2011 Regional Ports Symposium Report

Integrating Government and Private Sector to Improve Resiliency and Business Continuity

July, 2011

In Partnership with:
Delaware Bay Area Maritime Security Committee (AMSC)
US Coast Guard - Delaware Bay
New Jersey Office Homeland Security & Preparedness
The Maritime Exchange for the Delaware River and Bay
Center City District and Crime Prevention Council
Southeastern PA Regional Task Force

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Dear Regional Port Security Stakeholders,

This Regional Ports Symposium Report is a result of the All Hazards Consortium's new Regional Integrated Planning Initiative, which focuses on integrating both public and private sector planning efforts on specific projects within the region.

Maritime security is an important issue across the Mid-Atlantic and North East regions. Citizens, businesses and governments depend on the region's ports and waterways for a wide variety of goods, fuel and raw materials critical to a healthy economy and vibrant communities. The Delaware River and Bay, considered part of the region's critical infrastructure, impacts multiple states, several major metropolitan areas, thousands of businesses and millions of people.

The states of Delaware, New Jersey, Pennsylvania and Maryland have all made significant security investments in this region. Private sector companies operate important facilities and systems along the river that are also considered part of the region's critical infrastructure. The federal government, through the U.S. Coast Guard and other agencies, has invested in the protection and security of the river and bay area for many years.

Unified in their desire to protect the critical infrastructure, the states of the All Hazards Consortium embarked on a new "integrated planning initiative". Focusing on specific regional projects, this initiative looks to integrate the private sector into the government's planning efforts and coordinate long-term investments that address common threats and risks.

The 2011 Regional Port Security Symposium meeting, held on July 26, 2011 in Philadelphia, PA, was made possible by the existing partnerships and relationships that have been building for many years within the Delaware Bay Area Maritime Security Committee and its government and private sector partners. Representatives from the private sector infrastructure owner/operators, federal government agencies, state/local governments and non-profit groups attended this half day meeting to discuss four regional government funded projects (totaling over $100 million) and to explore ways to integrate planning efforts.

The 2011 Regional Port Security Symposium Report identifies and tracks the people, projects, gaps, recommendations, and the integration opportunities that were identified during the symposium. The symposium attendees all shared a common belief that in the long run, "integrated planning" leads to a better-prepared region, vibrant and growing businesses, a more resilient supply chain, and safer citizens.

On behalf of the Board of Directors of the All Hazards Consortium, our regional states and urban areas, and our federal and private sector partners, I would like to thank everyone who worked to make this effort a success.

We look forward to working together on this important regional initiative.

Respectfully,

Joe Picciano
President
AHC Board of Directors

Forward

Thorough planning is required for any community, state or region to effectively respond to and recover from a major disaster, emergency or catastrophic event. This planning must be fully inclusive of both the public and private sectors – with private sector involvement stretching from small businesses necessary for community resiliency up to large owners and operators of the facilities and systems necessary for overall, long-term recovery.

While the All Hazards Consortium (AHC) recognizes the vital role that public sector agencies have in protecting life and property across our communities, states and nation, it also recognizes the need for a framework that promotes the further integration of these agencies' preparedness efforts with the private sector. Our proposed solution includes identifying areas of common activity that would benefit from cross-sector streamlining – including operations planning, security improvements, information sharing, system resiliency, threat identification and recovery readiness, among others. Once this streamlining has been put in place, major disasters, emergencies and catastrophic events will be followed by the faster restoration of critical businesses, improved support for lifeline sectors, and a generally more efficient and successful overall response.

In 2011, the AHC's member states and urban areas launched a strategic regional initiative: **The Regional Integrated Systems and Planning Initiative**. This initiative builds on the broader solution stated above, but specifically focuses on the better integration of private sector owners and operators of critical infrastructure with federal, state and local governmental regional planning efforts. By streamlining the people, systems, planning efforts and projects behind these public and private sector bodies, we will be better positioned to pursue our common goal: protecting the citizens, workers, property and facilities that make our nation strong and our businesses and communities successful.

The Regional Integrated Systems and Planning Initiative is consistent with FEMA Director Craig Fugate's Strategic Plan, addressing both the "whole of communities" approach and the "maximum of maximums" framework.

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Introduction

On July 26th, 2011, the states and urban areas of the AHC joined with the US Coast Guard's Sector Delaware Bay AMSC (Area Maritime Security Committee) and the Maritime Exchange for the Delaware River and Bay in Philadelphia, PA, to host a half-day meeting on **Regional Systems and Integration Planning**, along with private sector owners and operators of companies within that region. The goal of the meeting was to facilitate the integration of planning efforts between both the public and private sectors in the Delaware Bay area, covering issues such as domain awareness and security and information sharing projects. Particular attention was given to integration improvement programs that are funded in part or in whole by federal and/or state funds.

Specifically, state and local government officials were encouraged to share specific project information with private sector owners and operators and various federal agencies so as to foster discussion and capture integration opportunities. Private sector owners and operators were also prompted to discuss and identify partnering opportunities for their existing or planned security programs. This discussion and identification process would allow the private sector bodies to enhance their own systems through public sector integration, and also through leveraging governmental investment in programs and research that could enhance the private bodies' own investments.

The meeting featured opening remarks from US Coast Guard Delaware Bay Port Captain Meredith Austin which underscored the Coast Guard's advocacy for these

types of public/private sector partnerships as a means of protecting the waterways. Captain Austin particularly stressed how beneficial these partnerships are in highlighting the importance of the Delaware River Corridor and the potential impact on the surrounding region if a disruption or blockage of this corridor were to occur – and as such pushed for increased private sector integration with the ongoing planning efforts and committees of the AMSC.

