



ACTIONS AND ACCOMPLISHMENTS OF THE CMTS

August 1, 2019 – July 31, 2020

RDML TIM GALLAUDET

Coordinating Board Chair

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

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Message from the Chair

It is with pleasure that I served as the Secretary of Commerce's designee to lead the U.S. Committee on the Marine Transportation System's (CMTS) Coordinating Board (CB) from August 1, 2019 through July 31, 2020. As the Oceanographer of the Navy, I had the opportunity to serve as the representative to the CMTS. It was an honor to rejoin the CMTS Coordinating Board in my role as Assistant Secretary of Commerce for Oceans and Atmosphere/Deputy NOAA Administrator as serve as Chair. I enjoyed the opportunity to enhance the existing interagency partnership in support of our marine transportation system (MTS).

I present to you the annual summary highlighting the actions and accomplishments of this valuable interagency collaboration. This summary summarizes the goals set forth for NOAA's CMTS chairmanship in 2019-2020 of *Advancing U.S. Maritime Competitiveness*. This goal follows the priorities of the 2017-2022 CMTS National Strategy "Channeling the Maritime Advantage" to promote a safe, secure, efficient and robust marine transportation system. Secretary Chao summed it up well in her transmittal letter to Congress, "*A modern, intermodal transportation system is critical to the competitiveness of our country's economy, the maritime mode is the backbone to international trade.*" The actions were implemented across the CMTS Integrated Action Teams (IAT) and Task Teams.

Highlights of the accomplishments of the CMTS, who celebrated its 15th Anniversary, includes publication of the report, [A Ten-Year Projection of Maritime Activity in the U.S. Arctic Region, 2020-2030](#). The report details how future natural resource activities, commercial shipping, infrastructure development, oceanographic research, tourism, and ship construction may influence vessel traffic in the region over the next ten years. The CMTS released the [4th Edition of the Federal Funding Handbook for Marine Transportation System Infrastructure](#), one of the most downloaded documents produced by the CMTS.

This year the CMTS provided key interagency support and review to the Department of Transportation (DOT)/Maritime Administration's maritime report, [Goals and Objectives for a Stronger Maritime Nation: Report to Congress](#)." Additionally, the CMTS is in the final stages of completing the *MTS Assessment*, as directed in the 2012 CMTS authorizing language.



TIM GALLAUDET, Ph.D., Rear Admiral, U.S. Navy (Ret.)
Assistant Secretary of Commerce for Oceans and Atmosphere / Deputy NOAA Administrator

I am pleased to have overseen the development of this report as it may be a guiding light for the MTS.

This year, in view of the ongoing global pandemic, the CMTS and its members showed a remarkable level of adaptability and dedication in keeping the MTS moving forward with the development of a preliminary report on *COVID-19 Agency Actions and Preliminary Recommendations for Future MTS Preparation*. The final report is expected to be issued by year's end.

Kudos to Ms. Helen Brohl, Executive Director, and the entire CMTS Executive Secretariat who provided excellent support during my term as Chair. The MTS will be the lifeblood of our national economic recovery, for which the CMTS and its member Agencies play a foundational role.

Vision for the MTS

The United States marine transportation system will be a safe, secure, and globally integrated network that, in harmony with the environment, ensures a free-flowing, seamless, and reliable movement of people and commerce along its waterways, sea lanes, and intermodal connections.



RDML TIM GALLAUDET
CMTS Coordinating Board Chair (2019-2020)
National Ocean and Atmospheric Administration

Summary of Accomplishments

Under the Chairmanship of RDML Tim Gallaudet, NOAA

August 1, 2019 – July 31, 2020

The summary of accomplishments this year includes the following:

