



# **ACTIONS AND ACCOMPLISHMENTS OF THE CMTS**

August 1, 2018 – July 31, 2019

**MAJOR GENERAL SCOTT SPELLMON**

Coordinating Board Chair  
U.S. Army Corps of Engineers

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## Message from the Chair

It is with pleasure that I served as the Secretary of Defense's designee to lead the U.S. Committee on the Marine Transportation System's (CMTS) Coordinating Board (CB) from August 1, 2018 through July 31, 2019. Throughout my career in the U.S. Army, I have had the opportunity to work with many of the CMTS member agencies, and 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. The summary aligns with the *National Strategy for the Marine Transportation System: Channeling the Maritime Advantage (2017-2022)* and the 2018-2019 CMTS Work Plan, which was developed from Administration and member agency priorities, actions directed in statute and Executive Orders, and new and emerging topics within the MTS. The actions were implemented across the Integrated Action Teams (IAT) and Task Teams, and with support from the CMTS Executive Secretariat.

Highlights of the accomplishments of the CMTS this past year includes publication of the report, *2017 Hurricane Season: Recommendations for a Resilient Path Forward for the Marine Transportation System*. This report gathered extensive data on the impact to maritime ports from Hurricanes Harvey, Irma and Maria and Federal response.

I am very proud of the close engagement of the CMTS in the development of Executive Order 13860 to support the transition of active duty sea service personnel to credentialed merchant mariners, signed by President Donald J. Trump in March. Further, in support of White House initiatives, multiple CMTS IAT's engaged with the Ocean Policy Committee to ensure the accessibility and usability of maritime data and information to stakeholders and published the report, *Enhancing the Usability and Accessibility of Automatic Identification System (AIS) Data*. For the first time, the CMTS was tapped by the White House Office of Management and Budget's (OMB) Office of Information and Regulatory Affairs (OIRA) to review and make recommendations regarding government-wide maritime regulations.

We also enhanced our assessment of the U.S. Arctic MTS with two joint events hosted with the Wilson Center's Polar Institute and continued active engagement on the importance of maritime infrastructure for our Nation through events, such as a public panel



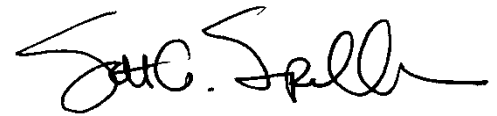
**MG Scott A. Spellmon**  
Deputy Commanding General for  
Civil and Emergency Operations  
U.S. Army Corps of Engineers

## 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.*

during National Infrastructure Week. These events brought together representatives from the private sector, academia, and Federal and state governments to examine priorities in marine transportation and waterways management. The full list of CMTS achievements follows in the full annual report.

Most importantly, none of these actions and accomplishments would have been possible without the contributions and expertise of the CMTS partnership – the Coordinating Board, Executive Secretariat, interagency subject matter experts, and senior leadership. The CMTS is a dynamic and robust platform for Federal maritime engagement. It was an honor to serve as the Coordinating Board Chair, and I look forward to strong continued engagement by the U.S. Army Corps of Engineers.

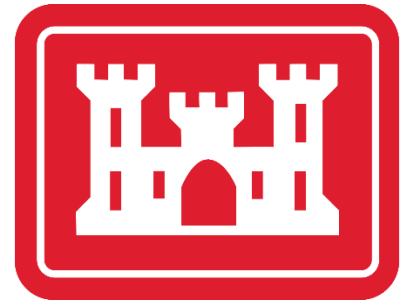


**Major General Scott A. Spellmon**  
CMTS Coordinating Board Chair (2018-2019)  
U.S. Army Corps of Engineers

## Summary of Accomplishments

Under the Chairmanship of MG Scott Spellmon, USACE

August 1, 2018 – July 31, 2019



The summary of accomplishments this year includes the following :