Overall, the meeting presented the opportunity to:
- Lay out successful examples of state and AMSC regional projects, including their benefits and planning team members
- Identify opportunities (e.g. integrating planning efforts/systems, coordinating committees/meetings, sharing security information) that benefit both the public and private sectors in terms of port/waterway security and business continuity
- Determine symposium attendees' level of interest in participating in the project (i.e. tracking, partnering, or integrating)
- Identify possible cash and non-cash match funding offset opportunities
- Identify other objectives which all participants deem important
- Gage attendee interest in and create opportunities for further dialog and follow-up meetings/discussions

For more information about any of these projects or to connect with any of the relevant project contacts, please contact the AHC at info@ahcusa.org

The meeting's sessions focused on three existing government-funded regional projects that were immediate available for integration with the private sector:

- **The Delaware River Infrastructure Protection Program (DRIPP)** – The DRIPP is a multi-year, $10+ million maritime domain awareness project within Coast Guard Sector *Delaware Bay*. The project will provide motion and intrusion detection and identification (including real-time alert capabilities) as a preventative, protective and response measure. The project will provide situational awareness for government first responders and private sector-owned critical infrastructure owner/operators.

- **The Delaware Valley Intelligence Center (DVIC)** - The DVIC is a regional Fusion Center located in Philadelphia, PA. The DVIC will collect information in an "all hazards" approach and provide this to private sector partners as well as law enforcement, emergency management and homeland security officials throughout New Jersey, Delaware, Pennsylvania and Maryland.

- **The UICDS (Unified Incident Command Decision System) Pilot Project** – UICDS is a federally-funded project (DHS Science & Technology) that is focused on information sharing (IS) among existing applications. The UICDS project initially focused on connecting state Emergency Operations Centers (EOCs) in the Mid-Atlantic and Northeast Regions so as to share incident information, but will now also connect private sector operators, other states' systems and federal government systems.

Regional Projects Discussed

"Delaware River Infrastructure Protection Program"

- **Project Contact:** Noreen Cardinali, Section Chief of NJ DOT OEM
- **Coordinating Organization:** New Jersey DOT Office of Emergency Management
- **Project Overview:** The Delaware River Infrastructure Protection Program (DRIPP) aims to mitigate the high priority gaps identified in the port-wide Strategic Risk Management Plan (SRMP) for the Sector Delaware Bay. The DRIPP provides a regional, interoperable communications network allowing law enforcement, first responders and private sector participants on the Delaware River to share vital information on a real-time basis for threat detection, intelligence analysis and incident response management. The DRIPP communications network consists of alarms and alerts, messages, status information and video from strategic positions along the banks of the Delaware River. Critical stakeholders with an integral role in the DRIPP include:
  - o New Jersey Department of Transportation (NJ DOT)
  - o New Jersey Office of Homeland Security & Preparedness (NJOHSP)
  - o New Jersey State Police (NJSP)
  - o United States Coast Guard (USCG) Sector Delaware Bay
  - o Gloucester, Salem and Camden Counties
  - o Owners of critical infrastructure and key structures along the Delaware River

- **CONOPS/Capabilities:** Advanced analytics provide alerts and minimize the need for video monitoring. The NJSP is responsible for primary alarm monitoring, camera control and response initiation, but will hand over sensor control to the USCP Command Center during specific incidents under current protocols. The DRIPP sensory network will utilize high-definition, long-range and thermal cameras to improve information quality in the waterway environment (night, fog, inclement weather etc.) – the video and operational information from which will be shared with all relevant critical stakeholders so as to analyze incidents, avoid excessive response, improve coordination and efficiently manage response forces. All video from the past thirty (30) days will be stored at the OHSP Data Center in Hamilton, NJ for review and analysis. The NJSP will use the video and monitoring system for investigative purposes only when Established Maritime Security Initiative protocols trigger such action.

Regional Projects Discussed

"Delaware Valley Intelligence Center"

- **Project Contacts:** Captain Walter Smith, Commanding Officer
- **Coordinating Organizations:** Philadelphia Police Department
- **Project Description:** The Delaware Valley Intelligence Center (DVIC) will provide cross-border, 24-hour/7 day-a-week all-hazards and all-crime intelligence analysis operations. The DVIC will be staffed by member agencies and will provide comprehensive IS throughout the Delaware Valley Region. This intelligence center will provide a facility for regional partners, institutionalize the IS process, enhance situational awareness and support tactical operations, intelligence gathering, investigations and strategic planning. DVIC will connect local, state and federal government agencies and private sector partners from a wide range of industries. Critical DVIC participants include:
  - o Pennsylvania Criminal Intelligence Center
  - o NJ OHSP
  - o National Joint Terrorism Task Force (NJTTF)
  - o NJ ROIC
  - o USCG Field Intelligence Support Team
  - o Counties in Pennsylvania, New Jersey, Delaware and Maryland
  - o Ports, businesses, utilities, hospitals
- **CONOPS/Capabilities:** The DVIC will provide an around-the-clock all-hazard, all-crime facility designed to promote IS among its partners. The DVIC will serve as the permanent office for a Criminal Investigation Unit and a Homeland Security Unit, which will have thirty-four (34) and thirty-three (33) analyst work-stations respectively. An additional twenty-nine (29) analyst work stations will be available for private and public partners. A collaboration portal will provide access to real-time information for DVIC partners not based in the information center. DVIC components include:
  - o Watch Center: Point of collection and distribution of intelligence information between the DVIC and its partners. Twelve (12) workstations plus supervisor station in a tiered forum.
  - o Secure Room: Segregated, secure work area. Designed to operate at DHS Secure level so as to allow the discussion of sensitive intelligence by authorized personnel. Secure workstations and VTC.
  - o Intelligence/Analysis Tools: Supports data mining, advanced analytics, IS and the discovery of patterns and trends in complex data sets.
  - o Incident Management System: Tracks regional events, incidents and resources and provides a common operating picture for the region.
  - o Integrated Video System: Compiles and manages potentially tens of thousands of remote video sources, including traffic cams, maritime cams and security cams.

