

		Federal
USDA	U.S. Department of Agriculture	DOC
FAS	Foreign Agricultural Service	BEA
FSA	Farm Service Agency	CENSUS
APHIS	Animal and Plant Health Inspection Service	ITA
		NIST
		NOAA
DOI	U.S. Department of Interior	DOL
USFWS	U.S. Fish and Wildlife Service	BLS
BOEM	Bureau of Ocean Energy Management	OSHA
BSEE	Bureau of Safety and Environmental Enforcement	VETS
ONRR	Office of Natural Resources Revenue	
DOT	U.S. Department of Transportation	NTSB
OST	Office of the Secretary of Transportation	CDC
GLS	Great Lakes St. Lawrence Seaway Development Corporation	MMC
MARAD	Maritime Administration	ODNI
BTS	Bureau of Transportation Statistics	NMIO
		CMTS

al Departments and Agencies Abbreviations	
U.S. Department of Commerce	DOD
Bureau of Economic Analysis	Army
U.S. Census Bureau	USACE
International Trade Administration	Navy
National Institute of Standards and Technology	ONR
National Oceanic and Atmospheric Administration	TRANSCOM
	MSC
	NGA
U.S. Department of Labor	DHS
Bureau of Labor Statistics	TSA
Occupational Safety and Health Administration	USCG
Veteran Employment and Training Services	CBP
	CISA
National Transportation Safety Board	EPA
Central Disease Control and Prevention	DOE
Marine Mammal Commission	DOJ
Office of the Director of National Intelligence	DOS
National Maritime Intelligence-Integration Office	FMC
U.S. Committee on the Marine Transportation System	

U.S. Department of Defense
U.S. Department of the Army
U.S. Army Corps of Engineers
U.S. Department of the Navy
Office of Naval Research
U.S. Transportation Command
Military Sealift Command
National Geospatial-Intelligence Agency
Department of Homeland Security
Transportation Security Administration
U.S. Coast Guard
Customs and Border Protection
Cybersecurity & Infrastructure Security Agency
U.S. Environmental Protection Agency
U.S. Department of Energy
U.S. Department of Justice
U.S. Department of State
Federal Maritime Commission

FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation
Cross-Cutting	Data

FUNCTION/PROGRAM	FAS
Trade Policy and Enforcement	X
Market Analysis	X
Marketing and Promotion	X
Historical Data	X
Data Analysis	X

Authority

FAS staff identify problems, provide practical solutions, and work to advance opportunities for U.S. agriculture and support U.S. foreign policy around the globe. FAS partners with other federal agencies, foreign governments, international organizations, and U.S. stakeholders to create a global environment that facilitates free and fair agricultural trade.

FAS publishes data and analysis reports publicly on its website.

U.S. food and farm products are recognized worldwide for their quality and safety. FAS offers a range of services to assist international buyers in locating American suppliers, sourcing products and financing purchases.

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FEDERAL MTS Areas	MAJOR CATEGORIES
Cross-Cutting	Data

FUNCTION/PROGRAM	FSA
Historical Data	X
Data Analysis	X

Authority

The FSA retains historical data and published reports on its website.

The FSA publishes data analysis reports on its website.

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**FEDERAL
MTS Areas**

**MAJOR
CATEGORIES**

**Protect the
Environment**

**Environmental
Protection**

**Facilitate
Commerce**

Trade Facilitation

Data

Cross-Cutting

Regulatory Mission

Resilience

FUNCTION/PROGRAM	APHIS
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Invasive species

X

Cargo Clearance	X
Trade Policy and Enforcement	X
Historical Data	X
Data Analysis	X
Regulation (Air, Water, Land)	X

Tribal Consultation	X
Tribal Engagement	X
All Hazard Response	X

Authority

Wildlife Services is a program in the U.S. Department of Agriculture's Health Inspection Service. Its mission is to provide Federal leadership and expertise to resolve wildlife conflicts to allow people and wildlife to coexist.

One key area of Wildlife Services' work involves the management and control of harmful invasive species. Wildlife Services is a program in the U.S. Department of Agriculture's Animal and Plant Health Inspection Service. Its mission is to provide Federal leadership and expertise to resolve wildlife conflicts to allow people and wildlife to coexist.

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APHIS plays a vital role in ensuring the free flow of agricultural trade by keeping U.S. agricultural industries free from pests and diseases and certifying that U.S. agricultural and food products shipped to markets abroad meet the countries' entry requirements. APHIS makes sure that all imported agricultural products shipped to the United States from abroad meet the Agency's requirements to exclude pests and diseases of agriculture.

APHIS' team of technical experts, based in the United States and abroad, includes scientists, veterinarians, pathologists, and entomologists that advocate for U.S. agriculture. They build relationships with their agricultural health counterparts in other countries and use scientific principles to make trade in American agricultural exports, explaining to foreign officials why U.S. products are safe to import. APHIS played a direct role in opening new markets and expanding existing market access for U.S. agricultural products worth billions of dollars annually. The mission of PPQ's Smuggling Interdiction and Trade (SITC) Program is to detect and prevent the unlawful entry and distribution of prohibited and/or non-compliant products that may harbor exotic plant pests, disease or invasive species.

APHIS maintains data records that are accessible publicly on its website.

APHIS publishes reports using data on its website.

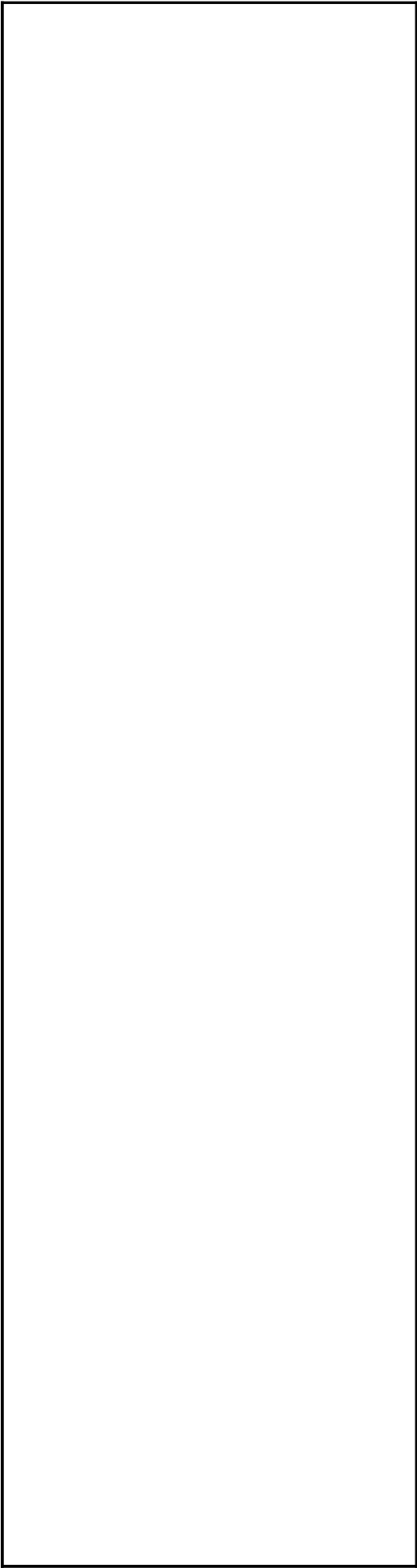
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In keeping with Executive Order 13175: Consultation and Coordination with Tribal Governments, APHIS provides opportunities for Tribes to participate in the development to the greatest extent practicable and permitted by law, and the opportunity for timely and meaningful government-to-government consultation with APHIS in developing policies that may have Tribal implications.

APHIS works with Native American producers and Tribes to help safeguard agricultural livestock, crops, and natural resources from disease, pest damage. We are committed to building a future where history is acknowledged, sovereignty is respected, and mutual growth fostered.

Emergency and Regulatory Compliance Services (ERCS) is a newly formed APHIS that focuses all issues related to emergency preparedness and regulatory investigative and enforcement activities, safety initiatives, and regulation of agricultural select agents in one APHIS program. ERCS' structure bridges science with the need for long-range planning, policy development, and cooperative stakeholder engagement.

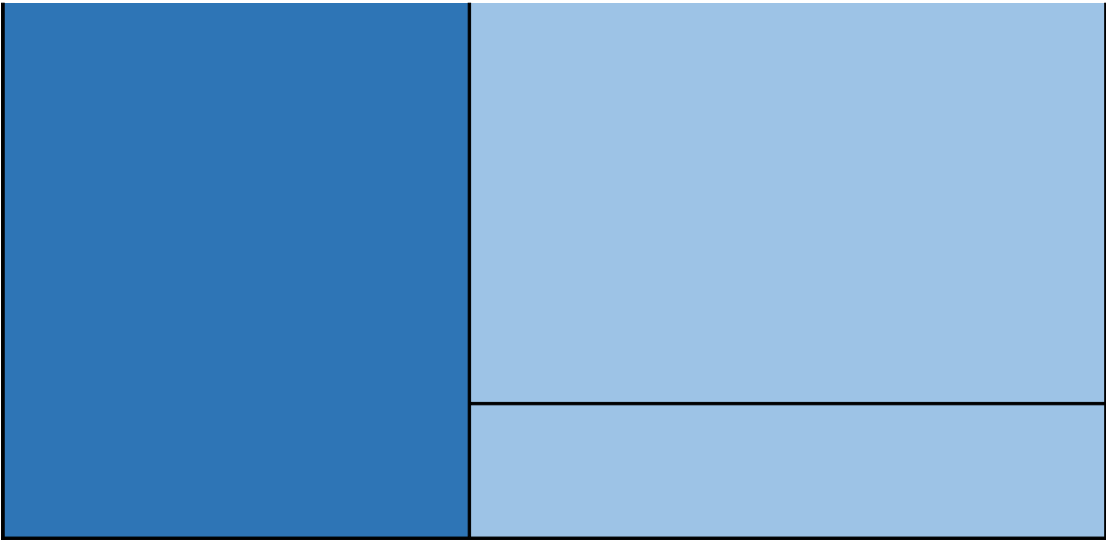
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FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation

Cross-Cutting

Data



FUNCTION/PROGRAM	BEA
Trade Policy and Enforcement	X
Market Analysis	X

Authoritative Data Collection

X

Historical Data	X
Data Analysis	X
Tribal Engagement	X

Authority

BEA's national economic statistics provide a comprehensive view of U.S. consumption, investment, exports and imports, and income and saving. The best known by summary measures such as gross domestic product (GDP), personal income and spending, and personal saving.

BEA's economic statistics provide a comprehensive view of U.S. production, investment, exports and imports, and income and saving. The best known by summary measures such as gross domestic product (GDP), but BEA provides data by industry and region, as well as statistics on international trade, manufacturing, and the marine economy.

BEA collects source data, conducts research and analysis, develops and implements estimation methodologies, and disseminates statistics to the public. BEA's economic statistics, which provide a comprehensive, up-to-date picture of the U.S. economy, are key ingredients in critical decisions affecting monetary policy, tax and budget projections, and business investment plans. BEA publishes certain supplementary statistics, referred to as "satellite accounts," around the agency's core statistics (such as gross domestic product and personal income) that are separate from the core accounts. Satellite accounts allow in-depth analysis of economic activity that aren't easily seen within BEA's core statistics. The Marine Economic Accounts (MESA) measures the economic activity associated with the marine economic industries responsible for producing these goods and services, and measures the value added, compensation, and employment associated with that production. Data for 2014-2019 are available. MESA is a rearrangement of the published BEA accounts that isolates marine-related spending and production for activities such as fishing, aquaculture, and warehousing, as well as ship and boat building. BEA collects source data, conducts research and analysis, develops and implements estimation methodologies, and disseminates statistics to the public. BEA's economic statistics, which provide a comprehensive, up-to-date picture of the U.S. economy, are key ingredients in critical decisions affecting monetary policy, tax and budget projections, and business investment plans.

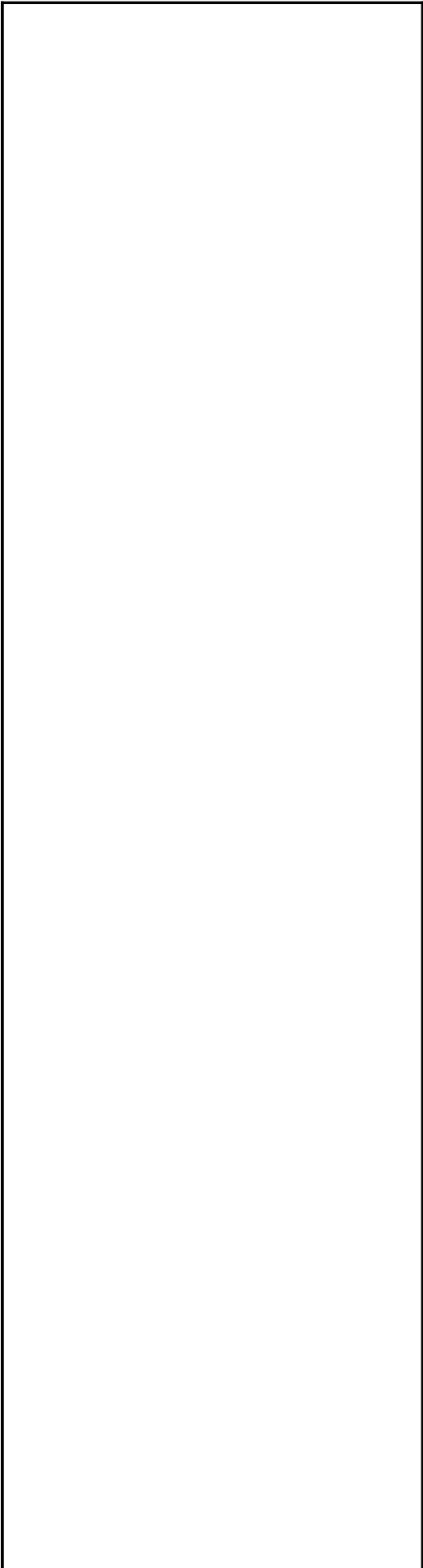
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Provide Statistical Resources and National Security for Tribal Nations
<https://www.commerce.gov/bureaus-and-offices/os/olia/native-amer>

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FEDERAL MTS Areas	MAJOR CATEGORIES