- Released the report, *2017 Hurricane Season: Recommendations for a Resilient Path Forward for the Marine Transportation System*, which included industry and Congressional briefs.
- Developed and issued for public comment the report, *Projection of Vessel Activity in the U.S. Arctic Region, 2020—2030*, which included an industry and government workshop and extensive outreach.
- Released the report, *Revisiting Near-Term Recommendations to Prioritize Infrastructure Needs in the U.S. Arctic*.
- Hosted a panel with the Wilson Center for Infrastructure Week 2019 on “Infrastructure in the Arctic, Building for Tomorrow.”
- Released a report on *Enhancing the Usability and Accessibility of Automatic Identification System (AIS) Data: Across the Federal Government and for the Benefit of Public Stakeholders*.
- Co-hosted and moderated a panel on data interoperability at the Open Geospatial Consortium Marine Spatial Data Infrastructure Workshop.
- Released a report of recommendations from the Fifth Biennial Marine Transportation System Research and Development Conference, *Transforming the Marine Transportation System Through Multimodal Freight Analytics*.
- Contributed to the development of *the Executive Order on Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine* with accompanying FAQs.
- Conducted a social media campaign around Veterans Day on the importance of Veterans in the U.S. maritime industry.
- Stood up a Task Team to address comments from OMB OIRA’s Federal Register Notice on maritime regulations.
- Hosted CMTS Speaker Series events on visualizing critical infrastructure, leveraging Federal data, and a voluntary environmental certification program.
- Updated the compendium of maritime-related Federal Advisory Committees.
- Participated in robust outreach and presentations at a range of government and industry events related to CMTS interagency issues and activities.

## Enhancing maritime security through increased resilience of the MTS



*Over the course of the 2017 hurricane season, Hurricanes Harvey, Irma, and Maria affected the operating status of at least 45 ports throughout the lower continental United States and U.S. Caribbean territories.*

### **2017 Hurricane Season: Recommendations for a Resilient Path Forward for the MTS**

In December 2018, the MTS Resilience Integrated Action Team (RIAT) released the report, [2017 Hurricane Season: Recommendations for a Resilient Path Forward for the Marine Transportation System.](#)

The report provides an overview of the impacts to the MTS from Hurricanes Harvey, Irma, and Maria that made landfall in the U.S. during the 2017 hurricane season. It identifies best practices and lessons learned for Federal agencies to implement for improved resilience in our maritime ports in the future. The RIAT looked across Federal agency responsibilities and derived recommendations and insights into future interagency partnerships and services.

Several key findings were revealed through a review of Federal agency activities to restore MTS operations in response to all three storms. For pre-storm preparedness, these common actions included hosting early planning meetings, communication between agencies, centralizing information distribution, and maintaining or updating existing response plans. During the storms, most MTS agencies experienced issues related to telecommunication and the prioritization of assistance to ports or other critical infrastructure. Lastly, successful practices implemented by agencies included engaging with the private sector to fill gaps in Federal response operations, implementing local coordination efforts, and adapting and improving throughout the hurricane season as each storm presented new obstacles to overcome.

RIAT subject matter experts have conducted extensive outreach on the findings and recommendations of this report to a variety of stakeholders at ten distinct meetings and conferences, including a Congressional briefing hosted by the Congressional PORTS Caucus with opening remarks provided by Representatives Alan Lowenthal (CA-47) and Randy Weber (TX-14).

Implementing the best practices and recommendations identified in this report could minimize the impact from future storms and other disruptive events, thus enhancing the resilience of the MTS and surrounding coastal regions. This, in turn, supports a stronger, more resilient U.S. economy.

# Enhancing navigation safety through better understanding of MTS activity and critical infrastructure in the U.S. Arctic

## Revisiting Near-Term Recommendations to Prioritize Infrastructure Needs in the U.S. Arctic

Published in December 2018, the report, [Revisiting Near-Term Recommendations to Prioritize Infrastructure Needs in the U.S. Arctic](#), reviews the status of 25 near-term recommendations to enhance the Arctic MTS originally identified in a 2016 CMTS report, *A Ten-Year Prioritization of Infrastructure Needs in the U.S. Arctic*. Recommendations included in this report span five key categories integral to the Arctic MTS, including: (1) navigable waterways, (2) physical infrastructure, (3) information infrastructure, (4) emergency response, and (5) vessel operations. The updates included in the report demonstrate the tremendous strides made across the Federal government to support a growing Arctic MTS, but also highlight remaining critical gaps, such as in weather forecasting and shore-side infrastructure.

As part of this undertaking, the Arctic Marine Transportation IAT also updated the “Current Status of MTS Infrastructure in the Arctic” Table, which was first developed as part of the *U.S. Arctic Marine Transportation System: Overview and Priorities for Action* (2013) and was revised as part of the 2016 report. The updated table enables a quick review at current conditions of MTS infrastructure in the U.S. Arctic.