"Unified Incident Command & Decision Support"

- **Project Contact:** Jim Morentz, UICDS Project Community Outreach Director
- **Coordinating Organizations:** Science Applications International Corporation (SAIC) and Department of Homeland Security (DHS)
- **Project Overview:** Unified Incident Command & Decision Support (UICDS) is middleware (software that blends multiple software applications) that enables IS and decision support for the government and commercial incident management technologies that are used to support the National Response Framework (NRF) and National Incident Management System (NIMS), including the Incident Command Structure (ICS). This support will assist in the prevention of, protection from, response to and recovery from from natural, technological and terrorist events. UICDS provides relevant cross-domain information so that users can be alerted and respond to what is relevant to them. Potential users that would benefit greatly from UICDS include:
  - o Police
  - o Fire
  - o Emergency medical services
  - o Public works
  - o Transportation
  - o Utilities
  - o Private critical infrastructure
  - o Emergency operations centers
- **CONOPS/Capabilities:** UICDS allows a user to seamlessly share information while using their own applications and formats. A user designates what information is pertinent to them so that they are alerted to and receive any necessary information about any relevant incidents that occur. Once a relevant incident occurs, UICDS:
  - o Creates an "Incident Work Product" using the user's preferred format
  - o Notifies other applications of the incident
  - o Creates an "Incident Command Work Product" to follow which bodies are related to the incident and how the incident is being responded to
  - o Creates a "Map Work Product" to build a picture of the surrounding area in which the incident occurred
  - o Uses tasking and dispatch applications to assign jobs to people and units
  - o Uses available sensor applications to contribute video, chemical/biological and flood information to help explain the incident

Because UICDS is middleware, users receive all of this information within their existing application.

Opportunities for Integration

Public Sector

- Greater participation by regional and state Fusion Centers in the IS process and improved maritime awareness through data sharing via secure web portals

- Leverage the US Navy's SureTrak project currently being used in Maryland; could be extended into New Jersey, Pennsylvania and Delaware

- UICDS integration would support incident sharing from governmental CAD (Computer Aided Dispatch) systems to ports' operational centers, local public safety call centers and private sector operations centers

- Reduced costs by leveraging existing public and private systems and investments across the region; government-sponsored projects such as SureTrak and the National Capital Region's CCTV Integration Project would allow solutions that have already been developed and paid for to be utilized by other jurisdictions and private sector owner/operators

Private Sector

- Sector based opportunities from many of the products being incorporated throughout the ports arena. Examples include:
  - o Transportation Sector
    - Situational awareness on current freight status within the ports, providing information on delays and other issues
    - Incorporation of traffic patterns both in to and out of the port area, including integration with tools such as the RITIS (Regional Integrated Transportation Information System) through UICDS
  - o Energy Sector
    - Review of current situational awareness and criminal activity within the energy production facility near the ports
      - – Dominion Production utilizes SureTrak to view criminal activity around its Dominion Cove Point LNG facility in Lusby – about which the company's Senior VP Paul Rupert states, "This new capability brings an added level of security to Cove Point – a facility that is important to Dominion and to the energy supply of Maryland and the East Coast as well as other nearby facilities"
    - Tools such as UICDS can provide outage information from power distribution companies to be spread to a wider audience in an "easier to find" format; UICDS can also help integrate CAD data regarding criminal activity such as incidents of wire theft that are currently plaguing energy distribution companies

Recommendations & Findings

The meeting and subsequent conversations were documented and analyzed for information relating to the integration of efforts, the parties to involve, the current and potential future projects to focus upon, and the findings and recommendations to be passed on to decision makers. Below is a list of the current findings and recommendations that were produced:

Findings

1. The US Navy has met with several of the project teams and plans to pursue integration of the SureTrak project with the DVIC, the DRIPP and UICDS projects

2. The Paulsboro Refining and Delaware City Refining companies have expressed an interest in integrating their facilities into the SureTrak system – a move that would expand the geographic coverage area from Southern Maryland all the way up the Delaware River to Philadelphia, Delaware and New Jersey

3. The New Jersey ROIC (Regional Operation & Intelligence Center) has met with the U.S. Navy and the SureTrak team to discuss the integration of SureTrak data into NJ's Fusion Center, based at the ROIC

4. Delaware State Police have integrated their Fusion Center into the Navy's SureTrak system

Recommendations

1. A mechanism is needed to allow private sector funding to flow into regional projects so as to achieve expansion and/or sustainment (e.g. for the Delaware River Infrastructure Protection Program). Consortiums/collaborations that have been formalized in other port districts should be evaluated for further information on this issue.

2. A framework needs to be discussed for developing a business model that will support key regional projects and planning efforts (e.g. the DVIC project, by developing a service model that could provide for both baseline services (free) and custom services (fee-based). This framework could additionally include a model that might see non-government organizations "owning" the services and marketing them to the private sector and other interested parties (e.g. the Delaware Bay Maritime Exchange Non-Profit).

3. More federal integration is needed in the planning process.

4. A clear business case needs to be developed for each project in order for private sector bodies to understand the value and impact of integrating with these projects.

