



**Actions & Accomplishments  
of the CMTS**

**July 1, 2015 – June 30, 2016**

**Manson K. Brown, VADM, USCG (Ret.)  
Coordinating Board Chair  
National Oceanic and Atmospheric  
Administration**

## Executive Summary

“I think this interagency partnership is pretty impressive with the amount of work that gets accomplished given the sheer number of agencies involved and the vast amount of work that needs to be done....Kudos to the agency members who donate extraordinary time and expertise to the CMTS partnership and, of course the Executive Secretariat staff for nudging us along the way.”

---VADM Manson K. Brown, June 9<sup>th</sup> Coordinating Board Meeting

I am pleased to present this summary report on the actions and accomplishments of the U.S. Committee on the Marine Transportation (CMTS) during my, and Dr. Holly Bamford's chairmanship of the Coordinating Board from July 1, 2015 through June 30, 2016. Serving as chair of the Board, on behalf of Secretary of Commerce Penny Pritzker, has given me a deep appreciation for the work conducted through the interagency engagement and the robust discussion among so many Federal entities facilitated by the CMTS. The CMTS serves as a critical Federal interagency partnership to enable us to work together to advance and secure the Nation's Marine Transportation System and engage our non-federal partners. I would like to thank the excellent work done by the Executive Secretariat for moving us forward, at every organizational level, and providing a forum for us to do our much needed work.

The 2015-2016 CMTS work plan was derived from the recommended actions of the 2008 National Strategy on the Marine Transportation System, and the new and emerging interests of the Coordinating Board (CB) or, as directed in statute, by the General Accounting Office or by the Secretary of Transportation. Objectives also address the tasks and expected outcomes of the CMTS Integrated Action Teams (IATs) and Task Teams as reflected in their terms of reference and work plans. Additionally, the CB has consistently sought CMTS work to support Administration activities including the Build America Initiative and the National Strategy for the Arctic Region.

Two appendices are included at the end of this document. Appendix A provides a list of all the members of the CMTS family, and Appendix B provides a list of the CMTS Integrated Actions Teams and the participating agencies on each team. The success of the CMTS is due to the hard work and dedication of CMTS member agencies and staff.

One of the highlights of this reporting year was celebrating the 10<sup>th</sup> anniversary of the CMTS. To commemorate its organizational anniversary and to reflect on the CMTS' beginnings, progress, and promise, the CMTS hosted a 10th Anniversary Leadership Roundtable on November 11, 2015. The Roundtable featured distinguished transportation leaders such as Deputy Secretary of Transportation, Victor Mendez, former Transportation and Commerce Secretary Norman Mineta, Maritime Administrator

Paul “Chip” Jaenichen, and previous Coordinating Board Chairs, USACE MG (ret) John Peabody, USACE MG (ret) Mike Walsh, and USCG CAPT (ret) Dave Murk.

A listing of other accomplishments during 2015-16 includes:

- The CMTS co-hosted with the Transportation Research Board (TRB), the fourth biennial research and development conference, “From Sail to Satellite: Delivering Solutions for Tomorrow’s MTS.” The conference brought together representatives from federal and state government, the private sector, and academia to examine innovative practices in marine transportation and waterways management.
- The CMTS Arctic MTS IAT completed the report to the White House, “Ten-Year Prioritization of Infrastructure Needs in the U.S. Arctic.”
- The MTS Resilience IAT released the report, “U.S. Federal Activities Analyzing Marine Transportation System Resilience.”
- The Resilience IAT submitted a journal paper entitled, “Advancing Coastal Systems Resilience Research: Improving Quantification Tools through Community Feedback.”
- The CMTS Infrastructure Investment IAT published a “Compendium of Federal Public-Private Partnership Authorities for Infrastructure Investments.”
- The CMTS published an updated version of the “Federal Handbook of MTS-Related Funding Sources,” in conjunction with the White House Build America Initiative.
- The CMTS hosted three webinars related to its tasks under the National Strategy for the Arctic Region and focused on infrastructure needs and infrastructure investments in the Arctic region.
- The CMTS hosted a federal high-level technical briefing on black carbon in the Arctic.
- Members of the CMTS Executive Secretariat met with multiple Arctic stakeholders and Tribal members in Alaska and Washington, DC.
- The CMTS continued to advance the Military to Mariner Initiative to support the transition of Service Members into the merchant marine.
- The CMTS actively supported the National Infrastructure Week initiative to raise awareness regarding the value of marine transportation infrastructure to the Nation.
- The MTS Performance Measures website was launched.
- The R&D IAT and the Engineering Research and Development Center (ERDC) Technical Report of MTS Performance Measures went to press.
- The CMTS hosted a public webinar on the National Freight Strategic Plan.
- The CMTS updated a database of MTS-related Federal Advisory Committees.
- The Maritime Energy Task Team was reconstituted into the Maritime Energy and Air Emissions Working Group (MEAEWG), as a result of a revised mission. In response, the MEAEWG developed an Action Plan to guide activities for the coming year.