- Released the report, *A Ten-Year Projection of Maritime Activity in the U.S. Arctic Region, 2020-2030* which included Congressional, Federal, and industry outreach. (September 2019)
- Released the 4th Edition of the *Federal Funding Handbook for Marine Transportation System Infrastructure*. (November 2019)
- Provided interagency support and review to the DOT/Maritime Administration's report, *Goals and Objectives for a Stronger Maritime Nation: Report to Congress*. (February 2020)
- Developed and transmitted through Transportation Secretary Elaine L. Chao to Dr. Peter Navarro, Director, White House Office of Trade and Manufacturing Policy, the annual status report on Military to Mariner efforts in accordance with EO #13860. (July 2020)
- Released the report, *An Economic Analysis of Spending in Marine Transportation System Infrastructure* in collaboration with INFORUM at the University of Maryland. (April 2020)
- Developed a preliminary report to agency members on *COVID-19 Agency Actions and Preliminary Recommendations for Future MTS Preparation*. (July 2020)
- Developed a preliminary report on *Emerging MTS-Related Innovations and Technologies in Support of MTS Recovery during and after COVID-19*. (July 2020)
- Developed and disseminated an inventory of Federal communications capabilities in the U.S. Arctic in response to a request from Alaskan Native communities and organizations. (July 2020)
- Hosted a virtual workshop with Federal partners on Impacts to the Marine Transportation System during the 2018 and 2019 Hurricane Seasons. (February 2020)
- Hosted CMTS Webinars on: *Development of Spatial Data Infrastructures for Marine Data Management* (October 2019); *The Science of Climate Change: Why it Matters to the Marine Transportation System* (May 2020); *The Blue Economy: Maritime Sector* (July 2020), and *Supporting the Blue Economy: Innovation and Sustainability*. (July 2020)

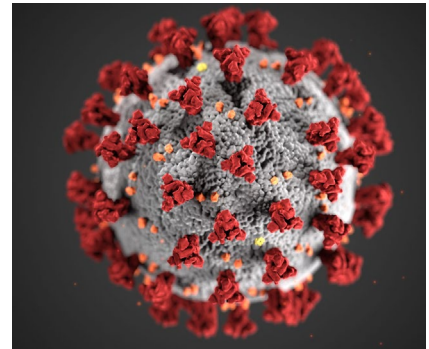


COVID-19 AND THE MTS

The arrival of the COVID-19 pandemic dramatically impacted essential activities throughout the United States (U.S.) in 2020. The MTS has been challenged in myriad ways by the pandemic, owing to the MTS' complicated and integrated nature within the international and domestic supply chain. The CMTS responded to the COVID-19 pandemic with a number of initiatives:

- In response to COVID-19 impacts to the MTS, a focus section related to the pandemic has been added to the MTS Assessment Report to Congress.
- Established a CMTS COVID19 Working Group to more directly support member agencies.
- The Maritime Resilience-IAT developed an addendum of the top 10-25 recommendations on how partners can adapt for multiple disaster response (Hurricane, wildlife, COVID-19).
- The Executive Director organized a standing bi-weekly "MTS Supply Chain" phone call for member agencies to share response and reports on COVID-19.
- The Maritime Innovative Science and Technology IAT developed a preliminary report on Emerging MTS-Related Innovations and Technologies in Support of MTS Recovery during and after COVID-19.

COVID-19 caused the rescheduling of the Future of Navigation Data Interoperability Roundtable, the CMTS/TRB 6th Biennial Research and Development Conference, and the Maritime Open House Hill event "Federal Partners in Maritime Transportation" with the latter two rescheduled for March 2021.



Many MTS stakeholders and agencies have responded to the challenges posed by COVID-19 by adapting policies and procedures to protect workers and the public from infection, maintain essential functions in a rapidly-changing and economically-challenging environment, and ensure the continued operation of the MTS in support of overall recovery efforts

ASSESS THE STATE OF THE U.S. MTS

MTS Assessment

The CMTS was directed to assess the state of the MTS in the 2012 authorizing language. A draft had completed interagency reviews before being tabled due to the emergence of other pressing tasks. The 2020 draft report has been updated to reflect current conditions within the MTS, including a focus section on the impact from the COVID-1 pandemic. Finalization of the report is included in the CMTS 2020-2021 work plan.