Next Steps

"Delaware River Infrastructure Protection Program" (DRIPP)

- Aug. 2011: Train personnel on core systems and deploy camera sites
- Dec. 2011: Complete remaining conceptual designs for camera sites
- Dec. 2012: Deploy the next phase of camera sites
- Incorporate state fiber systems
- Expand DRIPP network
  - o Add additional video sites
  - o Add organization access (DVIC, Delaware, Pennsylvania, etc.)
  - o Incorporate other sensors: chemical, biological, radiological
- Develop DRIPP Five-Year Strategic Plan (Fall 2011)

"Delaware Valley Intelligence Center" (DVIC)

- Dec 2011: Co-locate Philadelphia Police Department assets into DVIC Center; DVIC Cell transferred to Center; full operations begin
- Continue developing partnerships with key private sector members

"Unified Incident Command & Decision Support" (UICDS)

- Continue to integrate with relevant users across the county so as to be a more complete IS and incident management network
- UICDS pilot projects being conducted around the region, linking public and private sector systems so as to share information

All Hazards Consortium

- Continue to facilitate and track processes, identify new projects and provide updates

Planning/Project Integration List

Organization	Contact	Title	DRIPP	DVIC	UICDS	SureTrak	NJ Fusion Center	DE Fusion Center	DE County Maritime Project	Comments
Bank of America			F							
Town Watch I.S.			F							
Skyline			PM	PM	PM		F	F	F	
Covenant Security Services			F	F	F		F	F	F	
CSC Suretrak			PM	PM	PM	PM	F	F	F	
NJ – Office of Homeland Security			F	F	F		F	F	F	
PSEG Nuclear, LLC			F	F	F	F	F	F	F	
Department of Homeland Security – Federal Protective Services			F	F	F	F	F	F	F	
Greenwich Terminals				PM	PM	PM				
NJSP - ROIC			IS		PM		IP			
United Water Delaware				F	F			F	F	
NJ DOT			F	PM	PM		F			
New Jersey State Police			IP							
Mutualink			F	F	F		F	F	F	
Center City District				PM	F					
US Navy Suretrak			IP			IS				
URS Corp.				F	F					
Glousester Co. Pros. Officer			PM					PM	PM	
PBF Energy			PM	PM	F	PM	PM	PM		

Legend

F = Interested in following progress; keep them informed
PM = Pending meeting to discuss integration
M = Meeting was held

P = Partnership was developed
IP = Integration of planning efforts has begun
IS = Systems Integration has begun

Participant Directory

Name	Organization	Title	Phone	E-mail
	Bank of America	Vice President - Protective Services		
	Town Watch Integrated Services	Executive Director		
	Pennsylvania Emergency Management Agency	Emergency Management Specialist		
	Southeastern PA Regional Task Force	Protocol Specialist/Event Coordinator		
	Mutualink	President		
	National Museum of American Jewish History	Site Supervisor		
	Integrity Consulting			
	Greenwich Terminals	Manager		
	NJ EMS Task Force c/o AtlantiCare EMS	State Planner		
	Gamesa	Security Manager - North America		
	Southeastern PA Regional Task Force	Section Chief		
	SEPA RTF	Executive Director		
	Securitas Security Services, USA	Business Development Manager		
	PEMA Eastern Area Office			
	CovenantSecurity Services, Ltd.	Vice President, Training & Safety		
	SAIC	Homeland Security Technology Consultant		
	Covenant Security Services, Ltd.	Director of Training		
	NJSP	Regional Operations Intelligence Center Unit Head		
	NJ UASI	Program Manager		
	CSC	Project Director		
	Department of Homeland Security	Regional Security Officer		
	Federal Emergency Management Agency	Regional Response Coordination Center Manager		
	PSEG Nuclear, LLC	Emergency Preparedness Manager		
	Atlanticare EMS	Director/Chief		
	NJ Office of Homeland Security and Preparedness	Branch Chief		
	SE PA Regional Task Force			
	USCG	LCDR		
	NJ Office of Homeland Security & Preparedness	Deputy Director		
	DHS-NPPD-Federal Protective Service	Special Agent		
	Verizon Business	Senior Account Executive		
	Greenwich Terminals	Director of Security		
	AHC			
	Maritime Exchange for the Delaware River and Bay	Vice President		
	Holtlogistics	Attorney		

Participant Directory

Name	Organization	Title	Phone	E-mail
	Department of Homeland Security	Intelligence Officer (assigned to DVIC)		
	ARAMARK	VP Corporate Services		
	AHC	Systems Administrator		
	United Water Delaware/Bethel	Superintendent		
	USCG			
	Dept of Homeland Security	Regional Director		
	FEMA, Region III	Deputy Director		
	DHS S&T	Senior Program Manager		
	NJ Department of Transportation	Section Chief, Homeland Security Branch		
	U. S. Postal Inspection Service	Assistant Postal Inspector in Charge		
	IBM	Growth Initiatives, Smarter Planet Solutions		
	University of the Arts	Director of public safety		
	Dept. Of Environmental Protection	Asst. Director		
	Mutualink, Inc.	Business Development		
	Delaware River Port Authority	Director		
	NJ Office of Homeland Security & Preparedness	Planner		
	Sunoco, Inc.	Manager, Security Services		
	Alcatel-Lucent	Account Director		
	Center City District	Senior Director, Crime Prevention Services		
	U.S. Navy	Deputy Program Manger for SureTrak		
	URS Corporation	Senior Project Manager		
	All Hazards Consortium	Executive Director		
	Philadelphia Police Department	Commanding Officer, Homeland Security		
	Gloucester County Prosecutor's Office	Agent		
	Paulsboro Refining Co./Delaware City Refining Co.	Security Manager/Facility Security Officer		

Acknowledgements

Thank you to all of our speakers, facilitators, attendees and supporters for helping us to make this a successful event!

