ACTIONS AND ACCOMPLISHMENTS OF THE CMTS

August 1, 2021 – July 31, 2022

Ms. Lucinda Lessley
DOT/MARITIME ADMINSTRATION
CMTS Coordinating Board Chair

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.

U.S. Committee on the Marine Transportation System
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Message from the Chair

The Maritime Administration (MARAD) is honored to have served on behalf of the Department of Transportation as the Chair of the U.S. Committee on the Marine Transportation System (CMTS) Coordinating Board (CB) from August 1, 2021 through July 31, 2022. During MARAD's Chairmanship, the CMTS provided an invaluable forum for identifying challenges impacting the marine transportation system (MTS) and championing initiatives that enhance the viability of global supply chains; strengthen our maritime workforce and promote diversity, equity, and inclusion (DEI) in this vital industry; and help protect the marine environment.

Lucinda Lessley,
Deputy Administrator
Maritime Administration

The goal of DOT/MARAD's term was "Fostering a More Efficient, Equitable, and Environmentally Sound MTS." This goal supported the priorities set by the Biden Administration while aligning with the 2017-2022 CMTS National Strategy "Channeling the Maritime Advantage," and ensuring effective coordination of MTS policies to meet national needs.

The demands on the MTS have intensified under global supply chain challenges. However, during my term, the CMTS strengthened the newly reorganized Supply Chain and Infrastructure Integrated Action Team. The CMTS also established an overarching "Mariner and MTS Workforce Integrated Action Team" to focus on maritime workforce quality of life, DEI, mariner mental health, recruitment and retention, and military to mariner credentialing.

I extend my deepest thanks to Helen Brohl, the Executive Secretariat, and our interagency teams for their dedication to the CMTS partnership and for a job very well done!

CMTS Coordinating Board Chair (2021-2022)
Maritime Administration

Summary of Accomplishments

August 1, 2021-July 31, 2022

- Completed and submitted to Congress the report "Assessment of the Marine Transportation System."
- Published a report for GAO entitled, "U.S. Arctic Marine Transportation System Infrastructure Risk Resource Compendium."
- Published the 5th edition of the Federal Funding to the MTS handbook.
- Published "An Examination of Multi-Hazard Marine Transportation System (MTS) Response and Recovery Operations during the 2020 Hurricane Season."
- Conducted a joint public webinar with the Embassies of Denmark and Norway on current science applications for a sustainable MTS in support of UNESCO's Decade of the Sustainable Oceans initiative.
- Conducted a joint public webinar with the American Association of Port Authorities for National Infrastructure Week detailing the new and historic Investments in the Marine Transportation System under the Biden-Harris Administration.
- Supported the CDC/UW Mariner Mental Health Survey with public briefings and publications and published the revised mental health resources compendium.
- Conducted a public listening session for the offshore wind development industry related to underwater munitions and explosives of concern and established the Offshore Energy Facilitation Task Team.
- Completed the work of the COVID 19 Working Group and stood up a Mariner and MTS Workforce Integrated Action Team encompassing recruitment and retention, and mariner mental health task teams.
- Approved a resolution in support of Administration policy to advance Diversity, Equity, and Inclusion (DEI).
- Initiated the "Careers in Maritime" narrated videos intended to introduce the maritime industry to Middle and High School students, including in underrepresented communities.
- Approved a resolution in support of Administration policy on environmental justice.
- Updated and reaffirmed the 2014 resolution on the S-100 navigation information framework.
- Held a CMTS Federal Roundtable to review and discuss evolving Autonomous Maritime Technologies and implementation considerations.
- Completed the final draft of the Compendium of Federal Programs on the MTS report to Congress for Secretarial review.
- Completed the first draft of the National Strategy for the Marine Transportation System (2023-2028) for interagency reviews.