- The CMTS co-hosted a public webinar with the EPA on their “Macro Ports Assessment” on port emissions inventories.
- The Future of Navigation Integrated Action Team initiated the Waterway Harmonization Project.
- The MTS Data IAT launched an initiative to archive federal maritime related data on Data.Gov.

A handwritten signature in black ink, reading "Manson K. Brown". The signature is written in a cursive style with a horizontal line underneath the name.

Manson K. Brown  
Assistant Secretary of Commerce  
for Environmental Observation & Prediction

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# **1. Assessing status, value, performance and standards of the U.S. MTS by completing, or making progress on significant pending marine transportation system statutory and GAO directives to the CMTS**

## **MTS ASSESSMENT**

One of the top priorities of the past year was to complete the Congressionally-required assessment of the marine transportation system (MTS). A draft of the report was completed in 2014 and received informal revisions through interagency review. In 2015, funds were provided to the CMTS from NOAA, US Coast Guard (USCG), US Army Corps of Engineers (USACE) and the Maritime Administration (MARAD) to contract for added expertise to complete a final draft the report. It is anticipated that the MTS Assessment report will be completed during the next CMTS work plan.

## **MTS PERFORMANCE MEASURES**

One of the key resources used to assess the status, value, performance and standards of the MTS is the MTS Performance Measures [website](#). Since the Research & Development (R&D) IAT's launch in August 2015, the website has continued to be updated and has averaged over 100 unique visitors per month providing researchers a means to collaborate and tie the complex diverse environments together that make up the MTS. The project has successfully enhanced the CMTS' ability to summarize a variety of metrics that illustrate MTS effectiveness across several different categories, including Economic Benefits to the Nation, Capacity and Reliability, Safety and Security, Environmental Stewardship, and Resilience.

While not all data from CMTS partners was designed to be indicators of MTS functionality, the MTS Performance Measures effort hopes to extract the most out of the publically available data. As more sources become available, the project hopefully will be able to further refine and enhance performance measure availability and utility for all interested MTS stakeholders.

In June 2016, the R&D IAT and the Engineering Research and Development Center (ERDC) released a technical report on "Marine Transportation System Performance Measures Research." The report provides a historical context to the development of federally managed infrastructure and is [accessible](#) to MTS stakeholders and the public. Beyond identifying authoritative data sources that allow assessment over time, the report lays a foundation for examining the MTS as complex, intermodal system. The report concludes by using these data and observations to explore potential future scenarios for the MTS.

## **MARITIME DATA**

In addition to the MTS Assessment & Performance Measures, the Maritime Data IAT was established in June of 2015 with the purpose of improving the discoverability and

accessibility of MTS-related data. The IAT is co-led by representatives from the U.S. Army Corps of Engineers and the Maritime Administration. Since its inception, the IAT has examined ways to enhance data sharing across federal agencies and to make authoritative data sources more readily accessible to MTS stakeholders. In accordance with these goals, the IAT has developed a work plan that includes several initiatives intended to enhance the interoperability of MTS data products and to make MTS data more readily discoverable. These initiatives are consistent with several existing policy directives, including Executive Order 13642 (Making Open and Machine Readable the New Default for Government Information), the Open Data Policy (OMB M-13-13) and the National Strategy for Information Sharing and Safeguarding (December 2012).

Recent activities conducted by the Maritime Data IAT include the development of a “Maritime Data Inventory,” which provides a detailed listing of federally-managed data products related to the MTS. In late 2015, members of the Maritime Data IAT populated the data inventory with detailed descriptions of each agency’s maritime data products. Following the initial population of the data inventory, the IAT’s co-leads worked in concert with representatives from the General Services Administration’s Data.gov office to catalog each item from the IAT’s data inventory under a “maritime topic” on Data.gov. The Data.gov topic provides MTS stakeholders with a central location to access and share maritime data and is consistent with the IAT’s goal of enhancing the overall accessibility of maritime data. Members of the Maritime Data IAT are continuing to work with their respective agencies to upload additional maritime data products to Data.gov and the IAT co-leads are actively working with the Data.gov office to launch a “homepage” on Data.gov for the maritime topic. The topic’s homepage will include news content and other updates relevant to the maritime data community.

