



Florida Seaport Transportation and
Economic Development Council

Seaport Security Advisory Committee

August 31, 2022

Casa Marina, Key West

Tab 1

Call to Order

Florida Seaport Transportation and Economic Development Council

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce
Jacksonville Port Authority · Port of Key West · Manatee County Port Authority · PortMiami · Port of Palm Beach
Panama City Port Authority · Port of Pensacola · Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority ·
Florida Department of Transportation · Florida Department of Economic Opportunity

Seaport Security Advisory Committee Meeting

Wednesday, August 31, 2022
Casa Marina, Key West

AGENDA

9:00 am – 12:00 pm

1. Call to Order
2. Discussion of Drone Regulations and State Law.
3. Discussion of other State and Federal Issues.
4. Discussion of Past FSTED Security Grant Spenddowns.
5. Review and Recommendations Concerning FSTED Program Seaport Grants.
6. Other Issues
7. Adjournment

Tab 2

Discussion of Drone Regulations and State Law

FSTED Security Meeting Agenda Item (Drones)

1. Brief Synopsis – What we are trying to do and the steps necessary to get it done.
 - a. Currently, under Florida Statute 330.041, “Regulation of Aircraft, Pilots and Airports”, the operation of unmanned aircraft systems provides certain protections for critical infrastructure facilities to prevent willfully flying drones over or making contact with critical infrastructure facilities. However, seaports are not included in the statute’s definition of critical infrastructure.
 - b. By comparison, ports in other states (e.g., Texas, Delaware, Oklahoma, and others) are deemed critical infrastructure and provided statutory protections to prevent, deter and regulate the use of drones in and around seaports.
 - c. Drone flying continues to grow in popularity for recreational and commercial uses. With increased technology and lower costs unregulated drones are more than just nuisance; drones are a public safety hazard and security threat to port operations and infrastructure (e.g. cruise and cargo terminals; fuel depots) and to soft targets (passenger embark/debark, traffic queues, recreational facilities).
 - d. Current law, “Unmanned Aircraft Systems Act,” must be amended to add seaports to the State of Florida’s recognized list of critical infrastructure facilities.
2. Copy of current drone regulations and Florida law
 - a. Florida Statute 330.41, “Unmanned Aircraft Systems Act”
 - i. Copy of statute attached.
3. Copy of what we want the new FL Drone law to look like
 - a. Attached is an initial draft of proposed changes to Florida Statute 330.40, “Unmanned Aircraft Systems Act”.
 - b. Proposed revisions to current statute include:
 - i. Adding “deepwater seaport or railroad switching yard” to subsection (2)(a), which defines “Critical Infrastructure Facility”.

This provides consistency within the Florida Statute of a critical infrastructure facility (e.g., deepwater seaports are included in s. 493.631) and with other state’s unmanned aircraft/drone statutes that are nearly identical to Florida’s statute.
 - ii. Remove subsection (3)(d) under “Regulation” that states an entity or government facility must apply to the Federal Aviation Administration (FAA) for designation under the FAA Extension, Safety and Security Act of 2016. The FAA guidelines referenced in the Florida Statute do not exist and have not been drafted by the FAA since the Act’s inception six years ago.
4. What actions do we want our Port partners to take to help our cause?
 - a. Create an awareness and understanding of the threat of unregulated drone use to Florida’s seaports.

- b. Reach out to local House and Senate representatives to gain support for the urgent need to amend State's law to ensure seaports are provided statutory protections.
- c. Port Canaveral initiated outreach to FL Rep. Clay Yarborough (District 12 –part of Duval County), one of the original sponsors of Florida Statute 330.041 to brief him on the seaport omission issue and related public safety concerns. Our understanding that the sponsors of the original bill did not intend to purposely exclude ports from the legislation. Rep. Yarborough is interested in possibly amending the 'Unmanned Aircraft Systems Act' to include seaports as critical infrastructure facilities list and is open to further discussions on this topic.
- d. FSTED Security Committee should recommend Florida Ports Council to weigh in support of amending Florida Statute 330.40, "Unmanned Aircraft Systems Act" to include seaports as critical infrastructure.

The Florida Senate

2020 Florida Statutes

<u>Title XXV</u> AVIATION	<u>Chapter 330</u> REGULATION OF AIRCRAFT, PILOTS, AND AIRPORTS <u>Entire Chapter</u>	SECTION 41 Unmanned Aircraft Systems Act.
------------------------------	--	--

330.41 Unmanned Aircraft Systems Act.—

(1) **SHORT TITLE.**—This act may be cited as the “Unmanned Aircraft Systems Act.”