A Stronger Maritime Nation

The CMTS provided key interagency support and review to the DOT/Maritime Administration's maritime report, "[*Goals and Objectives for a Stronger Maritime Nation: Report to Congress.*](#)" A special thank you goes out to the ad hoc interagency small writing group who reviewed the existing report and provided guidance to the new draft. Thank you to the U.S. Army Corps of Engineers for writing expertise from the Institute for Water Resources [and the CMTS members who provided interagency review and concurrence.](#)

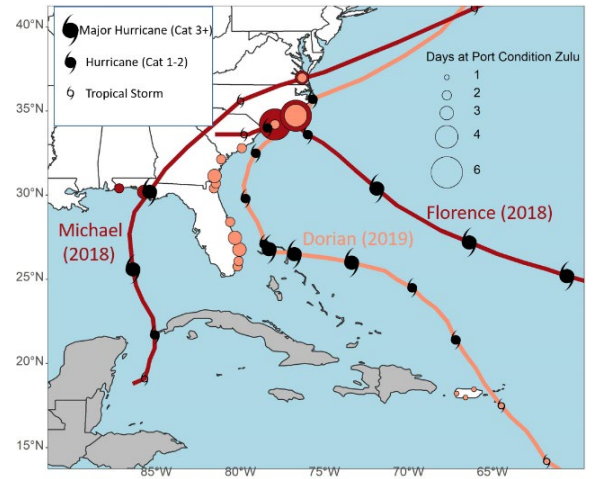
2018-19 Hurricane Season: Recommendations for a Resilient Path Forward for the MTS

In February 2020, the CMTS Maritime Resilience Integrated Action Team (R-IAT) hosted a virtual workshop with Federal partners on impacts to the MTS during the 2018 and 2019 Hurricane Seasons to compile best practices and recommendations. This information is being used to update their report, [*2017 Hurricane Season: Recommendations for a Resilient Path Forward for the Marine Transportation System*](#), which will be issued as a multi-hazard report by the end of the 2020 calendar year. The R-IAT hosted team meeting to gather insights from members who had direct knowledge of their agency's actions to assist in the pandemic response and/or efforts that agencies are undertaking to prepare for the 2020 hurricane season. Members shared their respective agency response to support the MTS under COVID-19.

The U.S. MTS includes:

25,000 miles of navigable channels
239 locks at 193 locations
More than 3,700 marine terminals
Almost 5.2 million cruise passengers
324 shipyards
88,600 aids to navigation
75,000 fishing vessels
1,400 designated intermodal connections
233 ferry operators providing service through 515 terminals

The pandemic presented unique challenges, but also successful best practices. The information collected was supplemented with FEMA’s “COVID-19 Pandemic Operational Guidance for the 2020 Hurricane Season” and past findings from the 2017 hurricane season report to develop an initial list of best practices and preliminary recommendations for the MTS. Finally, the report will make overall recommendations to increase MTS resilience in multi-hazard environments. While the scope of this report will encompass the activities and actions of federal agencies that comprise the CMTS, it is important to note the critical role that non-federal stakeholders play in ensuring the continued operation of the MTS during disruption. The R-IAT is working on identifying future opportunities to promote the information contained within this report and elicit additional input from industry and non-federal stakeholders.



Source: CMTS R-IAT (2020)
“Recommendations for a Resilient Path Forward for the Marine Transportation System”.

ADVANCE U.S. MTS DATA AND TECHNOLOGY

In alignment with Administration and legislative priorities related to data discovery, accessibility, and usability, the Maritime Data, Maritime Innovative Science and Technology, and Future of Navigation IATs continue to evaluate the challenges to using maritime data efficiently across Federal agencies.

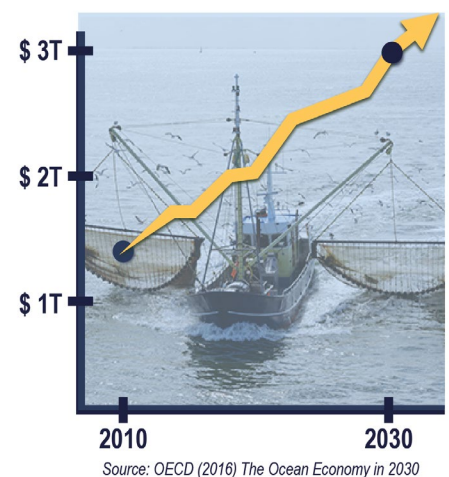
In the Spring of 2020, the Future of Navigation (FutureNav) IAT completed an update the 2012 e-Navigation Strategic Action Plan (SAP). The first 2012 SAP was the first interagency strategy providing foundational information and Federal agency interests on e-Navigation. The plan included the first vision, goals, and focus areas for joint U.S. execution in support of international initiatives and domestic requirements. This new edition, to be finalized in late 2020, will recognize the progress made by Federal agency partners and presents a plan moving forward, also recognizes the evolution of e-Navigation from a concept to actual implementable capabilities to deliver navigation information services in support of identified maritime services.