## **BENEFITS TO THE U.S. MTS**

In addition to completing, or making progress on marine transportation system statutory and GAO directives to the CMTS, assessing the status, performance, and standards of the MTS provides metrics by which to evaluate and improve upon the MTS. The completion of the MTS Assessment will direct the goals and recommendations set forth in the upcoming MTS National Strategy. The R&D IAT identification of the importance and need for integrated MTS performance indicators provide the MTS with ability to summarize a variety of metrics that illustrate MTS effectiveness across several different categories, including Economic Benefits to the Nation, Capacity and Reliability, Safety and Security, Environmental Stewardship, and Resilience. The Maritime Data IAT continues to strive to provide MTS data products and to make MTS data more readily discoverable through common standards thus enhancing informed decision making.

## **2. Advancing Administration MTS initiatives by taking a leadership role in priorities directly and indirectly related to MTS**

### **IMPLEMENTATION PLAN ACTIONS OF THE NATIONAL STRATEGY FOR THE ARCTIC REGION**

The CMTS continued its work to complete tasks under the Implementation Plan of the National Strategy for the Arctic Region (NSAR). The intended result of this work is to provide a path for Federal activities needed to preserve the mobility and safety of navigation of U.S. military and civilian vessels throughout U.S. Arctic waters. In March 2014, Transportation Secretary Anthony Foxx directed the CMTS to complete three reports within this issue area.

In April 2016, the U.S. Arctic Marine Transportation System Integrated Action Team (Arctic IAT) completed the second action, the delivery of the report, “A Ten-Year Prioritization of Infrastructure Needs in the US Arctic.” to coordinate the phased development of Federal infrastructure identified through Department and Agency validated needs assessment. This report presents a framework to address infrastructure gaps in the U.S. Arctic by identifying needs that are considered to be critical requirements for a safe and secure U.S. Arctic MTS over the next decade. This report puts forward 43 recommendations, which are grouped under the five core components identified in U.S. Arctic Marine Transportation System: Overview and Priorities for Actions (CMTS 2013 Arctic Report): (1) navigable waterways, (2) physical infrastructure, (3) information infrastructure, (4) response services, and (5) vessels. The recommendations set forth for consideration in this report are grouped into three categories: (1) infrastructure considerations that require both near-term planning and implementation; (2) infrastructure considerations requiring near term planning for mid- to long-term implementation; and (3) infrastructure considerations requiring long-term planning and implementation. This categorization facilitates the discussion of many coordinated infrastructure needs while acknowledging planning and funding requirements and limitations.

This report, in addition to the 2015 report, “A 10-year Projection of Maritime Activity in the U.S. Arctic Region,” supports the third and final Implementation Plan action. This third action will guide utilizing public-private partnerships (P3s) for infrastructure in the U.S. Arctic. The CMTS held two webinars during the reporting period to initiate the report and solicit ideas from the member agencies and public to help inform the third report. There was also a concurrent, one-month public comment period for maritime stakeholders and Tribal interests to submit information supporting infrastructure and innovative financing examples or recommendations that informed the drafting of the report. It is anticipated that the final report will be completed in the next reporting period.



## **BUILD AMERICA INITIATIVE**

To support the Administration's Build America Initiative, the CMTS Infrastructure Investment IAT re-issued a revised *Federal Handbook of MTS –Related Funding Sources*. The Handbook includes explanations, information, and points of contact for nearly 100 Federal programs that non-federal entities may use to support and leverage their investments to improve the MTS. In addition, with support from the Maritime Administration, the IAT also developed a *Compendium of Federal Public-Private-Partnership Authorities for Infrastructure Investments*, which identified the array of available legal authorities for engaging in P3s that might be useful for MTS investments. As part of the CMTS Outreach activities, the Infrastructure Investment IAT hosted a Speaker Series highlighting the American Society of Civil Engineers ongoing work to implement P3s in support of the MTS. Additionally, the IAT provided technical support and guidance to the Arctic IAT for scoping the third report of the National Strategy for the Arctic Region Implementation Plan related to the use of public-private partnerships

## **MILITARY TO MARINER**

In support of the Administration Veteran's Hiring Initiative, the Military to Mariner Task Team (M2M) continues to support the transition of servicemen into the merchant marine. The M2M Task Team hosted an in-depth briefing from Secretary of Labor Representative, Dr. John Lund on the program he is developing in the Northwest to facilitate the hiring of Veterans into maritime industry positions. In addition, a presentation Navy COOL (Credentialing Opportunities On-Line) outlining the latest version of the "Blueprint for Mariners" document along with how each of the Services are progressing in getting courses approved for Merchant Mariner credentials. MCMK Ed Lewis, USCG, has been a stalwart supporter of the Military to Mariner initiative. He has an unflagging dedication to improving the cross-walk between specific military occupation series (MOS) and the relevant Merchant Marine credential requirements.