(2) **DEFINITIONS.**—As used in this act, the term:

(a) “Critical infrastructure facility” means any of the following, if completely enclosed by a fence or other physical barrier that is obviously designed to exclude intruders, or if clearly marked with a sign or signs which indicate that entry is forbidden and which are posted on the property in a manner reasonably likely to come to the attention of intruders:

1. An electrical power generation or transmission facility, substation, switching station, or electrical control center.
2. A chemical or rubber manufacturing or storage facility.
3. A mining facility.
4. A natural gas or compressed gas compressor station, storage facility, or natural gas or compressed gas pipeline.
5. A liquid natural gas or propane gas terminal or storage facility with a capacity of 4,000 gallons or more.
6. Any portion of an aboveground oil or gas pipeline.
7. A wireless communications facility, including the tower, antennae, support structures, and all associated ground-based equipment.
8. A state correctional institution as defined in s. [944.02](#) or a private correctional facility authorized under chapter 957.
9. A secure detention center or facility, as defined in s. [985.03](#), or a nonsecure residential facility, a high-risk residential facility, or a maximum-risk residential facility, as those terms are described in s. [985.03](#)(44).
10. A county detention facility, as defined in s. [951.23](#).

(b) “Drone” has the same meaning as s. [934.50](#)(2).

(c) “Unmanned aircraft system” means a drone and its associated elements, including communication links and the components used to control the drone which are required for the pilot in command to operate the drone safely and efficiently.

(3) **REGULATION.**—

(a) The authority to regulate the operation of unmanned aircraft systems is vested in the state except as provided in federal regulations, authorizations, or exemptions.

(b) Except as otherwise expressly provided, a political subdivision may not enact or enforce an ordinance or resolution relating to the design, manufacture, testing, maintenance, licensing, registration, certification, or operation of an unmanned aircraft system, including airspace, altitude, flight paths, equipment or technology requirements; the purpose of operations; and pilot, operator, or observer qualifications, training, and certification.

(c) This subsection does not limit the authority of a local government to enact or enforce local ordinances relating to nuisances, voyeurism, harassment, reckless endangerment, property damage, or other illegal acts arising from the use of unmanned aircraft systems if such laws or ordinances are not specifically related to the use of an unmanned aircraft system for those illegal acts.

(d) A person or governmental entity seeking to restrict or limit the operation of drones in close proximity to infrastructure or facilities that the person or governmental entity owns or operates must apply to the Federal Aviation Administration for such designation pursuant to s. 2209 of the FAA Extension, Safety, and Security Act of 2016.

(4) **PROTECTION OF CRITICAL INFRASTRUCTURE FACILITIES.**—

(a) A person may not knowingly or willfully:

1. Operate a drone over a critical infrastructure facility;
 2. Allow a drone to make contact with a critical infrastructure facility, including any person or object on the premises of or within the facility; or
 3. Allow a drone to come within a distance of a critical infrastructure facility that is close enough to interfere with the operations of or cause a disturbance to the facility.
- (b) A person who violates paragraph (a) commits a misdemeanor of the second degree, punishable as provided in s. [775.082](#) or s. [775.083](#). A person who commits a second or subsequent violation commits a misdemeanor of the first degree, punishable as provided in s. [775.082](#) or s. [775.083](#).
- (c) This subsection does not apply to actions identified in paragraph (a) which are committed by:
1. A federal, state, or other governmental entity, or a person under contract or otherwise acting under the direction of a federal, state, or other governmental entity.
 2. A law enforcement agency that is in compliance with s. [934.50](#), or a person under contract with or otherwise acting under the direction of such law enforcement agency.
 3. An owner, operator, or occupant of the critical infrastructure facility, or a person who has prior written consent of such owner, operator, or occupant.
- (d) Subparagraph (a)1. does not apply to a drone operating in transit for commercial purposes in compliance with Federal Aviation Administration regulations, authorizations, or exemptions.
- (e) This subsection shall sunset 60 days after the date that a process pursuant to s. 2209 of the FAA Extension, Safety and Security Act of 2016 becomes effective.
- (5) CONSTRUCTION.—This section shall be construed in accordance with standards imposed by federal statutes, regulations, and Federal Aviation Administration guidance on unmanned aircraft systems.

History.—s. 8, ch. 2017-150; s. 1, ch. 2019-113.

Disclaimer: The information on this system is unverified. The journals or printed bills of the respective chambers should be consulted for official purposes.