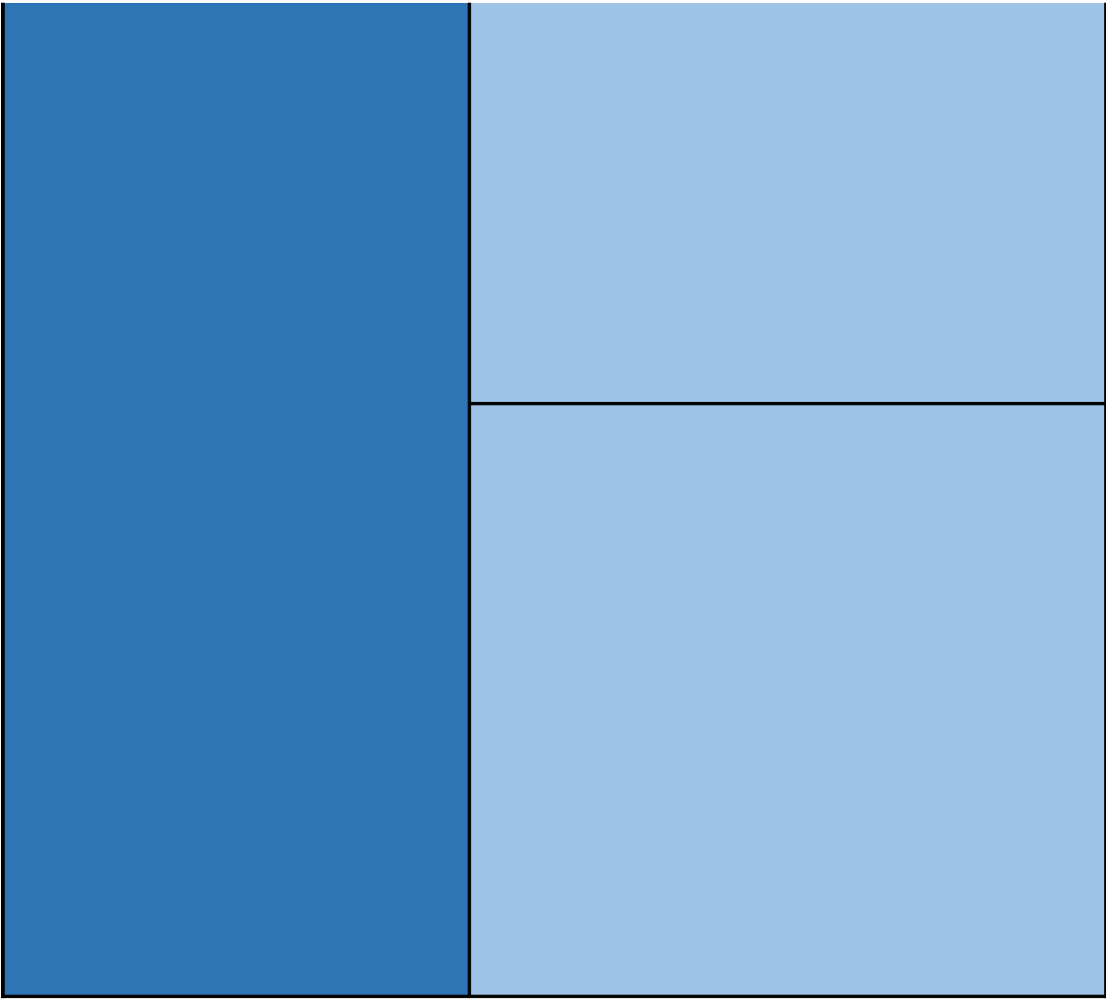
**Facilitate
Commerce**

Trade Facilitation

	Informational Infrastructure
	Security

Cross-Cutting

Data



FUNCTION/PROGRAM	Census
Trade Policy and Enforcement	X

Market Analysis

X

Charting and Mapping	X
Maritime Domain Awareness	X

Authoritative Data Collection

X

Historical Data	X
Data Analysis	X
Tribal Engagement	X

Authority

Provide detailed statistics on goods and estimates of services shipped to and from foreign countries. The United States Code, Title 13, requires this program. Part of the program is administered by the Bureau of Economic Analysis. The Treasury Department assists in the conduct of this program.
<https://www.census.gov/foreign-trade/about/index.html>

The economic census and other economic surveys and program serve the measurement of U.S. businesses, including the Island Areas, and t
<https://www.census.gov/programs-surveys/economic-census.html>
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Census Bureau data are utilized by many agencies in their charting and help them plan and develop.

Provides data on Maritime and Military Vessel Enumeration counts for those who live or stay aboard maritime or military vessels and who do not live elsewhere to be used to support MDA.

Serve as the nation's leading provider of quality data about its people and economy under Title 13 of the US Code.

The Census Bureau collects data about the economy and the people and households from many different sources. Some data are collected from respondents (individuals and businesses), through the censuses and surveys conducted. The Census Bureau also collects additional data from other sources. Primary sources for additional data include state and local governments, as well as some commercial entities. These types of data are called "administrative data." Serve as the nation's leading provider of quality data about its people and economy under Title 13 of the US Code.

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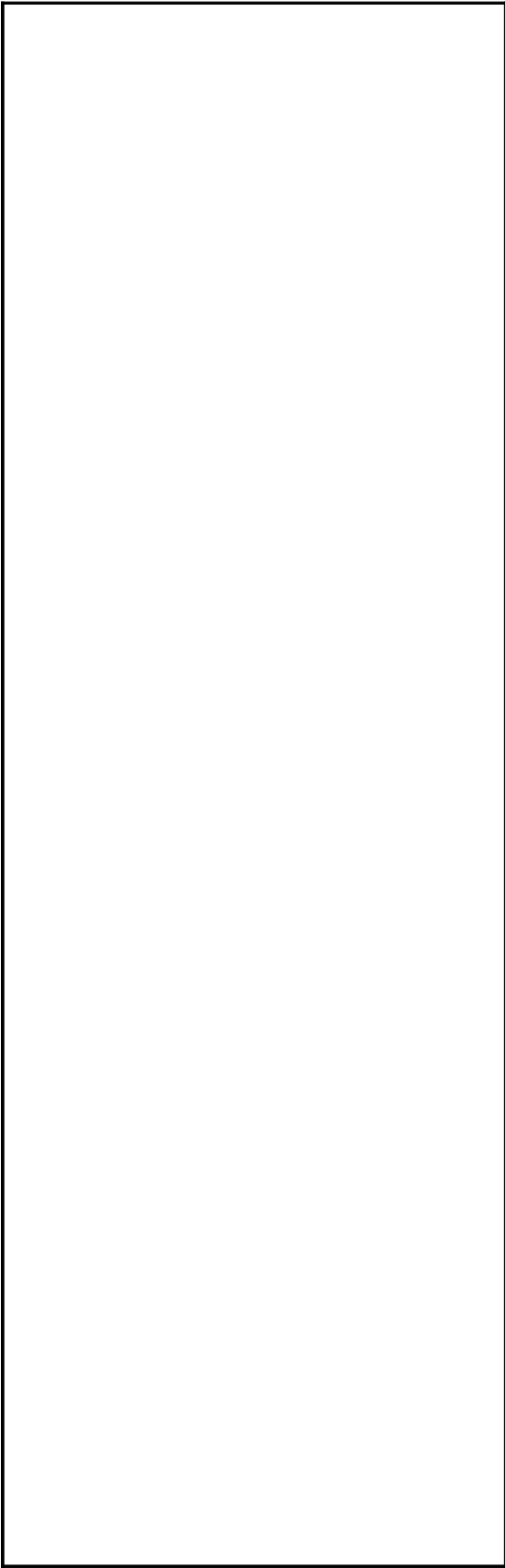
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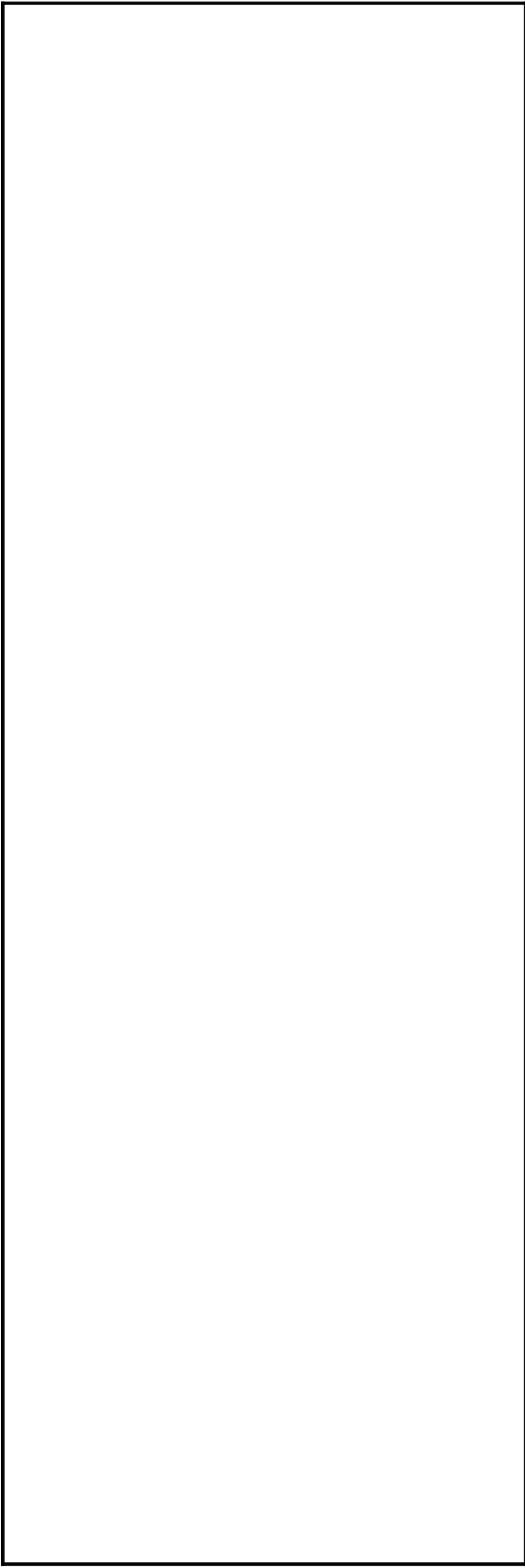
Provide to data resources available to inform tribal policy-makers, including resources available from the Census Bureau on a range of topics relating to the economy.

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation
Cross-Cutting	Data

FUNCTION/PROGRAM	AMS
Market Analysis	X
Marketing and Promotion	X
Historical Data	X
Data Analysis	X

Authority

AMS has a long history of providing tools and services that help create value for American farmers and businesses. One of the tools we provide—farm-level in-depth market information and analysis. Price, volume, values, weather, supply, and demand—the market and all of the economic factors surrounding it are complex to track and understand. From the smallest farmer to the largest store chain, all of American agriculture is impacted by the trends and changes in the marketplace. Having the right information at the right time is key to a successful business.

The Market and Facility Design team provides technical assistance and guidance to stakeholders regarding the construction of new structures or the renovation of existing ones.

AMS records and stores its data. The Pesticide Data Program (PDP) is a national pesticide residue monitoring program and produces the most comprehensive pesticide residue database in the U.S.

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation
	Physical Infrastructure

**Ensure
National
Security**

Security

Data

Regulatory Mission

Cross-Cutting

Regulatory Mission

**Marine Transportation
System Funding
(Grants, Loans,
Direct) Marine
Transportation System
Funding
(Grants, Loans, Direct)**

**International
Participation and Tribal
Nations**

Resilience

FUNCTION/PROGRAM	ITA
Trade Policy and Enforcement	X
Market Analysis	X
Marketing and Promotion	X
Deep Draft Construction and O&M	X
Inland Waterways and L&D, Construction and O&M	X
Intermodal Connections	X
Offshore and Deepwater Ports	X
Bridges	X

Port Operations - Domestic	X
Port Operations - International	X
Piracy	X
Maritime Domain Awareness	X
Critical Infrastructure Protection	X
Cybersecurity	X
Historical Data	X
Data Analysis	X
Regulation (Air, Water, Land)	X

Shipping Regulation	X
Security	X
Infrastructure	X
Business Development	X
Operations	X
International Maritime Organization	X
Tribal Engagement	X
Extreme Weather	X
All Hazard Response	X

Authority

ITA has the Trade Policy Information System (TPIS)--tools to search for partners and products for each state or the top states trading in a given country.

The International Trade Administration, as well as other organizations of trade-related statistics and tools for public use.

ITA provides information on promoting trade and investment, strengthening competitiveness of U.S. industry, and ensuring fair trade and compliance agreements.

ITA engages in interagency maritime policy development to provide the knowledge and data needed for policy development, and as part of its mission to foster/promote/develop foreign and domestic commerce under 15 U.S.C. 6601.

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Security
Cross-Cutting	Data
	Resilience

FUNCTION/PROGRAM	NIST
Critical Infrastructure Protection	X
Cybersecurity	X
Historical Data	X
Data Analysis	X
Standards	X
Extreme Weather	X

Authority

Presidential Executive Order (EO) 13636, Improving Critical Infrastructure Cybersecurity (February 2013) directs NIST to work with stakeholders to develop a voluntary framework based on existing standards, guidelines, and practices - for reducing critical infrastructure risk. The Cybersecurity Enhancement Act of 2014 reinforces this effort. <https://www.nist.gov/cyberframework/framework>

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The Material Measurement Laboratory at NIST does research and uses tools to develop reference measurement procedures, certified reference materials, critical practice guides, and best practice guides that help assure measurement quality.