The Maritime Innovative Science and Technology (MIST IAT) was directed to develop a report on emerging technologies and innovations that can support the marine transportation system in recovery from the COVID-19 pandemic and afterwards. The IAT compiled a preliminary inventory of eighteen relevant technologies and innovations that address the impacts of COVID-19 on the MTS and have several co-benefits that can support and enhance the MTS beyond the pandemic. The IAT will continue to expand on this inventory with the goal of producing a comprehensive list of technologies that can aid the MTS in operations both during and after a time of crisis.

The Maritime Data and MIST IATs hosted multiple educational webinars for Federal employees, including:

- “The Science of Climate Change: Why it Matters to the Marine Transportation System” (May 2020)
- “The Blue Economy: Maritime Sector” (July 2020), and
- “Supporting the Blue Economy: Innovation and Sustainability (July 2020)

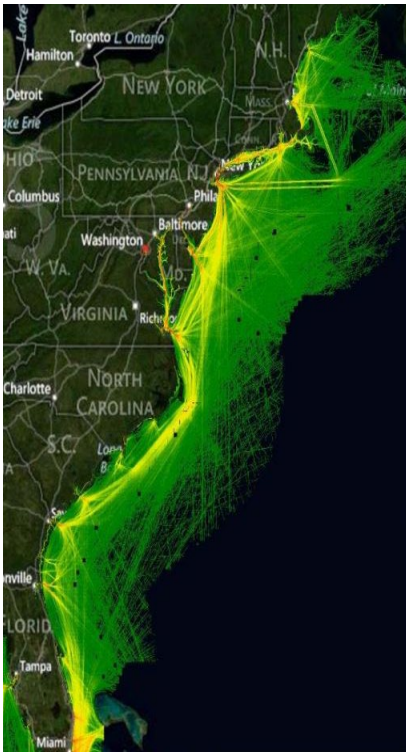
America’s marine economy, including goods and services, contributed about \$373 billion to the nation’s gross domestic product in 2018 and grew faster than the nation’s economy as a whole, according to the marine economy statistics.



“These statistics are the first-of-its-kind estimate of the U.S. marine economy, a primary driver of jobs, innovation and economic growth. Data such as these provide a critical baseline to inform, track progress and accelerate America’s economic recovery.”

Retired Navy Rear Admiral Tim Gallaudet, Ph.D., Assistant Secretary of Commerce for Oceans and Atmosphere and Deputy NOAA Administrator

Enhancing Accessibility and Usability of Automatic Identification (AIS) Information



Heat map vessel AIS activity from Maine to Florida. The USCG estimates that at any given time there are 4,500 vessels off the U.S. East Coast.

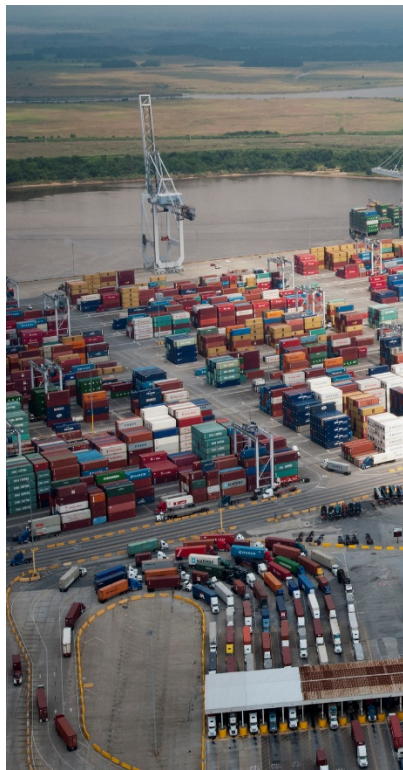
In March 2019, the Maritime Data IAT's AIS Task Team released a report on [*Enhancing the Accessibility and Usability of Automatic Identification System \(AIS\) Data: Across the Federal Government and for the Benefit of Public Stakeholders*](#). This report highlights the value of AIS information; summarizes current Federal capacity and applications of AIS information; breaks down the challenges of current AIS accessibility and usability; and proposes near-term recommendations to address some of the identified challenges.

