>			
<p>b. Picture ID's should be color coded or clearly identified by other means (e.g. hologram or symbol) to indicate areas to which access is authorized (e.g. docks, cargo yards, marine terminals, administration buildings, or unrestricted access).</p>			
<p>c. ID cards will be laminated and issued by serial number. Lost or stolen cards must be reported and a log maintained of all currently issued and restricted cards.</p>			
<p>d. Issuance of the picture ID card by Port Management will be contingent on the successful completion of a fingerprint-based criminal history background check. Personnel with felony convictions for theft, robbery, burglary, smuggling, the sell or trafficking of narcotics or controlled substance, fraud or misrepresentation, the use of any weapon or firearm, or any violent crime during the last 5 years should not be approved for issuance of an ID card.</p>			
<p>e. Port management must determine local procedures for permitting access by transient laborers or itinerant visitors and business people. At a minimum, these procedures will include logging in all personnel to whom a Port ID card has not been issued and issuance of a temporary or visitors pass.</p>			
<p>f. ID cards will be renewed on an annual basis. Any felony conviction for the crimes noted above during the previous year would constitute grounds for denial or disapproval.</p>			
<p>2. Personnel Security</p> <p>a. Prospective employees will be required to provide background information about previous employment history, criminal records, and drug use. Prospective employees will also be fingerprinted as part of the application process.</p>			
<p>3. Visitor Access</p> <p>a. Access to the seaport should require checking and recording the visitor's name, purpose of visit, destination, vehicle tag number, and date and time of entry/departure.</p>			

PORT SECURITY STANDARDS – COMPLIANCE PLAN

b. Visitors should be authorized access only to area specific to their port business. Passes should be used to convey this permit.			
c. Visitors should not be allowed on the dock or in restricted areas and all vehicles must park in designated areas.			
4. Access Gates & Gate Houses			
a. Gates and gatehouses should control access to restricted areas as determined by Port Management. Gates should be located at all perimeter access points and principal interior access points.			
b. Gates should be the minimum number to provide adequate access.			
c. Gates/gate houses should be staffed or locked at all times.			
d. The construction of the gates should at least match the construction on the perimeter or interior fencing in general. (E.g. 8 feet high, 9 gauge galvanized steel, of 2 inch wide chain link construction topped with an additional 2 foot barbed wire outrigger consisting of 3 strains of 9 gauge galvanized steel barbed wire at a 45 degree outward angle above the fence.			
e. Gatehouses at all vehicle entrances and exits should be staffed during business hours unless controlled by electronic access systems. Gatehouses should be situated so that exiting vehicles may be halted and examined on seaport property.			
f. Gatehouse personnel should be thoroughly trained in the procedures for processing and/or logging vehicular entry/exit.			
g. Gatehouse personnel should be equipped with telephones or other communications devices.			
5. Designated Parking			
a. Parking within the seaport should be severely restricted, and should be authorized by a strictly enforced gate pass and/or decal system.			
b. Passes or decals should be color or otherwise coded to further restrict access to authorized times and locations.			
c. Parking for employees, dock workers, and visitors should be restricted to designated areas, off dock and outside of fenced operational, cargo handling, and designated storage areas.			
d. Parking for vehicles authorized on port grounds should be restricted largely to port authority, carrier, maintenance, commercial and government vehicles which are essential within the seaport or marine terminal. Parking for these vehicles should be restricted to fenced or clearly marked designated parking areas within the perimeter of the port.			
e. Temporary permits or passes should be issued to vendors and visitors for parking in designated controlled areas.			