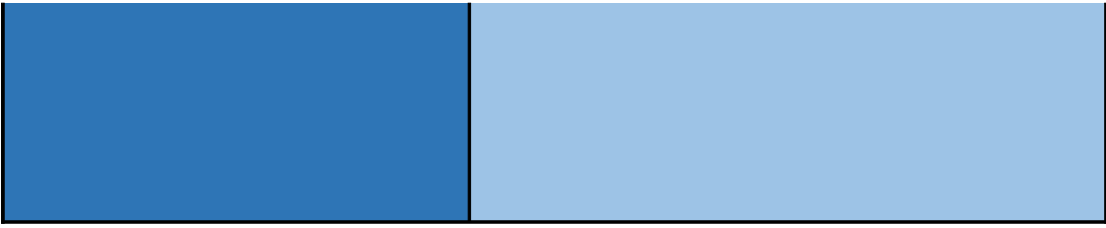
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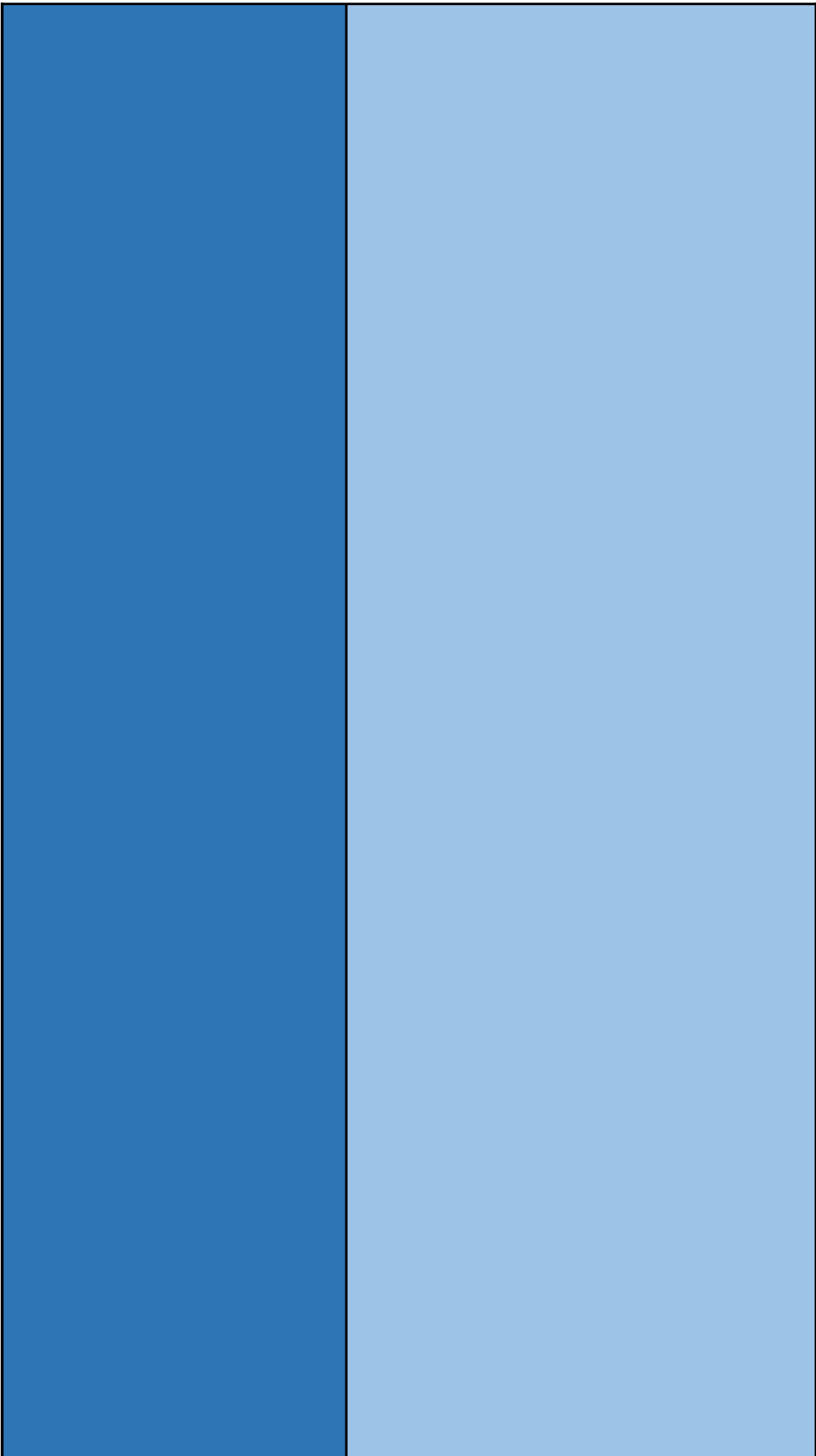
NIST's resilience research focuses on the impact of multiple hazards on communities and on post-disaster studies that can provide the technical standards, codes, and practices used in the design, construction, operation, and maintenance of buildings and infrastructure systems.

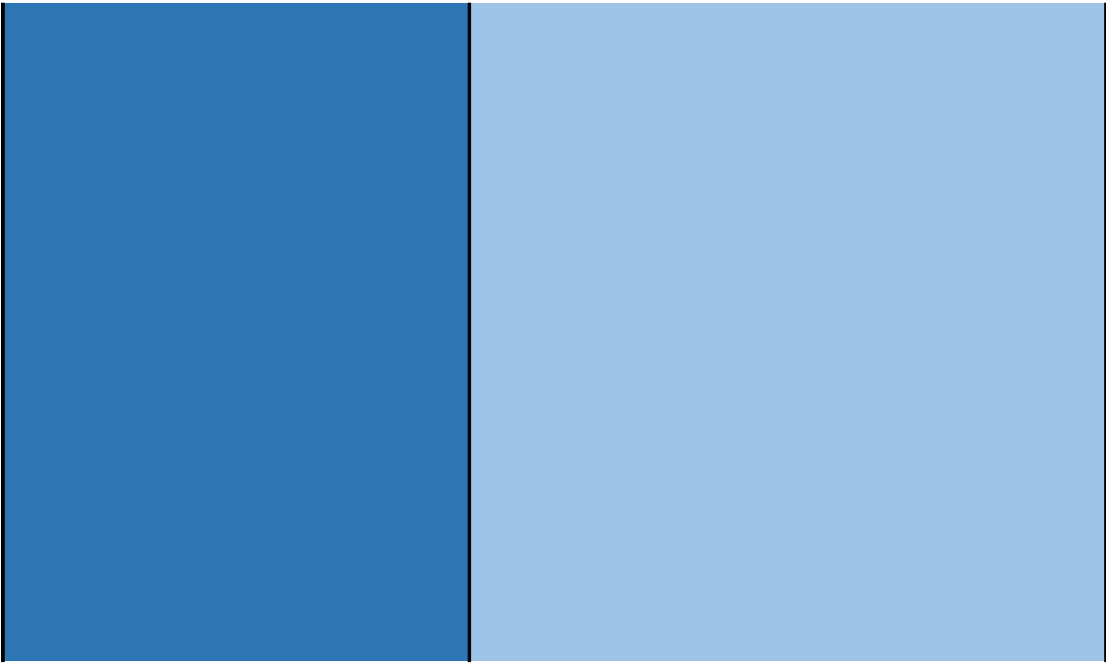
The NIST engineers, meteorologists, and social scientists have expertise in windstorm characterization from windstorm characterization to structural engineering to community resilience.

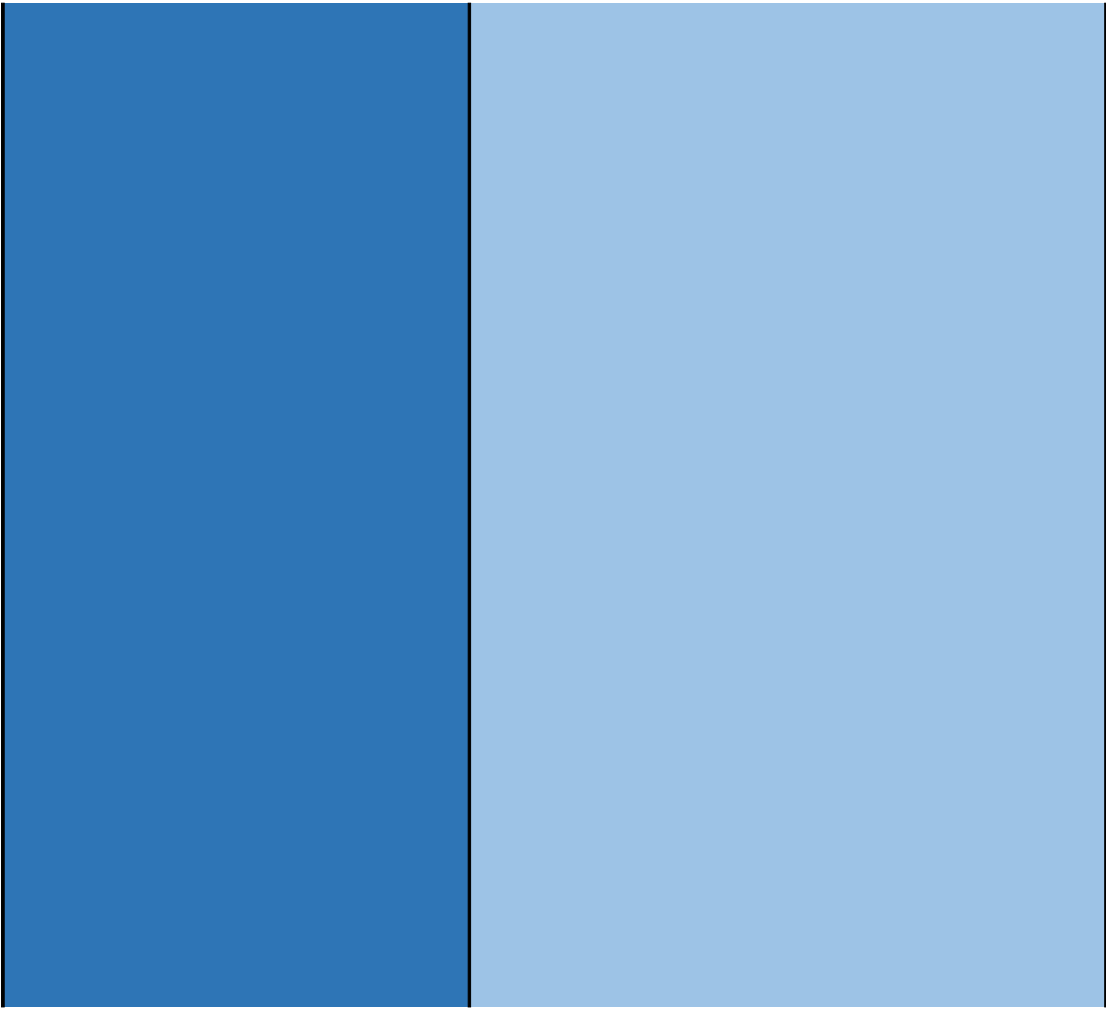
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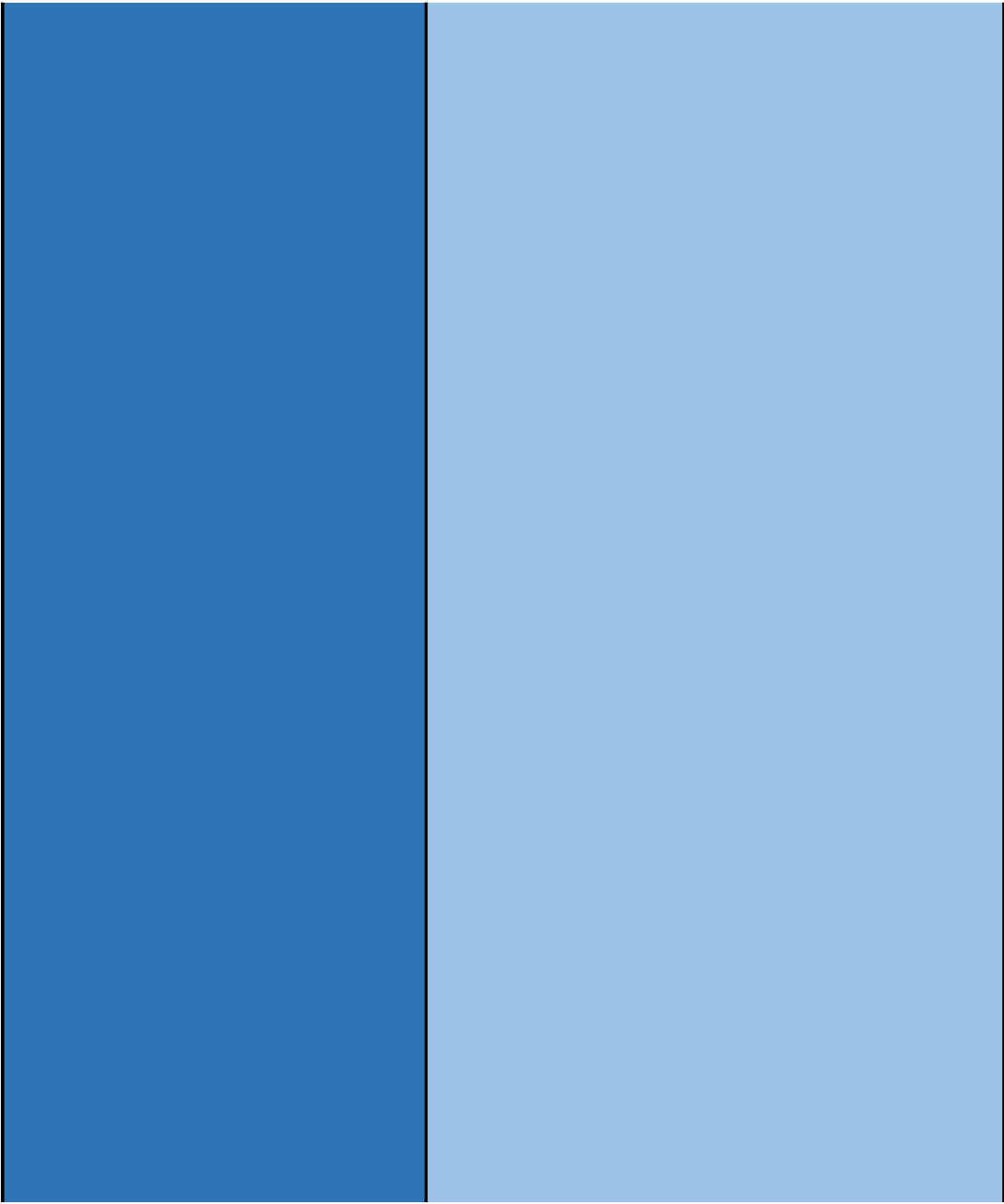
FEDERAL MTS Areas	MAJOR CATEGORIES