Private Sector Organizations

Bank of America
Well Fargo
Town Watch Integrated Services
Mutualink
Integrity Consulting
Greenwich Terminals
Gamesa
Covenant Security Services, Ltd.
SAIC
Securitas Security Services, USA
Verizon Business
Greenwich Terminals
ARAMARK
Holtlogistics
PSEG Nuclear, LLC
CSC
Atlanticare EMS
United Water Delaware/Bethel
IBM
Sunoco, Inc.
Alcatel-Lucent
URS Corporation
Paulsboro Refining Co./Delaware City Refining Company

Non-Profit / Academia

Philadelphia Center City District
Maritime Exchange for the Delaware River and Bay
All Hazards Consortium
National Museum of American Jewish History
University of the Arts

State/Local Government Organizations

Pennsylvania Emergency Management Agency
Southeastern PA Regional Task Force
NJ EMS Task Force c/o AtlantiCare EMS
PEMA Eastern Area Office
New Jersey State Police
New Jersey UASI
NJ Office of Homeland Security and Preparedness
NJ Department of Transportation
Delaware River Port Authority
Philadelphia Police Department
Gloucester County Prosecutor's Office

Federal Government Organizations

Federal Emergency Management Agency
U.S. Coast Guard – Delaware Bay AMSC
DHS-NPPD-Federal Protective Service
U.S. Department of Homeland Security
FEMA, Region III Office, Region II Office
DHS Science & Technology
U.S. Postal Inspection Service
U.S. Dept. Of Environmental Protection
U.S. Navy

AHC Supporters & Partners

The AHC recognizes the organizations and members who support the regional integration efforts on an ongoing basis.

Alcatel-Lucent
CSC
MutuaLink
Skyline Engineering

Motorola

As a major supporter of the All Hazards Consortium since 2005, Motorola is known around the world as an innovator and leader in wireless and broadband communications. We are committed to helping Public Safety and Government Enterprise get and stay connected simply and seamlessly to the people and information you want and need. We do this by designing and delivering a portfolio of communications and applications products, and powerful networks with a full complement of support services as well.

Sprint

As a major supporter of the All Hazards Consortium since 2009, Sprint Nextel offers a comprehensive range of wireless and wireline communications services bringing the freedom of mobility to consumers, businesses and government users. Sprint Nextel served more than 52 million customers at the end of 2Q 2011 and is widely recognized for developing, engineering and deploying innovative technologies, including the first wireless 4G service from a national carrier in the United States; offering industry-leading mobile data services, leading prepaid brands including Virgin Mobile USA, Boost Mobile, and Assurance Wireless; instant national and international push-to-talk capabilities; and a global Tier 1 Internet backbone. Unique to Sprint, the Emergency Response Team (ERT) provides wireless telecommunications equipment, infrastructure and operations support to federal, state/local public safety, law enforcement, military and private sector entities when it matters most. These services can be deployed during declared emergencies, agency-specific events, field training exercises and National Special Security Events.
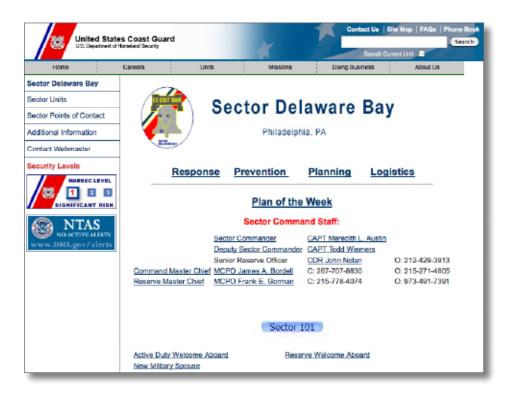
About the AMSC Delaware Bay

Sector Delaware Bay operates as an Integrated Operations Command and is responsible for almost 570 active duty personnel and 195 reservists.

The U.S. Coast Guard (USCG) is one of the five armed forces of the United States and the only military organization within the Department of Homeland Security. Since 1790, the Coast Guard has safeguarded our nation's maritime interests and environment around the world.

The Area Maritime Security Committee (AMSC) for USCG Sector Delaware Bay is a partnership of: federal, state and local law enforcement and intelligence organizations; governmental, regulatory, public safety and emergency management agencies; organized labor; commercial and recreational waterway users; and public and private sector stakeholders that are committed to improving the security of the maritime transportation system in the USCG Sector Delaware Bay area's of responsibility.

Sector Delaware Bay operates as an Integrated Operations Command and is responsible for almost 570 active duty personnel and 195 reservists; in keeping with the "Team Coast Guard" concept of operations, we have thoroughly integrated our Active Duty, Reserve and Auxiliary components into one cohesive operations team, and all of our operational missions are combined under one command. This unique command structure allows us great flexibility and responsiveness in conducting our daily operations, and also provides "one stop shopping" to local customers for all Coast Guard missions.

U.S. Coast Guard, Sector Delaware Bay, One Washington Avenue, Philadelphia, PA 19147, (215) 271-4800, Website: http://www.uscg.mil/d5/sectdelawarebay/default.asp

Just as in its founding in 1875, the work of the Maritime Exchange continues to significantly contribute to the economic vitality of the Delaware Valley region.

The Maritime Exchange for the Delaware River and Bay, a not-for-profit trade association, is dedicated to promoting and encouraging commerce on the Delaware River and Bay. Our members, comprising all facets of international trade and related businesses throughout Pennsylvania, New Jersey, Delaware and beyond, have come together under the Exchange's umbrella to address and resolve issues of mutual concern and to share information that is critical to the timely movement of cargo through the ports.

Through an aggressive government affairs program and a comprehensive on-line suite of maritime information services, the Exchange ensures that our members are operating in the most positive economic climate possible.

Just as at its founding in 1875, the work of the Maritime Exchange continues to significantly contribute to the economic vitality of the Delaware Valley region. Through the continued strength of the membership, we are able to positively affect change at both a local and national level, protecting and promoting commerce on the Delaware River and Bay, and at the same time supporting the many associated businesses that serve this industry.

The Maritime Exchange serves as the fiduciary agent for the Area Maritime Security Committee (AMSC) for USCG Sector Delaware Bay.

Website: http://www.maritimedelriv.com/Contacts/Contacts.htm

Every other month, the CCD brings together more than 260 federal, state and local law enforcement officials and corporate security professionals from the retail, office, banking, hospital, hotel and utility sectors.

The Center City District and the Philadelphia Crime Prevention Council are business-led organizations that work together to enhance the competitiveness and attractiveness of Philadelphia's downtown.