PORT SECURITY STANDARDS – COMPLIANCE PLAN

<p>6. Fencing</p> <p>a. Fencing should establish a secure perimeter with controlled access.</p>			
<p>b. Fencing should be 8 feet high, 9 gauge galvanized steel, of 2 inch wide chain link construction topped with an additional 2 foot barbed wire outrigger consisting of 3 strands of 9 gauge galvanized barbed wire at a 45 degree outward angle above the fence.</p>	<p>a. Reinforcement of the fence line with a barrier (e.g. ditch or berm) is recommended to enclose wheeled operations involving containers on chassis or truck loaded with consolidated cargo overnight.</p>		
<p>c. Bottom of fencing should be no more than 2 inches from hard surface of concrete or asphalt. This surface should be sufficiently thick to prevent access from underneath.</p>			
<p>d. The exterior and interior sides of the fence should be cleared and uncluttered by not less than 5 feet to ensure the integrity of the fence is not compromised.</p>			
<p>7. Lighting</p> <p>a. Lighting should be sufficient to adequately illuminate port operations and cargo areas. Port facilities should be illuminated at least to the level of twilight. Lighting must conform to federal regulations, and should comply with voluntary agreements such as the U.S. Customs Sea Carrier or Super Carrier Initiatives.</p>			
<p>b. Lighting must be provided sunset to sunrise</p>			
<p>c. Lighting should be high-mast, sufficient for adequately illuminating exterior gates, piers, cargo areas, cargo traffic areas, and all working and walking areas.</p>			
<p>d. Updated lighting technology should be used, such as: high pressure sodium, mercury vapor, or metal halide lighting.</p>			
<p>e. Lighting should be directed downward, away from guards or offices, and should produce high contrast with few shadows.</p>			
<p>f. Dock work areas, including container unloading and loading areas, should have 5 foot candle illumination.</p>			
<p>g. Container/cargo yards should have at least 1 foot candle illumination. Dark or blind spots should not exist.</p>			
<p>h. If security vehicles are used, they should be equipped with spotlights.</p>			
<p>8. Use of Signs</p> <p>a. Signs should be strategically posted throughout the port and wherever access is restricted to authorized personnel.</p>			
<p>b. A sign conveying Customs authority and stating something similar to “This Port is a Border Entry Point and All Persons, Effects, and Vehicles are Subject to Search Under Federal Statute 19 U.S. Code Sec. 981(f)”, should be posted at main exterior access points, vessel gangways, and all restricted areas.</p>			

PORT SECURITY STANDARDS – COMPLIANCE PLAN

<p>c. Signs should conform to these minimum standards: be highly visible with high contrast background and lettering. Signs should be visible at night, illuminated by lights or iridescent lettering. Be of sufficient size and boldness. Signs should be bilingual where appropriate.</p>			
<p>9. Locks & Keys</p> <p>a. Key control should be implemented to delineate which personnel have right of access to specific areas. Key control should include a master ledger recording the legitimate holder of each copy of each key, issuance for which should be controlled by management or security personnel.</p>			
<p>b. Locks, locking devices, and key control systems should be inspected regularly and malfunctioning equipment repaired or replaced.</p>			
<p>c. Keys will be removed and secured from cargo handling equipment and vehicles when not in use.</p>			
<p>d. Only case hardened locks and chains will be used, with chains permanently attached to fence posts/gates.</p>			
<p>10. Maintenance</p> <p>a. An adequate maintenance system, comprised of regularly scheduled inspections to keep fencing, gates, lighting and cameras in good working order should be implemented.</p>			
<p>11. Standing Security Committee</p> <p>a. Port Management will sponsor/conduct a regularly scheduled forum at least once every three months at which all stakeholders in port security are invited to participate and discuss security issues.</p>			
<p>12. Security Master Plan</p> <p>a. Port Management will include security-related initiatives in the port's strategic or master plan. These initiatives should identify and prioritize projected capital outlays for security-related projects.</p>			
<p>13. Standard Operating Procedures</p> <p>a. Port Management shall provide a current security manual incorporating standard operating procedures, standard of conduct, and responsibilities of appropriate security and management personnel, and a definitive statement of what management expects of its security force personnel.</p>			
<p>b. Managers must review procedures periodically to ensure that new threats and procedural vulnerabilities are identified as they arise.</p>			
<p>c. The Port Security Director should formulate written operation procedures for security-related matters, including bomb threats and alert levels, and should collaborate with relevant government and law enforcement agencies to develop an emergency response plan.</p>			
<p>14. Law Enforcement Presence</p> <p>a. Port Management will take steps necessary to ensure the routine, scheduled presence at the port of security patrols by sworn law enforcement personnel.</p>	<p>a. Management should work with local authorities to negotiate for the permanent assignment to the port of a dedicated, fulltime unit of sworn, law enforcement.</p>		