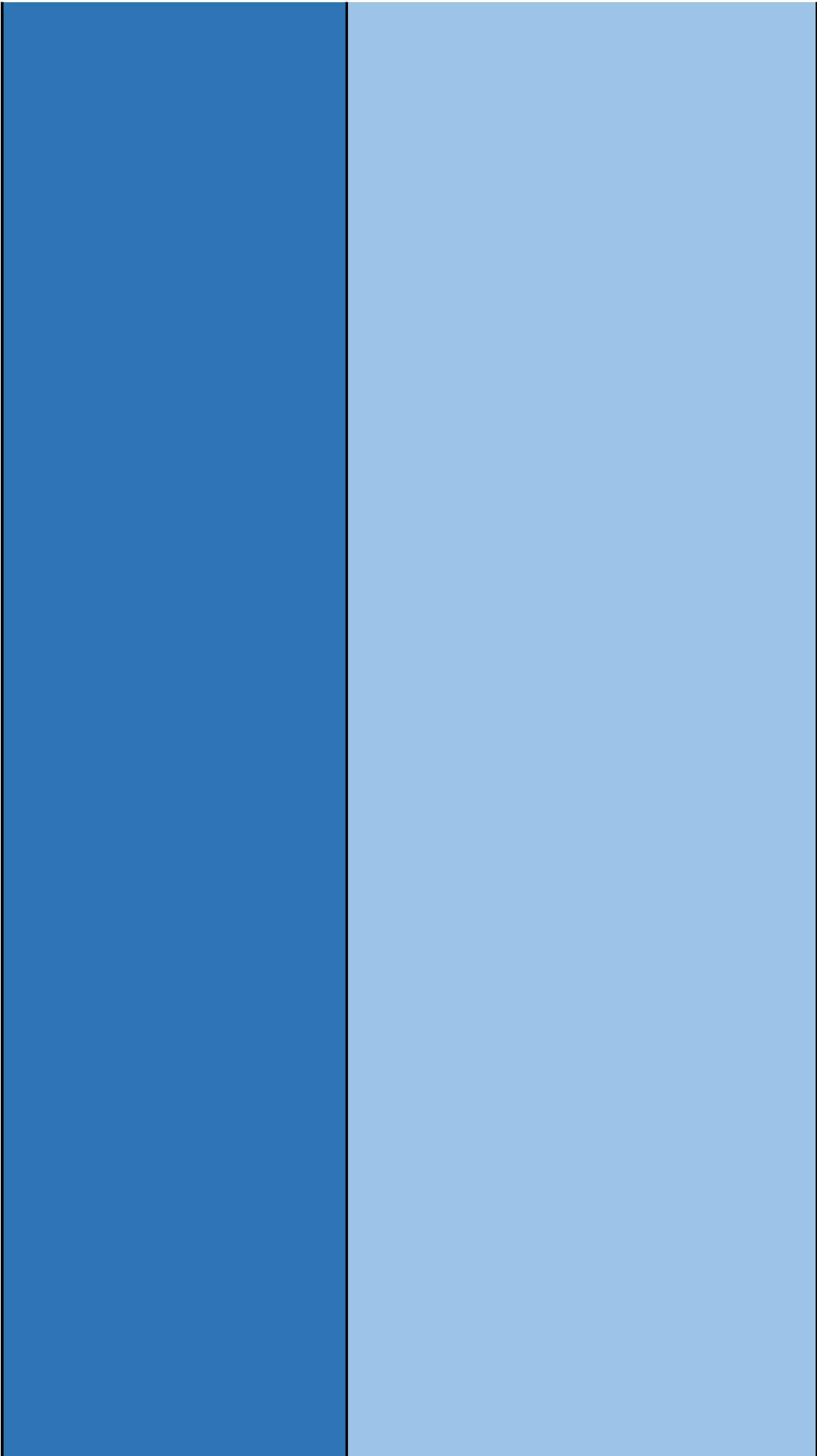




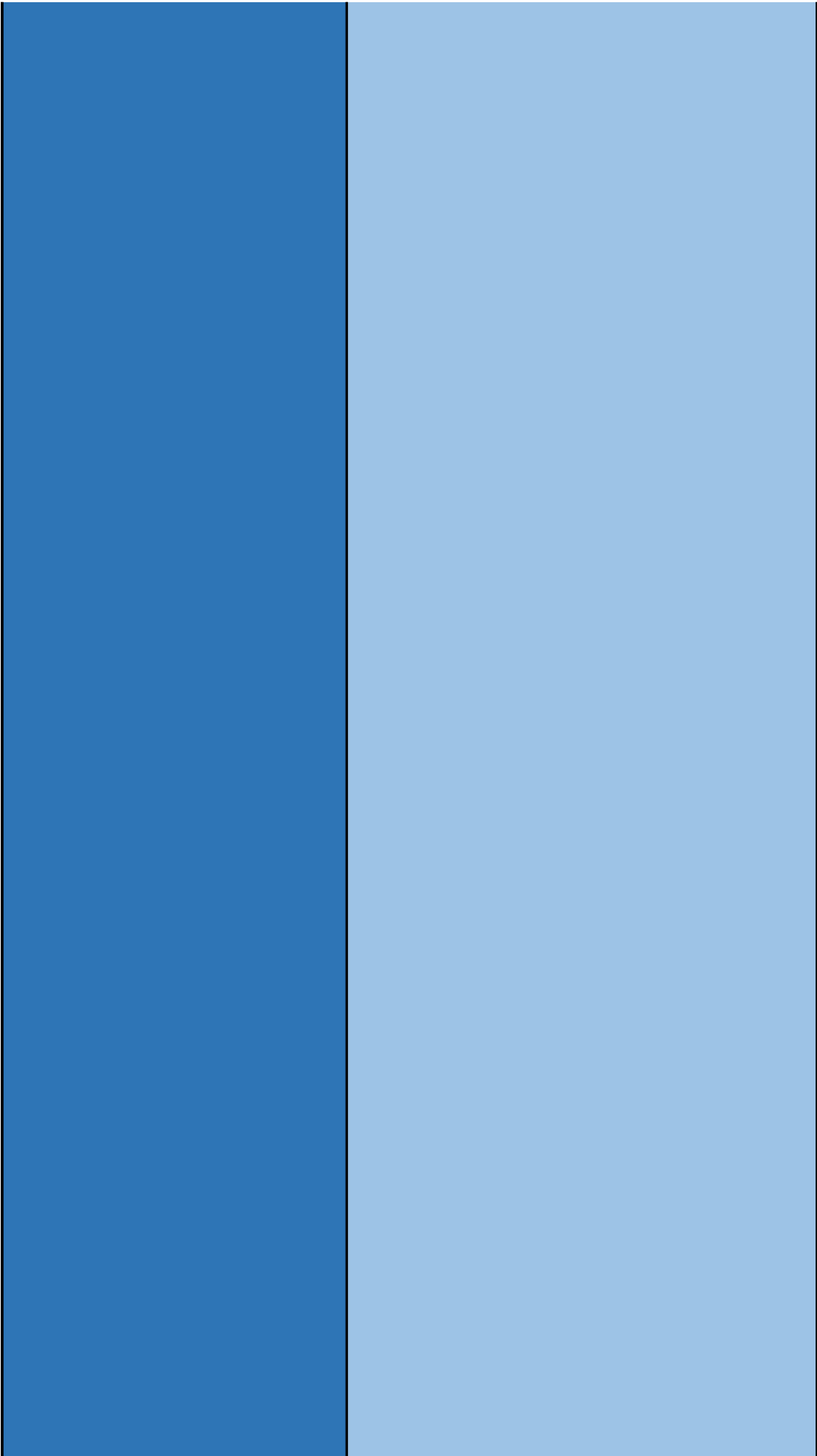


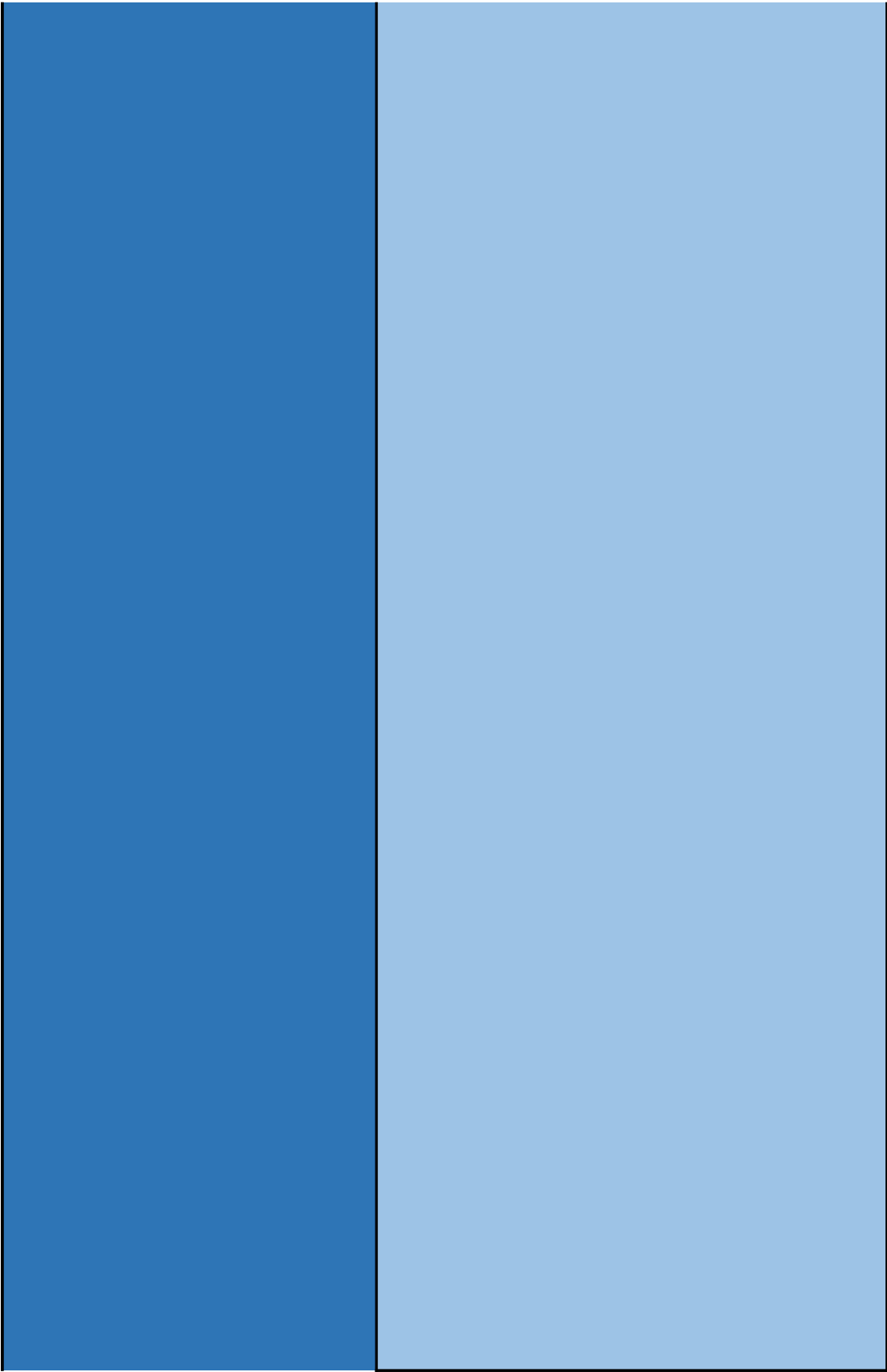






	Trade Facilitation
	Vessel Operations

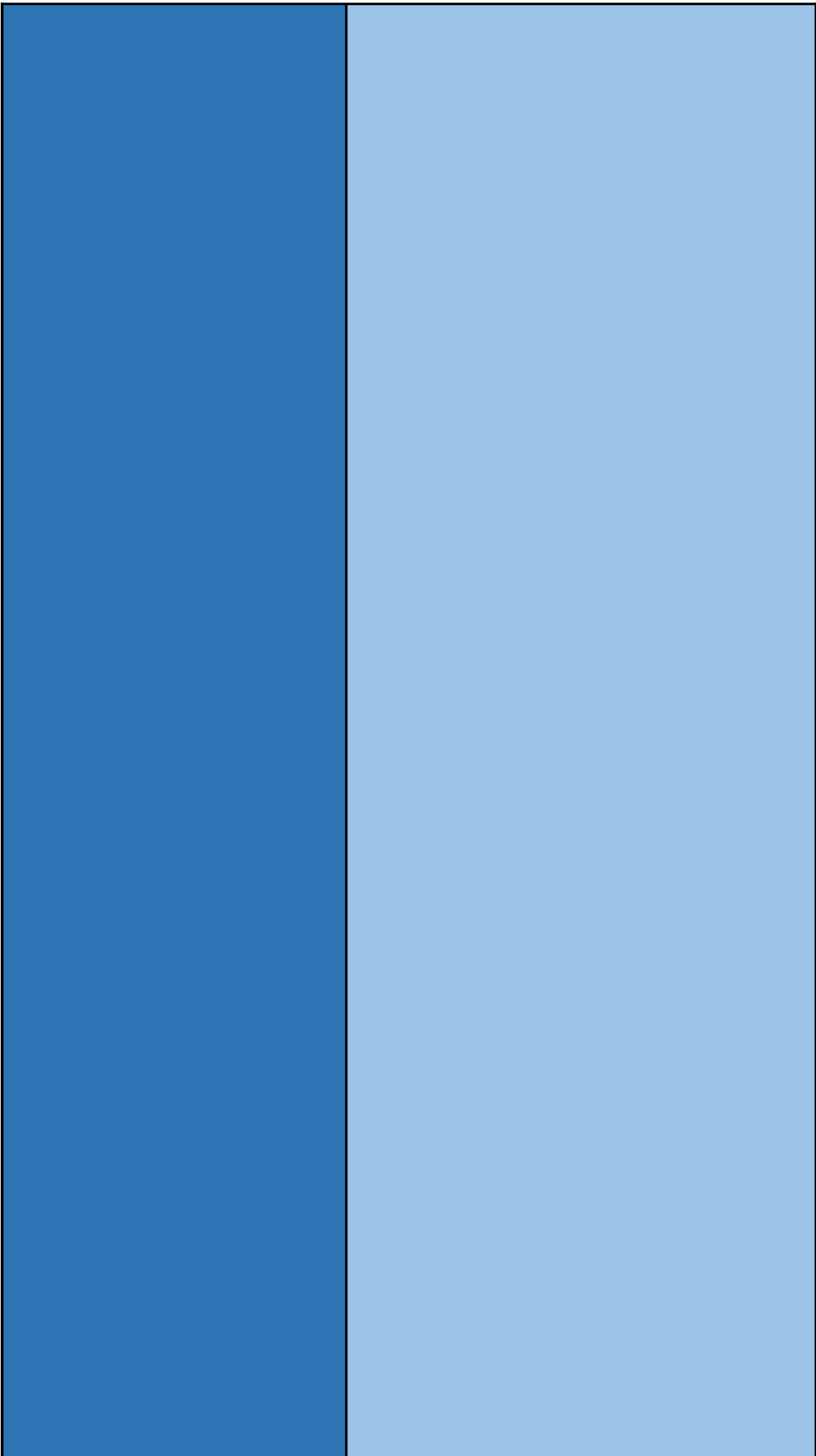






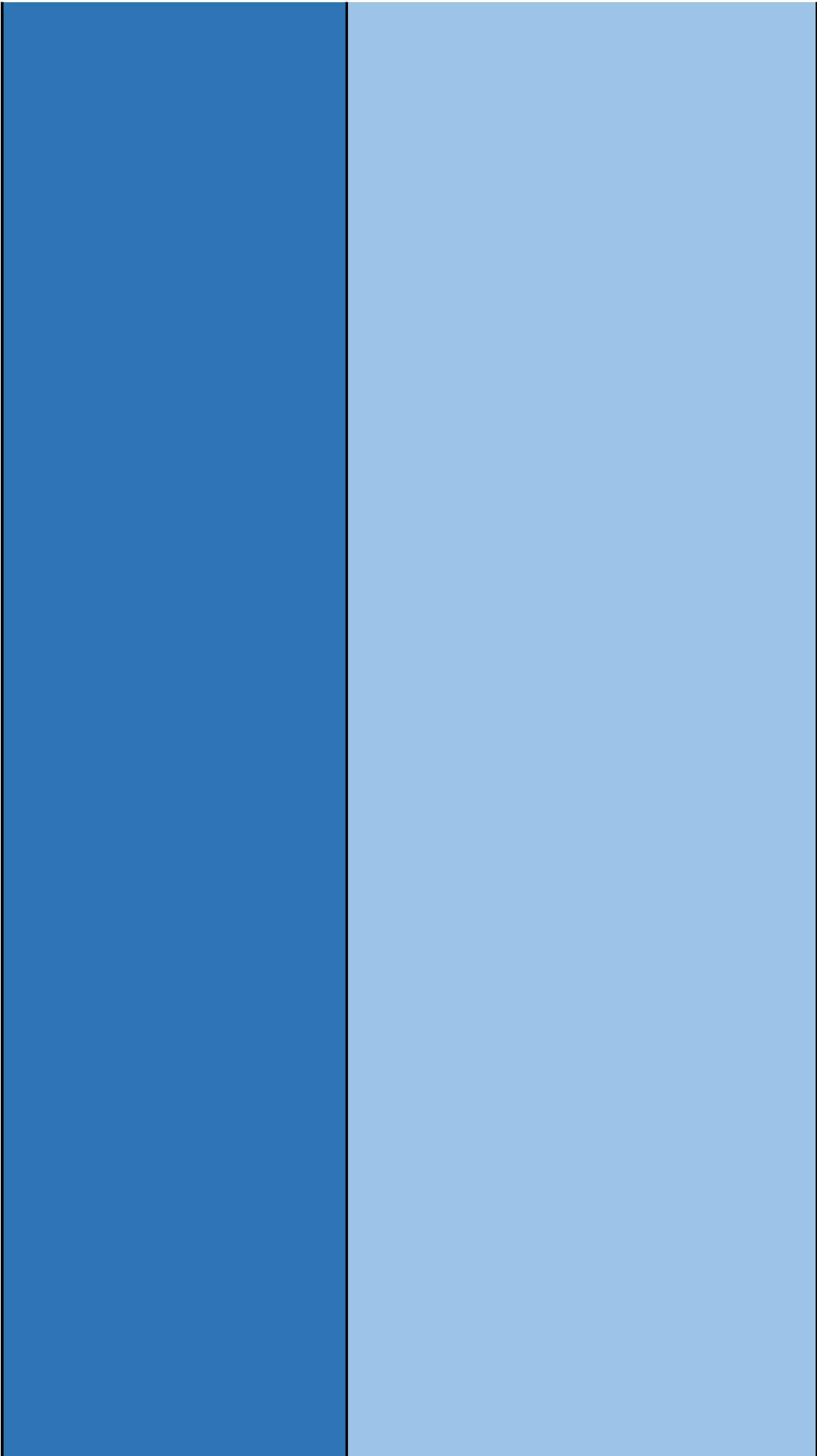
**Informational
Infrastructure**

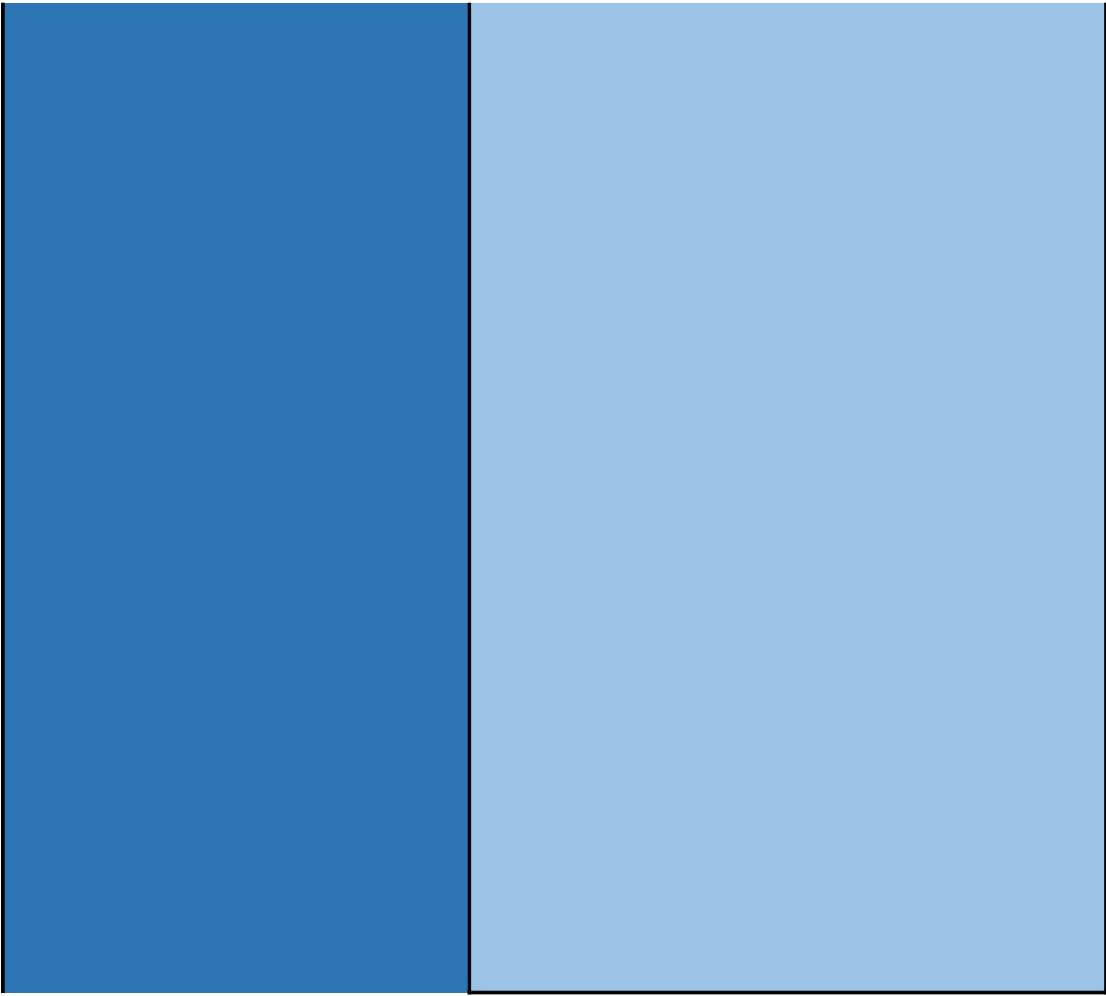
	Security

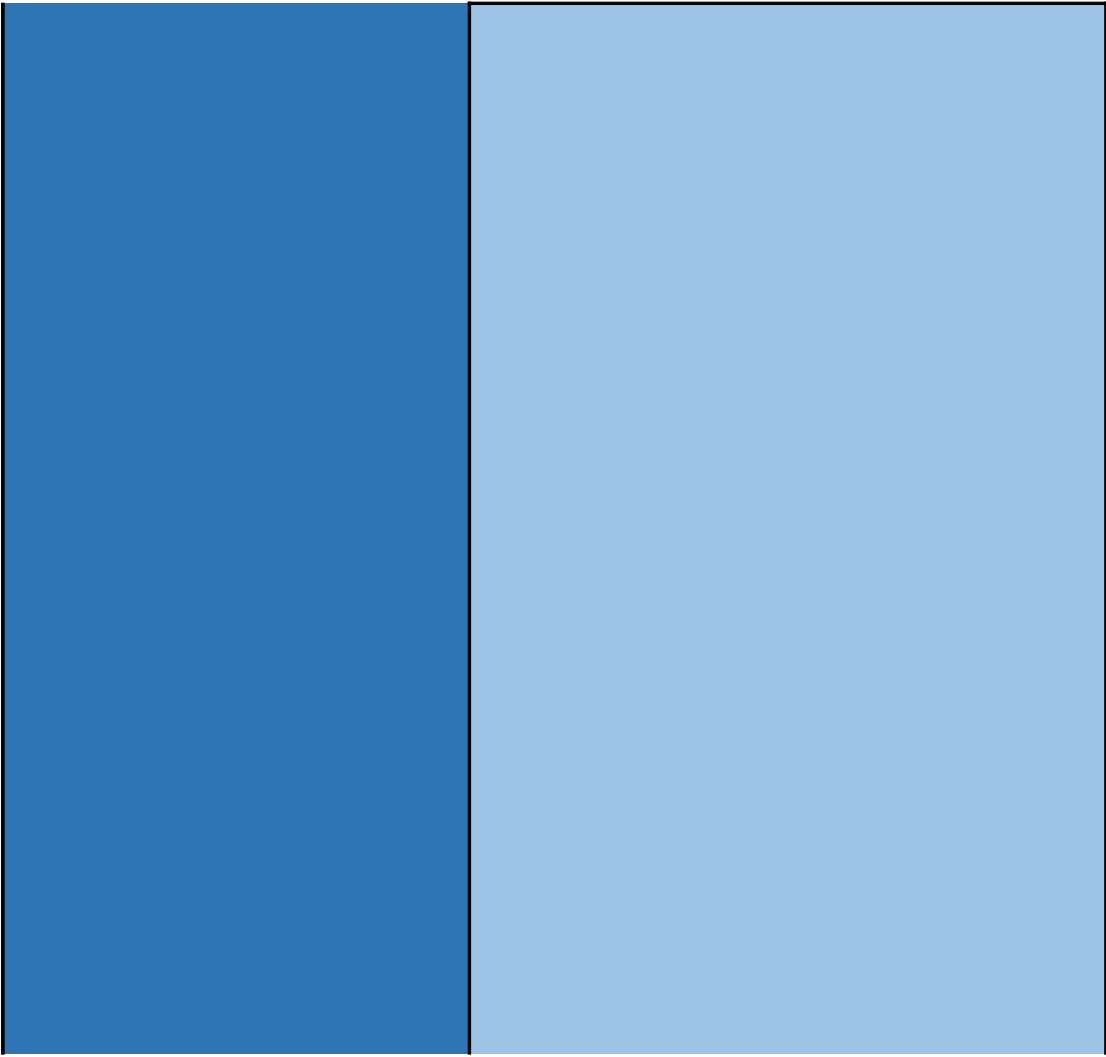




**Innovative Science and
Technology**

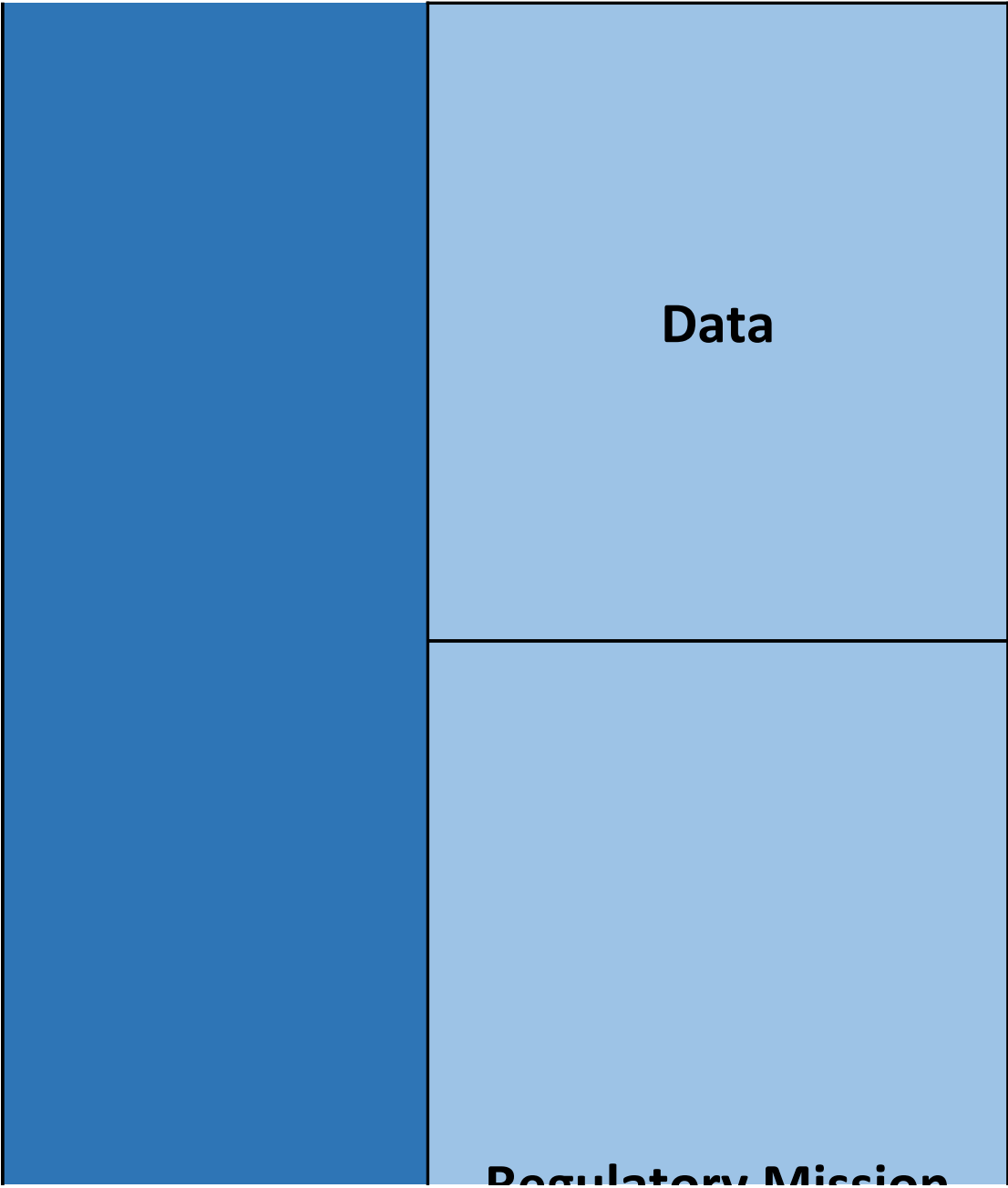




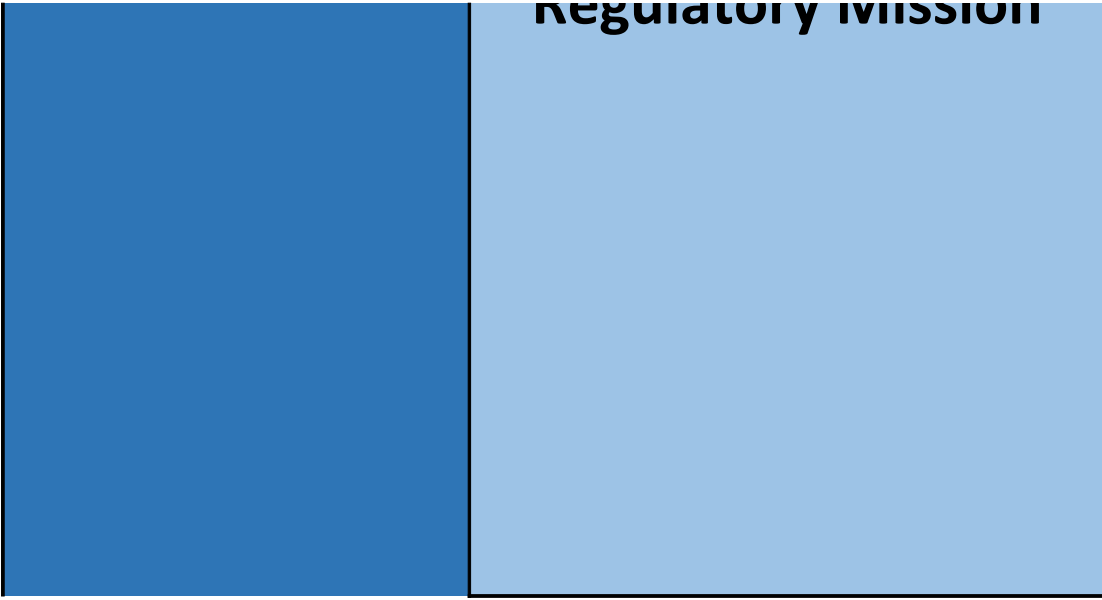


Cross-Cutting

**Human Resources
(Workforce)Human
Resources
(Workforce)Human
Resources
(Workforce)**

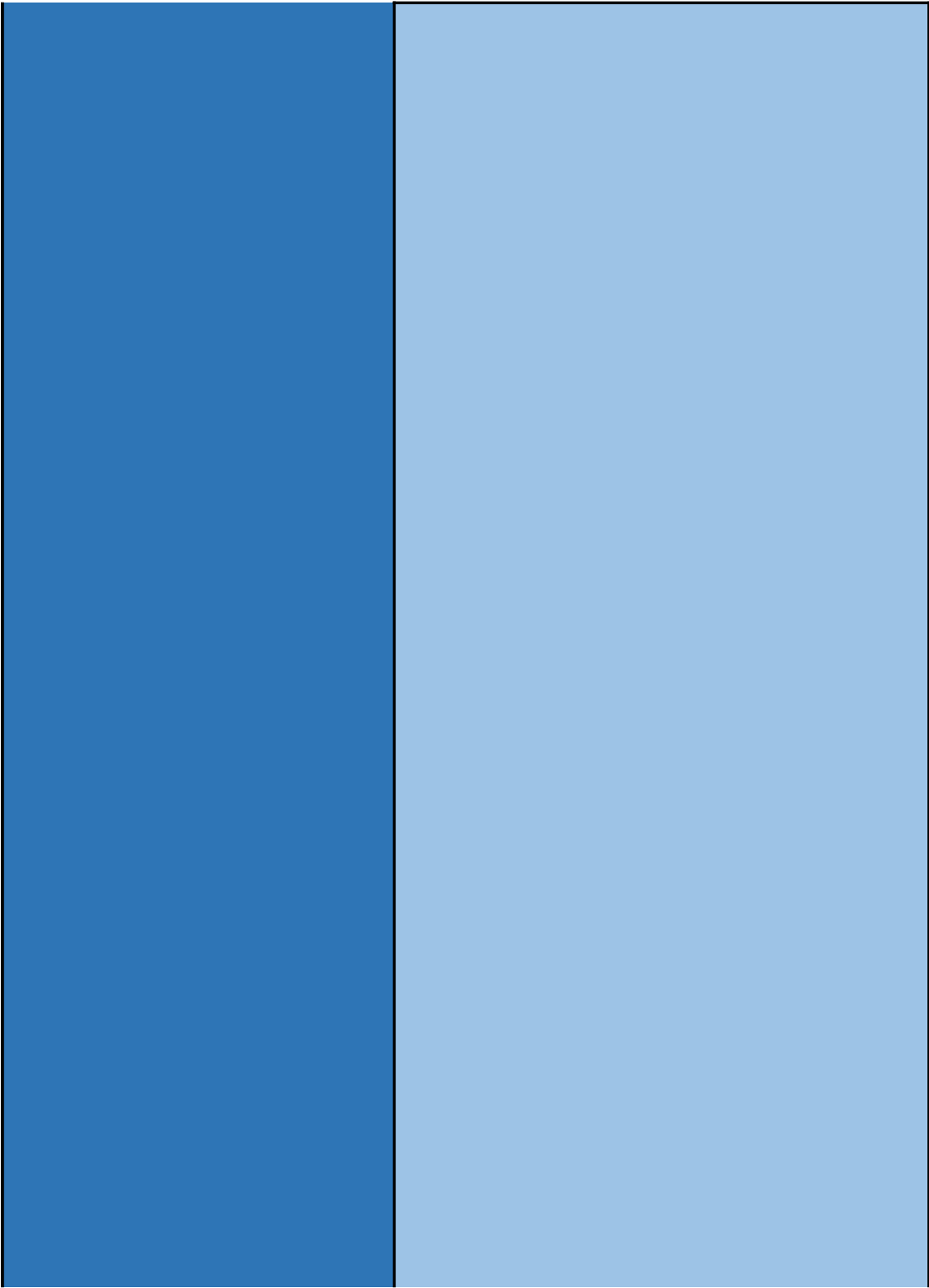


Regulatory Mission



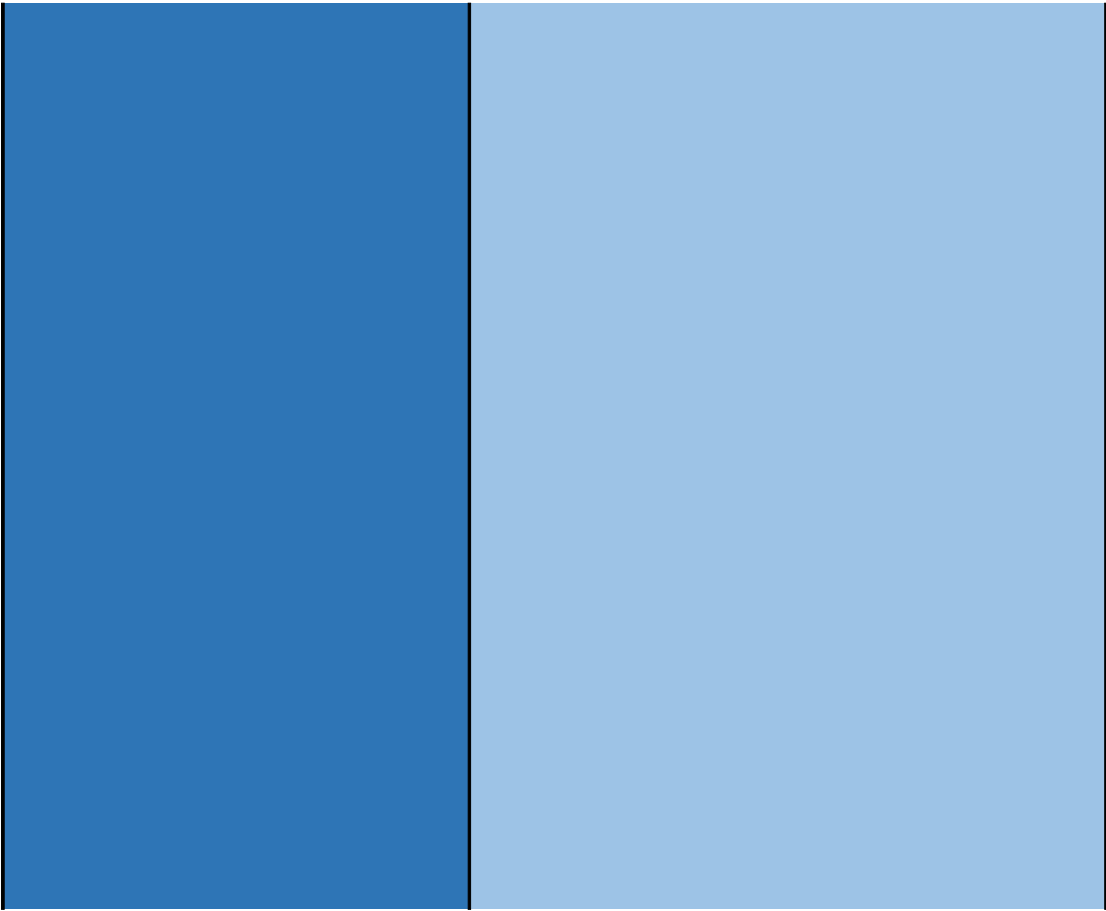


**Marine Transportation
System Funding
(Grants, Loans,
Direct) Marine
Transportation System
Funding
(Grants, Loans, Direct)**





**International
Participation and Tribal
Nations**





Resilience

FUNCTION/PROGRAM	NOAA
Obstruction to Navigation	X

Search and Rescue

X

Dredge material disposal

X

Invasive species

X

Marine Conservation Areas

X

Vessel Discharges	X
Noise and Emissions	X
Oil Spill Response	X

Fisheries, Mammals, and Wildlife

X

MARPOL Related	X
Trade Policy and Enforcement	X
Market Analysis	X
Federal Vessel Operators	X
Aids to Navigation	X

Offshore and Deepwater Ports

X

Bridges

X

Physical Observations	X
Navigation Services	X
Charting and Mapping	X
Weather	X

Positioning and Timing	X
Maritime Domain Awareness	X

Vessel Technology

X

Environmental Protection

X

Environmental Observation

X

Vessel Bridge Systems

X

Automation

X

Education and Training

X

Occupational Safety

X

Authoritative Data Collection	X
Real-time Data	X
Historical Data	X
Data Analysis	X
Permitting	X
Historic Preservation	X

Tribal Consultation

X



Environment

X

International Maritime Organization	X
International Organization of Lighthouse Authorities	X
International Hydrographic Organization	X

International Joint Commission	X
Arctic Council	X
Tribal Engagement	X

Sustainability	X
Extreme Weather	X

All Hazard Response

X

Authority

NOAA's Office of Coast Survey's Automated Wreck and Obstruction Information System (AWOIS) contains information on over 10,000 submerged wrecks and obstructions in the coastal waters of the United States. Information includes latitude and longitude of each feature along with historic and descriptive details.

appropriate search and rescue authorities to who is in distress and, m
importantly, where they are located. <https://www.sarsat.noaa.gov/>
NOAA operates the Search And Rescue Satellite Aided Tracking (SARS
System, an integral part of worldwide Cospas-Sarsat search and rescu
