



ACTIONS AND ACCOMPLISHMENTS OF THE CMTS

August 1, 2017 – July 31, 2018

ADMINISTRATOR MARK H. BUZBY

Coordinating Board Chair
Maritime Administration

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Message from the Chair

It has been an honor to serve as Transportation Secretary Elaine L. Chao's designee to lead the U.S. Committee on the Marine Transportation System (CMTS) Coordinating Board (CB) on behalf of the U.S. Department of Transportation from August 1, 2017 through July 31, 2018. Throughout my Navy career and since that time, 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).

Through my chairmanship of the CB and in support of the Maritime Administration as an active member of the CMTS, I am pleased to report that the CMTS *National Strategy on the Marine Transportation System: Channeling the Maritime Advantage* was approved by Secretary Chao in October 2017 for which the CMTS quickly began implementation. I supported continued leadership by the Maritime Administration and our colleagues at the Military Sealift Command at the CMTS Federal Military to Mariner Task Force, to ensure that our transitioning sea service men and women are aware of and supported in opportunities to become a credentialed merchant mariner. The CMTS also held the first interagency roundtable to engage in the myriad of Federal initiatives related to autonomous vessels and supported the Administration's initiative to better integrate and utilize maritime data. With the support of Secretary Chao as full committee Chair of the CMTS, I am confident this valuable interagency collaboration will continue to flourish in support of our maritime Nation.

In alignment with the 2017-2018 CMTS Work Plan, I present to you the following Annual Summary, highlighting the many accomplishments of this active partnership. The Work Plan was developed from Administration and member agency priorities; actions directed in statute by the Government Accountability Office (GAO) or tasks mandated by Congress, such as the *Maritime Transportation Extreme Weather Task Force: A Report to Congress*; and new and emerging topics within the MTS. The actions were implemented across the eight Integrated Action Teams (IAT) and Initiatives, with support from the CMTS Executive Secretariat.

One of the highlights from this past year was better connecting with our non-Federal MTS stakeholders. I participated in the first-ever Industry Outreach Workshop on maritime infrastructure, with ten other CMTS member agencies and CB members.



RADM Mark H. Buzby, USN (ret.)
Administrator
Maritime Administration

Vision for the MTS

The United States marine transportation system will be a safe, secure, clean, 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.

Additionally, the CMTS, in conjunction with the Transportation Research Board (TRB), hosted the 5th biennial Research and Development (R&D) conference on multi-modal freight modeling in support of a more efficient MTS. These events brought together representatives from the private sector, academia, and Federal and state governments to examine priorities in marine transportation and waterways management.

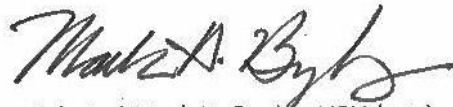
As noted previously, I was particularly proud to oversee the completion and implementation of the *National Strategy on the Marine Transportation System: Channeling the Maritime Advantage (2017-2022)*, replacing the 2008 National Strategy. This new National Strategy will help prioritize CMTS activities in the coming years to advance the MTS within the national transportation network.

Throughout my tenure as Chairman of the CB, it has been my goal to leave the CMTS better than I found it. Since our inception 13 years ago, the CMTS has striven to improve coordination across agencies responsible for the U.S. MTS, and I have witnessed our Federal partners working toward that mission. Over the past year, the CMTS interagency partnership completed and worked towards many accomplishments that ensure a vibrant and productive MTS. A list of other accomplishments includes:

- Established a task force to analyze the way in which vessel operators receive and respond to extreme weather information and delivered the report recommendations within the *Maritime Transportation Extreme Weather Task Force: A Report to Congress*.
- Developed resources related to MTS infrastructure, including the 3rd edition of the Federal Funding Handbook for MTS Infrastructure, the Infrastructure Investment Resource Library, and provided updates to the U.S. Arctic infrastructure inventory and recommendations.
- Improved CMTS operations by updating the Charter, rolling out new branding with an updated website and logo, and expanding social media presence to Wikipedia.
- Assessed and reported on port response and resilience after the 2017 hurricane season, with inputs from a CMTS hosted Resilience Workshop and National Infrastructure Week public panel discussion, for a report that will be published under the next CMTS work plan.
- Hosted speaker series events on the National Oceanic and Atmospheric Administration's (NOAA) Big Data Project, U.S. Environmental Protection Agency's (EPA) Port's Initiative, and U.S. Coast Guard's (USCG) Heavy Polar Icebreaker

- Program to inform membership on Federal MTS priorities.
- Re-established the MTS Research and Development (R&D) IAT as the Maritime Innovative Science and Technology (MIST) IAT and moved out on dynamic actions to implement the 2017 R&D Strategy.
 - Held two webinars to advance Military to Mariner transition on medical certification and veterans' hiring.
 - Completed the interagency pilot study on waterways harmonization.