PORT SECURITY STANDARDS – COMPLIANCE PLAN

<p>15. Security Guards</p> <p>a. Guard or security personnel should wear uniforms that are complete, distinct, and authoritative.</p>			
<p>b. Guards and security personnel should have 2-way radios with capability to promptly reach back-up support.</p>			
<p>c. Guards and security personnel should provide adequate patrols to include roving security, building, perimeter, and wharf checks.</p>			
<p>d. Guards and security personnel should control all exterior access points and principal interior access points to the seaport.</p>			
<p>e. Guards and security personnel should be sufficient in number to provide adequate security 24 hours a day.</p>			
<p>f. Guards and security personnel should be properly trained and be state certified class D license holders. Non-sworn security personnel working for a local law enforcement agency and assigned to the port do not require a class D license. Training of security force personnel should include the following:</p> <ol style="list-style-type: none"> 1) Patrol methods 2) Report writing, log and record keeping 3) ID of security problems and specific trouble areas 4) Cargo handling and cargo documentation handling 5) Federal security procedures (DOD 5225.22M) U.S. Customs, Immigration and Naturalization Service, and U.S. Coast Guard requirements 6) State procedures (including Port Authority) 7) Local police procedures 8) Hazardous materials transport and hazardous materials response 9) First aid 10) Use of force and weapons 11) Explosives, nuclear, biological, chemical agent response 12) Terrorism response procedures 13) Labor unrest 			
<p>16. Secure Information (INFOSEC)</p> <p>a. Formal guidelines for computer security (INFOSEC) should be in place for each port and tenant activity.</p>			
<p>b. Computerized information access must be password controlled and should be restricted on a need-to-know basis, which would include dissemination of information no sooner than required.</p>			
<p>17. Cargo Processing</p> <p>a. Gate passes should be issued to truckers and other carriers to control and identify those vehicles authorized to pick up cargo.</p>			
<p>b. Cargo should only be released to the carrier specified in the delivery order unless a release authorizing delivery to another carrier is presented and verified.</p>			
<p>c. Personnel processing delivery orders should verify the identity of the trucker and truck company before allowing entrance to or exit from restricted areas.</p>			

PORT SECURITY STANDARDS – COMPLIANCE PLAN

<p>18. Storage of Loose Cargo</p> <p>a. Cargo stored in open areas, and palletized or stacked cargo stored in warehouse facilities, must be property stacked and placed within, away from, and parallel to fences and walls , to ensure unimpeded views for security personnel.</p>			
<p>18. High Value Cargo</p> <p>a. High value commodities should be stored in cribs or security cages designed to resist forcible entry from all sides, and separate logs and procedures for the release and receipt of these commodities should be maintained.</p>			
<p>b. High value merchandise in mounted containers must be placed in a secure holding area where it can be observed by management or security personnel, and separate logs and procedures for the release and receipt of these containers should be maintained.</p>			
<p>c. High value cargo containers requiring storage should be placed in a systematic manner such that their location is not readily apparent to would be criminals. Doors of high value containers should be stacked so that the doors of each container abut each other.</p>			
<p>19. Equipment Control</p> <p>a. Access and keys to cargo handling equipment such as yard mule tug-masters, trucks, or high loaders should be strictly controlled. Cargo handling equipment should be kept in a secure and specified area when not in use.</p>			
<p>20. Cruise Operations Security</p> <p>a. Adhere to U.S. Coast Guard regulations 33 CFR Part 120 and 33 CFR Part 128.</p>			
<p>b. Port Management will provide SOPs, used at passenger terminals, to all security personnel.</p>			
<p>c. Port management will provide and maintain physical security barriers, alarms, and lighting in accordance with IMO 443.</p>			
<p>d. Ensure that vehicular access to cruise ships, while in port, is strictly enforced and that only authorized vendors are permitted access to cruise ships.</p>			
<p>e. Provide communications between all security personnel involved with the security of passenger terminal and vessels.</p>			
<p>f. Establish a system of identification and control for all personnel authorized access to the terminal.</p>			
<p>g. Designating restricted areas for the embarking and disembarking of both passengers and baggage.</p>			
<p>h. Ensure that carries provide timely, accurate, and complete passenger and crew arrival and departure manifest information (in accordance with the Advanced Passenger Information System) to the Immigration and Naturalization Service and the U.S. Customs Service.</p>			
<p>i. Restrict access to passenger terminal facilities and cruise ships through a designated screening point that includes a metal detector and x-ray system for carry-on items.</p>			