The Philadelphia Crime Prevention Council is a forum for federal, state and local law enforcement working in partnership with corporate and private security. The Council focuses on current crime trends, counter terrorism and emergency preparedness, security, information sharing and networking. The Council is coordinated by the Center City District and brings together the public and private sectors to develop unified strategies to combat crime. Membership is restricted.

Every other month, the CCD brings together more than 260 federal, state and local law enforcement officials and corporate security professionals from the retail, office, banking, hospital, hotel and utility sectors. The Council provides an opportunity to discuss current crime trends, emergency preparedness, terrorism and other matters of common concern, and also to develop coordinated strategies to combat crime.

Website: http://www.centercityphila.org/

About New Jersey Office of Homeland Security & Preparedness

The OHSP has one shared focus: strengthening our state through partnership with individual citizens, the private sector, and state and local partners – in the face of many threats and hazards, from terrorists to natural disasters.

The New Jersey Office of Homeland Security and Preparedness (OHSP) is an office created by Executive Order 5 in March of 2006 after a bi-partisan Homeland Security and Public Safety Transition Policy Group submitted their recommendations to the incoming Governor. The Office is designated as the State Administrative Agency (SAA) for all federal homeland security and preparedness funding.

The OHSP has one shared focus: strengthening our state through partnership with individual citizens, the private sector, and state and local partners – in the face of many threats and hazards, from terrorists to natural disasters. The OHSP has taken an all-hazards approach in the discharge of our duties. Our counterterrorism efforts are fully-integrated with the NJ State Police, local law enforcement agencies and the FBI's Joint Terrorism Task Force (JTTF), but preparedness planning, critical infrastructure protection and grants management efforts are exclusively centralized in the Office. OHSP helps to direct prevention, detection, protection, response and recovery planning – not only at the state level, but also at the regional and national levels, alongside our regional partners. In addition to coordinating NJ's efforts with other state agencies, we have a critical role in the national and regional arenas in helping to shape state and interstate homeland security policy and practices.

Website: http://www.njhomelandsecurity.gov/index.html

The Southeastern Pennsylvania Regional Task Force (SEPA RTF) is one of nine task forces in Pennsylvania, and was established in 1998 in response to a growing awareness of the threat of terrorist activity.

The Southeastern Pennsylvania Regional Task Force (SEPA RTF) is one of nine task forces in Pennsylvania, and was established in 1998 in response to a growing awareness of the threat of terrorist activity. The SEPA RTF is comprised of the City of Philadelphia and the Counties of Bucks, Chester, Delaware and Montgomery, and the task force is led by an Executive Board consisting of the Emergency Management Coordinators of the five member political subdivisions.

Objectives:

- Develop regional specialized response teams
- Integrate federal/state/county/municipal responses
- Institutionalize mutual aid
- Encourage regional networking

Composition:

- Five counties
- 244 municipalities
- 2,179 square miles
- Population of 4,885,375 people*

Also included in the SEPA RTF planning activities is the Delaware Valley's Critical Infrastructure. Examples of this critical infrastructure are Philadelphia International Airport, the ports of Philadelphia, Camden and Wilmington, rail and highway facilities, petroleum and chemical facilities, nuclear power plants, and the regional power grid.

Work Groups:

The SEPA RTF is organized into 10 workgroups:
- Critical Infrastructure
- Firefighting, USAR and HAZMAT
- Human Services
- Interoperable Communications
- Private Sector Outreach and Coordination
- Public Health, Hospitals and EMS
- Public Information, Education and Outreach
- Public Safety and Security
- Public Works, Engineering and Transportation
- Schools

Southeastern PA Regional Task Force

About the All Hazard Consortium

The AHC's mission is to form a network of organizations and individuals that share a common interest in improving the capacity of our region to prevent, prepare for, respond to and recover from crises.

The AHC is a state-sanctioned 501c3 non-profit focused on homeland security and emergency management issues. It is governed by a Board of Directors and working groups comprised primarily of the regional leaders in homeland security and emergency management from North Carolina, District of Columbia, Maryland, Virginia, West Virginia, Delaware, Pennsylvania, New Jersey and New York – along with the Urban Areas Security Initiative (UASI) regions of the National Capital Region, New York City/Newark and Philadelphia.

The AHC's mission is to form a network of organizations and individuals that share a common interest in improving the capacity of our region to prevent, prepare for, respond to and recover from crises. In its seventh year, the AHC has evolved into an enabling framework that allows the government and the private sector to come together – sometimes with competing or overlapping interests – to work on initiatives that result in unique benefits to each group.

The AHC's key product is the integration of planning efforts for projects and systems between government bodies (e.g. state, local and federal) and private sector infrastructure owner/operators for the following sectors: Power, Transportation, Telecommunications, Medical, Food/Water, Banking and Finance, Information Technology, Housing/Commercial, Facilities, and Chemical.

Regional Ports Case Study:
Multi-State Maritime Domain Awareness/Information Sharing

Clients:
U.S. Navy, U.S. Air Force, State of Delaware, State of Maryland

Challenge:
The U.S. Air Force needs to protect its fuel supply chain for Dover Air Force Base. This supply chain involves the receiving of fuel at an off-shore terminal at Port Mahon in the Delaware Bay area. Additionally, the USAF needs the cooperation of the State of Delaware's Fusion Center to help monitor and communicate with the appropriate state and federal agencies that are part of this regional effort.

Solution:
"SureTrak" is a state-of-the-art, fully-integrated, multi-sensor, data acquisition and display system developed by CSC for the U.S. Navy. *SureTrak* receives, integrates and processes data from a variety of remote sensors, including surface surveillance radars, air surveillance radars, GPS transponders, AIS receivers, infrared/closed circuit television cameras, and environmental noise monitors. *SureTrak* has been deployed at numerous military facilities in the U.S. (including Maryland's Pax River facility) and is also fielded in several African nations as part of the Regional Maritime Awareness Capability (RMAC) program.

