

NAVSEA
STANDARD ITEM

FY-26

ITEM NO: 009-072
DATE: 01 OCT 2024
CATEGORY: I

1. SCOPE:

1.1 Title: Physical Security at a Private Contractor Facility; accomplish

2. REFERENCES:

2.1 DODI 2000.16, DOD Antiterrorism (AT) Program Implementation: DOD Force Protection Condition (FPCON) System

2.2 33 CFR Part 165, Regulated Navigation Areas and Limited Access Areas

2.3 33 CFR Part 334, Danger Zone and Restricted Area Regulations

2.4 NAVFAC 20090329 PRF BB, Performance Specification for the Antiterrorism / Force Protection Boat Barriers

3. REQUIREMENTS:

3.1 The requirements of 3.2.6, 3.2.7, 3.2.8, 3.2.9 and 3.2.10 are Force Protection measures the Contractor must be able to meet at a Private Contractor Facility under Force Protection Conditions Normal, Alpha, Bravo, Charlie, and Delta, respectively. The solicitation must define the Force Protection Condition. Additional measures may be directed by the SUPERVISOR in accordance with 2.1. Implementation of any other measures, when directed by the SUPERVISOR, will be the subject of an equitable adjustment.

3.2 Provide a written plan which must be implemented for the protection of personnel, U.S. Naval vessels, Government-owned floating dry docks, work in process, and the material and equipment to be installed therein, at the Contractor's facility, which addresses the requirements of this *NAVSEA* Standard Item. The written plan must, as a minimum, be identified as "Controlled Unclassified Information (CUI)".

3.2.1 Provide written designation to the SUPERVISOR of the individual who will be in charge of the security effort.

3.2.2 Attend security coordination meeting with Ship's Force and the SUPERVISOR to brief the Contractor's security plan and procedures prior to security conference of 3.2.3.

3.2.3 Conduct a security conference with federal, state, and local authorities, Ship's Force, and the SUPERVISOR within 45 days prior to ship's arrival to ensure all parties are in agreement with the security procedures while the ship is in port.

3.2.4 Coordinate the establishment and enforcement of the land and water areas adjacent to U.S. Naval vessels as restricted areas or limited waterway areas in accordance with 2.2 or 2.3, in cooperation with the Navy, U.S. Coast Guard, and Army Corps of Engineers.

3.2.5 The Security Plan must include the roles and responsibilities for application of deadly force in the protection of US Navy assets and crew.

3.2.6 Under Force Protection Condition (FPCON) NORMAL, one step above FPCON ALPHA. Establish and maintain physical security boundaries, positive access controls, and other security measures to provide safeguards against hazards, including unauthorized entry, malicious mischief, theft, espionage, sabotage, and terrorism at Contractor's facility in accordance with Attachment A, to include the following:

- 3.2.6.1 Perimeter physical barriers
- 3.2.6.2 Perimeter openings control
- 3.2.6.3 Access and circulation control
- 3.2.6.4 Armed security force
- 3.2.6.5 Protective lighting
- 3.2.6.6 Signs and posting of boundaries
- 3.2.6.7 Security force communications
- 3.2.6.8 Random antiterrorism measures (RAM)

3.2.7 Under Force Protection Condition ALPHA, establish and maintain the following requirements in addition to 3.2.6:

- 3.2.7.1 Additional plant boundary protection
- 3.2.7.2 Assistance from state, local, and other law enforcement agencies
- 3.2.7.3 Increased personnel, property, and perimeter security checks
- 3.2.7.4 Increased security force manning commensurate with the additional actions directed under this section
- 3.2.7.5 Increased waterfront surveillance

3.2.7.6 Place vehicle barriers to reduce ease of vehicular access adjacent to the ship

3.2.7.7 Brief the security force and the SUPERVISOR concerning the threat, the security precautions being implemented, and what action is to be taken with respect to strangers, unidentified vehicles, abandoned parcels or suitcases, or unusual activity in or near the Contractor's facility.

