



FEMA

**Grant Programs Directorate Information Bulletin
No. 299
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TO: All Class I/II/III Railroad Carriers
All Owners of Rail Cars Used to Transport Materials Poisonous by
Inhalation/Toxic Inhalation Hazard Materials
All Offerors who Ship by Railroad Materials Poisonous by
Inhalation/Toxic Inhalation Hazard Materials

FROM: W. Ross Ashley, III
Assistant Administrator
Grant Programs Directorate
Federal Emergency Management Agency

Doyle Raines
General Manager, Network Integration
Transportation Security Administration

SUBJECT: FY 2009 Freight Rail Security Grant Program Eligibility and Security
Training Requirements

On September 30, 2008, the President signed the Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009 (Public Law 110-329), providing appropriations for the Department of Homeland Security for Fiscal Year (FY) 2009. This legislation appropriated \$400 million for the Transit Security Grant Program (TSGP) of which \$15 million funds the Freight Rail Security Grant Program (FRSGP).

The FY 2009 FRSGP Guidance and Application Kit specifies on page 4 and subsequent pages that eligible **owners** of railroad cars may use grant funds received under this program to acquire and install satellite Global Positioning System (GPS) tracking devices on rail cars that transport poisonous by inhalation/toxic inhalation hazardous (TIH) materials as defined in Part III Section A of the FY 2009 FRSGP Guidance. This Information Bulletin expands that eligibility to include “security-sensitive materials offerors who ship by railroad” as authorized by the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110-53). For purposes of this grant program, “offerors” are entities that lease rail cars in order to ship poisonous by inhalation/TIH materials by railroad. Offerors may use grant funds received under this program to acquire and install satellite GPS tracking on cars that transport poisonous by inhalation hazards/TIH materials as defined in Part III, Section A, FY 2009 FRSGP Guidance.

While TSA realizes there may be other security-sensitive materials transported by rail, the vast majority of security-sensitive materials rail shipments contain poisonous by inhalation/TIH materials. Therefore, the GPS tracking program aspect of this grant effort will focus on TIH shipments.

If security-sensitive materials offerors who ship by railroad apply for GPS tracking on cars that transport TIH, they must also submit a statement certifying the acknowledgment of the application by the owner of the rail car. The template for that statement/certification is attached to this Information Bulletin (IB). Both owners of railroad cars and offerors may not receive funding for the same rail car. If an eligible owner and an eligible offeror submit an application for the same rail car, priority will be given to the owner of the rail car.

This IB also provides detailed requirements that need to be included in frontline employee security training programs. Effective employee training programs address individual employee responsibilities and provide heightened security awareness. Training should adequately cover assessing and reporting incidents, appropriate employee response, crew communication and coordination, and incident evacuation procedures. For specific details as to what needs to be included in these components and available training, please refer to the attachment titled "Frontline Employee Security Training Program Requirements."

Eligibility for other funding priorities will remain the same as specified in the FY 2009 FRSGP Grant Guidance.

For questions regarding the expansion of the eligibility for the acquisition of GPS systems for the FY 2009 FRSGP, or for other questions regarding the FY 2009 FRSGP, please contact the Centralized Scheduling and Information Desk at 1-800-368-6498, or via email at asksid@dhs.gov. Please also carbon copy tsagrants@tsa.dhs.gov.

Owner and Offerors Concurrence Statement

Security sensitive materials offerors who ship by railroad and owners of railroad cars used in the transportation of security-sensitive materials may use grant funds received under this program to acquire and install satellite GPS tracking on rail cars that transport poisonous-by-inhalation/toxic inhalation hazardous (TIH) materials as defined in Part III, Section A, of the FY 2009 FRSGP Guidance. Offerors applying for FY 2009 grant funding for GPS tracking can use the statement below to certify that the owner of the rail car acknowledges the grant application for the procurement of GPS tracking to attach to their rail car. Offerors applying for grant funds must submit this certification as part of their grant application.

Please provide the following information, if necessary attach a separate sheet:

Car Initial and Number	DOT Specification	Commodity Transported

I, [insert name], as [insert title] of [insert name of company], certify that I have informed the owner of the rail cars to which GPS equipment may be attached as a result of this grant application. I certify that I will take full responsibility for the acquisition, installation and maintenance of the system.

Offeror Signature _____ Date _____

Offeror Printed Name _____

Address _____

I, [insert name], as [insert title] of [insert name of company], certify that I have been informed by the sensitive security material offeror of their desire to attach GPS tracking equipment to rail cars which I own and they operate. I also certify that I approve of the installation of the GPS tracking equipment on the specified rail cars.