Title XXV AVIATION
Chapter 330 REGULATION OF AIRCRAFT, PILOTS, AND AIRPORTS
SECTION 41 Unmanned Aircraft Systems Act.

330.41 Unmanned Aircraft Systems Act.—

(1) SHORT TITLE.—This act may be cited as the “Unmanned Aircraft Systems Act.”

(2) DEFINITIONS.—As used in this act, the term:

(a) “Critical infrastructure facility” means any of the following, if completely enclosed by a fence or other physical barrier that is obviously designed to exclude intruders, or if clearly marked with a sign or signs which indicate that entry is forbidden and which are posted on the property in a manner reasonably likely to come to the attention of intruders:

1. An electrical power generation or transmission facility, substation, switching station, or electrical control center.

2. A chemical or rubber manufacturing or storage facility.

3. A mining facility.

4. A natural gas or compressed gas compressor station, storage facility, or natural gas or compressed gas pipeline.

5. A liquid natural gas or propane gas terminal or storage facility with a capacity of 4,000 gallons or more.

6. Any portion of an aboveground oil or gas pipeline.

7. A wireless communications facility, including the tower, antennae, support structures, and all associated ground-based equipment.

8. A deepwater port or railroad switching yard.

9. A state correctional institution as defined in s. [944.02](#) or a private correctional facility authorized under chapter 957.

10. A secure detention center or facility, as defined in s. [985.03](#), or a nonsecure residential facility, a high-risk residential facility, or a maximum-risk residential facility, as those terms are described in s. [985.03](#)(44).

~~10~~ 11. A county detention facility, as defined in s. [951.23](#).

(b) “Drone” has the same meaning as s. [934.50](#)(2).

(c) “Unmanned aircraft system” means a drone and its associated elements, including communication links and the components used to control the drone which are required for the pilot in command to operate the drone safely and efficiently.

(3) REGULATION.—

(a) The authority to regulate the operation of unmanned aircraft systems is vested in the state except as provided in federal regulations, authorizations, or exemptions.

(b) Except as otherwise expressly provided, a political subdivision may not enact or enforce an ordinance or resolution relating to the design, manufacture, testing, maintenance, licensing, registration, certification, or operation of an unmanned aircraft system, including airspace, altitude, flight paths, equipment or technology requirements; the purpose of operations; and pilot, operator, or observer qualifications, training, and certification.

(c) This subsection does not limit the authority of a local government to enact or enforce local ordinances relating to nuisances, voyeurism, harassment, reckless endangerment, property damage, or other illegal acts arising from the use of unmanned aircraft systems if such laws or ordinances are not specifically related to the use of an unmanned aircraft system for those illegal acts.

~~(d) A person or governmental entity seeking to restrict or limit the operation of drones in close proximity to infrastructure or facilities that the person or governmental entity owns or operates must apply to the Federal Aviation Administration for such designation pursuant to s. 2209 of the FAA Extension, Safety, and Security Act of 2016.~~

(4) PROTECTION OF CRITICAL INFRASTRUCTURE FACILITIES.—

(a) A person may not knowingly or willfully:

1. Operate a drone over a critical infrastructure facility;
2. Allow a drone to make contact with a critical infrastructure facility, including any person or object on the premises of or within the facility; or
3. Allow a drone to come within a distance of a critical infrastructure facility that is close enough to interfere with the operations of or cause a disturbance to the facility.

(b) A person who violates paragraph (a) commits a misdemeanor of the second degree, punishable as provided in s. [775.082](#) or s. [775.083](#). A person who commits a second or subsequent violation commits a misdemeanor of the first degree, punishable as provided in s. [775.082](#) or s. [775.083](#).

(c) This subsection does not apply to actions identified in paragraph (a) which are committed by:

1. A federal, state, or other governmental entity, or a person under contract or otherwise acting under the direction of a federal, state, or other governmental entity.
2. A law enforcement agency that is in compliance with s. [934.50](#), or a person under contract with or otherwise acting under the direction of such law enforcement agency.
3. An owner, operator, or occupant of the critical infrastructure facility, or a person who has prior written consent of such owner, operator, or occupant.

(d) Subparagraph (a)1. does not apply to a drone operating in transit for commercial purposes in compliance with Federal Aviation Administration regulations, authorizations, or exemptions.

(e) This subsection shall sunset 60 days after the date that a process pursuant to s. 2209 of the FAA Extension, Safety and Security Act of 2016 becomes effective.