3.2.7.8 Increase security spot-checks of vehicles, persons, and buildings near U.S. Naval vessels.

3.2.7.9 Limit access points for vehicles and personnel commensurate with performance of the Job Order.

3.2.7.10 Inspect 100 percent of commercial vehicles entering the controlled industrial area and/or piers.

3.2.7.11 Test procedures for mass notification.

3.2.7.12 Review requirements related to implementing additional security actions in the event of an increased threat.

3.2.7.13 Review barrier plans.

3.2.8 Under Force Protection Condition BRAVO, establish and maintain the following requirements in addition to 3.2.6 through 3.2.7:

3.2.8.1 Request the Captain of the Port or U.S. Coast Guard District Commander to activate the Naval Vessel Protection Zones in accordance with 2.2.

3.2.8.2 Establish communications with state, local, and other law enforcement, fire, and emergency management agencies.

3.2.8.3 At the beginning of each workday, as well as at random intervals, inspect the interior and exterior of buildings in regular use for suspicious packages. Secure and regularly inspect buildings, rooms, and storage areas not in regular use for unusual conditions or suspicious activity.

3.2.8.4 Clear the area within 100 feet (30.5 meters) of U.S. Naval vessels of all non-mission-essential materials and vehicles as determined by the SUPERVISOR.

3.2.8.5 Review requirements related to implementing additional security actions in the event of an increasing threat.

3.2.8.6 Identify paths for critical materials to maintain production.

3.2.8.7 Brief all employees working at the facility, including the ship's crew and subcontractor employees, concerning the threat, the security precautions being implemented and what action is to be taken with respect to strangers, unidentified vehicles, abandoned parcels, containers or suitcases, and any other suspicious or unusual activity.

3.2.8.8 Increase security presence and surveillance, and randomly inspect vehicles, persons and accompanying items entering the facility.

3.2.8.9 Review mail and material screening procedures at the facility.

3.2.9 Under Force Protection Condition CHARLIE, establish and maintain the following requirements in addition to 3.2.6 through 3.2.8:

3.2.9.1 Inspect the interior and exterior of buildings in regular use for suspicious activity or objects at frequent intervals.

3.2.9.2 Increase protection for crew berthing to reduce vulnerability.

3.2.9.3 List work that would be required to permit safe relocation of the vessel and its crew to the nearest Government facility as designated by the SUPERVISOR.

3.2.9.4 Determine work that will be stopped if the next higher Force Protection Condition is implemented. Determine a list of and inform mission-essential personnel, including Contractor work force. Communicate critical Work Items to the SUPERVISOR, ship's Commanding Officer, and/or Shipyard Commander.

3.2.9.5 Increase surveillance in and around waterside perimeter and facilities. Position floats, work boats, and barges along the sides of the U.S. Naval vessel and any occupied berthing barges to create a buffer zone.

3.2.9.6 Limit access points to strictly enforce entry control. Inspect all vehicles entering the controlled industrial area and/or pier. Review access procedures to ensure no unauthorized personnel gain access into the facility.

3.2.10 Under Force Protection Condition DELTA, establish and maintain the following requirements in addition to 3.2.6 through 3.2.9:

3.2.10.1 Immediately notify state and local law enforcement agencies and the U.S. Coast Guard of any knowledge of terrorist activity, suspicious persons or criminal activity.

3.2.10.2 Limit access points to the absolute minimum.

3.2.10.3 Strictly control all facility access points, ensure positive identification of all personnel, and search all vehicles and their contents, suitcases, briefcases, and packages entering the Contractor's facility.

3.2.10.4 Accomplish continuous security patrols of all areas of the facility, to include the waterfront, occupied by U.S. Naval vessels and personnel.

3.2.10.5 Prepare U.S. Naval vessels for movement away from the Contractor's facility when directed by the SUPERVISOR.

3.2.10.6 Discontinue work except that directly related to the integrity of the vessel and as otherwise directed by the SUPERVISOR.

3.2.10.7 Implement the plan to deny access to individuals not essential or critical to the overall mission of protecting and/or moving vital Navy assets onto the facility and occupied buildings.

3.3 Submit one legible copy, in approved transferrable media, of the plan to the SUPERVISOR for review and approval no later than 15 days prior to availability start date.

3.3.1 Accomplish the requirements of the approved plan.

3.3.2 Any changes at the Contractor's facility affecting physical security or the approved plan must be submitted to the SUPERVISOR for approval within 24 hours.

3.4 Provide procedures for coordinating the Contractor's security efforts with those of the SUPERVISOR, the Commanding Officer's designated representative, and any subcontractor when using the subcontractor's facility to host the vessel.