Lastly, it must be noted that the success of the CMTS partnership is due to the dedication and talent of the Executive Secretariat staff and interagency teams. The CMTS has grown to be one of the most effective and robust interagency teams within the Federal government. It has been my pleasure to serve as the Coordinating Board chair and I am committed to continued engagement by the Maritime Administration.



Rear Admiral Mark H. Buzby, USN (ret.)

CMTS Coordinating Board Chair (2017-2018)
Maritime Administrator

Optimize MTS system performance and enhance maritime safety by managing and completing significant non-discretionary directives to the CMTS.

The CMTS has defined recurring responsibilities to assess the status, value, performance, and opportunities within the MTS, including producing updates to the National Strategy, and tasks from the White House or Congress, such as the Maritime Transportation Extreme Weather Task Force. Additionally, the CMTS is constantly working towards improving operations in support of interagency collaboration, as directed in statute.

National Strategy for the Marine Transportation System: Channeling the Maritime Advantage (October 2017)

Per GAO directive, the [National Strategy for the Marine Transportation System: Channeling the Maritime Advantage, 2017-2022](#) (2017 Strategy) was developed by CMTS members through extensive interagency engagement and review. The 2017 Strategy provides strategic guidance to the Federal interagency partnership under five priority areas: optimizing system performance, enhancing navigation safety, supporting maritime security, advancing energy innovation and development, and facilitating infrastructure investment.

Immediately following the affirmation by Secretary Chao, the 2017 Strategy was incorporated into the 2017-2018 CMTS Work Plan. In coming years, the CMTS will move forward with the implementation of the 14 actions outlined in the 2017 Strategy, through incorporation in annual work plans and in support of individual agency missions and activities. The 2017 Strategy replaces the *National Strategy for the Marine Transportation System: A Framework for Action, 2008*, which had previously directed CMTS priority areas and whose directed actions have been addressed or completed. The 2017 Strategy also satisfies the requirement in CMTS authorizing legislation to provide a final report on the accomplishments under the 2008 Strategy.

Maritime Transportation Extreme Weather Task Force: A Report to Congress (February 2018)

When mariners are at sea, their safety depends on knowledge of the weather and being able to prepare for, and avoid where possible, storms with heavy and extreme weather conditions. Timely and accurate weather forecasts and observations are just as essential at sea as on land but the ability to collect, analyze, share and receive timely weather information at sea is much more challenging.

The [Maritime Transportation Extreme Weather \(MTEW\) Task Force: A Report to Congress](#) fulfills an action under the National Defense Authorization Act of 2017, which directed the Secretary of Transportation to establish “a task force to analyze the impact of extreme weather events, such as in the maritime environment.”

This directive was forwarded to the CMTS to study the issue and prepare a report. The CMTS established the MTEW Task Force to address the above action. Secretary Chao transmitted the completed report to the Senate Committee on Commerce, Science, and Transportation and the House Transportation and Infrastructure Committee in April 2018.

The MTEW report contains eight recommendations and two identified opportunities for improving industry response and policies regarding extreme weather events and preventing marine casualties from extreme weather events. To understand available maritime weather prediction, monitoring, and routing technology resources, this report also outlines the international framework for maritime weather prediction and monitoring, and the United States' commitment and contribution to this international framework. In addition, this activity has facilitated proactive engagement from CMTS partner agencies who continue to work with industry to address weather related issues, including weather product delivery, training, and technology in support of safer maritime operations.

Updated CMTS Charter (April 2018)

In the continuing effort to professionalize CMTS operations, the Coordinating Board approved a few amendments to the [Charter for the CMTS](#) to include both voting and non-voting members in Sections (IV) (2) (A) (i); (IV) (2) (B) (i); and (V) (1) & (2) of the document. Also, the Coordinating Board approved changing 46 U.S.C. §55502 to 46 U.S.C. § 55501, throughout the document as well, an external byproduct of CMTS Congressional statutory language change in December 2014. These modifications formally enable non-voting members to more fully participate in and benefit from the interagency partnership.