(5) CONSTRUCTION.—This section shall be construed in accordance with standards imposed by federal statutes, regulations, and Federal Aviation Administration guidance on unmanned aircraft systems.

History.—s. 8, ch. 2017-150; s. 1, ch. 2019-113.

Tab 3

Discussion of State and Federal Issues

Tab 4

Discussion of Past FSTED Security Grant Spenddowns



Ocean Highway & Port Authority
Nassau County

August 15, 2022

Captain John W. Murray, Chairman
Florida Seaport Transportation and Economic Development Council
502 East Jefferson Street
Tallahassee, Florida 32301

Dear Captain Murray,

The Ocean Highway and Port Authority of Nassau County (Port of Fernandina) is participating in the 2022/23 FSTED Security Grant Program. The Port has applied for funding which will allow the US Customs and Border Protection agency to upgrade their IT Infrastructure in their offices located at the Port. The Port is required under 6 U.S.C Section 23 and 19 U.S.C. various sections and 19 C.F.R. Part 19 to reimburse CBP for costs related to providing communications and information technology equipment and services at their facilities. The CBP has provided the Port with an estimated initial cost of \$56,026.30 and annual recurring operating costs of \$10,961.35. The Port, through its Terminal Operator will overmatch the request by providing \$31,453 in matching funds.

Time is of the essence as CBP has requested that the Port execute a Memorandum of Agreement by the end of September 2022, authorizing the purchase and installation of the required infrastructure and equipment.

Thank you for your consideration of this request.

Respectfully,

David Kaufman
Executive Director



Ocean Highway & Port Authority
Nassau County

August 15, 2022

Capt. John Murray, Chairman
Florida Seaport Transportation and Economic Development Council
502 E. Jefferson Street
Tallahassee, Florida 32301

Dear Capt. Murray,

The Ocean Highway and Port Authority (Port of Fernandina) has a balance of \$24,573.00 of State Funding through the Seaport Security Program, on Public Transportation Financial Project Number 444933-1-94-02. The identified project is for security lighting, upgrades at guard gates, and boundary fencing. The Port Authority has identified need to upgrade the US Customs and Border Protection (CBP) IT and Communications Infrastructure at their office facility at the Port to be a higher priority.

A separate Port Security Grant Program application has been submitted through SEACIP for the CBP Project. The total estimated cost for the initial implementation is \$56,026.30, with annual estimated recurring costs of \$10,961.35. The Authority's approval of the Grant Agreement is contingent on our Terminal Operator agreeing to pay the required match to fully fund the initial implementation cost and to pay the annual recurring costs.

We are respectfully requesting that the balance of the funds that remain on Project 444933-1-94-02 be transferred to the newly identified project for the CBP Infrastructure and Communication Infrastructure Upgrade.

Best regards,

David Kaufman
Executive Director

Tab 5

Review and Recommendations Concerning FSTED Program Seaport Grants

FSTED Security Grant Applications 2023					
Port	Security Project Title	State (FSTED)	Local	Total Requested Amount	Recommended Amount
Canaveral Port Authority	Video Management System Addition	\$142,500.00	\$47,500.00	\$190,000.00	
Port Everglades	Port ID Application Process Automation	\$47,250.00	\$15,750.00	\$63,000.00	
City of Pensacola (Port of Pensacola)	CMA & TWIC/Camera System Upgrade	\$34,680.00	\$11,560.00	\$46,240.00	
Jacksonville Port Authority	Seaport Security Infrastructure Improvements	\$142,500.00	\$47,500.00	\$190,000.00	
Manatee County Port Authority	Port Security Vehicles	\$150,000.00	\$50,000.00	\$200,000.00	
PortMiami	Enhanced Restricted Area Boarder Protection System	\$200,000.00	\$66,667.00	\$266,667.00	
Port of Palm Beach	North Fence Security System	\$61,837.00	\$20,613.00	\$82,450.00	
Port Panama City	Port Panama City IT / Backup Generator	\$93,750.00	\$31,250.00	\$125,000.00	
Port Tampa Bay	Port Heavy Weather Building Security Upgrades	\$110,000.00	\$27,500.00	\$137,500.00	
TOTAL		\$982,517.00	\$318,340.00	\$1,300,857.00	\$0.00



July 7, 2022

John Murray, Chairman
Florida Ports Council
502 E. Jefferson Street
Tallahassee, FL 32301

Re: 2022 FSTED Security Grant Request

Dear Mr. Murray,

In accordance with the 14B-1.008. Seaport Security Grant Program rules of the Florida Administrative Code, the Canaveral Port Authority submits the following request for security grant funding.