3.4.1 Identify whose physical security plan, prime or subcontractor, will be used for the availability.

3.5 Prepare an itemized statement of cost incurred for the work covered by this *NAVSEA* Standard Item that was necessary to meet Force Protection Conditions different from that specified in the solicitation. Submit one legible copy, in approved transferrable media, of the statement to the SUPERVISOR within 30 days of delivery or redelivery (as applicable) of the ship. The statement must itemize the total direct labor hours with the applicable direct labor rates, overhead, General and Administrative (G&A) and/or other indirect rates, material, material handling charges, subcontractor costs, Other Direct Costs (ODC), and freight costs (as applicable). Where final overhead rates are not available, use the most current billing rate(s).

3.5.1 The Government may perform an audit of the Contractor's statement of cost incurred. The Contractor, upon request, must make available to the SUPERVISOR all records, related correspondence, and the substantiating data upon which the statement of cost incurred is based.

4. NOTES:

4.1 U.S. Naval vessel means any vessel owned, operated, chartered, or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command.

4.1.1 For a non-nuclear new construction vessel in a private shipyard, a physical water barrier or a dedicated security boat, detailed in Attachment A, are applicable at Crew Move Aboard.

4.2 Controlled Industrial Area (CIA) means an area of the shipyard in which construction, conversion, repair, or overhaul of U.S. Navy vessels is conducted.

4.3 USFF AT OPORD 3300 (series) provides general security requirements for Fleet Activities. The SUPERVISOR will use this reference as a guide in applying force protection measures appropriate to the unique situation at each Contractor's facility.

4.4 A vehicle is defined as a means of transportation that transports people or objects.

4.5 Water Barrier, is a continuous, modular, floating barrier that can be installed in lengths ranging from a few hundred feet to over a mile. The barrier is primarily intended to stop and and/or delay hostile high-speed waterborne craft 65 feet or less. A water barrier is but one element of an integrated system.

ATTACHMENT A

OTHER SECURITY MEASURES

1. Perimeter Physical Barriers:

a. Physical barriers, including both natural (e.g., mountains, swamps, thick vegetation, rivers, bays, cliffs) and structural (e.g., Water Barriers, fences, walls, doors, gates, vehicle barriers) which control, delay, impede, and discourage access by unauthorized persons. To be effective, such barriers must be augmented by armed security force personnel or other means of protection and assessment.

b. Physical barriers must be employed along Contractor facility perimeters. The barrier or combination of barriers used must afford an equal degree of continuous protection along the entire perimeter.

c. Structural barriers such as fences or walls must be a minimum of 8 feet in height, and any uncontrolled opening must be securable to afford protection against unauthorized entry. New security and perimeter fencing must have a minimum fence fabric height of 7 feet, excluding top guard. Fence height including top guard outriggers must be a minimum of 8 feet. Modifications to existing fences are not required, provided the existing fencing is in good repair and has a minimum fence fabric height of 6 feet, excluding top guard.

d. The waterfront security required to protect the Navy asset is dependent on the asset. Damage to the dry dock gate could result in flooding of the dry dock resulting in possible damage or loss of the vessel. Therefore, the dry dock gate is not considered to be a physical or structural barrier and must be protected. Additionally, floating drydocks must be protected commensurate with the provisions for the docked asset.

e. Closed Circuit Television (CCTV) installs will be planned for installation by using Chapter 4 of the Unified Facilities Criteria (UFC) 4-021-02NF. Plans will be submitted to the SUPERVISOR for approval, prior to installation. This UFC document provides guidance on how to design electronic security systems required by the current antiterrorism/force-protection environment.

f. Barrier design will be in accordance with Tables 8, 9, 10, and 11 of 2.4. Table 9 Maximum Survival SOW will be 64. Table 11 Stopping Capability SOW will be 520,000 ft-lbf or more and required percent of small boats of 65 feet or less stopped is 99 percent or greater.