## **QUADRENNIAL ENERGY REVIEW (QER)**

The Maritime Data IAT (Data IAT) coordinated inter-agency review and participation in the development of the maritime-related sections of the Department of Energy's (DOE) drafting of the QER. The Data IAT facilitated coordination and communication between the DOE and the relevant Federal Agencies that collect and analyze energy commodity and movement data, including USACE, USCG, FHWA, and others.

## **BENEFITS TO THE U.S.MTS**

In addition to working to advance Administration initiatives by taking a leadership role in priorities directly and indirectly related to MTS, the Arctic IAT, has responded to the call of Congress to coordinate domestic transportation policies in the U.S. Arctic and determine what is needed to improve the U.S. Arctic MTS. The result of their work will provide a path for Federal activities needed to preserve the mobility and safety of navigation of U.S. military and civilian vessels throughout U.S. Arctic waters. The CMTS expertise and foundational research in designing and implementing P3s will enable the effective and efficient leveraging limited resources among Federal, State, local and private enterprises in improving the MTS. The Military to Mariner Task Team continues to facilitate the transition of Military sea-service veterans' training, sea time and credentials to the requirements for the United States Merchant Marine licensure by coalescing the Federal partners. Facilitating the transfer from military service to merchant mariner increases the number of qualified mariners needed to support our economy and national defense.

### **3. Increasing collaboration and awareness of the U.S. MTS by better connecting the CMTS to non-federal MTS partners to collectively address and tackle the significant challenges of the MTS**

In addition to the outreach activities mentioned in the Executive Summary, events and activities occurred this past year to increase the engagement and awareness of the MTS. These events and activities included:

- The CMTS actively supported National Infrastructure Week, a week-long series of seminars, activities, and receptions aimed at raising the Public awareness of the value and needs of MTS infrastructure. Building from the foundation work provided by the CMTS last year, the CMTS produced outreach materials that MTS infrastructure stakeholders may use to engage others. These resources are available on the CMTS website ([www.cmts.gov](http://www.cmts.gov)) for member agencies and stakeholders to use. Through social media engagement, the CMTS joined the larger social media conversation on the importance of MTS infrastructure. The social media efforts increased traffic to the CMTS social media sites tenfold. New this year, the CMTS actively participated in events associated with Infrastructure Week: CMTS staff members attended the Infrastructure Week kickoff and hosted a speaker series event with the American Society of Civil Engineers (ASCE) Coastal, Oceans, Ports, and Rivers Institute (COPRI) on the use of public-private partnerships for waterways infrastructure.
- The MTS Resilience IAT released a report and two data appendices documenting “U.S. Federal Activities Analyzing Marine Transportation System Resilience.” The report aimed to enhance understanding of the breadth and scope of hazards, constraints, and stressors affecting MTS resiliency, and the associated federal activities to monitor, measure, model, and mitigate these stressors within the MTS. The Resilience IAT utilized member agency input to develop a comprehensive list of present and potential future hazards and constraints into a MTS Resilience Factors Matrix. The MTS resilience factors with the most federal activity were used as a proxy for identifying factors with greatest need, and, subsequently, the most promising focus area for guiding MTS resilience evaluation work within the Resilience IAT.

Further, several webinars and briefings were also held on key topics facing the nation’s MTS:

- The CMTS hosted three webinars related to its tasks under the National Strategy for the Arctic Region on infrastructure needs and infrastructure investments in the Arctic region.
- The CMTS hosted a public webinar on the National Freight Strategic Plan.

- The CMTS hosted a first-ever, whole of government, high-level scientific and technical brief on black carbon in the Arctic.
- The CMTS co-hosted a webinar with the EPA on their “Macro Ports Assessment,” a national port study that analyzes the air pollution emission reduction potential of technologies and operational strategies from equipment, ships, and vehicles at and around ports. The purpose of the EPA port assessment is to update our understanding of future national port-related emissions for criteria, air toxics, and climate pollutants, assess different emissions reduction strategies, and inform national policy discussions for EPA’s Ports Initiative. The webinar familiarized CMTS member agencies with the status preliminary results from the assessment.

