



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Darrell B. Mobley**  
Acting Secretary

**Leif A. Dormsjo**  
Acting Deputy Secretary

November 26, 2012

The Honorable Thomas V. "Mike" Miller, Jr.  
President of the Senate  
H-107 State House  
Annapolis MD 21401

The Honorable Michael E. Busch  
State House  
H-101 Speaker of the House  
Annapolis MD 21401

Dear President Miller and Speaker Busch:

Please see the attached annual report concerning *Funding to Address Vulnerability Concerns* which was prepared by the Maryland Port Administration (MPA) in response to SB 18, Chapter 78, Acts 2004. The language directs:

*"...on or before December 1 of each year, the Administration, in accordance with §2-1246 of the State Government Article, shall provide an annual report to the General Assembly based on the vulnerability assessment information concerning public terminals submitted by the Administration to the United States Coast Guard under the Federal Maritime Transportation Security Act of 2002.*

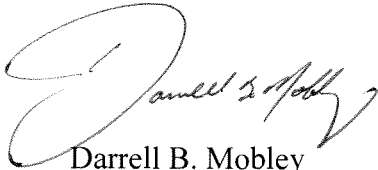
*(b) with respect to any vulnerability concerns reported by the Administration to the United States Coast Guard, the report to the General Assembly required under this section:*

- (1) shall provide an estimate of the costs of addressing the vulnerability concerns;*
- (2) shall state the amount of any grants or other federal funds received or required by the Administration to address the vulnerability concerns and shall include information on the status of any pending requests for federal funds; and*
- (3) may not include the specific details of any vulnerability concerns the disclosure of which could compromise, in any way, transportation security."*

The Honorable Thomas V. "Mike" Miller, Jr.  
The Honorable Michael E. Busch  
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If you have any questions or concerns, please do not hesitate to contact Mr. James J. White, Executive Director for the Maryland Port Administration at 410-385-4400. Of course, you should always feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Darrell B. Mobley", with a large, stylized initial "D" and a flourish at the end.

Darrell B. Mobley  
Acting Secretary

Attachment

cc: Members of the Maryland General Assembly  
Mr. James J. White, Executive Director, Maryland Port Administration

A Report to the Maryland General Assembly

Senate Budget and Taxation Committee

and

House Appropriations Committee

Regarding

Funding to Address Vulnerability Concerns  
(SB 18, Chapter 78, Acts 2004,  
Transportation Article, § 6-210 (a))

December 2012

The Maryland Department of Transportation

## Funding to Address Vulnerability Concerns at the Port of Baltimore (SB 18, Chapter 78, Acts 2004, Transportation Article, §6-210 (a))

This report was prepared by the Maryland Port Administration (MPA) in response to SB 18, Chapter 78, Acts of 2004. The statute reads:

*“(a)...on or before December 1 of each year, the Administration, in accordance with §2-1246 of the State Government Article, shall provide an annual report to the General Assembly based on the vulnerability assessment information concerning public terminals submitted by the Administration to the United States Coast Guard under the Federal Maritime Transportation Security Act of 2002.*

*(b) with respect to any vulnerability concerns reported by the Administration to the United States Coast Guard, the report to the General Assembly required under this section:*

- (1) shall provide an estimate of the costs of addressing the vulnerability concerns;*
- (2) shall state the amount of any grants or other federal funds received or required by the Administration to address the vulnerability concerns and shall include information on the status of any pending requests for federal funds; and*
- (3) may not include the specific details of any vulnerability concerns the disclosure of which could compromise, in any way, transportation security.”*

### Background

The Port of Baltimore (POB) consists of both the MPA's public terminals and a large variety of private terminals. Total tonnage for the whole Port (public and private terminals) continued to recover in calendar year 2011 from the 2009 recession, increasing foreign cargo by 15% from the prior year. Bulk commodities increased 17% while general cargo increased 9%. In total for 2011, the Port moved 37.8 million tons of foreign cargo in (12<sup>th</sup> in the nation among all ports, up from 13<sup>th</sup> in 2010) worth \$51.4 billion (11<sup>th</sup> in the nation, same as in 2010).

MPA's general cargo tonnage for FY 2012 was 9.3 million tons, an increase of 7% over FY 2011. All commodities showed positive trends, with the exception of Forest Products. Among all commodities, roll-on/roll-off equipment and autos led in percentage gains (42% and 21%, respectively) and container tons experienced a nominal growth of 3% over the previous fiscal year.