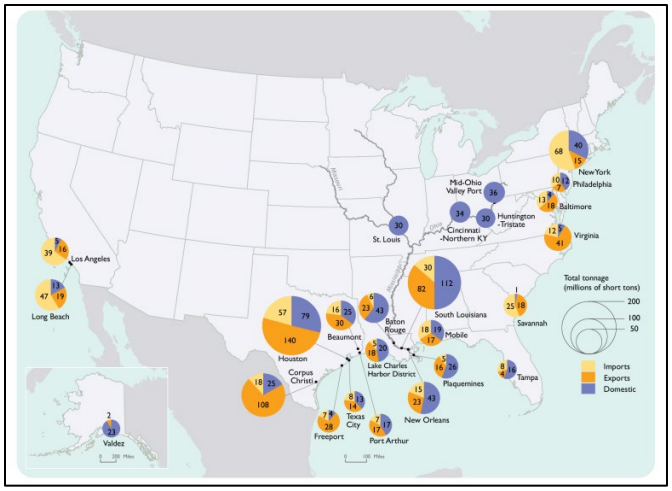
ADVANCE AN EFFICIENT AND SAFE MTS SUPPLY CHAIN

The past year saw an unprecedented volume of cargo move through American ports as the nation continued to recover from the COVID-19 pandemic. Thanks to all longshore workers, rail workers, truckers, warehouse workers and many others who handled this cargo surge. Our urgent need to modernize our nation's infrastructure—including infrastructure in our ports and along our inland waterways—was met by the enactment of President Biden's bipartisan Infrastructure Investment and Jobs Act (IIJA), which will deliver a once-in-a-generation $1.2 trillion investment in our nation's infrastructure and competitiveness. We also extend a special thank you to former Department of Transportation Deputy Secretary John Porcari, who served as the Special Port Envoy to the White House Supply Chain Challenges Task Force, and who attended a CMTS Coordinating Board meeting to speak to the work he undertook to help speed cargo from ships to shelves while strengthening resiliency in our supply chains.

In March 2022, the CMTS transmitted the *Assessment of the Marine Transportation System*, a report for Congress as directed to the CMTS from its 2012 authorizing language. [https://rosap.ntl.bts.gov/view/dot/61440]. The report is recommended as a good overview of the MTS, including the component parts of this "system of systems."

In the National Defense Authorization Act of 2021, the CMTS authorizing language was amended, requiring the development of specific conditions and performance measures for the MTS. In support of this effort, the CMTS Maritime Data Integrated Action Team (Data IAT) has outlined several federal measures that that will be used for future reports to Congress on the state of the MTS; the first report is scheduled for completion in early 2023.

The CMTS Supply Chain and Infrastructure Integrated Action Team (SCIIAT) published the 5th edition of the Federal Funding to the MTS Handbook [https://rosap.ntl.bts.gov/view/dot/61471], which details 75 authorized Federal multimodal transportation programs that provide infrastructure funding, financing, and technical assistance for infrastructure in the MTS.



In May 2022, the CMTS partnered with the American Association of Port Authorities (AAPA) to host a panel on infrastructure in the MTS. The panel included opening remarks by the CMTS Coordinating Board Chair and Mr. Chris Conner, President and CEO of AAPA. Four expert panelists shared their views of current infrastructure investments and future MTS requirements.
https://www.youtube.com/watch?v=LzgFJpwWn3k

Source: 2022 Port Performance Freight Statistics Program, Supply Chain Feature (January 2022), Bureau of Transportation Statistics

The CMTS Maritime Resilience IAT (RIAT) published their third and final report in a series that outlined lessons learned from MTS response and recovery operations during hurricane seasons 2017-2020. This final report, *An Examination of Multi-Hazard Marine Transportation System (MTS) Response and Recovery Operations during the 2020 Hurricane Season*, provides the four-year view of port resilience. The CMTS, Federal Emergency Management Agency (FEMA), MARAD, the National Oceanic and Atmospheric Administration (NOAA), the U.S. Army Corps of Engineers (USACE), and the U.S. Coast Guard (USCG) contributed insights and lessons learned, which will be retained as data on system disruptions and help measure resilience from extreme weather in U.S. ports. The assessment of the 2020 hurricane season specifically reported on the challenges and solutions of hurricane response during the COVID-19 pandemic. [https://rosap.ntl.bts.gov/view/dot/60699].

CMTS Maritime Data IAT hosted a Lunch and Learn webinar on The Marine Transportation System Travel Time Atlas. The Atlas provides daily, automated calculations of the number of vessel transits, average travel times, and average speeds of vessels operating in the U.S. inland waterway system. Vessel automatic identification system (AIS) data is collected, processed, and stored by the USACE's ERDC Lock Operations Management Application (LOMA). These data are then used to inform updates to the Travel Time Atlas and may also be used to: measure system resiliency; determine the extent of a waterway closure; inform future travel time prediction models; among other potential uses. This webinar was the first in a series on AIS data tools available to federal users.

The Coordinating Board passed an update of the 2014 resolution on the S-100 navigation information framework which affirms that CMTS Agencies are committed to identify specific S-100 product specifications for navigation information products and to coordinate interagency efforts in the development of these product specifications. [https://rosap.ntl.bts.gov/view/dot/61439].