Better connect the CMTS to non-federal MTS partners to collectively address and tackle the significant challenges of the MTS.

Through the CMTS' journey, it has always been vital to keep our stakeholders informed. To advance engagement and awareness of the U.S. MTS with Congress, maritime industry and other stakeholders, the CMTS continued its participation in National Infrastructure Week, enhanced outreach and branding, and produced publicly available resources. 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.

National Infrastructure Week (May 2018)

For the fourth consecutive year, the CMTS served as an official partner of National Infrastructure Week. Infrastructure Week is a collaborative effort by businesses, civic groups, organizations, and other infrastructure stakeholders to bring awareness to the importance of infrastructure in our Nation. 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 Resilience IAT and the Infrastructure Investment IAT, the CMTS organized a public panel on the topic of maritime infrastructure resilience in the face of the dramatic 2017 hurricane season. The panelists included both Federal and industry partners: NOAA, the Department of Homeland Security Office of Infrastructure Protection, Crowley Maritime, and the American Association of Port Authorities, and touched on the Federal and MTS partner roles during hurricane response and recovery.

Developing Resources for Mariner Credentialing and Veteran Hiring (March 2018)

In collaboration with members of the CMTS Military to Mariner (M2M) Task Force, the CMTS hosted two webinars to advance the transition of service members into the merchant marine: one with the USCG National Maritime Center on the Medical Certification process that is part of the Merchant Mariner credential, and the second with the Department of Labor's Veterans' Employment and Training Service, on veteran employment resources available to the maritime industry. Both webinars were well received and were attended by mariners, academics, industry stakeholders, and Federal partners. These webinars are available in perpetuity on the CMTS website for use by future mariners and employers.

The CMTS M2M Task Team 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.

Enhanced Public Outreach and Branding (April 2018)

In April 2018, the CMTS launched new branding, including a new logo and website. The modernized and streamlined website at www.CMTS.gov more easily connects partners and stakeholders with CMTS resources and activities. This new branding was made possible through technical capacity and capabilities provided by the USACE Mobile District. In addition, the CMTS increased its social media presence by creating a [Wikipedia page](#).

Furthermore, several webinars and briefings were held on key topics facing the Nation's MTS and to connect Federal partners and industry stakeholders with resources available across the CMTS membership. This past year, the CMTS hosted such events on NOAA's Big Data Project, the USCG Heavy Polar Icebreaker program, and EPA's Port's Initiative and Port Everglades Partnership.



The top logo was developed in 2015 for the 10th Anniversary celebration of the CMTS. The logo below was developed to align with the more modern and streamlined look of the new CMTS website and branding.

Advance and support critical issues in the MTS, in support of Administration priorities including infrastructure and data

The CMTS continues to emphasize the maritime component of major Administration priorities, including on infrastructure investment and data accessibility. The CMTS Infrastructure Investment and Arctic IATs developed resources, disseminated information, and provided policy and technical expertise on the critical role of maritime infrastructure investment and development. The CMTS Data IAT identified and explored the challenges associated with utilizing maritime data efficiently across Federal agencies. These activities reiterate the critical role and value of the maritime component of our nation's transportation system within high visibility discussions.

Support Administration Emphasis on Infrastructure Development by Highlighting Role of MTS Infrastructure

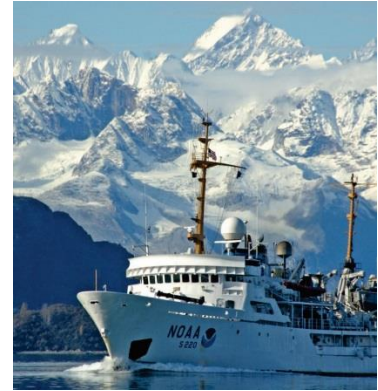
In alignment with Administration priorities related to infrastructure development and investment, the CMTS Infrastructure Investment IAT continued to highlight the value of maritime infrastructure and produce resources related to the importance and needs of maritime infrastructure. In addition to the public events, such as the Industry Outreach Workshop and participation in National Infrastructure Week, the CMTS updated some of its most popular resources and developed new materials to aid in infrastructure decision making.