### **BENEFITS TO THE U.S.MTS**

The benefits of the on-going work to increase collaboration and awareness of the U.S. MTS by better connecting the CMTS to non-federal MTS partners to collectively address and tackle the significant challenges of the MTS are immeasurable. The outreach events, webinars and technical briefs continually prove how far the reach is of the MTS, as well as the expansive breadth of expertise of our members. These outreach activities continue to promote the MTS and provide the opportunity to find new collaborations.

## **4. Examining the Future and Resilience of the U.S. MTS by advancing and supporting MTS Research and Development.**

### **BIENNIAL MTS RESEARCH AND DEVELOPMENT CONFERENCE**

The Transportation Research Board and the CMTS co-sponsored the 4<sup>th</sup> biennial Research and Development conference (R&D), “From Sail to Satellite: Delivering Solutions for Tomorrow’s MTS.” This conference, keynoted by General Darren W. McDew, US Transportation Management Command, set the record for the most number of participants of any of the four biennial conferences. Attendees discussed the latest innovative technologies and practices in marine transportation and waterways management as they strove to contemplate the MTS of the next 100 years and the research and development needed to successfully get there. Participants from students to keynote speakers to research experts championed the need to continually adapt and innovate to tackle an ever changing number of challenges. A summary of the conference will be issued in the next reporting period and results will be used to update the CMTS National Strategy for Research and Development in the Marine Transportation System.

### **MTS RESILIENCE**

In the area of MTS Resiliency, the MTS Resilience IAT (R-IAT) released a report and two data appendices documenting “U.S. Federal Activities Analyzing Marine Transportation System Resilience.” The report aimed to enhance understanding of the breadth and scope of hazards, constraints, and stressors affecting MTS resiliency, and the associated federal activities to monitor, measure, model, and mitigate these stressors within the MTS. The Resilience IAT utilized member agency input to develop a comprehensive list of present and potential future hazards and constraints into a MTS Resilience Factors Matrix. The R-IAT team’s agencies identified environmental and non-environmental hazards, constraints, and stressors affecting operations within the MTS, and the associated activities within their agencies addressing these. The MTS resilience factors with the most federal activity were used as a proxy for identifying factors with greatest need, and, subsequently, the most promising focus area for guiding MTS resilience evaluation work within the R-IAT.

### **BENEFITS TO THE U.S.MTS**

Maintaining forward progress of the MTS is critical for its success and is accomplished with the examination of the Future and Resilience of the U.S. MTS by advancing and supporting MTS Research and Development. The proceedings of this conference have shaped the direction of the next five-year Strategic Action Plan for MTS Research and

Development. In addition to considering federal partner feedback and responses, the conference provided a foundational arena to identify MTS R&D gaps, priorities, and possibilities. The report's release the R-IAT has built upon these results through further exploration of evaluating MTS resilience. A May 2016 R-IAT-wide workshop further guided the refinement of resilience metrics and indicators before considering port regions to apply various resilience evaluation concepts. Overall, the work has particularly focused on the ways that federal programs and data can track and improve port resiliency. Future R-IAT outputs should help further measure port-associated elements of MTS resilience as well as support resilient port best practices.

## **5. Improving MTS efficiency and safety by supporting and enhancing MTS navigation safety, environmental stewardship, tools, and information.**

### **FUTURE OF NAVIGATION**

The work of the Future Navigation (FutureNav) IAT remained consistent for the year with the focus areas outlined by the CMTS e-Navigation Strategic Action Plan, including integrating systems, seamless data exchange, decision-focused information, and improved connectivity. Specific action items are identified under the following lines of effort: Interagency Coordination and Outreach, Navigation Data Harmonization, Navigation Information Dissemination, and Simplified Information Reporting and Sharing. An exciting and needed FutureNav initiative was the Waterway Harmonization Project. The Project is the first attempt within the U.S. to harmonize geo-referenced maritime data, which will allow for commonality and standardization of geo-referenced points of interest throughout U.S. navigable waters. Currently, multiple agencies within the U.S. Government (e.g. USCG, USACE, NOAA, etc.) do not have common, geo-referenced points of interest. Another initiative, the proof-of-concept Enhanced Marine Safety Information (eMSI) portal has been developed and used to further the work of the task team and used to gather input from external stakeholders. In addition, the FutureNav IAT created an outreach catalogue that is continually being updated and used to promote the goals of Future Nav. The purpose of the catalog is to link outreach activities (such as conference presentations, workshops, targeted stakeholder outreach, etc.) to directly support IAT work items.