Application:
CSC is developing a new mobile surveillance system for the State of Delaware. Information collected by this system will be shared between the USAF and the Delaware Fusion Center via a new *SureTrak* web services module. This secure GIS-based web technology, also known as *Omni Track*, will increase the visibility of vessels, structures and other assets across a wide geographical area by integrating data from multiple inexpensive and secure sensors into a single picture so that authorities can analyze, decide about and respond to situations faster, and also alert others in the region to the situation at hand.

Result:
State and federal authorities in two states are provided with real-time sensor information, increased visibility and awareness, and improved security and response times through distribution of sensor data via secure web connections to authorized personnel/agencies and the Delaware Fusion Center.

Regional Port Workshop Requirements/Recommendations Achieved:
Based on the regional findings outlined in this first AHC Regional Port Workshop Report, the following recommendations have been – or will be – achieved by this solution:

1) Improved maritime domain awareness through data sharing via secure web portals

2) Reduced costs by leveraging existing systems and investments across the region

3) Increased collaboration by helping to formalize partnerships that share resources and data

4) Greater participation by regional Fusion Centers in the IS process

For More Information:
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Appendix B:
Regional Projects Listing for Integrated Systems & Planning Initiative

Effective disaster preparation, response and recovery require a coordinated, pre-planned effort that combines both private and public resources. In the past, public sector agencies have planned and led these efforts, with private entities focusing on their own continuity needs. However, the prevailing wisdom now states that effective community resilience requires these activities to be coordinated in partnership. It is with this understanding that the AHC's new "Integrated Systems and Planning Initiative" was launched by the states and UASIs. This initiative is the next step in the maturing process of public/private partnerships for the AHC states and Tier 1 UASIs (e.g. major urban areas of NY, NJ, PA and DC). The goals of this effort are to: build trust and partnership around specific projects; integrate public and private sector systems and planning efforts; sustain the process and projects that best result in mutual benefit for all parties.

This section contains a listing of "already funded" state/local government projects that are both regional in nature and able to be integrated with private sector infrastructure owner/operators:

Project #	Host State/ UASI	AHC Area of Focus	Project Description	Link to Project Presentation Slides
1	VA	Information Sharing, Fusion Centers	**Private Sector Information Sharing / Fusion Center Project** – The AHC is working with the Commonwealth of Virginia to fund an individual with skills in both law enforcement and federal Fusion Center guidelines to support Virginia's Fusion Center. The individual, who was screened and selected by the Fusion Center director, will work with a private sector working group (comprised initially of representatives from power and telecommunications sectors) to share information, operationalize federal guidelines, and develop recommendations to improve the information sharing process. The vision is to create an information sharing process model that can be expanded to include more sectors and more Fusion Centers, and that can also be sustained via public and private resources.	
2	NJ	Information Sharing, Fusion Centers and Critical Infrastructure Protection & Resiliency	**The Delaware River Infrastructure Protection Program (DRIPP)** – DRIPP is a multi-year, $10+ million maritime domain awareness project within Coast Guard Sector "Delaware Bay." The project provides motion and intrusion detection with real-time alert capabilities as both a preventative and protective measure. The project will provide situational awareness for government first responders and private sector-owned critical infrastructure owner/operators. The DRIPP project connects short-range and long-range cameras, video analytics and other sensors via "networked connections" to the U.S. Coast Guard and the New Jersey fusion center. Full build-out will include sites in Pennsylvania and Delaware, as well as technical enhancements such as radar. NJ, PA, and DE plan to integrate more private sector operators (affected directly or indirectly by enhanced security within this strategically significant commercial port) into the planning process so as to design specific measures and share information on business continuity and corporate security needs.	https://ahcusa.box.net/shared/fi47mo41ei
3	Phila-UASI, NJ, DE	Information Sharing, Fusion Centers and Critical Infrastructure Protection & Resiliency	**The Delaware Valley Intelligence Center (DVIC)** – The DVIC is a regional Fusion Center located in Philadelphia, Pennsylvania. This $30 million, five-year project is the first of its kind, representing funding from federal, state and local government. The DVIC will collect information in an "all hazards" approach and then provide it to private sector partners as well as law enforcement, emergency management and homeland security officials throughout New Jersey, Delaware, Pennsylvania and Maryland. The DVIC will support efforts in the areas of maritime ports, supply chains, critical infrastructure protection and law enforcement. In the future, the states plan to involve the private sector community in the planning, designing and sustainment of long-term information products so as to support their corporate security, business continuity and planning efforts.	https://ahcusa.box.net/shared/915siukgnu
4	VA, PA, WV, DC, FEMA	Information Sharing, Fusion Centers and Business Continuity	**The Regional Credentialing / Access Management Initiative** – This initiative focuses on the deployment of PIV-I (Personal Identity Verification-Interoperable) credentials with public and private sector operators. Working with the DHS and FEMA, several states of the AHC (VA, PA, MD, DC, PA, WV) are working together with other states on the FRAC-TTWG (Federal Responder Access Card – Technology Transfer Working Group) to address the various operational issues, and are also conducting exercises between federal, state local and private sector organizations. Additionally, the AHC states have also been working with the DHS on guidelines for supporting a common "regional approach" to allowing private sector access to restricted areas after an event for response/repair/restoration of their business assets and facilities.	https://ahcusa.box.net/shared/17efycn6p0
5	DHS S&T, NJ, DE, VA, MD, WV, PA, DC, others	Information Sharing, Fusion Centers	**The UICDS (Universal Incident Command Decision System) Pilot Project** – UICDS is a federally-funded project focused on information sharing among existing applications. Developed by the DHS' Office of Science and Technology, UICDS is designed to link applications in Emergency Operations Centers (EOCs), Fusion Centers, Control Centers etc., and also to share specific information as decided by the owners of the information. The UICDS project focuses on state EOCs in the AHC footprint of states, but can also include private sector operators, other states and the federal government.	https://ahcusa.box.net/shared/07lnfn8onx