The CMTS hosted an Industry Outreach Workshop on maritime infrastructure priorities in June 2018. Over 100 stakeholders attended the Workshop, representing industry, trade associations, academia, non-governmental organizations, and Federal partners. Senior leadership from eleven Federal agencies shared their vision of maritime infrastructure from Administration priorities to ongoing Agency actions. Our partners addressed how informational infrastructure is increasing the safety and efficiency of the MTS, Federal efforts to increase data sharing, the need for mariners to support our MTS, new developments in the Federal fleet, and Arctic infrastructure needs, among other topics. The conversations emphasized the diversity of agency roles within the MTS and the importance of interagency coordination in this arena.

The third edition of [Federal Funding Handbook for MTS Infrastructure](#) was released in August 2017, and contains more than 85 currently authorized Federal multimodal transportation infrastructure funding, financing, and technical assistance programs for infrastructure in the MTS through fiscal year 2018. The programs included in the Handbook reflect the diversity of the MTS and its stakeholder needs.

The Infrastructure Investment IAT staff developed the [Infrastructure Investment Resource Toolkit](#), a collection of information, tools, guidelines and lessons learned that can be applied to the financing of infrastructure in the Federal Government. MTS stakeholders may find this overview helpful in navigating the organizations and agencies actively involved in the Infrastructure Investment sphere.

The CMTS Arctic Marine Transportation IAT completed two items on its 2017 Work Plan. The first is a review of updates to near-term recommendations issued in the 2016 CMTS report, *A Ten-Year Prioritization of Infrastructure Needs in the U.S. Arctic*. This review includes Arctic-specific updates on 25 different recommendations spanning five core MTS components, including: Navigable Waterways, Physical Infrastructure, MTS Response Services, and Vessel Operations. The second item is the third edition of the *Current Status of U.S. Arctic MTS Infrastructure*, a table that was first published in the 2013 CMTS report, *U.S. Arctic Marine Transportation System: Overview and Priorities for Action*. This table was last updated in 2016, as part of the CMTS report *A Ten-Year Prioritization of Infrastructure Needs in the U.S. Arctic*. Moving forward, the Arctic IAT will review these documents and recommendations periodically to document progress on Arctic MTS infrastructure.



NOAA vessel in Alaska.

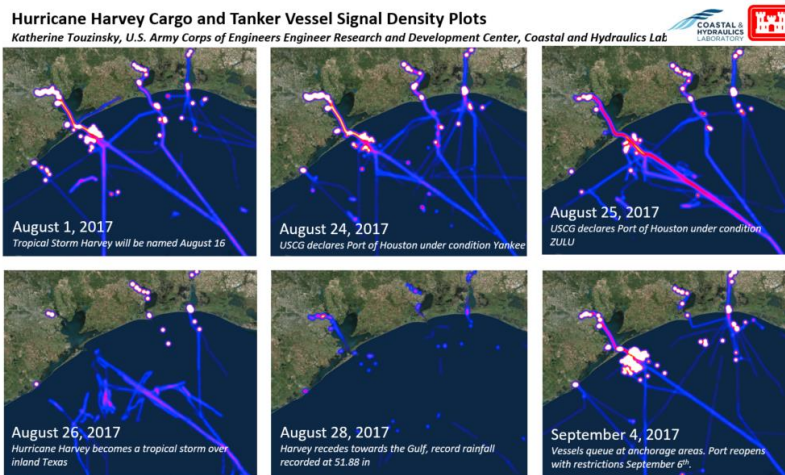
Enhance Federal Data Interoperability for Improved MTS safety, operations, and management

An Automatic Identification System (AIS) Task Team was established under the Maritime Data IAT in late 2017 to assess gaps and challenges in the acquisition and use of AIS data, with the goal of eliminating resource overlaps, increasing data accessibility, and sharing developed capabilities and expertise between agencies. In support of this work, the AIS Task Team hosted a public AIS capabilities workshop at the TRB Annual Meeting in January 2018.

These efforts in support of data integration are also in alignment with the CMTS *Strategic Action Plan for Research and Development in the MTS (2017)*, White House initiatives on marine data access, and the White House Cross Agency Priority Goal for leveraging data as a strategic asset.

Support and enhance Federal MTS interagency connections and services to the MTS

The CMTS served as a platform to explore and advance many critical emerging topics for MTS safety, security, and efficacy. The Resilience IAT (RIAT) began addressing Federal response and recovery in the immediate aftermath of the 2017 hurricane season. To advance navigation safety in accordance with international standards, the CMTS took a leadership role by hosting the first interagency workshop on autonomous vessels and advanced efforts on Waterways Harmonization. These innovative practices, technologies, and policies will facilitate the safe and efficient operation of our MTS.