Progress continues to be made toward completion of the short- and long-term recommendations in the AIS report. Expanded options for user access to AIS data in Marine Cadastre are being provided as part of a complete overhaul of the cloud infrastructure supporting the service. The United States Army Corps of Engineers is working towards identification of gaps in AIS coverage and prioritizing work to fill the gaps. Web-based access to AIS data sources is improving as cloud services expand at agencies, leading to advancements in support of long-term storage and accessibility of AIS data and information.

Forum for Maritime Spatial Data Discussions

In October 2019, the Data IAT held a webinar on the "Development of Spatial Data Infrastructures for Marine Data Management." This webinar, led by National Geospatial-Intelligence Agency on behalf of the International Hydrographic Organization, and with the Open Geospatial Consortium, presented the background and progression of the Concept Development Study on Marine Spatial Data Infrastructure (MSDI) and highlighted results from the engineering report. Spatial data infrastructure (SDI) is the foundational governance, technical, informational, and geographic context within which spatial data exists. A MSDI "is the component of an SDI that encompasses marine and coastal geographic and business information in its widest sense and would typically include information on seabed bathymetry, geology, infrastructure, administrative and legal boundaries, areas of conservation and marine habitats and oceanography."

ENHANCE U.S. MTS INFRASTRUCTURE



“Extensive and efficient infrastructure is critical for ensuring the effective functioning of the economy, as it is an important factor in determining the location of economic activity and the kinds of activities or sectors that can develop in a particular instance.” Schwab & Sala-i-Martin, 2012

Investing in Maritime Infrastructure Leads to Long Term Economic Gains for the Nation

In April 2020, the Infrastructure Investment IAT (II IAT) released the report, [An Economic Analysis of Spending on Marine Transportation System \(MTS\) Infrastructure](#) (April 2020) conducted by INFORUM at the University of Maryland for the CMTS, demonstrates that increasing investment in the MTS infrastructure above a business-as-usual scenario will improve U.S. economic performance. Specifically, we can expect additional MTS investment to deliver higher levels of GDP, more jobs, increased incomes, improved trade performance, and higher productivity.

Supporting the Federal Funding Opportunities

In November 2019 the II IAT released the 4th Edition of the [Federal Funding Handbook for Marine Transportation System Infrastructure](#). Federal agency interest and engagement in transportation, and particularly, maritime transportation is spread across over 25 agencies and organizations. Accordingly, funding for the MTS is found in an array of locations and mechanisms. This Handbook contains 75 authorized Federal multimodal transportation infrastructure funding, financing, and technical assistance programs that can be applied to infrastructure in the MTS through fiscal year (FY) 2019. This Handbook also includes a limited number of forecasted grants to start after FY2019. The purpose of this Handbook is to serve as a value-added tool for local and non-federal level practitioners as well as Federal stakeholders.

Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine

On March 4, 2019 President Donald J. Trump signed EO 13860 on [Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine](#). Developed in concert with the CMTS, this EO brings attention to the vital importance of the U.S. merchant marine for national security, safety, and prosperity, and aims to more easily facilitate the transition of active duty service members into the U.S. maritime industry.