system, to detect and locate mariners, aviators, and recreational ent

NOAA's National Marine Fisheries Service conducts environmental re under the Endangered Species Act, Magnuson-Stevens Act Essential F Habitat provisions, and Marine Mammal Protection Act as appropriat ensure dredging and the disposal of dredge materials do not have adv impacts to NOAA trust resources.

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NOAA is tasked with observing, monitoring of newly found exotic spe

Act, under which critical habitat is designated to support the recovery of listed species; and the Magnuson-Stevens Fishery Conservation and Management Act (MSA), which requires identification and protection of essential fish habitat (EFH) for federally managed species, federal agency consultation with NOAA to minimize or prevent environmental impacts on EFH, and through eight regional fishery management councils, develop and implement fisheries management plans that minimize fishing gear impacts on EFH.

NOAA's multiple marine conservation authorities include the National Marine Sanctuaries Act, a comprehensive authority to designate national marine sanctuaries and, subject to certain statutorily-mandated consultation requirements, regulate and restrict activities that may damage natural resources, including all extractive and destructive activities; Coastal Zone Management Act establishes the National Coastal Zone Management Program and authorizes the designation of National Estuarine Research Reserves; the Endangered Species Act, under which critical habitat is designated to support the recovery of listed species; and the Magnuson-Stevens Fishery Conservation and Management Act.

NOAA's Office of National Marine Sanctuaries regulates specific types of vessel discharge in most of its sanctuaries in order to protect sanctuary resources. In general, the regulations prohibit discharge as a broad category of activities, with explicit exceptions for specific types of discharges from vessels or other sources.

NOAA is the federal agency that is most responsible for protecting living

As part of NOAA's science, service and stewardship missions, the agency

NOAA's National Marine Fisheries Service is responsible for implementing the Magnuson-Stevens Fishery Conservation and Management Act (MSA), the Endangered Species Act (ESA) and the Marine Mammal Protection Act (MMPA). The ESA and MMPA protect endangered and threatened species and their designated critical habitat and all marine mammals, respectively. The MSA establishes a national program for conservation and management of federal fishery resources designed to prevent overfishing while achieving optimum yield.