Asset	Security measures
For Patrol Coastal (PC), MSC	<ul style="list-style-type: none"> - Adjacent landside security (patrols, surveillance, pier access control) no special requirements in waterways. - Identify restricted area waterways with buoys and signs.
Surface combatants, Berthing Barges, Amphibious ships, mine warfare, auxiliary ships (USS only), and MSC Naval Auxiliary (Cargo-Laden), and MSC OCONUS repair facilities.	<p>The requirements above and</p> <ul style="list-style-type: none"> - Security Zone per 3.2.4 - Use of a water barrier, numbered Fleet Commander-approved barge or other physical barrier (dependent on expected geographic and environmental conditions as determined by the SUPERVISOR) per 1.d above, or other physical barrier approved by the numbered Fleet Commander. - In areas where the cognizant SUPERVISOR agrees the use of waterborne barrier(s) is not in the best interest of the US Navy, a dedicated waterborne security boat must patrol within 200 yards of the protected vessel equipped with a bullhorn, night vision device, spotlight, marine flares, lethal and non-lethal weapons, and a two-way communications device according to the specifications described in Addendum 1. <p>** Note: If the primary security measure is unavailable, then the Private Contractor Facility must ensure adequate backup security measures are in place to maintain the security posture as per the associated FPCON</p>
Carriers, submarines (see next row for SSBN)	<p>The requirements above and</p> <ul style="list-style-type: none"> - Electronic water/waterside security system to include, but not limited to, closed-circuit television for the purposes of surface craft detection. - Use water barriers to prevent direct unchallenged access from small boat attacks.
SSBN	<p>The requirements above and</p> <ul style="list-style-type: none"> - Per SECNAVINST S8126.1 - Use water barriers to stop small boat threat

2. Perimeter Openings: Openings in the perimeter barrier must be operated by the contractor and must be kept to the minimum necessary for the safe and efficient operation of the Contractor facility. Access through such openings must be controlled, or the openings must be secured.

3. Access and Circulation Control:

a. A system of personnel and vehicle movement control is required at Contractor facilities. The degree of control must be in keeping with efficient operations yet afford defense-in-depth to provide graduated levels of protection.

b. Armed or unarmed sentries may be assigned to check identification at pedestrian and vehicle entry control points to restrict and control movement by vehicles and unauthorized personnel from gaining access into the facility.

c. The facility must coordinate with the local postal and courier services in developing a plan for ensuring that all mail and courier delivered packages to the facility are properly screened by the delivery service prior to being delivered to the contractor facility's mailroom.

4. Armed Security Force: The Contractor security force must consist of designated persons specifically organized, trained, and equipped to provide physical security. Security Force must be armed with lethal and non-lethal weapons, and qualified in accordance Federal and/or State laws to carry and use firearms in the performance of protecting personnel and/or property.

5. Protective Lighting:

a. Protective lighting, to include work lighting, increases the effectiveness of security forces and has considerable deterrent value.

b. Contractors must provide adequate illumination to discourage or detect attempts to enter facilities and reveal the presence of unauthorized persons within such areas.

c. Lighting must support security force activities such as identification of badges and personnel at perimeter openings, surveillance of facility perimeter/avenues of approach, and inspection of unusual or suspicious circumstances.

6. Signs and Posting of Boundaries:

a. Trespass laws applicable to the jurisdiction in which the facility is located will govern signs and posting of perimeter boundaries at Contractor facilities.

b. Size, placement, and use of any language in addition to English should be appropriate for the stated purpose. Signs will read essentially as follows:

WARNING
RESTRICTED AREA
KEEP OUT

Authorized
Personnel Only

c. Signs must be posted at regularly-used points of entry and at intervals along the facility perimeter such that any reasonable person would conclude that everyone crossing the boundary into the facility would have been informed of the above.

7. Security Force Communications:

a. The activity security force requires sufficient equipment to maintain continuous, secure 2-way voice communications between elements (fixed/mobile posts, and supervisory personnel) of the security force and U.S. Naval vessel's watch section. Establish communications between the Contractor's security force and the U.S. Naval vessel's watch section.

b. The facility must maintain a communication system for use in emergencies or crisis situations to facilitate effective two-way voice communications among state and local law enforcement agencies and the U.S. Coast Guard.

c. The facility must establish a communication system, pre-recorded and/or live-voice, but capable of broadcasting information to all building occupants or personnel in the immediate vicinity during or prior to an emergency or crisis situation.

8. Random Antiterrorism Measures (RAM): As a deterrent, randomly apply the measures from higher Force Protection Conditions and other RAM including:

a. Keep personnel involved in implementing increased security requirements on call.

b. Inspect deliveries to protect against the introduction of unauthorized material.

c. Cars and other non-mission essential items must be moved 100 feet from U.S. Naval Vessels and buildings where the crew is located or work is in progress.

d. Inspect mail for letter or parcel bombs.

e. On entry of visitors to the facility, physically inspect them and accompanying items.

f. Search vehicles entering the facility.

g. Erect barriers and obstacles to provide additional traffic controls to areas where U.S. Naval Vessels and crews are located.

h. Consult local authorities about closing public roads and facilities that might make sites more vulnerable.