PORT SECURITY STANDARDS – COMPLIANCE PLAN

21. Intrusion Detection System	a. Closed Circuit Television cameras should be used when warranted by security threat. Cameras should be placed at main entrances and exits and in areas with high risk and/or high value cargo.		
	b. Cameras should be able to record at relatively low levels of light.		
	c. Cameras should have a remote control and zoom lens capability when used for surveillance.		
	d. Cameras should have video tape recording capabilities and be capable of being monitored at same time.		
	e. Cameras should be positioned, with a recording mechanism, to video record vehicles and pedestrians entering and exiting the facility.		

TAB 10

**DISCUSSION OF 2004 LEGISLATIVE
ISSUES/RECOMMENDATIONS**

LEGISLATIVE ISSUES

1. Extend expiration date for use of 311 funds on security operational costs.
2. Revise state minimum standards to provide consistency with MTSA standards.
3. Prohibit firearms in restricted access areas on seaports.
4. Other issues.

By Senator Haridopolos

26-993-04

1 A bill to be entitled
2 An act relating to seaport security; amending
3 s. 311.12, F.S., relating to seaport security
4 standards; requiring any public or private
5 entity that operates within the boundaries of
6 an active seaport in the state to meet minimum
7 statewide standards for security; providing an
8 effective date.

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10 Be It Enacted by the Legislature of the State of Florida:

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12 Section 1. Subsection (1) of section 311.12, Florida
13 Statutes, is amended to read:

14 311.12 Seaport security standards.--

15 (1)(a) The statewide minimum standards for seaport
16 security for each seaport identified in s. 311.09 shall be
17 those based upon the Florida Seaport Security Assessment 2000
18 and set forth in the "Port Security Standards--Compliance
19 Plan" delivered to the Speaker of the House of Representatives
20 and the President of the Senate on December 11, 2000, pursuant
21 to this section. The statewide minimum standards are hereby
22 adopted. The Office of Drug Control within the Executive
23 Office of the Governor shall maintain a sufficient number of
24 copies of the standards for use of the public, at its offices,
25 and shall provide copies to each affected seaport upon
26 request.

27 (b) The Department of Law Enforcement may exempt any
28 seaport identified in s. 311.09 from all or part of the
29 requirements of subsections (1)-(5) if the department
30 determines that the seaport is not active. The department
31 shall periodically review exempted seaports to determine if

1 there is maritime activity at the seaport. A change in status
2 from inactive to active may warrant removal of all or part of
3 any exemption provided by the department.

4 (c) If a seaport is designated as active, all
5 entities, whether public or private, owning or operating on
6 land within the boundaries of the seaport shall meet the
7 required minimum standards for security required for port
8 operation according to the statewide minimum standards for
9 seaport security pursuant to this section.

10 Section 2. This act shall take effect upon becoming a
11 law.

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14 SENATE SUMMARY

15 Requires public and private entities operating within the
16 boundaries of an active seaport to meet minimum statewide
17 security standards.

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TAB 11

OTHER ISSUES

TAB 12

ADJOURNMENT