### **MARITIME ENERGY AND EMISSIONS**

At the request of members of the Maritime Energy Task Team (METT) at the CMTS Coordinating Board December 10, 2015 meeting, the Coordinating Board unanimously and enthusiastically approved to enhance the METT to a more formal working group to include emission-related impacts from marine transportation. The inclusion of air emissions into the portfolio of the team led to a revitalized interest and active participation by the EPA in the group.

The new Maritime Energy and Air Emissions Working Group (MEAEWG) was established to provide a forum in which federal agencies with an interest in or program related to maritime use of alternative fuels and technologies to reduce air emissions and improve energy efficiency can:

- Take a leadership role in advancing Administration priorities related to alternative maritime fuels and air emissions.

- Meet at least quarterly for both a technical presentation on the topics and a “What’s New?” report on individual agency initiatives.
- Propose to the CMTS CB initiatives to be taken by the CMTS in support of Federal policies in support of alternative fuels and reduction of air emissions related to the MTS.
- Better connect the Working Group to non-federal partners to address and tackle the challenges of alternative fuels and air emissions in the maritime sector. In addition, the MEAEWG may consider and develop recommendations related to maritime environmental policy for consideration by the broader CMTS.

In an effort to increase interagency information sharing, the MEAEWG meetings this year featured presentations from EPA on the Mobile Sources Technical Review Subcommittee under the Clean Air Act Advisory Committee and from MARAD and the Puget Sound Clean Air Agency on a collaborative vessel repower project.

## **BENEFITS TO THE U.S.MTS**

The FutureNav IAT continually strives to facilitate the safe and efficient operations of these waters by leveraging technology (eMSI), and redefine levels of service (Waterways Harmonization) to improve safety and efficiency on America’s waterways. The MEAEWG by the Task Team to provide a forum to share and exchange information, and identify opportunities for interagency collaboration regarding the use of alternative energy for marine transportation, support fuel technology and efficiencies to reduce the impact that use of the MTS has on greenhouse gas emissions and climate change to continually improve MTS efficiency and safety by supporting and enhancing MTS navigation safety, environmental stewardship, tools, and information.



## Appendix A - Member Abbreviations

Department of Transportation	DOT
Office of the Secretary of Transportation	OST
St Lawrence Seaway Development Corporation	SLSDC
Bureau of Transportation Statistics	BTS
Maritime Administration	MARAD
Federal Highway Administration	FHWA
Federal Railroad Administration	FRA
Department of Defense	DoD
US Army Corps of Engineers	USACE
Oceanographer of the Navy	OON
Transportation Command	TRANSCOM
International Trade Administration	ITA
National Oceanic and Atmospheric Administration	NOAA
US Coast Guard	USCG
Department of Energy	DOE
Bureau of Ocean Energy Management	BOEM
Bureau of Safety and Environmental Enforcement	BSEE
Environmental Protection Agency	EPA
National Maritime Intelligence Integration Office	NMIO
Federal Maritime Commission	FMC
Office of Management and Budget	OMB
Department of Agriculture	USDA
Transportation Security Administration	TSA
Department of Homeland Security	DHS
Department of Interior	DOI
Office of Science and Technology Policy	OSTP
National Ocean Council	NOC
National Security Council	NSC
Council of Economic Advisors	CEA
Marine Mammals Commission	MMC
Department of State	State
Department of Commerce	DOC
Domestic Policy Council	DPC
Transportation Security Administration	TSA

## **Appendix B - CMTS Integrated Action Teams**

### **U.S. Arctic Marine Transportation Integrated Action Team**

#### **Integrated Action Team Leads:**

U.S. Coast Guard  
U.S. Maritime Administration  
National Oceanic and Atmospheric Administration

#### **Participating Agencies:**

Bureau of Ocean Energy Management, Department of Interior  
Bureau of Safety and Environmental Enforcement, Department of Interior  
Environmental Protection Agency  
National Oceanic and Atmospheric Administration  
Oceanographer of the Navy  
Office of Naval Intelligence  
Office of Science and Technology  
Office of the Secretary of Transportation  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of State  
U.S. Maritime Administration  
U.S. Transportation Command

#### **Purpose:**

The purpose of the IAT is to monitor the implementation of recommendations in the CMTS U.S. Arctic MTS report to the President (2013) as directed in statute (2010) to coordinate domestic transportation policies in the U.S. Arctic necessary to ensure safe and secure maritime shipping, and report on CMTS activities in support of the National Strategy for the Arctic Region (NSAR) Implementation Plan.