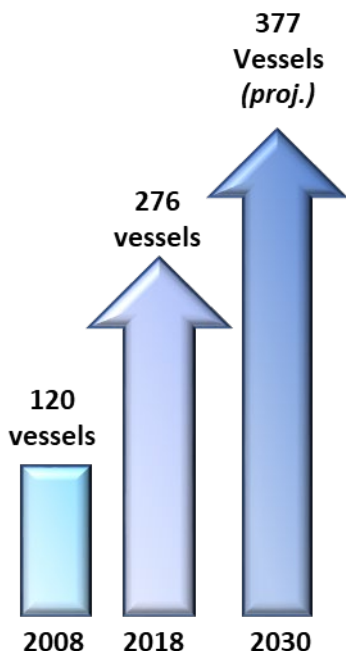
This EO directs the Departments of Defense and Homeland Security to reduce the barriers or hurdles that stand in the way of military service members interested in earning merchant mariner credentials (MMC). In July 2020, the M2M Task Team developed and transmitted to Transportation Secretary Chao, the annual status report on Military to Mariner efforts in accordance with EO #13860

The CMTS M2M Task Force continues to elevate this initiative outside of the immediate Task Force by providing support and insight for White House Executive actions, Congressional inquiries, and industry resources.

The military sea service agencies have been extremely proactive to address many of the challenges of transitioning sea service personnel to the U.S. merchant marine.

Mariners are the men and women who run it all — from our ports and connectors, to vessel management and shipping around the world. United States Military Veterans have a wide range of technical, logistical and managerial experience from their time in services, some of it already tailored waterborne operations. The Military to Mariner program is designed to help veterans capitalize on their experience and get on a fast-track to a role in the U.S. Merchant Marine.

INCREASE THE U.S. MTS ENGAGEMENT IN THE ARCTIC AND PACIFIC ISLANDS



The Arctic is undergoing unprecedented change on multiple fronts, including the region's growing maritime traffic. The number of vessels operating in waters north of the Bering Strait around the Chukchi and Beaufort Seas has increased by 130%, since 2008 and is projected to increase by over 200% by 2030 from 2008 levels.

Projecting Future Arctic Marine Traffic

In September 2019, the Arctic Maritime Transportation IAT (Arctic-IAT) published the CMTS report, ["A Ten-Year Projection of Maritime Activity in the U.S. Arctic Region, 2020—2030"](#). The report details how future natural resource activities, commercial shipping, infrastructure development, oceanographic research, tourism, and ship construction may influence vessel traffic in the region over the next ten years. It includes four projection scenarios, with the Most Plausible Scenario estimating that 377 vessels could be in the region by 2030, representing a nearly 50% growth over current levels and over 200% growth from 2008 levels.

Supporting Alaskan Native Communities and Infrastructure

In September 2019, representatives from Alaskan Native Communities requested the CMTS to compile an inventory of Federal communications capabilities in the U.S. Arctic. The Arctic IAT developed an inventory of Federally owned and operated communications systems that included components from four agencies. The CMTS transmitted the inventory and a response letter to the Alaskan Native Communities in July 2020.

In December 2019, the Arctic IAT engaged several agencies and organizations in a roundtable discussion on the responsibilities of research vessels operating in the Arctic. The discussion centered on two main issues: reporting vessel location while at sea and communication with local communities before and after research cruises. This work is ongoing.

Maritime Transportation Resilience in the U.S. Pacific

Multiple CMTS Agencies worked to strengthen the resilience of the MTS in our Pacific Exclusive Economic Zone and those of our key partners in the Freely Associated States (FAS). Such support includes NOAA mapping and precision navigational services, enhancing multi-hazard early warning systems to improve severe weather and typhoon prediction, increased USCG patrols, and capacity building grants from DOT, Department of Interior, United States Agency for International Development, and the State Department.

EDUCATING ON THE IMPORTANCE OF THE MTS AND SHARING AFFILIATED RESOURCES WITH STAKEHOLDERS

National Engineering week and the MTS

The CMTS conducted a social media campaign around the 2020 National Engineering Week with interviews of MTS-related engineers that work for our Federal partner agencies.

Resources for non-federal partners

The CMTS completed its annual update of the list of [MTS-related Federal Advisory Committees \(FAC\)](#) in July 2020. A FAC is a committee, board, or council that can advise or give recommendations, providing a range of opinions that are accessible to the public. FACs were created to ensure that recommendations provided by the various advisory committees are objective and accessible to the public. The CMTS updates the MTS FAC list to engage the agency Designated Federal Officers and provide an appropriate forum to share priority MTS issues and opportunities with stakeholders. There are currently 35 of MTS-related FACs.