Vessel signal densities derived from AIS data for cargo and tanker vessel in the Gulf of Mexico before, during, and after Hurricane Harvey. (Source: USACE.)

Enhance interagency hurricane response and recovery operations for improved MTS resiliency

In October 2017, the CMTS Coordinating Board directed the RIAT to examine the impact of the 2017 hurricane season on the MTS, identify lessons learned from the Federal response, and recommend best practices to enhance the resilience of the MTS. The RIAT utilized literature review, responses from member agency subject matter experts, and participation in Congressional and public events for initial report formulation. While individual agencies undertake “After Action Reports,” the work of RIAT looks across Federal agency responsibilities and derives recommendations and insights into future interagency partnerships and services. To support the report, the RIAT held a Federal workshop in May 2018 entitled “Charting a Path Toward a More Resilient MTS: A Workshop to Examine Lessons Learned from the 2017 Hurricane Season,” in which many MTS agencies sent representatives from regional offices to attend. A final report is anticipated for completion in the Fall of 2018.

Advance innovative science and technology for the MTS (April 2018)

The R&D IAT was reestablished as the Maritime Innovative Science and Technology (MIST) IAT, with an updated terms of reference and broader scope. The MIST IAT provides the CMTS with a strategic

capability to identify, coordinate, develop, and implement innovative research and technology in a multiagency collaborative environment to address the pressing challenges identified in the 2017 Strategy and by CMTS partner agencies. The MIST IAT serves as a cross-cutting function among the CMTS IATs, to coordinate with and support other CMTS IATs requiring research and technology.

5th Biennial Marine Transportation System Research and Development Conference (June 2018)

On June 19-21, 2018, TRB, with support from the CMTS, hosted the fifth biennial MTS R&D conference at the National Academy of Sciences in Washington, D.C. This year's conference, "Transforming the Marine Transportation System through Multimodal Freight Analytics," drew 107 participants from academia, industry, non-profits, and various levels of government (federal, state, regional, and ports). MIST co-leads and support staff provided critical support for the conference as key liaisons, and over 20 members across CMTS IATs and Executive Secretariat participated as presenters, moderators, and provocateurs in the two-and-a-half-day event.

Advance navigation safety through greater interagency connections in alignment with international maritime standards and discussions

CMTS and USCG co-hosted the first Federal interagency roundtable to enhance transparency of Federal activities and issues related to the operation and application of autonomous vessels. The roundtable engaged Federal agencies in a whole-of-government discussion regarding activities related to the use of autonomous vessels to prevent duplication of effort, in preparation of U.S. Government participation in International Maritime Organization discussions, and in support for commercial, safety and security requirements.

The CMTS Future of Navigation IAT completed a pilot study on waterways harmonization in May 2018. Waterways harmonization will allow for commonality and standardization of geo-referenced navigable waterways throughout the U.S. The project provided a catalogue of geospatial datasets related to waterways, discrepancies between the datasets, and demonstrated the value of cross-referenced waterways identification through use-case scenarios.

Appendix 1: Abbreviations

2017 Strategy	<i>National Strategy for the Marine Transportation System: Channeling the Maritime Advantage, 2017-2022</i>
AIS	Automatic Identification System
CB	Coordinating Board
CMTS	U.S. Committee on the Marine Transportation System
EPA	Environmental Protection Agency
GAO	Government Accountability Office
IAT	Integrated Action Team
M2M	Military to Mariner (CMTS Task Force)
MIST	Maritime Innovative Science and Technology (CMTS IAT)
MTEW	Maritime Transportation Extreme Weather
MTS	Marine Transportation System
NOAA	National Oceanic and Atmospheric Administration
OPC	Ocean Policy Committee
R&D	Research and Development
RIAT	Resilience Integrated Action Team (CMTS IAT)
TRB	Transportation Research Board
USCG	U.S. Coast Guard

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 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 criteria 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 marine transportation system 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 in regard 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 includes 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 Innovative Science and Technology Integrated Action Team

IAT Leads:

U.S. Army Corps of Engineers
Maritime Administration

Participating agencies:

Bureau of Transportation Statistics
Environmental Protection Agency
Federal Highway Administration
Maritime Administration
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 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.

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 Oceanographic 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 in order 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 the purpose of 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 with regard to Federal policies that impact the marine transportation system.



U.S. Committee on the Marine Transportation System

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