ENHANCE THE HEALTH, WELFARE, DIVERSITY AND GROWTH OF THE MTS WORKFORCE

This year saw the completion of the work of the CMTS COVID 19 Working Group and the creation of a new Integrated Action Team (IAT): The Mariner and MTS Workforce IAT. The new IAT incorporates two new teams—the Mariner Mental Health Working Group and the Recruitment and Retention Task Team—as well as the Military to Mariner Task Force and the DEI Task Team.

The CMTS continued to support the work by Dr. Melissa Baker and the Centers for Disease Control and Prevention (CDC)/University of Washington Mariner Mental Health Survey with public briefings and publications including a revised mental health resources compendium. The Mariner Mental Health Working Group reviewed the summary results of the mental health survey with an eye toward finding ways for the federal family of agencies to support industry initiatives to enhance the health and welfare of mariners and the MTS workforce.

The work of the CMTS DEI Task Team moved forward with Board approval of two resolutions in support of Administration policy for DEI, and a resolution in support of Administration policy for environmental justice. It was observed that there are underrepresented communities that likely do not know about opportunities in the MTS. As a result, the Team began the development of 'Careers in Maritime' webinars (in both English and Spanish) designed to introduce the opportunities available in the maritime industry to Middle and High Schoolers; the first video called "Careers in Maritime" was published in September 2022. [https://www.youtube.com/watch?v=_x14kdVZ2Tg]

The CMTS hosted a webinar on Community-Port Collaboration Resources offered through the Environmental Protection Agency's (EPA) Ports Initiative, which examined among other issues successful efforts in Seattle to support effective communication and engagement between stakeholders to promote environmental justice initiatives in the marine transportation sector. Attendees learned about EPA's Community-Port Collaboration Toolkit and other resources to help communities and port operators develop collaboration skills and enhance understanding of stakeholder priorities and challenges associated with port-related activities. Representatives from the Port of Seattle and its neighboring community spoke about their efforts to pilot the Toolkit and operationalize environmental justice. The Toolkit includes the Ports Primer for Communities, the Community Action Roadmap, and the Environmental Justice (EJ) Primer for Ports and is accompanied by training materials and case studies highlighting lessons learned from community-port collaboration in Seattle and other U.S. ports.

The CMTS Military to Mariner Task Force has mostly completed the work it began in 2014 and is pleased to share the excellent online resource developed by the Department of Defense called "MilGears." Much of the discussion within the Task Force centered around the need for better recruitment and retention of mariners for federal mariner employers such as the Military Sealift Command, the NOAA Corps, and the U.S. Army Corps of Engineers. In response, the CMTS established a dedicated recruitment and retention task team that has been investigating legislative, regulatory, and policy changes that can help make mariner employment with the federal government more desirable.

Source: https://milgears.osd.mil/mariner

EMPHASIZE ENVIRONMENTAL STEWARDSHIP

During this term, the Bureau of Safety and Environmental Enforcement (BSEE) within the Department of Interior reported the challenges confronting offshore wind developers regarding the unanticipated discovery of munitions and explosives of concern (MEC) and the lack of national guidance on how such discoveries should be addressed. In response, the CMTS established the Offshore Energy Facilitation Task Team (OEFTT).

The OEFTT held a public listening session for the offshore wind development industry related to underwater unexploded ordnance (UXO) to more fully gauge the criticality and nature of the issue [https://www.youtube.com/watch?v=5IL-BIz6tYo]. The OEFTT reviewed jurisdictional authorities of major agencies over the OCS where those authorities may overlap with operations related to the discovery and mitigation of MEC. Currently, no federal agency has the authority to approve the detonation, removal, or mitigation of MEC on the OCS. The OEFTT conferred and began outlining possible non-binding national guidance to be issued by the CMTS.

The CMTS hosted a Federal-only, Lunch and Learn webinar to receive an update on the NOAA/Bureau of Economic Analysis (BEA) initiative to develop statistics for the Blue Economy. The presenters shared their collaborative work on the first Marine Economy Satellite Account statistics, capturing the economic contribution from our oceans, coasts, and Great Lakes. These new statistics describe economic activity across many categories, including those of special interest to stakeholders in the MTS.

The Biden-Harris administration is committed to deploying 30 gigawatts of offshore wind by 2030. Photo source: NOAA.