To advance engagement and awareness of the U.S. MTS with Federal partners, Congress, maritime industry and other stakeholders, the CMTS continued its participation at a range of government and industry events related to CMTS interagency issues and activities. Through these focused activities, the CMTS provides its stakeholders the opportunity to better understand the work the partnership does in support of the maritime industry.

Appendix 1: Abbreviations

AIS	Automatic Identification System
Arctic-IAT	Arctic Maritime Transportation Integrated Action Team
CB	Coordinating Board
CMTS	U.S. Committee on the Marine Transportation System
DOT	Department of Transportation
EO	Executive Order
FAC	Federal Advisory Committee
FutureNav	Future of Navigation Integrated Action Team
IAT	Integrated Action Team
II IAT	Infrastructure Investment Integrated Action Team
IHO	International Hydrographic Organization
M2M	Military to Mariner (CMTS Task Force)
MIST	Maritime Innovative Science and Technology
MSDI	Marine Spatial Data Infrastructure
MTS	Marine Transportation System
OGC	Open Geospatial Consortium
OMB	Office of Management and Budget (White House)
OPC	Ocean Policy Committee
RIAT	MTS Resilience Integrated Action Team
SAP	Strategic Action Plan
USACE	U.S. Army Corps of Engineers

Appendix 2: Integrated Action Teams and Task Teams

Arctic Marine Transportation Integrated Action Team

IAT Leads:

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

Participating Agencies:

Bureau of Ocean Energy Management
Bureau of Safety and Environmental
Enforcement
Environmental Protection Agency
Maritime Administration
National Geospatial-Intelligence Agency
National Oceanic and Atmospheric
Administration
Oceanographer of the Navy
National Maritime Intelligence-Integration Office
Office of Science and Technology Policy
Office of the Secretary of Transportation
U.S. Arctic Research Commission
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of State
U.S. Transportation Command

Purpose:

The CMTS, through the work of the IAT, has responded to the call of Congress and the White House to coordinate domestic transportation policies and determine what is needed to improve the U.S. Arctic MTS. Through its recommendations and member agency actions, maritime transportation in the U.S. Arctic will be better managed and made more safe and secure, resulting in more efficient transits, greater protection of Arctic coastal and ocean resources, maintenance of subsistence uses by native communities, and less risk to loss of cargo and life.

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

IAT 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
Maritime Administration
U.S. Army Corps of Engineers
U.S. Coast Guard
National Transportation Safety Board

Purpose:

The CMTS Future of Navigation IAT facilitates the modernization and provision of navigation services, including 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.

The work of this IAT is focused on implementation of the CMTS' e-Navigation Strategic Action Plan. e-Navigation is a critical component of the MTS infrastructure and is essential to enhancing MTS safety, efficiency, reliability, security, and environmental soundness. The scope of the Future of Navigation IAT is broader than e-Navigation and may address other navigation services, such as aids to navigation, navigation safety regulations, enhanced Marine Safety Information services, seamless data exchange, decision-focused information, and improved connectivity.

Value:

The Federal effort in facilitating the safe and efficient operations of these waters must be an accelerant, rather than a brake, on this economic engine. To this end, the Future of Navigation IAT leverages technology, initiates management improvements, redefines levels of service, develops data-driven analysis, and identifies and recommends regulatory changes to improve safety and efficiency on America's waterways.

Infrastructure Investment Integrated Action Team

IAT Leads:

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

Participating Agencies:

Environmental Protection Agency
Federal Highway Administration
Federal Maritime Commission
International Trade Administration
Maritime Administration
National Oceanic and Atmospheric Administration
National Maritime Intelligence – Integration Office
Saint Lawrence Seaway Development Corporation
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of Energy
U.S. Department of Transportation
U.S. Department of the Treasury
U.S. Transportation Command

Purpose:

The Infrastructure Investment IAT was established to facilitate the development of broad evaluation and decision tools that can be used across Government programs for informing Federal infrastructure investment. The team also focuses on developing tools that are value-added for practitioners at the local and non-Federal level as well as the Federal stakeholders.

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 MTS for the movement of our Nation's people and goods.