Port Name: Canaveral Port Authority
Project Name: Video Management System Addition
Project Location: Canaveral Port Authority
Total Estimated Cost: \$190,000
Total State Funds Requested: \$142,500

Project Description: The Video Management System Addition will provide network connectivity and cameras on the east side of the Port. The project will fill a gap in video coverage at Canaveral Port Authority.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'M Poole', is written over a light blue horizontal line.

Michael Poole, CFO
Canaveral Port Authority
(321) 783-7831 ext. 222



PORT EVERGLADES DEPARTMENT - Chief Executive & Port Director's Office
1850 Eller Drive, Fort Lauderdale, Florida 33301 • 954-468-0140 • FAX 954-523-8713

MEMORANDUM

DATE: July 15, 2022

TO: Captain John W. Murray, Chairman, Florida Seaport Transportation and Economic Development Council (FSTED)

FROM: Jonathan Daniels, Chief Executive & Port Director, Port Everglades Department

RE: Request for FY-2023 FSTED Seaport Security Grant Funding

Per the solicitation for FY-2023 FSTED Security Grant applications distributed on May 25, 2022, the Broward County Port Everglades Department is requesting grant funding for a project to modernize our Port ID process as further described below. With an estimated total project cost of \$63,000, we are requesting grant funding of \$47,250.

As background, Port Everglades (PEV) is a Department within Broward County Government and operates the County-owned facility as a landlord seaport. The County contracts with the Broward Sheriff's Office (BSO) and with a private security firm to perform security and law enforcement services that embrace the fundamental security principles of deter, detect, delay and respond. PEV provides direction in facilitating compliance with the United States Coast Guard security regulations, managing cargo and supply-chain security, and monitoring compliance with the Transportation Worker Identification Credential (TWIC) program. PEV maintains a strong relationship with Federal, State and local agency partners. These partnerships include strategic level partnerships with the American Association of Port Authorities (AAPA) Security Committee, FSTED Security Committee, and the US Coast Guard Sector Miami Area Maritime Security Committee (AMSC), and operational and tactical level partnerships with US Customs and Border Protection, the Florida Department of Law Enforcement Regional Domestic Security Task Force (RDSTF), the PEV Seaport Security Coordinating Committee, and tenant and stakeholder Facility Security Officers (FSO). These partnerships are fundamental to collaborative engagements in the sharing of information and promoting security best practices. PEV ensures both security and non-security personnel receive clear, concise and comprehensive Maritime Transportation Security Act (MTSA) training that promotes the greatest amount of retention and the least amount of training loss. PEV's commitment to security-related certifications for its personnel, security integrity checks, and vulnerability assessments that produce risk mitigation strategies only strengthens security efforts. PEV's current physical security defense-in-depth infrastructure provides layered deterrence, detection, and delaying capabilities through visual barrier strategies, access control systems, effective credentialing, camera surveillance monitoring, radar and sonar sensors, geographic information systems, waterside marine patrols and traditional vehicular presence patrols.

PEV is seeking grant funding to modernize and improve its Port Business Purpose Card (Port ID) Application and Credentialing process. In accordance with the Broward County Administrative Code and as required by the Port's approved Facility Security Plan, the Port issues approximately ten thousand Port IDs a year, averaging approximately seven hundred eighty-one applications per month. Port IDs are required for all port users that require access to the port more than 15 days in a 90 day period to establish their business purpose for entering the Port's controlled access area. This function is performed by BSO under contract to the Port using primarily a paper-based, staff-intensive process. The grant funding would be used for a project to modernize these processes and procedures and increase the efficiency of the Port ID issuance process through a number of different components including:

- Introducing a paperless application process.
- Creating the ability to complete the Port ID application online remotely or electronically in the Port ID Office.
- Switching to zero retained or stored paper documents that require destruction at a later date.
- Converting a paper-based maritime security awareness training program into an interactive, electronic version that can be completed online during the application process.
- Reducing the time spent in the Port ID office by port users.

The current Port ID application process takes 20-30 minutes or more depending upon demand. In addition to filling out the application, verifying the required documentation, taking a current photo of the individual, all persons applying for the Port ID must also review a Basic Security Awareness booklet, written in English, Spanish and Creole, for port personnel without security duties. While only a few pages in length, the document contains a short knowledge check as part of the process. Upon completion, the document is submitted with the completed application as part of the records required for retention under Title 33, Code of Federal Regulations, Parts 101-105. The files are then retained in accordance with the regulations and then destroyed as soon as the retention period is over due to the Personal Identifiable Information (PII) contained within.