Recognizing the importance of the U.N. Decade of Ocean Science for Sustainable Development initiative, the CMTS was designated a nexus member of the U.S. National Ocean Decade Committee managed by the National Academy of Sciences, which encourages participation and serves as a communication channel for the U.S. ocean science community through the international effort. The CMTS hosted a joint public webinar with the Embassies of Denmark and Norway on current science applications for a sustainable MTS, including the application of technologies to decarbonize maritime transportation.

The CMTS Maritime Innovative Science and Technology (MIST) IAT began preparations for their Seventh Biennial Marine Transportation System Innovative Science and Technology Conference with the Transportation Research Board (TRB). Scheduled for June 2023, the conference will focus on *Innovative Science and Technologies Toward a More Sustainable Marine Transportation System.* The MIST IAT continued to host webinars and guest speakers who discussed innovative science and technology topics supporting a more sustainable MTS including low emission shipping, hydrogen fuel cells, and more. In

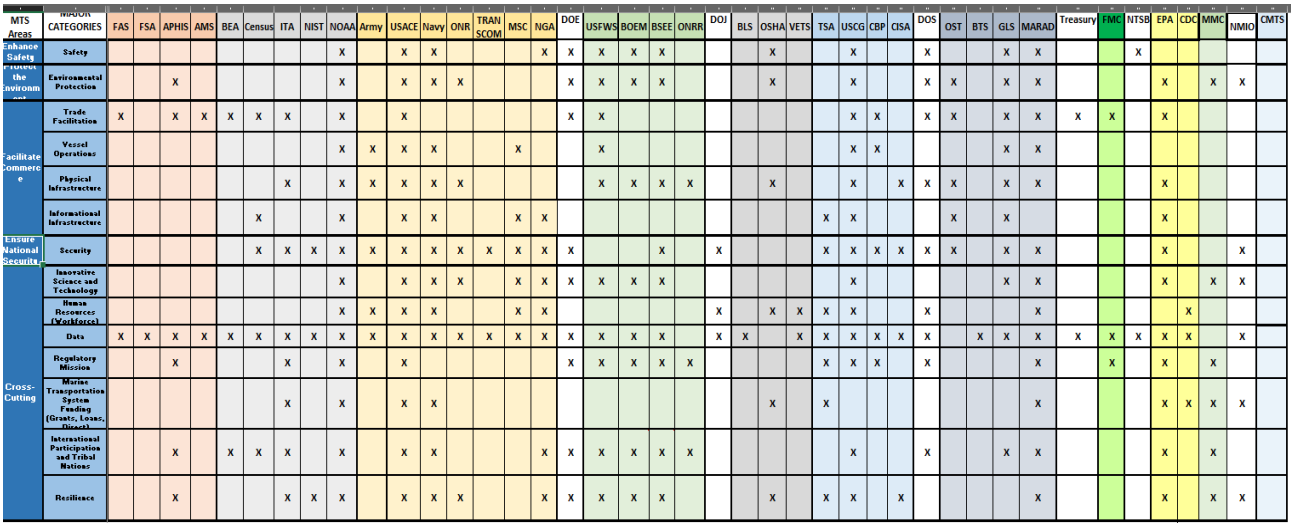
March 2022, the MIST hosted a webinar on a partnership between Scripps Institution of Oceanography and Sandia National Labs to construct a Hydrogen Hybrid Fuel Cell Research Vessel.

ADVANCE UNITY OF EFFORT IN THE MTS

This year, the CMTS initiated the "*National Strategy for the Marine Transportation System: Cultivating a Resilient and Sustainable Blue Economy - 2023 - 2028*." This strategy updates the 2017-2022 strategy [https://rosap.ntl.bts.gov/view/dot/60705] and sets forth the path and vision of the MTS for the next five years. The National Strategy will be implemented across Federal agencies and within the CMTS partnership, as appropriate. The CMTS will implement the 2023-2028 Strategy by aligning current and future annual work plans to its parameters. The CMTS will also provide an annual report on the activities performed under a yearly work plan and the 2023-2028 Strategy. The new strategy will be released in early 2023.

In response to a directive in the National Defense Authorization Act of 2021, the CMTS developed a new *Compendium of Federal Programs in the Marine Transportation System*. This new version reflects the 35+ federal agencies that have a role within the MTS and provides descriptions of their authority(ies). The report, which is expected to be transmitted to Congress in the fall of 2022, is an interactive Excel spreadsheet that allows the reader to toggle among agencies and agency authorities for each area in which that agency is engaged with the MTS.