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The International Convention on the Prevention of Pollution from Ships

NOAA provides the science, service, and stewardship that citizens need

NOAA owns and operates over 400 small boats, defined as vessels less than

NOAA supports AToN's by issuing chart updates based on USCG NTM's, updating chart placement of AToN's. NOAA is consulted on new maritime construction projects through the NEPA process and other acts as appropriate (Endangered Species Act, Magnuson-Stevens Act, etc.)

NOAA's Office of Coast Survey charts the seafloor, identifies hazards to navigation, maintains coastal models and data, and helps to maintain a healthy U.S. Marine Transportation System by ensuring safe navigation and responding to maritime emergencies. These efforts help to keep people and commerce moving through U.S. waters to support the nearly \$5.4 trillion in economic activity generated by U.S. seaports each year. NOAA's National Marine Fisheries Service also conducts environmental reviews under the Endangered Species Act, Magnuson-Stevens Act Essential Fish Habitat provisions, and Marine Mammal Protection Act as appropriate to ensure that construction and operation of port infrastructure do not have adverse impacts to NOAA trust resources.

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NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) is responsible for collecting real time observations through the Real Time Oceanographic Real Time System or PORTS. The PORTS program responds for providing real-time oceanographic data and other navigation products to promote safe and efficient navigation within U.S. waters. PORTS® measures and disseminates observations and predictions of water levels, currents, salinity, and meteorological parameters (e.g., winds, atmospheric pressure, air and water temperatures) that mariners need to navigate safely.
<https://tidesandcurrents.noaa.gov/ports.html>

NOAA's Office of Coast Survey charts the seafloor, identifies hazards to

NOAA's Office of Coast Survey, creates and maintains a suite of over 100

NOAA's National Weather Service provide's weather, water, and climate

NOAA's National Geodetic Survey (NGS) provides the framework for a

NOAA is a principal member of the Maritime Domain Awareness Executive Steering Committee. NOAA's proficiency in collecting and analyzing large data sets has made it a world leader in many fields including weather prediction and understanding the marine environment. Expanding data collection capabilities by deploying autonomous marine systems and leveraging partnerships with private sector organizations provides NOAA an important perspective of the maritime domain.