## Projecting Future Arctic Marine Traffic

In July 2019, the Arctic Marine Transportation IAT released its draft report, [A Ten-Year Projection of Maritime Activity in the U.S. Arctic Region \(2020-2030\)](#), for public comment. This report is an update to the CMTS’s 2015 *10-Year Projection Study of Maritime Activity in the U.S. Arctic*, which was conducted as a milestone in the National Strategy for the Arctic Region Implementation Plan. This new report builds on the original report’s projection methodology to provide an expanded overview of vessel activities in the U.S. Arctic and surrounding waters north of 60°N (see image on next page).

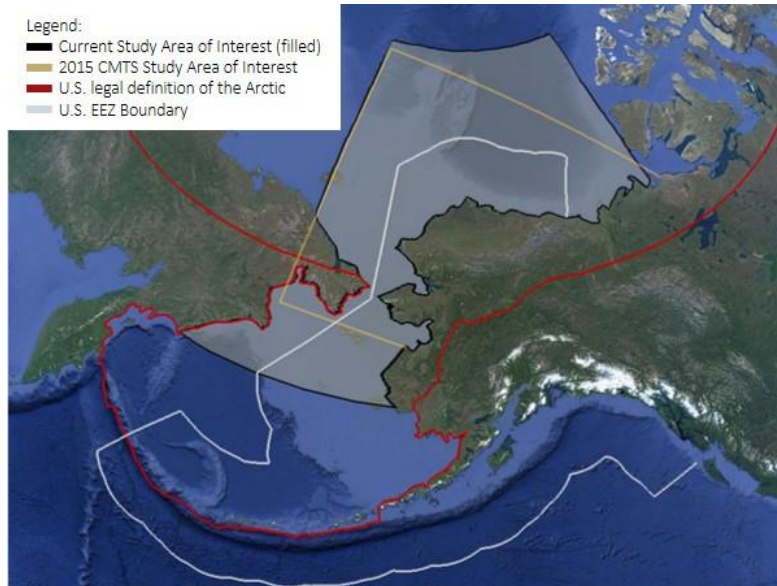
The report also incorporates 29 different sources of possible vessel growth in the region and explores how these might be combined in four different growth scenarios extrapolated out to 2030. This research effort aims to inform partners and stakeholders about potential increases in U.S. Arctic vessel activity to support a safe Arctic marine transportation system for all users.



*Understanding the status of Arctic MTS activity and infrastructure is a critical step to supporting, enhancing, and ensuring the safety and reliability of the U.S. Arctic MTS.*



*The 2010 U.S. Coast Guard Authorization Act directed the CMTS to coordinate domestic transportation policy in the U.S. Arctic to ensure safe and secure maritime activity in the region.*



To inform the development of this report, the CMTS held a technical workshop in November 2018 with the U.S. Arctic Research Commission. Over this two-day "Arctic Shipping: Boom, Bust, or Baseline?" workshop, 35 participants from Federal agencies, academia, industry, other Arctic Nations, and Tribal interests discussed the anticipated drivers of future of vessel activity in U.S. Arctic waters.

### **National Infrastructure Week**

For the fifth consecutive year, the CMTS served as an official partner of National Infrastructure Week. Infrastructure Week is the largest, most diverse, non-partisan coalition of organizations dedicated to strengthening America by rebuilding our infrastructure. Every year, CMTS activities ensure that national infrastructure discussions include the maritime component.

In a collaboration between the Wilson Center Polar Institute and the Infrastructure Investment IAT, the CMTS organized a public panel on the topic of [\*Infrastructure in the Arctic: Building for Tomorrow\*](#). The panelists included distinguished thought leaders from the Wilson Center; the Mayor of the Nome, Alaska; an infrastructure investment practitioner from the Alaska Industrial Development & Export Authority; and the CMTS. The panel touched on changing environmental and social conditions of Alaska, projections of future activity, current maritime infrastructure projects, and deliberate inclusion of Alaskans in regional development. The panel was broadcast live through the Wilson Center and C-SPAN3.