Following is a view of the spreadsheet presenting agencies and areas of MTS engagement:



MTS Areas	MARAD CATEGORIES	FAS	FSA	APHIS	AMS	BEA	Census	ITA	NIST	NOAA	Army	USACE	Navy	ONR	TRANSCOM	MSC	NGA	DOE	USFWS	BOEM	BSEE	ONRR	DOJ	BLS	OSHA	VETS	TSA	USCG	CBP	CISA	DOS	OST	BTS	GLS	MARAD	Treasury	FMC	NTSB	EPA	CDC	MMC	NMIO	CMTS
Enhance Safety	Safety									X		X	X				X	X	X	X	X				X			X			X						X					
Protect the Environment	Environmental Protection			X						X		X	X	X				X	X	X	X				X			X			X	X			X	X			X		X	X	
Facilitate Commerce	Trade Facilitation	X		X	X	X	X	X		X		X						X	X									X	X		X	X			X	X	X		X				
	Vessel Operations									X	X	X	X			X			X									X	X						X	X			X					
	Physical Infrastructure							X		X	X	X	X	X					X	X	X	X			X			X		X	X	X			X	X			X					
	Informational Infrastructure						X			X		X	X			X	X										X	X				X		X					X					
Ensure National Security	Security						X	X	X	X	X	X	X	X	X	X	X	X			X		X				X	X	X	X	X	X		X	X				X			X	
Cross-Cutting	Innovative Science and Technology									X		X	X	X		X	X	X	X	X	X							X						X	X				X		X	X	
	Human Resources (Workforce)									X	X	X	X			X	X						X		X	X	X	X			X				X					X			
	Data	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X		X	X	X	X	X	X		X	X	X	X	X	X	X	X		X	
	Regulatory Mission			X				X		X		X						X	X	X	X	X					X	X	X		X				X		X		X		X		
	Marine Transportation System Funding (Grants, Loans, Direct)							X		X		X	X												X		X								X				X	X	X	X	
	International Participation and Tribal Nations			X		X	X	X		X		X	X				X	X	X	X	X	X						X			X				X				X		X		
	Resilience			X				X	X	X		X	X	X			X	X	X	X	X				X		X	X		X					X				X		X	X	

This past year, the CMTS website required security upgrades which caused the site (www.CMTS.gov) to be unavailable for many weeks. The unavailability of the CMTS website essentially rendered CMTS publications to also be unavailable and we recognized that fifteen years of interagency work could disappear to the public. In response, the CMTS partnered with the National Transportation Library (NTL) to formally publish CMTS reports on the "ROSA P" portal. *ROSA P* is the NTL's *Repository and Open Science Access Portal*. Founded as an all-digital library program, NTL's collections in *ROSA P* are full-text digital publications, datasets, and other resources. Now and into the future, CMTS publications have a permanent home. [https://rosap.ntl.bts.gov/welcome].

EMERGING TECHNOLOGIES IN THE MTS

Technology is advancing at a rapid pace. As such, it has become even more imperative that federal agencies with MTS oversight and authorities remain proactive in identifying and addressing new technology in the maritime domain. In alignment with the 2020-2021 CMTS Work Plan, participating agencies worked collaboratively to promote the strategic assessment of new uses, technology, and trends occurring in the MTS.

The Arctic IAT published a report for GAO, "U.S. Arctic Marine Transportation System Infrastructure Risk Resource Compendium," which included a list of literature related to the identification, analysis, and mitigation of risks derived from MTS infrastructure gaps in the U. S. Arctic to aid and inform federal investment priorities and decisions in the region for the safety and security of the MTS.

The CMTS hosted a webinar on "Space Launch & Reentry Activities Impact to the MTS" with USCG CAPT. Mark Vlaun, Commander, Sector Jacksonville, who spoke about his experiences working directly with space launch and reentry operations coordination including operations related to Space X, Blue Origin, and United Launch Alliance, and other operations that interact with activities in the marine transportation domain.

A Coast Guard Station Port Canaveral crew aboard a 45-foot response boat protects the waters near Cape Canaveral, Florida. Source: U.S. Coast Guard

The CMTS, in partnership with the TRB, held the Sixth Biennial Marine Innovative Science and Technology Conference, "Advancing the Maritime Transportation System through Automation and Autonomous Technology: Trends, Applications, and Challenges," in March 2021 as a virtual conference. In December 2021, the CMTS published the summary of recommendations from that conference. Autonomy and autonomous applications within the MTS hold promise for improving maritime safety, quality of life, and supply chain efficiency. However, many challenges remain that will require research and development, and diligence will be required to work through the regulatory and technological impediments for safe and effective implementation of autonomy and autonomous technology within the MTS. [https://rosap.ntl.bts.gov/view/dot/60540].