<p>Funding to Address Vulnerability Concerns at the Port of Baltimore (SB 18, Chapter 78, Acts 2004, Transportation Article, §6-210 (a))</p>
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### Maryland Port Administration Security Measures

The MPA continues to incorporate modern technology and physical security measures to meet those challenges and requirements set out in the federal Maritime Transportation Security Act (MTSA) and the Security and Accountability For Every Port Act of 2006 (SAFE Ports Act). The U.S. Coast Guard's 2011 inspection of the MPA's personnel and physical security measures resulted in a perfect evaluation. As one of the modal administrations in the Maryland Department of Transportation, the MPA works with other transportation sectors and meets monthly through the Secretary of Transportation's Security Council to achieve coordinated goals for transportation security.

In 2012, the MPA continued to streamline procedures, identify and incorporate new technologies and improve its ongoing security measures. Significant physical security improvements during 2012 were:

- In August 2012, a Mobile Sonar Intrusion Detection System was introduced as a means to further secure the berths of MPA terminals. This technology has the capability to detect Improvised Explosive Devices placed upon the surfaces of vessels.
- In October 2012, the MPA opened its new Access Control Center, which is located off-terminal on Broening Highway. This facility is used to process vendors, visitors and guests to the MPA terminals as well as issue new identification credentials and vehicle decals. This center will alleviate processing at terminal access gates and allow security personnel to focus on potential security threats while facilitating commerce.
- In December 2012, MPA's new Closed Circuit Television (CCTV) Monitoring Center is scheduled to open. The Center will operate 24 hours a day/seven days a week and will have the capability to monitor MPA Terminals to identify potential security threats or criminal activity.
- Credentials continue to be issued for all MPA terminal employees on an annual basis. The MPA credentials are color coded to signify employee status on MPA terminals and store data which can be read by the access control system. Although Transportation Worker Identification Credentials (TWICs) are federally required for identification, they do not establish a purpose for coming into the terminal as required by the federal MTSA. The MPA credential includes this explanation of purpose and creates a back-up manual process for access in the event of total electronic system failure. The annual renewal of credentials meets current U.S. Department of Homeland Security recommendations for security procedures. Additionally, employees undergo annual Security Awareness Training and TWIC Escort Training to ensure they are aware of current policies, procedures and potential threats. In addition, an Escort Policy Information Card

## Funding to Address Vulnerability Concerns at the Port of Baltimore (SB 18, Chapter 78, Acts 2004, Transportation Article, §6-210 (a))

was developed for attachment to the identification credential to serve as a means for policy reference.

- The MPA visitor access system, known as mVisitor, continues to be refined and improved. This internally developed computer system accounts for visitors and vendors entering the MPA marine terminals and the World Trade Center. The mVisitor system also includes vessel crew lists, tours and other events which allow the access process to be a paperless system. MPA has the ability to conduct audits of the system, which ensures compliance with regulations and mandates.
- The MPA deploys its fence line enhancement and repair program on a bi-annual basis to ensure security requirements are maintained.
- The MPA continues to update and computerize all Post Orders for access control points, procedures, forms and other items to ensure continuity with our Facility Security Plan. This process enables the MPA to use consistent and validated security processes and to make continuous refinements as needed.
- The MPA incorporates eModal Trucker Check for all cargo at both Dundalk and Seagirt Marine Terminals. This system requires all companies and drivers transporting cargo to pre-register in the system prior to coming to the terminals. Using this system adds another layer of security by verifying the driver/company is approved to conduct business at MPA terminals.

### Coordination of Security Measures

The Maryland Area Maritime Security Council – which was formed after the attacks of September 11, 2001 – coordinates security efforts among its members. This group, directed by the United States Coast Guard, includes the MPA, Maryland Transportation Authority Police, Customs and Border Protection, Federal Bureau of Investigation, municipal law enforcement agencies, and maritime personnel from the private and public sectors. This Committee oversees area Maritime Vulnerability Assessments and Security Plans for the POB, plans annual security exercises to evaluate POB security measures and addresses “lessons learned” for POB security improvement. This coordination is used to develop security strategies which the MPA uses to identify security goals and justify requests for federal Port Security Grants.

<p align="center"><b>Funding to Address Vulnerability Concerns at the Port of Baltimore (SB 18, Chapter 78, Acts 2004, Transportation Article, §6-210 (a))</b></p>
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### Funded MPA Security Improvements

Since the creation of the federal Department of Homeland Security (DHS) in 2002, Congress has appropriated funds for projects related to securing the nation's ports. The MPA has received a number of grants, including an American Recovery and Restoration Act (ARRA) Port Security Grant in 2009, to address federal regulations and initiatives that have helped to further secure MPA public terminals.

MPA uses an internal review and planning process and receives guidance from DHS and the U.S. Coast Guard to identify security needs. This process allows the MPA to take logical steps and identify funding needs/resources, particularly through federal grants. This system also allows the MPA to modify security plans when new or improved technology is identified or becomes affordable.