Project #	Host State/ UASI	AHC Area of Focus	Project Description	Link to Project Presentation Slides
6	NYC-UASI	Catastrophic Planning	**Private Sector Help Desk Project** – This project, sponsored by the NYC Office of Emergency Management, will establish a "one-stop-shop" for private sector business to come to in order to get information or provide resources before, during or after an event. This project will build the process, governance and define the concept of operations for this center, as well as testing the concept. The desired outcome is to help businesses get back to business after an event.	https://ahcusa.box.net/shared/j70nskmput
7	VA	Catastrophic Planning	**Shelter in Place Training Project** – This project, sponsored by Virginia, will focus on designing a "shelter in place" training course to help people in the public and private sectors train their people/employees to respond to a nuclear, chemical or biological hazard that would force people to stay in place for some time until the situation was resolved or under control and safe for evacuation, relocation etc. A pilot project is underway in Washington DC with both private sector firms and government agencies. Once completed, this pilot will be expanded to other stakeholders within the region.	http://www.youtube.com/watch?v=S2h2tSavFkE&feature=mfu_in_order&list=UL
8	NJ	Catastrophic Planning	**Food Distribution Project** – This project, sponsored by NJ, focused on developing a plan to better coordinate public and private sector efforts in the "food distribution" field. The core of this project was to have state/local/federal government restore infrastructure quickly so that private sector food distribution/logistical organizations can open stores and distribute food.	https://ahcusa.box.net/shared/vdxi3i789x
9	NCR-UASI	Catastrophic Planning	**Temporary Housing Project** – This project, sponsored by the NCR UASI, focuses on helping government partners with private sector "housing" organizations/companies that manage apartments/condominiums/shelters to quickly locate temporary housing units that could be used during disaster situations and catastrophic events. The desired outcome of this project would be to establish the partnerships, governance and process that could create the necessary links between people and organizations that can locate hundreds of thousands of "units" in response to hazards.	
10	NJ/ NYC - UASI	Catastrophic Planning	**RCPT GIS Data Inventory Project** – This project, sponsored by the New York/New Jersey Regional Catastrophic Planning Team, will begin to inventory and assess gaps in the "GIS spatial data" that is available at the federal, state and local levels and which would be used to support catastrophic disaster responses in the New York City metropolitan region. Working with 30 counties and four states, this project will identify gaps and produce requirements in order to fund future projects that will facilitate GIS data sharing between government and private sector organizations.	https://ahcusa.box.net/shared/6k8hmqhjd4
11	NCR - UASI	Information Sharing	**NCR CCTV Project** – This project, sponsored by the NCR UASI Critical Infrastructure Protection Working Group, is focused on integrating CCTV camera systems in the NCR region. This project will produce a regional inventory of systems/cameras, develop a concept of operations, produce a map-based display of cameras, develop architecture and a security framework, and develop a budget for integration of systems to go from a "as is" state to a "to be" state.	https://ahcusa.box.net/shared/27p8x3m4kj
12	US Navy	Information Sharing, Fusion Centers and Critical Infrastructure Protection & Resiliency	**SureTrak** – This project, sponsored by the U.S. Navy, is focused on integrating various types of maritime sensors and cameras to support situational awareness. A $70 million project has already been deployed in Maryland and Delaware, allowing various public and private sector systems to integrate with and leverage the Navy's investment. This integration and leverage produces a regional maritime information sharing network that provides real-time sensor information, increased visibility and awareness, and improved security and response times through distribution of sensor data via secure web connections to authorized personnel/agencies – including regional Fusion Centers and Corporate Operation Centers.	http://www.youtube.com/watch?v=ZetOeRrauVQ&feature=mfu_in_order&list=U
13	NJ	Information Sharing	**Hippocrates Health Knowledge Management Initiative** – The Hippocrates system, sponsored by the state of New Jersey's Department of Health and Senior Services (DHSS), is a web-based Knowledge Management/Information Brokerage technology solution developed to support health emergency preparedness and response efforts by providing for data integration and the brokerage of health, community, emergency preparedness and response, and geo-spatial data. Hippocrates also provides users with real-time health information fusion and display through static and dynamic data collection, integration and dissemination. As a result, critical information is provided to over 5,000 users, including health, critical infrastructure, local, state, and federal partners in both the public and private sectors.	http://www.youtube.com/user/ahcusa#p/c/9FE498997BE21E9D/2/qJt8LXpVYLM
14	NCR UASI	Catastrophic Planning	**Regional Integration of Transportation Plans** – Sponsored by a grant with the states of VA, WV, DC, MD, DE & PA, this project is designed to support evacuation efforts across the region by coordinating the transportation plans for state/local government, and then private sector infrastructure owners/operators. There is also a situational awareness component being integrated into this process that will provide private sector and governmental bodies with real-time evacuation information.	
15	WMATA & NJ UASI	Critical Infrastructure Protection & Resiliency	**Regional Integration of Rail Security Planning** – Sponsored by the NJ UASI and WMATA, this initiative will provide both public and private rails owners/operators with a framework for critical decision-making – building on the existing interdependencies between these organizations, with an emphasis on state and local integration. In doing so, it will identify systems, technologies, policies and protocols for implantation that enhance regional rail security and response operations within the North East and Mid-Atlantic regions, and also leverage and build upon existing investments, lessons learned, research and initiatives in both the public and private sectors. The first project will review operational readiness, including identifying and modifying: best practices; operational plans; prevention considerations; and technologies for rail providers' recommended use in the study area. This process will ensure a consistent regional response to a threat or event.	