Owner Signature _____ Date _____

Owner Printed Name _____

Address _____

Frontline Employee Security Training Program Requirements

A. Training Overview

A robust security training program includes the following components for training of *railroad frontline employees, as appropriate*:

1. Security Awareness
 - a. Identifying, reporting, and reacting to suspicious activity, suspicious items, dangerous substances, and security incidents;
 - b. Determining the seriousness of an occurrence or threat; and
 - c. Recognizing the characteristics of improvised explosive devices (IED) and weapons of mass destruction (WMD) and reporting and reacting to these threats in the confines of trains and critical infrastructure.
2. Behavior Recognition
 - a. Recognizing behaviors associated with terrorists' reconnaissance and planning activities; and
 - b. Behavioral and psychological aspects of, and responses to, terrorist incidents, including the ability to cope with hijacker behavior.
3. Threat/Incident Prevention, Protection, and Response
 - a. Understanding individual roles and responsibilities in prevention of and response to terrorist attacks;
 - b. Crew communication and coordination;
 - c. Evacuation procedures for employees;
 - d. Self defense and use of non-lethal defense devices;
 - e. Use of personal protective devices and other protective equipment;
 - f. Procedures for communicating and interacting with governmental and nongovernmental emergency response providers;
 - g. Operation and maintenance of security equipment and systems, to the extent the employee's responsibilities involve use or maintenance of such equipment; and
 - h. Live situational exercises regarding various threat conditions.

In addition to meeting the criteria listed under "Security Awareness" and "Behavior Recognition" above, *operations control center/operations dispatch center personnel* should address the following adjusted components:

1. Threat/Incident Prevention, Protection, and Response

- a. Understanding the role of the operations control center in the prevention of, protection against and response to terrorist attacks;
- b. Implementing freight rail carrier's security and emergency management plans, including prevention, protection, detection, deterrence and response activities for threats or incidents involving improvised explosive devices, vehicle borne improvised explosive devices and weapons of mass destruction;
- c. Understanding individual roles and responsibilities in prevention of, protection against, detection of, deterrence of, and response to terrorist attacks and the railroad carrier's role in terrorism-related incidents in the broader community;
- d. Specifying priorities in prevention of, protection against, detection of, deterrence of and response to a terrorist threat or attack;
- e. Directing and coordinating prevention, protection, detection, deterrence and response activities for terrorist threat or attack;
- f. Ensuring effective command and control of and communications among law enforcement agencies, fire services, emergency medical services, and other entities providing security augmentation or emergency response;
- g. Use of personal protective devices and other protective equipment;
- h. Procedures for communicating and interacting with governmental and nongovernmental emergency response providers;
- i. Operation and maintenance of security equipment and systems, to the extent the employee's responsibilities involve use or maintenance of such equipment; and
- j. Table top and live situational exercises testing capabilities to direct and coordinate prevention and response activities for terrorist threats or attacks.

B. Available Training

DHS has identified different allowable types of training (“Basic” and “Follow-On”), employee categories, and course duration, as well as indications of what types of employees should receive what types of training for the FY 2009 FRSGP.

Training courses must be DHS-approved courses. For areas where there are no identified courses, eligible railroad carriers are encouraged to develop their own training programs, or determine whether other emergency management courses already offered may be adapted to cover this subject area.

The vendors providing training do not necessarily need to be DHS-approved vendors. If for some reason applicants are having difficulties scheduling the training with an approved vendor, or no approved vendors have been identified, applicants may identify other vendors to provide the training. However, DHS must be notified prior to conducting the training.

Training must be completed within the 36-month grant period of performance.

Training Description	Focus	Categories of Employees to Receive		
		Front-Line Employees	Operations Dispatch Center Personnel	Direct Supervisors of Front Line Employees
Security Awareness	Enhance capability to identify, report, and react to suspicious activity, suspicious items, dangerous substances, and security incidents.			
Behavior Recognition	Recognize behaviors associated with terrorists' reconnaissance and planning activities and behavioral and psychological aspects of, and responses to, terrorist incidents, including the ability to cope with hijacker behavior.			
Threat/Incident Prevention, Protection and Response	Understanding individual roles and responsibilities in prevention of and response to terrorist attacks.			
Operations Control Center/Dispatch Center Readiness	Determining the seriousness of an occurrence or threat; and understanding and differentiating the characteristics of improvised explosive devices (IED) and weapons of mass destruction (WMD) and reporting and reacting to these threats in the confines of trains, as appropriate for the service provided, and system infrastructure.			

FREIGHT RAIL SECURITY FOLLOW-ON COURSES

Training Description	Focus	Railroad Front-Line Employees	Operations Dispatch Center Personnel	Mid-Level Management
<i>What is Security?</i> (NTI at Rutgers University Training Video Module 1)	Ensure employees throughout the freight rail industry understand their individual roles in knowing when something is not right and how to take the initiative to report it to the proper authorities.			
<i>Vulnerability and Risk</i> (NTI at Rutgers University Training Video Module 3)	Ensure employees throughout the freight rail industry understand the importance of maintaining vigilance to reduce the risk of becoming vulnerable to terrorism and how to continue efforts to eliminate exposure.			
<i>What to Look for</i> (NTI at Rutgers University Training Video Module 4)	Employees throughout the freight rail industry will learn important facets of securing the railroad.			
<i>Your Role</i> (NTI at Rutgers University Training Video Module 2)	Enable freight railroad employees to focus on what can be done to enhance security by providing key elements to provide a more secure workplace.			
<i>Security Awareness/Improvised Explosive Device Video</i> (TSA Video)	Instruct freight railroad employees on how to identify, describe, and report to proper officials the location of an IED when detected.			