As a follow up to the 2021 conference on autonomy with the TRB, the CMTS MIST IAT, hosted a Federal Roundtable on Maritime Autonomous and Automated Technologies in the Marine Transportation System in January 2022, to re-engage U.S. Federal agencies in a whole-of-government discussion on activities and interests related to applications of autonomous and automated maritime technologies. This included discussion regarding evolving autonomous maritime technologies and potential mission related applications as well as regulatory and oversite implications. The roundtable received positive feedback from attendees and agencies, who expressed interest in scheduling a follow-up roundtable in early 2023.

Appendix: 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's 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.

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.

Mariner and MTS Workforce Integrated Action Team

IAT Leads:
Maritime Administration
US Coast Guard

Participating agencies:
Centers for Disease Control & Prevention (CDC)
Maritime Administration
Military Sealift Command (MSC)
National Geospatial-Intelligence Agency (NGA)
National Maritime Intelligence-Integration Office (NMIO)
National Oceanic and Atmospheric Administration (NOAA)
Office of Naval Intelligence (ONI)
Occupational Safety and Health Administration (OSHA)
U.S. Army Corps of Engineers (USACE)
US Coast Guard
U.S. Department of Energy (DOE)
U.S. Department of State (DOS)
U.S. Department of the Treasury
U.S. Department of Transportation, Office of the Secretary (OST)
U.S. Environmental Protection Agency (EPA)
U.S. Navy (USN)
U.S. Transportation Command (USTC)

Purpose:
Several issues related to mariner and MTS workforce quality of life have evolved from the work of the COVID-19 Working Group and the Military to Mariner Task Force. These new issues, along with existing conversations such as DEI, include Mariner Mental Health, Recruitment and Retention, and Military to Mariner credentialing activities, and have suggested that the CMTS should establish an overarching "Mariner and MTS Workforce Integrated Action Team, under which these issues could be homeported.

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

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.

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.

Offshore Energy Facilitation Task Team

IAT Leads:
U.S. Coast Guard
Bureau of Safety and Environmental Enforcement

Participating Agencies:
U.S. Department of the Interior
Bureau of Ocean Energy Management
Bureau of Safety and Environmental Enforcement
National Oceanic and Atmospheric Administration
Environmental Protection Agency
Marine Mammal Commission
Office of the Secretary of Defense
U.S. Department of Energy
U.S. Army
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Maritime Administration
Oceanographer of the Navy
Transportation Safety Administration
Department of Homeland Security
Center for Disease Control

Purpose:
The Offshore Energy Facilitation Task Team (OEF TT) was formed in response to a request from BSEE to bring together agencies to develop guidance on the mitigation of discovered Munitions and Explosives of Concern (MEC) on the seafloor by offshore energy developers. The OEF TT is working to produce and publish the first National Guidance for industry on this issue.

Value:
By bringing together the federal interagency partners and by pursuing and facilitating the development of National Guidance on the mitigation of MEC the OEFTT is supporting the Biden Administration's goal of providing 30 GW of power from offshore wind by 2030. This guidance will provide clarity and a path forward for the growing industry to address an issue where no current Federal regulation exists.

Supply Chain and Infrastructure Integrated Action Team

IAT Leads:
International Trade Administration
U.S. Army Corps of Engineers
U.S. Department of Treasury

Participating Agencies:
Environmental Protection Agency
Federal Highway Administration
Federal Maritime Commission
International Trade Administration
National Oceanic and Atmospheric Administration
National Maritime Intelligence – Integration Office
U.S. Coast Guard
U.S. Department of Transportation
Maritime Administration
U.S Transportation Command

Purpose:
The Supply Chain and Infrastructure Investment IAT (SCIIAT) was formed by combining the Infrastructure Investment IAT with the Supply Chain Working Group (SCWG). The Infrastructure Investment IAT was approved by the CMTS CB in 2012, and the SCWG was formed in 2020 in response to the COVID-19 public health emergency.

Value:
The SCIIAT seeks to enhance interagency discussion, communication, and recommendations and/or actions in support of the MTS supply chain. Furthermore, it is also the forum for facilitating the development of broad evaluation and decision criteria used to inform a whole-of-government approach to Federal infrastructure investment.