#### **Value:**

Warming conditions and reduction in the extent of sea ice cover in the Arctic are creating new opportunities and challenges in the U.S. Arctic region with respect to marine transportation. Ensuring a safe and efficient U.S. MTS in the Arctic is essential to meeting the nation's environmental, economic development and national security objectives.

### **Future of Navigation Integrated Action Team**

#### **Integrated Action Team Leads:**

National Oceanic and Atmospheric Administration

U.S. Army Corps of Engineers  
U.S. Coast Guard

**Participating Agencies:**

National Geospatial-Intelligence Agency  
National Oceanic and Atmospheric Administration  
National Transportation Safety Board  
Oceanographer of the Navy  
U.S. Army Corps of Engineers  
U.S. Coast Guard

**Purpose:**

The purpose of the Future of Navigation (FutureNav) IAT is to develop and carry out a work plan for interagency policy coordination and program development and delivery to enhance future navigation within the U.S. Marine Transportation System. The scope of the Future of Navigation IAT is broader than e-Navigation and may include issues such as aids to navigation, navigation safety regulations, advanced Marine Safety Information services (eMSI), and other emerging technologies. The CMTS Future of Navigation IAT will facilitate the coordinated and integrated collection, processing, and dissemination of navigation data and information to provide services to stakeholders, eliminate duplication, and enhance the safety, reliability, and efficiency of our waterways and ports.

**Value:**

The “Future of Navigation” IAT will leverage interagency technology developments, initiate management and use improvements, redefine levels of service, develop data driven analysis, and provide regulatory changes to improve safety and efficiency on America’s waterways.

**Infrastructure Investment Integrated Action Team**

**Integrated Action Team Leads:**

U.S. Department of Transportation - Office of the Secretary  
U.S. Army Corps of Engineers  
U.S. Department of the Treasury

**Participating Agencies:**

U.S. Department of Transportation  
U.S. Army Corps of Engineers  
U.S. Department of the Treasury  
U.S. Maritime Administration  
Federal Highways Administration

National Oceanographic and Atmospheric Administration  
U.S. Treasury Department  
Federal Maritime Commission  
U.S. Department of Commerce  
U.S. Office of Management and Budget  
U.S. Transportation Command  
International Trade Administration  
U.S. Coast Guard  
Federal Railroad Administration

**Purpose:**

The Infrastructure Investment Integrated Action Team (IAT) was established to facilitate the development of broad evaluation and decision criteria that can be used across Government programs for informing Federal infrastructure investment.

The IAT is also used by the White House Task Force on Ports to provide interagency expertise and perspectives for Federal Infrastructure Investment strategy.

**Value:**

Decision tools for infrastructure investment will be used by decision-makers to better align Federal infrastructure investment across agencies, enabling a safer, more efficient, and resilient marine transportation system for the movement of our Nation's people and goods. The IAT will develop products that assist local and state partners in infrastructure planning and investment.

**Research and Development Integrated Action Team**

**Integrated Action Team Lead:**

U.S. Army Corps of Engineers  
*Seeking co-lead*

**Participating Agencies:**

Environmental Protection Agency  
Federal Maritime Commission  
National Oceanic and Atmospheric Administration  
National Transportation Safety Board  
Oak Ridge National Lab (DOE)  
Oceanographer of the Navy  
Research and Innovative Technology Administration (DOT)  
Saint Lawrence Seaway Development Corporation (DOT)  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Transportation

U.S. Merchant Marine Academy  
U.S. Maritime Administration (DOT)  
The Volpe Center (DOT)

**Purpose:**

To enable a strategic capability to identify, develop, and implement innovative research and technology to address the pressing challenges identified in National Strategy for the Marine Transportation System: A Framework for Action.

**Value:**

A coordinated R&D strategy will enable the Nation to address marine transportation infrastructure challenges efficiently, meet increasing freight demand, promote safety in and security of the MTS, and address the environmental impacts of the MTS.