NOAA has partnered closely with the US Coast Guard to support design innovations to reduce radiated underwater noise emissions from vessels. NOAA is part of the US delegation to the UN's International Maritime Organization which developed formal Guidance on reducing underwater noise in 2014 and co-sponsored a Canadian proposal for further work in 2021. Due to relationships between radiated noise and vessel design modifications used to reduce carbon emissions and increase fuel efficiency, NOAA's interests in reducing noise impacts to target species and places are often linked to more holistic opportunities to optimize design options across multiple parameters, monitor effectiveness in various operational contexts of interest and/or modeling the environmental benefits associated with various design options.

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Stewardship is NOAA's application of its knowledge to protect people and the environment, as the Agency exercises its direct authority to conserve and sustain marine fisheries and their ecosystems, protect threatened and endangered marine and anadromous species, designate critical and essential habitat, protect and restore essential habitats and ecosystems, conserve marine sanctuaries and other protected places, respond to environmental emergencies, and aid in disaster recovery. The foundation of NOAA's standing record of scientific, technical, and organizational excellence is its people. NOAA's diverse functions require an equally diverse set of skills and constantly evolving abilities in its workforce.

NOAA provides ENC's that vessel bridge systems use to navigation an Electronic Charting Display and Information System (ECDIS). The integration of the electronic navigational charts enables safe and efficient marine navigation.

NOAA's Uncrewed Systems Operations Program supports the rapidly expanding use of these systems. This program promotes the safe, efficient and economical operation of the uncrewed systems (UxS) NOAA uses to collect high-quality environmental data for the agency's science, products and services. The new program has been established by OMAO and is operating at two locations. The NOAA Aircraft Operations Center in Lakeland, FL will continue to support the agency's uncrewed aircraft activities. A new facility being built by the Mississippi State Port Authority in partnership with the University of Southern Mississippi in Gulfport, Mississippi, will support uncrewed maritime systems.

NOAA Office of Coast Survey is the key provider of the charts for mar

The NOAA's National Marine Fisheries Service, (NMFS) trains and oversees the training of hundreds of fisheries observers annually. These observers are deployed on fishing vessels under the authority of the Magnuson-Stevens Fishery Conservation and Management Reauthorization Act, the Marine Mammal Protection Act, the Endangered Species Act, and other marine resource laws. NMFS ensures that safety training is provided to all fisheries observers, and that this training adheres to minimum national standards. NMFS has determined that the following training topics are critical for preparing observers for the hazards associated with commercial fishing operations. This includes, but is not limited to, training in risk awareness, conflict resolution, first aid, crisis prevention, emergency response, and survival at sea.

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Data is foundational to the mission of NOAA. Observations form the b

See language under "Environmental Protection"

NOAA's Preserve America Initiative works to preserve its heritage res

NOAA is committed to developing policies and procedures that improve relations and cooperative activities with Federally-recognized Indian tribes on a government-to-government basis. NOAA's Tribal Relations Team works to ensure an accountable process for meaningful and timely consultation on policies with tribal implications. To guide NOAA in its consultation efforts, we developed a handbook titled "NOAA Procedure for Government-to-Government Consultation with Federally Recognized Indian Tribes and Native Corporations." <https://www.legislative.noaa.gov/tribalrelations>

NOAA, through Grants.gov and a Broad Agency Announcement has provided grant funding to programs to encourage research, education and outreach on innovative projects, or sponsorships that are not addressed through NOAA's competitive discretionary programs. Specifically, NOAA has provided funding to the Transportation Research Board - Marine Board to identify research needs and provide a forum for exchange of information related to new technologies, laws and regulations, economics, the environment and other issues affecting the marine transportation system, offshore industry, port operations, coastal engineering, and marine governance.

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The International Maritime Organization (IMO) is a specialized agency of the United Nations established in 1948 to develop and maintain a comprehensive regulatory framework for shipping, including safety, environmental conservation, legal matters, technical-cooperation, maritime security and the efficiency of shipping. NOAA regularly participates in establishing international policies and regulations on IMO issues pertaining to both maritime safety and environmental protection.

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NOAA's Office of Coast Survey works with IALA on working on a standard approach to apply AToN to products for Marine Navigation.

NOAA's Office of Coast Survey actively cooperates on a bilateral basis with many hydrographic offices worldwide. These bilateral relationships include those between NOAA and Japan, the Republic of Korea, Canada, the United Kingdom and others; where NOAA works on coordinating global standards with regards to charting and hydrography.

<https://nauticalcharts.noaa.gov/about/international-activities.html>

The BWT also imposes an obligation on both Parties to limit pollution in boundary waters. BWT art. VI. This was a unique provision for its time and provided the genesis for subsequent Great Lakes Water Quality Agreements. To aid in the coordination of shared uses of the boundary waters, the Parties created the International Joint Commission (IJC), a body composed of representatives from the United States and Canada. BWT, art. III, VII.
https://www.gc.noaa.gov/gcil_boundarywaterstreaty.html

NOAA plays a key role in developing major products for the Arctic Council and is now providing leadership on future products. By enhancing and institutionalizing its support for the Council, NOAA can exert stronger leadership on the Council's science-based activities and offer greater support to U.S. Arctic policy goals. The Arctic Council is the only intergovernmental group that focuses solely on the Arctic. By engaging through the Council the other seven Arctic countries, permanent participants, and the several observer countries, the goals outlined in this plan can be more readily achieved. <https://www.arctic.noaa.gov/Arctic-News/PID/5556/evl/0/TagID/67/TagName/Arctic-Council>

NOAA is committed to developing policies and procedures that improve

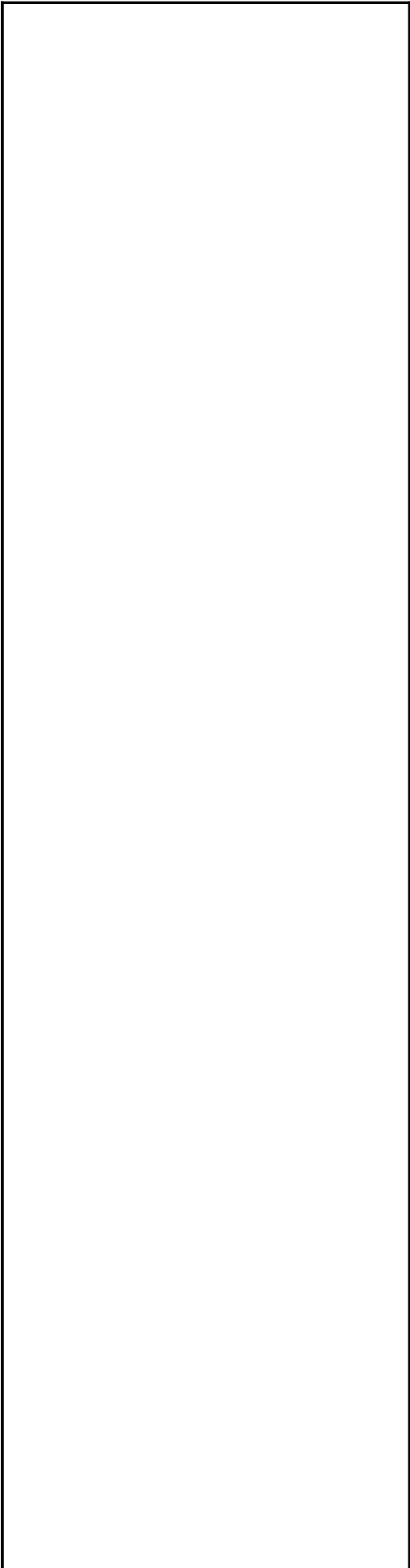
See language under "Environmental Protection"

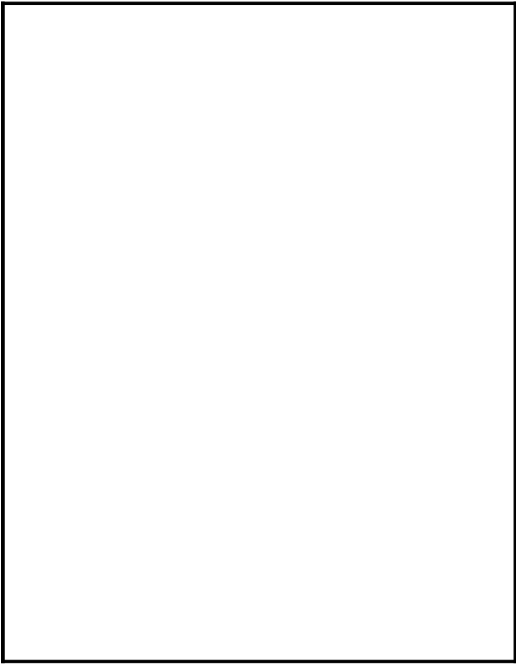
NOAA provides observations, forecasts, and warnings of extreme weather to the public and decision makers for terrestrial and marine applications on timelines ranging from the immediate to the seasonal levels. NOAA coordinates with many stakeholder groups through partnerships such as Storm Ready, Weather Ready Nation Ambassadors, Regional Climate Directors, coastal resilience grants and others to increase the ability of communities to prepare for and stay safe during extreme weather events. NOAA's Extreme Weather Information Sheets help citizens increase their weather readiness as part of NOAA's Weather-Ready Nation initiative. NCEI created these sheets to help coastal residents of states and the two US territories that are particularly at risk from tropical storms and hurricanes.

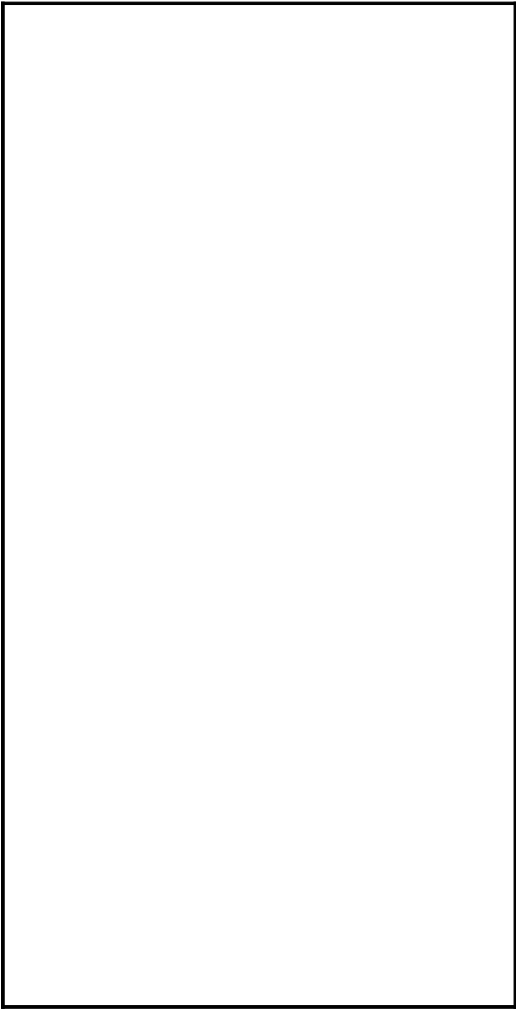
NOAA utilizes the incident management framework for a coordinated response in support of a significant incident. This is consistent with Homeland Security Presidential Directive #5 (HSPD-5) (See Appendix D) and the Department of Homeland Security's National Response Framework (NRF). The second edition of the NRF, updated in 2013, covers the federal capabilities necessary to save lives, protect property and the environment, and meet basic human needs after an incident has occurred. Response activities take place immediately before, during, and in the first few days after a major or catastrophic disaster. Then, recovery efforts begin to help the community get back on its feet. NOAA programs contribute to the economic resilience of the nation by supporting the resumption of maritime commerce after emergencies. Navigation, marine debris, and spill response support services aid efforts to safely reopen ports and waterways, help keep people and commerce moving through U.S. waters to support the nearly \$5.4 trillion in economic activity generated by U.S. seaports each year.

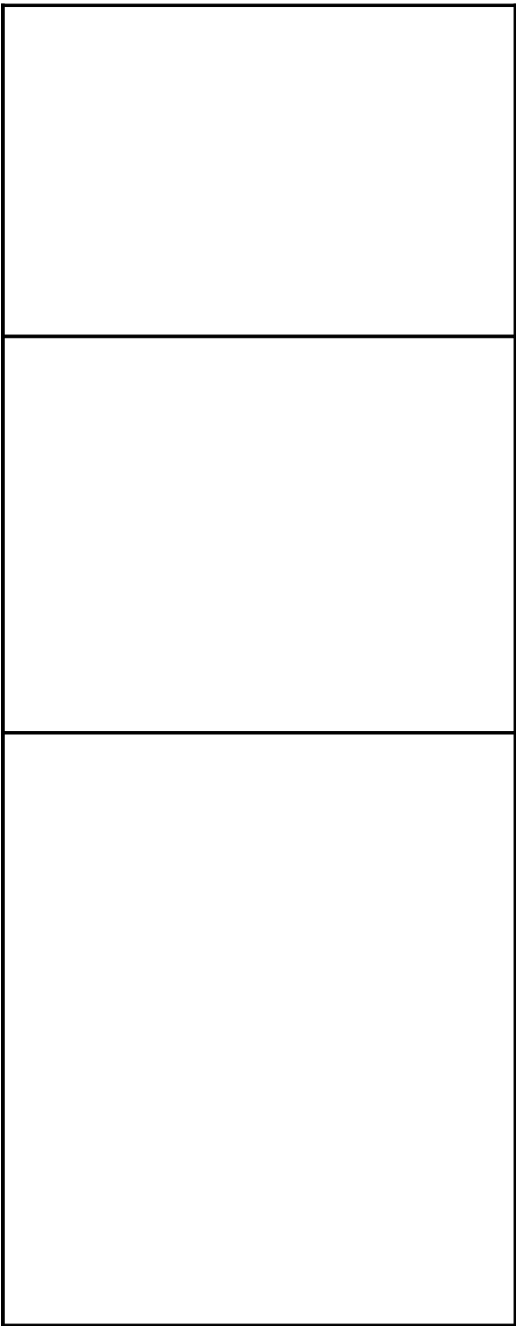
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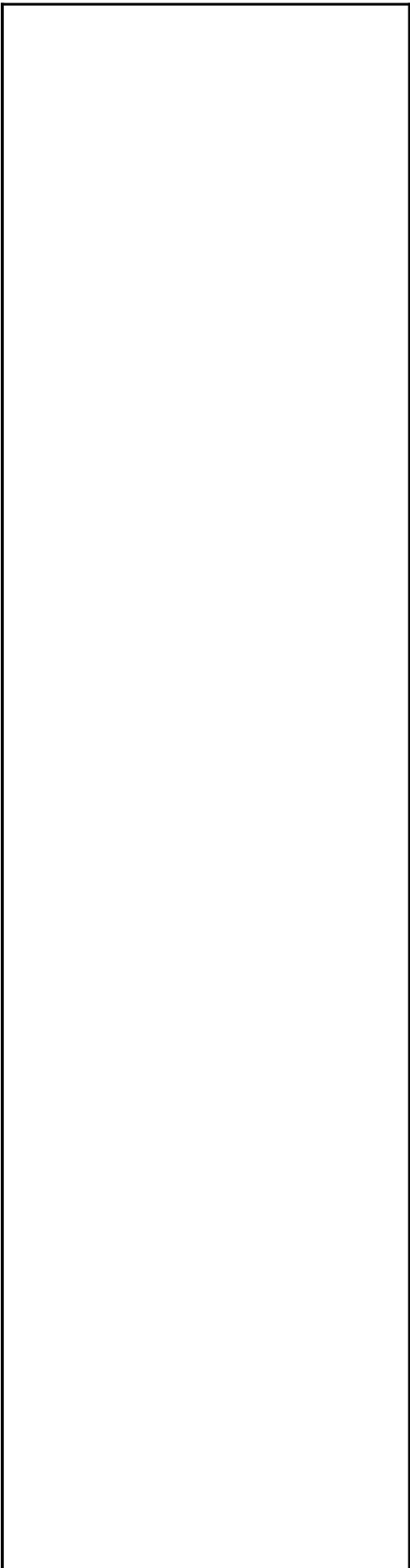