Maritime Data Integrated Action Team

IAT 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
Bureau of Transportation Statistics
Federal Highway Administration
Maritime Administration
U.S. Department of Transportation - Office of the Secretary
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 to facilitate discovery, access, and sharing of data related to the MTS. The IAT's efforts include facilitating the identification, archiving, linking, and integration of authoritative data among agencies with equities in maritime data. The goal of these efforts is to assist CMTS member agencies in their analysis related to the MTS and making timely and well-informed decisions to meet agency mission objectives.

Value:

Efforts by the Maritime Data IAT will benefit the Nation by supporting discovery of maritime data; promoting shared data access through common standards; improving decision-making through common access to authoritative data; and optimizing CMTS member mission effectiveness through shared services and interoperability.

Maritime Innovative Science and Technology Integrated Action Team

IAT Leads:

U.S. Army Corps of Engineers
Environmental Protection Agency
Maritime Administration

Participating Agencies:

Bureau of Transportation Statistics
Department of Energy
Environmental Protection Agency
Federal Highway Administration
Maritime Administration
National Maritime Intelligence-Integration Office
National Oceanic and Atmospheric Administration
Saint Lawrence Seaway Development Corporation
U.S. Army Corps of Engineers
U.S. Coast Guard

Purpose:

The Maritime Innovative Science & Technology (MIST) IAT provides the CMTS with a strategic capability to identify, coordinate, develop, and implement innovative research, development, and technology to address the pressing challenges identified in the *National Strategy on the Marine Transportation System: Channeling the Maritime Advantage* (2017).

Value:

A coordinated Research and Development 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.

Maritime Regulation Coordination Task Team

Initiative Lead:

CMTS Executive Secretariat

Participating Agencies:

Bureau of Ocean Energy Management
Customs and Border Protection
Department of Labor
Environmental Protection Agency
Federal Maritime Commission
International Trade Administration
Maritime Administration
National Oceanic and Atmospheric
Administration
Office of Information and Regulatory Affairs
Transportation Security Administration
U.S. Army Corps of Engineers
U.S. Coast Guard

Purpose:

The Office of Management and Budget, Office of Information and Regulatory Affairs sought the CMTS collective expertise in response to a Federal Register Notice seeking public input on how the Federal government might prudently manage the regulatory burden imposed on the maritime sector.

Value:

Federal agencies may be able to work together in innovative ways to more efficiently and effectively regulate the maritime industry.

Military to Mariner Task Force

Task Force Leads:

Maritime Administration
Military Sealift Command

Participating Agencies:

Maritime Administration
National Oceanic and Atmospheric
Administration
Transportation Security Administration
U.S. Army
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of Defense
U.S. Department of Labor
U.S. Department of Transportation
U.S. Department of Veterans Affairs
U.S. Navy
U.S. Transportation Command

Purpose:

The purpose of the CMTS Military to Mariner Task Force is to help coordinate Federal efforts to facilitate the transition from military service to civilian employment in the U.S. Merchant Marine or other positions within the MTS.

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.

Ocean Policy Initiative

Initiative Lead:

CMTS Executive Secretariat

Purpose:

To make recommendations and identify areas where common interests and goals exist between the CMTS and the Ocean Policy Committee (OPC).

Value:

The CMTS aims to support the OPC in their work as it relates to the MTS. The MTS is a critical component of National Ocean Policy, and the CMTS offers expertise and an established forum with a proven track record of facilitating inter-departmental cooperation and collaboration.

MTS Resilience Integrated Action Team

IAT Leads:

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

Participating Agencies:

Bureau of Safety and Environmental Enforcement
Bureau of Transportation Statistics
Environmental Protection Agency
Maritime Administration
National Geospatial-Intelligence Agency
National Oceanic and Atmospheric Administration
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of Homeland Security
U.S. Navy
U.S. Transportation Command

Purpose:

The MTS Resilience IAT was established to focus on cross-Federal agency knowledge co-production and governance to incorporate the concepts of resilience into the operation and management of the U.S. MTS. 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 RIAT seeks 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.

The CMTS serves as a Federal interagency maritime policy coordinating committee for assessing the adequacy of the marine transportation system, promoting the integration of the marine transportation system with other modes of transportation and other uses of the marine environment, and coordinating, improving the coordination of, and making recommendations regarding Federal policies that impact the marine transportation system.



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