**Resilience Integrated Action Team**

**Integrated Action Team Lead:**

U.S. Army Corps of Engineers  
National Oceanic and Atmospheric Administration

**Participating Agencies:**

Bureau of Safety and Environmental Enforcement  
Environmental Protection Agency  
Federal Maritime Commission  
International Trade Administration  
National Oceanic and Atmospheric Administration  
Oceanographer of the Navy  
U.S. Army  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Energy  
U.S. Department of Homeland Security  
U.S. Department of Interior  
U.S. Department of Transportation  
U.S. Department of State  
U.S. Maritime Administration (DOT)  
U.S. Transportation Command

**Purpose:**

The mission of the Resilience IAT is to foster interagency exchange and co-production to incorporate the concepts of resilience into the operation and management of the U.S. Marine Transportation System. For the purposes of this team, resilience is defined as

the ability to prepare and plan for, resist, recover from, and more successfully adapt to the impacts of adverse events.

**Value:**

The Resilience IAT will seek to affect future resilience policy and aid in delivering enhanced resilience programs through identifying, coordinating, and leveraging complementary Federal investments and activities related to MTS resilience.

**Maritime Data Integrated Action Team**

**Integrated Action Team Leads:**

U.S. Army Corps of Engineers  
Maritime Administration

**Participating Agencies:**

National Oceanic and Atmospheric Administration  
Bureau of Ocean Energy Management  
Bureau of Safety and Environmental Enforcement  
U.S. Department of Transportation - Office of the Secretary  
Department of Transportation Statistics  
U.S. Maritime Administration  
U.S. Army Corps of Engineers  
U.S. Navy  
Transportation Security Administration  
U.S. Coast Guard  
U.S. Department of Energy

**Purpose:**

The purpose of the Maritime Data IAT is to serve as the CMTS's body of experts in regards to the discovery, access and sharing capacity of data related to the operation and governance of the MTS. The work of the Maritime Data IAT will include facilitating the identification, archiving, linking and integration of authoritative data from agencies with equities in maritime data. Access to interoperable and shareable authoritative data will assist CMTS member agencies in making timely and well-informed decisions that enhance the capabilities of the MTS as well as fulfill strategic analysis and reporting requirements.

**Value:**

Efforts by the Maritime Data IAT will benefit the Nation by (1) improving maritime data discoverability and access through common standards; (2) enhancing informed decision-making through access to authoritative data; and (3) optimizing CMTS member mission effectiveness through shared services and interoperability.

## Maritime Energy and Air Emissions Working Group

### **Integrated Action Team Leads:**

Department of Energy  
Maritime Administration

### **Participating Agencies:**

Department of Energy  
Maritime Administration  
Saint Lawrence Seaway Development Corporation  
U.S. Coast Guard  
Bureau of Ocean Energy and Management  
National Oceanographic and Atmospheric Administration  
Federal Maritime Commission  
U.S. Army Corps of Engineers  
Department of State  
Environmental Protection Agency  
U.S. Navy  
Department of Defense  
U.S. Department of Agriculture

### **Purpose:**

The CMTS Maritime Energy Task Team (previously named Alternative Fuels/Energy Task Team) was established to provide a forum to exchange information and offer opportunities for interagency collaboration to examine a number of promising alternative ship fuels, including LNG, and measures and technologies to address the challenges of retrofitting and the availability of fuel infrastructure. The Task Team will support fuel efficiencies to reduce the impact maritime transport has on greenhouse gas emissions and climate change, and to meet anticipated ship air quality requirements.

### **Value:**

The Task Team will support fuel efficiencies to reduce the impact maritime transport has on greenhouse gas emissions and climate change, and to meet anticipated air pollution requirements on ships.

## Military to Mariner (M2M) Initiative

### **Integrated Action Team Leads:**

Maritime Administration

**Participating Agencies:**

Military Sealift Command  
National Oceanic and Atmospheric Administration  
U.S. Army  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Defense (OSD)  
U.S. Department of Labor (VETS)  
U.S. Department of Transportation  
U.S. Department of Veterans Affairs  
U.S. Maritime Administration  
U.S. Navy  
U.S. Transportation Command  
U.S. Transportation Security Administration (TWIC)

**Purpose:**

The purpose of the CMTS Military to Mariner (M2M) Initiative is to coordinate Federal efforts to facilitate the transition from military service to civilian employment in the U.S. Merchant Marine and/or other positions within the Marine Transportation System.

**Value:**

Military sea-service veterans have specialized training and experience needed by the United States Merchant Marine. Facilitating the transfer from military service to merchant mariner increases the number of qualified mariners needed to support our economy and national defense.





U.S. Committee on the Marine Transportation System

For additional information, please contact  
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