## Optimizing system performance through enhanced maritime data interoperability

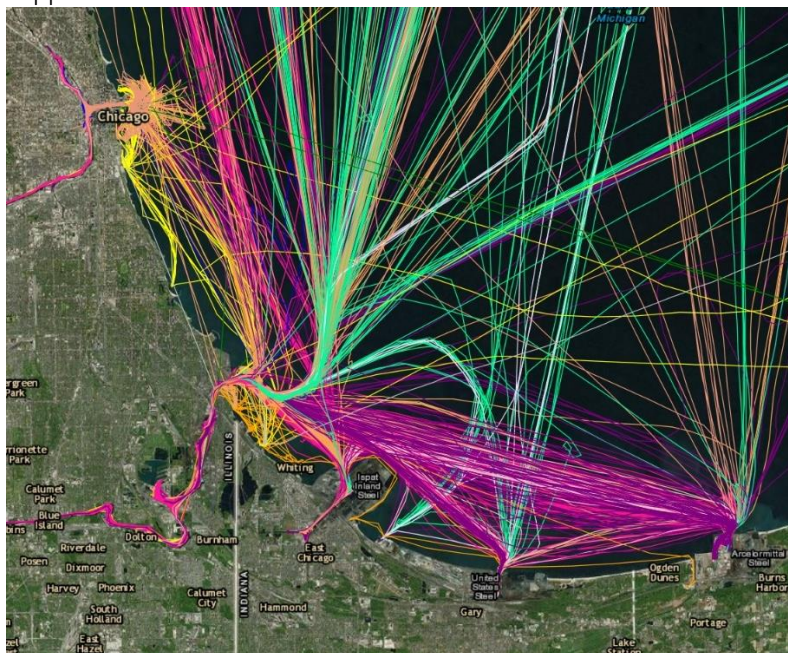
In alignment with Administration and legislative priorities related to data discovery, accessibility, and usability, the Maritime Data, Maritime Innovation Science and Technology, and Future of Navigation IATs continue to evaluate the challenges to using maritime data efficiently across Federal agencies.

### Enhancing Accessibility and Usability of Automatic Identification (AIS) Information

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.

AIS is a means to collect and exchange information about vessels, including their position and other navigation information. Many Federal agencies have found this data to be extremely valuable in support of their missions.

*The CMTS continues to emphasize the maritime components of major Administration and legislative priorities. These activities reiterate the critical role and value of maritime in our Nation's transportation system within high visibility discussions.*



*AIS Historical Vessel Track Lines in Lower Lake Michigan Area. Source: U.S. Coast Guard Nationwide AIS Archive. Processed using AIS Analysis Package developed by USACE Engineer Research and Development Center. Credit: K.N. Mitchell*

Accessible and usable AIS information can be used to support greater efficiencies in the MTS and supports the current direction of data governance. Recent data governance includes Executive Order (EO) 13840, *Ocean Policy to Advance the Economic, Security, and Environmental Interests of the United States*, and its efforts to publicly release maritime data; and the White House Cross Agency Priority for *Leveraging Data as a Strategic Asset*; the *Geospatial Data Act of 2018*; and the *Foundations for Evidence-Based Policymaking Act* (2019).

### **Transforming the MTS through Multimodal Freight Analytics**

Released April 2019, the conference summary, [\*Transforming the Marine Transportation System Through Multimodal Freight Analytics\*](#), summarizes the findings and recommendations from the fifth biennial MTS Research and Development conference, held June 2018 in partnership with the Transportation Research Board. Over this three-day forum, 107 experts from government, industry, and academia shared and explored ideas about multimodal freight data and analytics that could potentially transform the ways to assess and observe the MTS. This report summarizes key take-home lessons of the program's three keynote addresses, three plenaries, ten breakout sessions, and closing summary session, and provides recommendations for the CMTS and its partner agencies.

### **Forum for Maritime Data Discussions**

In October 2018, the CMTS co-hosted the Open Geospatial Consortium's (OGC) Marine Spatial Data Infrastructure Workshop and facilitated a panel on Federal marine spatial data needs. The CMTS-organized panel exposed the OGC community to the variety of Federal agencies that operate in this space, expanding their perspective beyond their traditional hydrographic partners. The panelists helped identify valuable U.S. Government datasets that support the OGC initiative.

The Future of Navigation IAT continues to address challenges related to navigation data interoperability. The IAT plans to bring together key Federal partners responsible for the policies affecting information systems and the interoperability of navigation data across the Federal government. This roundtable would provide the opportunity to facilitate the discussion of interagency maritime data sharing requirements and would enhance understanding of how sharing of maritime data supports agency missions.