To accomplish this project, computer workstations will be installed in the Port's ID Office and the current seating arrangement will be significantly reduced. With the assistance of a contractor, security staff will create an "All Port Personnel Basic Security Awareness Program" in English, Spanish and Creole that will be hosted remotely. A fillable, ADA compliant application with instructions will be made available on the Security Section of the Port's webpage. The completed application will be electronically submitted to the Port ID Office, awaiting the applicant's arrival for a final review and a picture. If the applicant chooses to go to the ID office in person, the workstations will be available for use.

In addition to reducing the time that Port users spend in the office to less than 10 minutes, PEV also intends to convert its Port ID Application process into a paperless process to reduce the use of paper, alleviate the need to store tons of paper files and reduce or eliminate the costs associated with handling and then properly shredding the documents to ensure the security of the PII information contained in the documents.


The total project estimated cost is \$63,000.00, which include \$11,000.00 in workstations, hardware, network equipment installation and fees, and \$52,000.00 for the security program software and hosting fees. This request is focused on providing the resources needed to expedite the overall application process, reduce file storage along with the costs associated with using an outdated application process, and mitigate the impacts of a security incident at Port Everglades through education of port users.

Should you require additional information please contact Vince Tuzeo, Program/ Project Coordinator at 954-468-3717. Thank you for your consideration of this request.



MEMORANDUM

TO: Capt. John Murray, Chairman FSTED Council

FROM: Thomas Coggin, FSO 

DATE: June 28, 2022

SUBJECT: FSTED Program Seaport Security Grant – Fiscal Year
2022/2023 14B-1.008 Seaport Security Grant Program

1. Port of Pensacola request funding to improve seaport security technology gaps utilizing situational awareness tools. Project will start January 1, 2023 and be completed December 31, 2023. There are two parts of this project: 1. CMA - comprehensive maintenance agreement covers all replacement/repairs of our situational awareness tools at the Port of Pensacola: Access Control and Camera Systems. This contract guarantees that no matter what issues we have with our situational awareness tools we will be able to fix them in a timely manner. 2. TWIC/camera system upgrades - Adding camera on turnstile, replacing outdated cameras, and outdated camera infrastructure.
2. Access control equipment is a critical part to screening both passenger and cargo vehicles. Camera systems improve situational awareness for the guards by giving them the ability to monitor any area inside the restricted zone.
3.
 1. CMA - Cost - \$26,240.
 2. TWIC/camera system upgrades - Cost - \$20,000.

Total Project Cost - \$46,240. Grant Funds - \$34,680, Matching Funds - \$11,560.

(Uploaded in the application are the two quotes from Security Engineering.)
4. Port of Pensacola will match 25% of \$46,240 - \$11,560 from Port Funds.

July 05, 2022



John Murray, Chair
Florida Seaport Transportation and Economic Development Council

Mr. Murray,

Please see this letter as a formal request by the Jacksonville Port Authority (JAXPORT) to be entered into the Fiscal Year 2023 FSTED Security Grant Program. Projects listed below:

Project Name: Active Shooter Mitigation **Total Project Cost:** \$80,000.00

FSTED Security Grant Request: \$60,000.00

Describe work to be done this phase below:

JAXPORT will purchase ballistic rated equipment, fixed and or mobile, to be installed/deployed at gathering locations for active shooter /attacker mitigation at our Cruise Terminal, Access Control Center, Port Operations Buildings, and MTSA Access Points. JAXPORT wishes to Harden our Physical Security layers to include Active Shooter Mitigation at our known soft targets and gathering location. JAXPORT is looking to address gaps in Active Shooter mitigation that were noted in a 2021 full scale exercise that took place at our Cruise Terminal. By addressing active shooter hardening and response at our soft targets we can provide a Long-term vulnerability reduction. This equipment will provide and an additional layer of safety for personnel onsite and harden/ enhance our overall Physical Security capabilities. By addressing these gaps, we can effective reduce the chance of a successful active shooter attack and loss of life. These enhancements may also stop or slow the progress of an active attacker, providing additional response time for JAXPORT Public Safety and Law Enforcement (Local, State, Federal) to engage the threat. This would also build upon our previous awards allowing JAXPORT to address gaps is Physical Security related to our Facility Security Plans. Active Shooter Mitigation is a Sector Jacksonville USCG Captain of the Port (COTP) and National Priority. Physical Security enhancements may include Ballistic rated mobile/fixed barricades, glass, doors, windows or film. Any Enhancements will be communicated with all Local, State, and Federal partners who aid in incident response, planning, and mitigation. JAXPORT goal is to continue to Enhance our capability respond and mitigate incidents (Natural or Man-Made). We identified this gap when hosting and participating in a County Wide active shooter exercise at our Cruise Terminal that include local, state, and federal partners.