The MPA continues to work to identify funding sources that will improve security at all MPA terminals and facilities. Below is a list of security grant projects and their status.

<b>New and Current Security Projects:</b>	<b>Estimate (\$ millions)</b>	<b>Status</b>
South Locust Point Gate Improvements	\$0.70	Underway
Dundalk-Seagirt Access Control Center	\$1.00	Complete
South Locust Point Entrance Gate Canopy & Access Control/Gate Pass System	\$0.37	Underway
Closed Circuit Television (CCTV) Monitoring Center	\$0.33	Underway
Monitoring Center Infrastructure Modifications	\$0.41	Complete
Monitoring Center Emergency Back-up Power	\$0.39	Complete
TWIC Implementation/Expansion	\$0.93	In procurement
CCTV Expansion-Dundalk Marine Terminal and the World Trade Center	\$1.54	Underway
Interoperable Communications	\$2.89	In procurement
Vehicle Screening Buildings & Guard Booths	\$0.32	Complete
Emergency Operations Center Equipment	\$0.30	Complete
CCTV Expansion & Sharing-Dundalk Marine Terminal	\$0.64	In procurement
Thermal Imaging	\$0.09	Underway
Mobile Sonar Intrusion Detection System	\$0.10	Complete
Vehicle Improved Explosive Device (IED) Barriers- Under Vehicle IED Detection System-Handheld Explosive Vapor Trace Detector	\$0.30	Underway

## Funding to Address Vulnerability Concerns at the Port of Baltimore (SB 18, Chapter 78, Acts 2004, Transportation Article, §6-210 (a))

### Unfunded MPA Security Initiatives

As technology improves, the costs of some systems decrease. Security systems once thought to be cost prohibitive may soon be within reach for the MPA. Some examples of these systems include:

- Access Control Systems that can improve security and increase productivity;
- Enhanced CCTV systems that include biometric software such as fingerprint reading capabilities, facial recognition and iris scanning; and
- Underwater and above water surveillance detection systems.

Although there is no detailed cost estimate for implementing these initiatives, MPA will continue to evaluate any opportunities and work with Port partners to continue to strengthen security at the Port. Many of these improvements would ideally be funded through joint ventures with various partners, including members of the Area Maritime Security Committee -USCG Sector Baltimore.

### Future Grant Awards

The Port Security Grant Program divides eligible ports into three groups based on DHS perceived risk assessments. The Port of Baltimore (POB) is a Tier II port. As part of DHS's plan to make the grants more regionally based, future grant funding provided for ports will be based proportionally on a risk analysis basis. However, in August 2012 the MPA was awarded \$299,376.00 in federal grant money for the following projects: Vehicle Borne Improvised Explosive Device barriers; Portable Under-Vehicle Improvised Explosive Device System; and Handheld Explosive Vapor Trace Detectors. These particular projects are currently in the design and specification stage, and are included in the matrix at the bottom of page 4.

### MPA Operational Budget for Security

For FY 2013, the MPA Office of Security has an operating budget of \$8,521,522. Of this amount, the largest items include \$4,862,000 for the Maryland Transportation Authority Police services and \$2,246,412 for the existing Securitas guard service contract.

In 2006, due to inflation and increased security requirements, the MPA established security fees to generate revenues to help offset security costs. MPA's security fee is set at \$1.50 per passenger on cruise vessels for embarking, debarking or "in transit" passengers, \$6.50 per loaded containers handled on container ships and \$2.50 per foot for length overall for non-containerized cargo vessels. In FY 2012, these fees generated over \$4 million in revenue to partially offset security costs.



**Funding to Address Vulnerability Concerns at the Port of Baltimore  
(SB 18, Chapter 78, Acts 2004, Transportation Article, §6-210 (a))**

**Summary**

The aforementioned projects and initiatives are being used to improve security at MPA facilities. The funding is prioritized based on a risk assessment conducted by Maritime and Port Security Consultants in 2009 (a new assessment will be conducted in 2013) and by CACI, a U.S. Coast Guard Contractor, in 2012. The Area Maritime Security Council and the Maryland Maritime Security Task Force work closely with the Governor's Office of Homeland Security to address the overall maritime needs of the POB. As a member of both groups, the MPA works in collaboration with each entity to address MPA security concerns. Additionally, the MPA continues to work with all modal administrations in the Maryland Department of Transportation to ensure a coordinated security effort occurs to protect all transportation systems as they interact throughout their daily operations.

The security at MPA facilities is constantly evolving based on needs, threat, vulnerability, risks, intelligence and technology. The MPA continues to focus on improving security at MPA facilities in order to maintain Maryland's Port as among the most secure in the nation.