## Facilitating investment in merchant mariners as critical infrastructure



President Donald J. Trump signs EO #13860 on March 4, 2019. The President was joined by Secretary of Transportation Elaine L. Chao, Secretary of Labor Alexander Acosta, Maritime Administrator Mark Buzby, Deputy Maritime Administrator Richard Balzano, CMTS Executive Director Helen Brohl, Active Duty Service Members, and Merchant Mariners.

In 2014, the CMTS formed the Military to Mariner (M2M) Task Force to help coordinate Federal efforts to facilitate the transition from military service to civilian employment in the U.S. Merchant Marine, and other positions within the U.S. MTS. The military sea service agencies have been very proactive to address many of the challenges of transitioning sea service personnel to the U.S. Merchant Marine.

### 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](#). 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). Those barriers include:

- substantial military training in career fields relevant to the Merchant Marine that is not currently certified by the U.S. Coast Guard for merchant mariner credentialing;
- fees for obtaining Transportation Worker Identification Credential (TWIC®) cards and MMCs; and

*Hiring Veterans makes good business sense. Federal Departments and agencies have been working diligently for several years to support Veterans transitioning from active duty service to civilian employment, and ensure that applicable mariner-related experience and training are appropriately credited towards a merchant mariner credential. The U.S. Merchant Marine and the maritime industry in general will benefit greatly from the skills and experience of sea-going service members and other Veterans.*

- difficulty in documenting past sea experience for earning MMCs above entry level.

The *Maritime Workforce Working Group Report to Congress* by the Maritime Administration estimates that an additional 1,800 mariners are needed to support the U.S. Flag Fleet during times of national emergency. While service members and Veterans will not completely fill this gap, it will help offset the staffing needs of the U.S. maritime industry.

The M2M Task Force contributed to the development of the EO and produced a set of [FAQs in response to the signing of the EO](#). These questions provide insight into the application of the EO as well as additional information and resources on the M2M program broadly.

### **Highlighting the Importance of Veterans in the U.S. Merchant Marine**

During the week of Veteran's Day 2018, the CMTS implemented a social media campaign that highlighted resources available to Veterans wishing to enter the U.S. merchant marine and maritime employers wishing to hire Veterans. This campaign included a guest post written for the American Maritime Partnership on [The Federal Government's Commitment to Hiring Veterans](#).

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.

## Educating on the importance of the MTS and sharing affiliated resources with stakeholders

### Ocean Policy: What's Maritime Transportation Got to Do with It?

In partnership with the Wilson Center Polar Institute, the CMTS hosted an [Ocean Policy Roundtable: What's Maritime Transportation Got to Do with It?](#) about EO 13840 *Regarding the Ocean Policy to Advance the Economic, Security, and Environmental Interests of the United States*. Panelists representing the Federal government, non-governmental organizations, and European embassies each provided their unique perspective on where marine transportation fits into the wider discussion of ocean policy.

A wide range of issues were discussed, including the possibility of a deep-draft port in Nome, the changing environment in the Arctic, and how new technology and big data are revolutionizing marine transportation in unimaginable ways. The panelists highlighted the need for not just a whole-of-government approach, but also a cooperative international approach to maximize efforts in ensuring sustainable use of the ocean while maintaining a healthy and growing marine transportation system. Ultimately, the conversations concluded that the MTS is incredibly vital to ocean policy.

### Resources for non-federal partners

The CMTS completed its annual update of the list of MTS-related Federal Advisory Committees (FAC) in July 2019. 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 opportunity for coordination among committees.

*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
CB	Coordinating Board
CMTS	U.S. Committee on the Marine Transportation System
EO	Executive Order
FAC	Federal Advisory Committee
IAT	Integrated Action Team
M2M	Military to Mariner (CMTS Task Force)
MMC	Merchant Mariner Credential
MTS	Marine Transportation System
OGC	Open Geospatial Consortium
OIRA	Office of Information and Regulatory Affairs (White House OMB)
OMB	Office of Management and Budget (White House)
OPC	Ocean Policy Committee
RIAT	MTS Resilience Integrated Action Team (CMTS IAT)
TWIC®	Transportation Worker Identification Credential
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 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.



**U.S. Committee on the Marine Transportation System**

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