Project Name: Incident Command Tracking and Management Enhancement **Total Project Cost:** \$60,000.00

FSTED Security Grant Request: \$45,000.00

Describe work to be done this phase below:

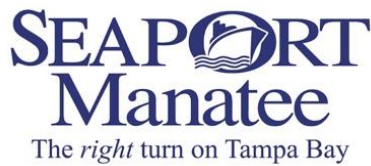
JAXPORT will purchase an Incident Command / Command and Control software application to support real-time situational awareness of field assets and response to an incident (Natural or Man-Made) or special event at our Passenger and Cargo terminals. By adding this capability, we enhancement our Maritime Domain Awareness across our MTSA facilities that are non-contiguous and spread out over (18) miles of the St. Johns river. This technology would allow us to share real time information with Local, State, and Federal partners during a critical incident/ events and would aid in planning and response. We identified this gap when hosting and participating in a County Wide active shooter exercise at our Cruise Terminal that include local, state, and federal partners.

Project Name: Drone Unit Enhancement **Total Project Cost:** \$50,000.00

FSTED Security Grant Request: \$37,500.00

Describe work to be done this phase below:

JAXPORT is looking to purchase (2) Drones for the purpose of Incident Response, Planning, and Domain Awareness. JAXPORT will utilize these drones for Incident Action Planning, Physical Security Inspections (Fencing, Vegetation, Lighting, Berth Inspections, CCTV planning, etc.), Incident Response / Overwatch (Fire, Industrial Accidents, Natural or Man-Made Disasters, Hazard to Navigable waterway near Terminals), and Mapping.



July 14, 2022

Florida Ports Council
502 East Jefferson Street
Tallahassee, Florida 32301
Attn: FSTED Council Chair, Capt. John Murray.

Dear Captain Murray:

Please accept this letter as our formal funding request under the FY 2023 FSTED Security Grant Program.

Over the past few years, the port has seen continued double digit cargo growth. This has necessitated the expansion of the port's security department to provide additional patrols and TWIC escorts in support of the increased operational tempo. To support the security department's growth, it is necessary to procure additional security vehicles to ensure the availability of assets to provide the additional security services required to maintain safety and security compliance.

Funding in the amount of \$150,000 in funding is requested to support the procurement of Law Enforcement grade patrol vehicles. Four patrol trucks with the appropriate markings, lights, sirens, push bars and equipment will be purchased to provide patrol ready vehicles in support of these expanded security operations. The funding would also procure one unmarked supervisory vehicle appropriately equipped with lights and siren to provide supervisory patrol support.

The port has allocated \$50,000 in matching funds to provide the required cost share to support this funding request. A funding request has been submitted through the SeaCIP system.

Thank you in advance for your attention and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "D. St. Pierre".

David M. St. Pierre
Director of Public Safety & Security



JAXPORT will look at Public Safety rated drones that also support live streaming and allow for payload options such as HD video / photos, Thermal Camera's, and caring CBRN Equipment (4 gas Meter, Radiation Pager, etc.). JAXPORT will purchase Drones that comply with new laws in Florida such as Statute 934.50. JAXPORT will deploy, share information collected, or video stream with Local, State, and Federal partners as requested when responding to an incident at the Ports.

We identified this gap when hosting and participating in a County Wide active shooter exercise at our Cruise Terminal that include local, state, and federal partners and a vessel fire involving the Hoegh Xiamen.

Thank You!

Corey G. Bell

A handwritten signature in blue ink that reads "Corey G. Bell". The signature is written in a cursive, flowing style.

Administrative Manager, Public Safety and Security for the Jacksonville Port Authority

July 13, 2022
Captain John W. Murray
Chairperson FSTED Council
502 East Jefferson Street
Tallahassee, FL 32301

www.miamidade.gov/portofmiami

Dear Captain Murray:

PortMiami is respectfully requesting the previously approved funding allocation from the FSTED Security Grant Program for the implementation of the second phase of the enhanced restricted area border protection system. This system directly supports FSTED priorities by enhancing the Port's security perimeter and maintain communication with local, state, and federal law enforcement of potential security risks associated with cruise and cargo operations.