- i. Other site-specific RAM that must be incorporated into the Contractor's physical security plan and/or company-specific implementation procedures.

Addendum One to Attachment
A of Standard Item 009-072

Waterborne Security Boats

Mission

The boats are primarily used to provide a dedicated waterborne presence and deterrence in the immediate vicinity of no more than three (3) U.S. Naval Assets. The word "dedicated" is defined as on-site, 24-hours a day, 7 days a week, and responsive solely to the operational confines of the protected asset(s). Normally, a single waterborne security boat will be designated for each U.S. Naval Asset. Waterborne security boats must be capable of conducting continuous patrols in the immediate vicinity of the protected asset(s), or continuous monitoring of a patrol zone when assigned to protect clustered U.S. Naval Assets (a patrol zone must not exceed 200 yards and must not include more than 3 protected assets).

Waterborne security boats will be used to provide restricted area enforcement by providing a layered defense and deterrence mechanism. This includes the ability for early detection of intruders under day/night, and all-weather conditions.

Projected Operating Environment

The projected operating environment of the waterborne security boats will normally be in protected harbors or inland waterways. These boats will be expected to operate in varying temperatures depending on the climate at the location the boat(s) will be used. Temperatures can be expected to vary from below 32 degrees Fahrenheit to above 100 degrees Fahrenheit. Storm conditions and warnings often issued in the operating environment include: small craft, gale, storm, and hurricane warnings.

General Characteristics

There are no specific hull material requirements for waterborne security boats. Waterborne security boats must be visible from distances of at least 500 yards to the unaided eye, during periods of unrestricted visibility and must possess all safety equipment required by federal and local regulations. Waterborne security boats must also display a placard on both sides of the vessel with the word "Security" of sufficient size and reflective composition to be visible from 500 yards to the unaided eye, during periods of unrestricted visibility (250 yards during periods of low-light) and in accordance with federal and local regulations. These boats must possess a hailing mechanism capable of warning/hailing approaching craft at 500 yards. Hailing capability may consist of modified human voice (e.g., through the use of a bull horn, PA system, etc.), or mechanical (e.g., siren, pulsating tone, etc.).

The boat must have a weather resistant spot/flood light capable of rotating 360 degrees with instant start/restart and at least 6,000,000 candlepower.

The boat must have a fully operable marine band radio (VHF).

Length range: 27 feet to 40 feet And why:

This size is necessary for safety and mission accomplishment, ease of discernment, crew accommodation, visual deterrent, and ease of maneuverability when responding to contacts of interest during all-weather patrols.

Breadth 8 feet 6 inches And why:

The minimum breadth of 8 feet 6 inches is necessary to provide a stable platform, crew accommodation, visual deterrent, ease of maneuverability, safety and mission accomplishment when responding to contacts of interest during all-weather patrols.

Maximum Draft: 4.5 feet The maximum draft of 4.5 feet is necessary for ease of maneuverability in and around the protected assets.

Number of Crew: Two. At least one coxswain and one observer/lookout must be assigned to each boat for the duration of the patrol period. These personnel must be qualified in the operation of the security boat, and must be qualified with, and armed with personal protective weapons in accordance with SECNAVINST 5500.29C, DoDD 5210.56, as permitted by state and local regulations.

Required Cargo Capacity or Deck Space: Stowage space must be sufficient to accommodate at least four (including 2 spare) life vests, a flood light, a first-aid kit, a back board, and specialized tactical equipment, etc.

Propulsion System (e.g., Diesel inboard with outdrive, Diesel inboard with waterjet, or gasoline outboard) and why:

The propulsion system must be able to conduct multiple idle/sprint missions during each patrol period. Because of the limited operating area, propulsion systems must be capable of rapidly responding to a contact of interest (normally within the 200 yard operating zone) and rapidly reversing.

Speed 20kts. A minimum speed of 20kts is necessary to provide the capability to rapidly respond to contacts of interest or rapidly move out of the line of fire from shipboard responders in the event of a deadly engagement.