Ports today face many threats; including, but not limited to piracy, smuggling, trespassing, trafficking, and acts of terrorism. Any incident of this type can result in substantial consequences including the loss of life and property, significant financial losses, and the loss of economic stability.

This project will enable PortMiami to meaningfully increase its border protection capabilities by integrating a border barrier with state-of-the-art sensors that will detect intrusion attempts and automatically direct surveillance technologies to the potential threat. The system better equips security and law enforcement to act quickly to mitigate any potential threats and greatly reduce risk to the port terminals, and personnel.

Due to the complexities of the project, it will be constructed and installed in 3-phases during a three-year period and has a projected total cost of approximately \$600,000. This request is for phase two of the project, which has an estimated cost of \$200,000. This project is a 75/25% match.

Respectfully,



Frederick P. Wong, Jr.
Deputy Director
Miami-Dade Seaport Department



Board of Commissioners

Joseph D. Anderson
Blair J. Ciklin
Jean L. Enright
Wayne M. Richards
Katherine M. Waldron

Executive Director

Manuel Almira, PPM®

July 13, 2022

Captain John W. Murray
Chair, Florida Seaport Transportation and Economic Development Council
502 East Jefferson Street
Tallahassee, FL 32301

Re: Seaport Security Grant Program – 2022

Dear Chairman Murray,

As part of the 2022 Seaport Security Grant program, the Port of Palm Beach is requesting funding for our North Fence Security System. This project will purchase three high definition color cameras, one high definition thermal and one high definition Infra-Red camera. All will be mounted on existing light poles and will cover the entire northern boundary fence of the Port. Beyond the cost of the cameras, additional costs will include purchasing fiber optic cable, camera mounting hardware, a CISCO switch, conduit, Enterprise and Software camera licenses, and labor.

The new equipment will attach to the Port's existing 120 camera and intrusion alarm system. In conjunction with our STRAX based Command and Control Center it will allow for a complete package of video analytics and connections to outside law enforcement.

The total cost of this program is estimated to be \$82,450. The Port of Palm Beach is requesting \$61,837 from the FSTED Council to fund these purchases and the Port will provide the remaining 25% in matching funds of \$20,613.

Please let me know if you have any questions concerning our request.

Sincerely,

A handwritten signature in black ink that reads "Manuel Almira".

Manuel Almira, PPM
Executive Director



PORT PANAMA CITY

July 15, 2022

Captain John W. Murray, Chair
Florida Seaport Transportation and Economic Development Council

RE: FY 2023 Seaport Security Grant Program request

Dear Chairman Murray,

The Panama City Port Authority is participating in the FY 2023 FSTED Security Grant Program. The Port would appreciate consideration for a security project with an estimated cost of \$125,000.00. The Port is requesting \$93,750.00 in security funding, and will cover the twenty-five percent match amount of \$31,250.00 from the Port budget.

This important port security project will focus on storm hardening infrastructure, to include installation of a 55 kW generator and upgrading IT Systems for the Port Services Building. This on-port building houses multiple entities that manage the flow of cargo on and off the Port. Continued power in the event of a hurricane or other natural related acts of God will ensure cargo will continue to be screened, and all agencies will be able to serve Port and cargo needs.

Thank you again for your consideration of this project. Please do not hesitate to contact me at any time as I can answer any questions or further discuss.

Sincerely,

Alex King
Executive Director

Panama City Port Authority & Foreign Trade Zone 65

One Seaport Drive • Panama City, Florida USA 32401
850/767-3220 • Fax: 850/767-3235
www.portpanamacityusa.com



July 14, 2022

John Murray, Chairman
FSTED
502 E. Jefferson Street
Tallahassee, FL 32301

Re: FY 23 Seaport Security Grant Program Application

Dear Chairperson Murray:

Port Tampa Bay respectfully request an allocation of FY 23 Seaport Security Grant Program funding for our Heavy Weather Building Security Upgrades project.

The security upgrades will support Port Tampa Bay's Hardened Heavy Weather Building that is scheduled to be operational in mid-2023.

Should you have any questions or need additional information, please contact me at (813) 241-1893 or e-mail: mdubina@tampaport.com.

Thank you in advance for your consideration and approval.

Sincerely,

Mark Dubina

Mark Dubina
Vice President of Security

Cc: Ram Kancharla, Port Tampa Bay

Tab 6

Other Issues

Tab 7
Adjournment