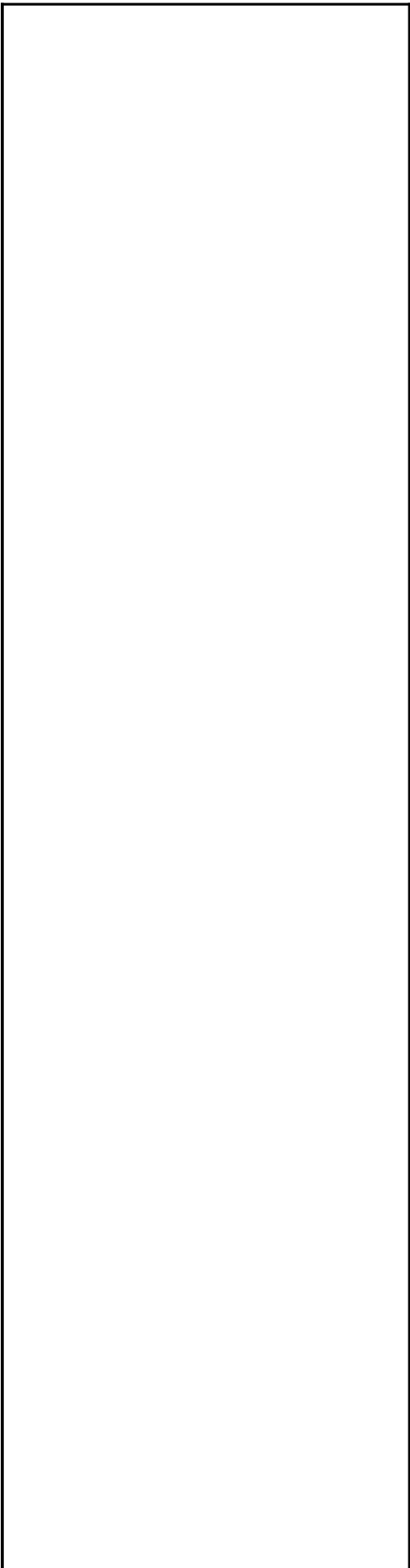


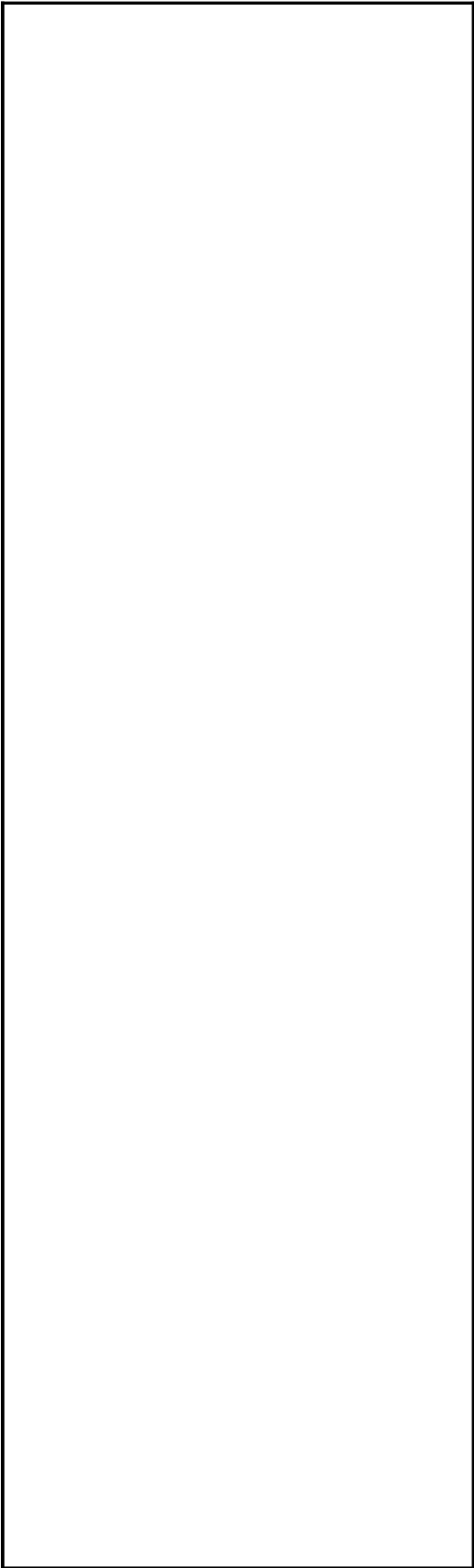


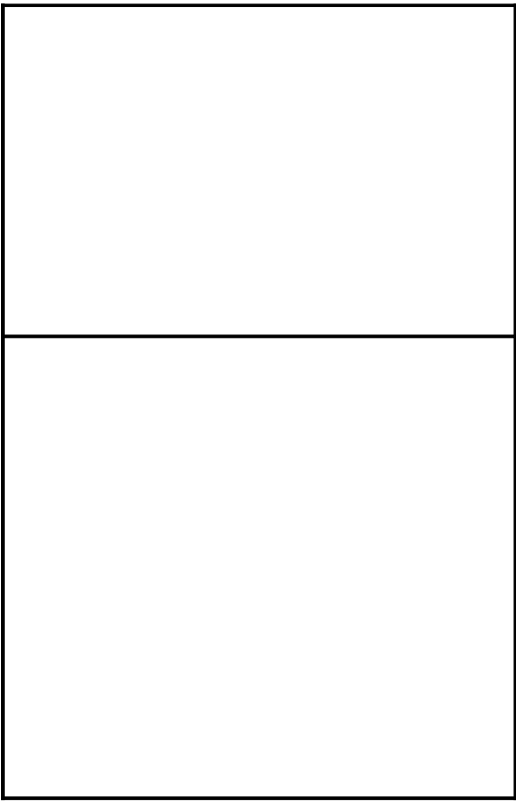


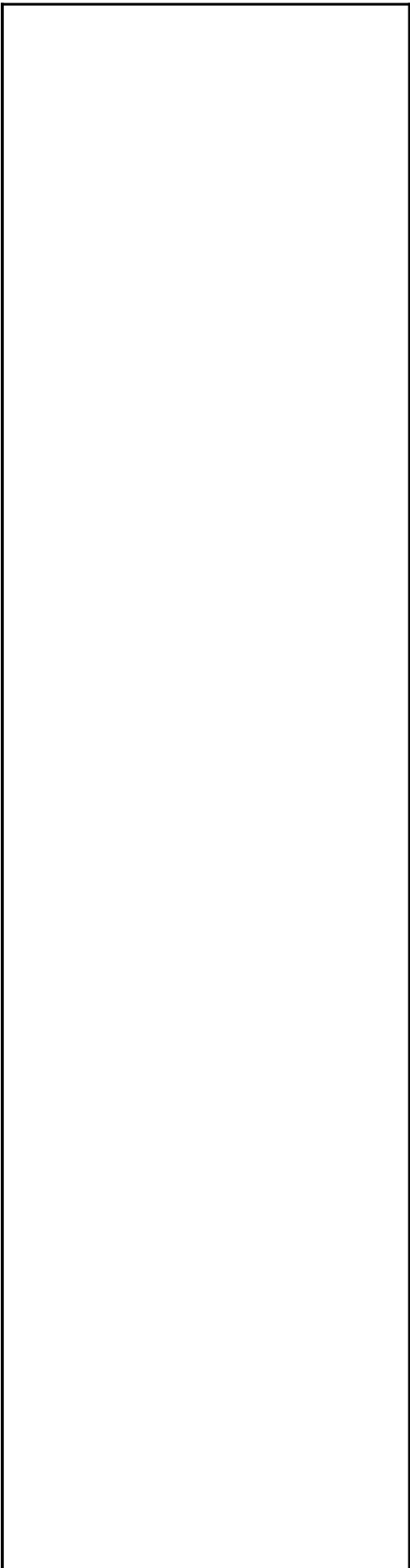


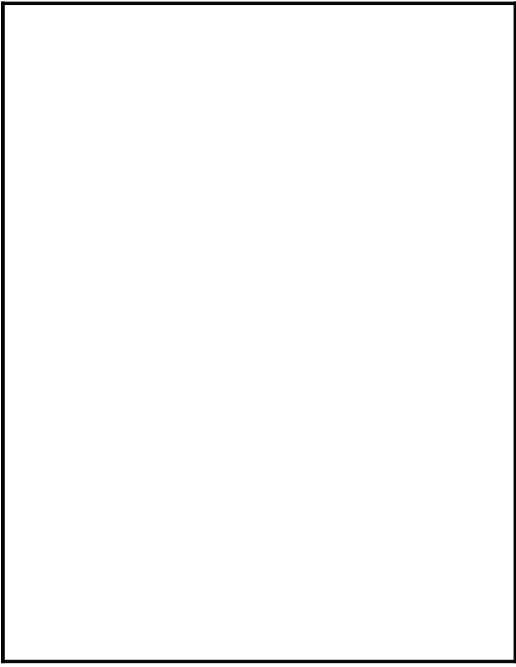


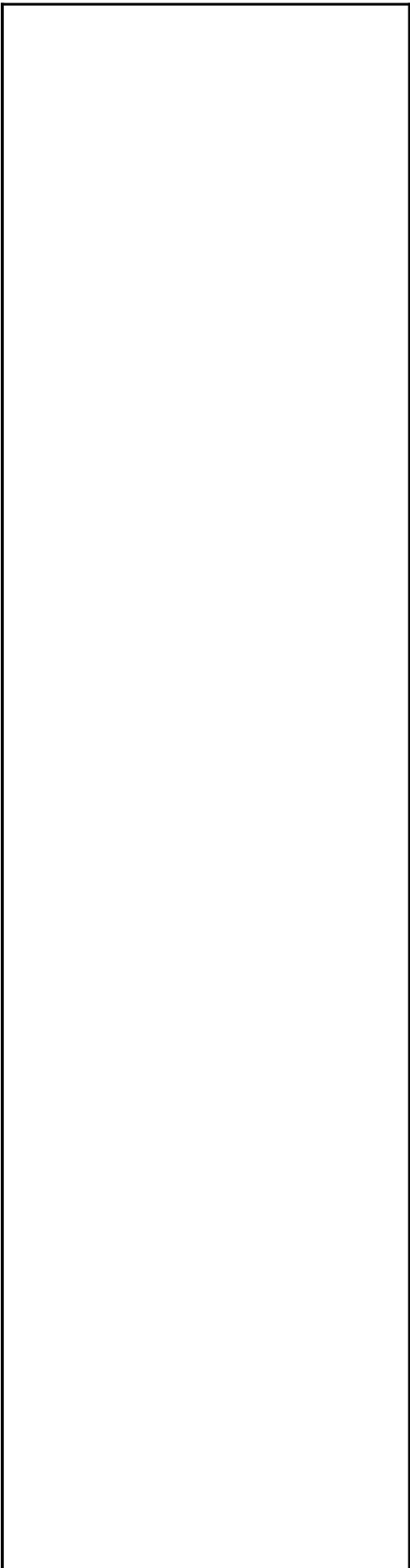


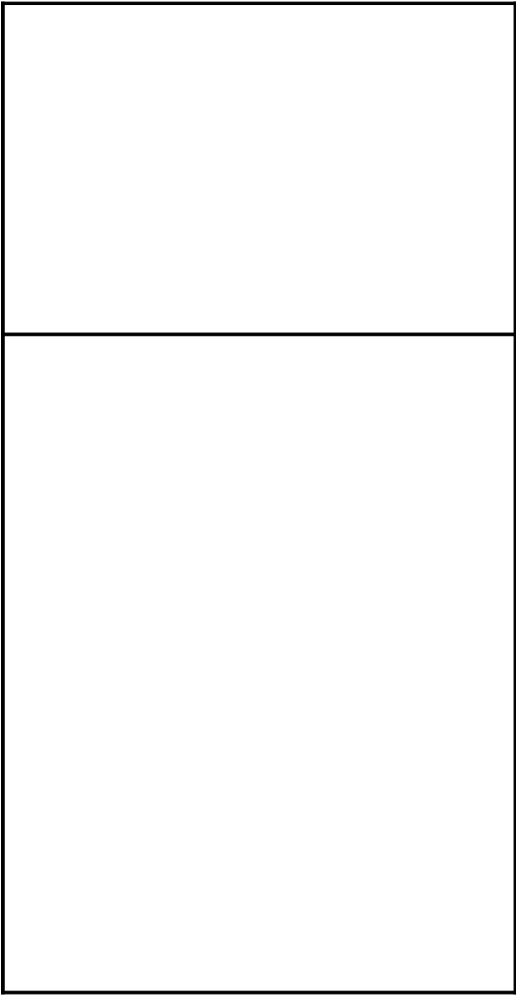


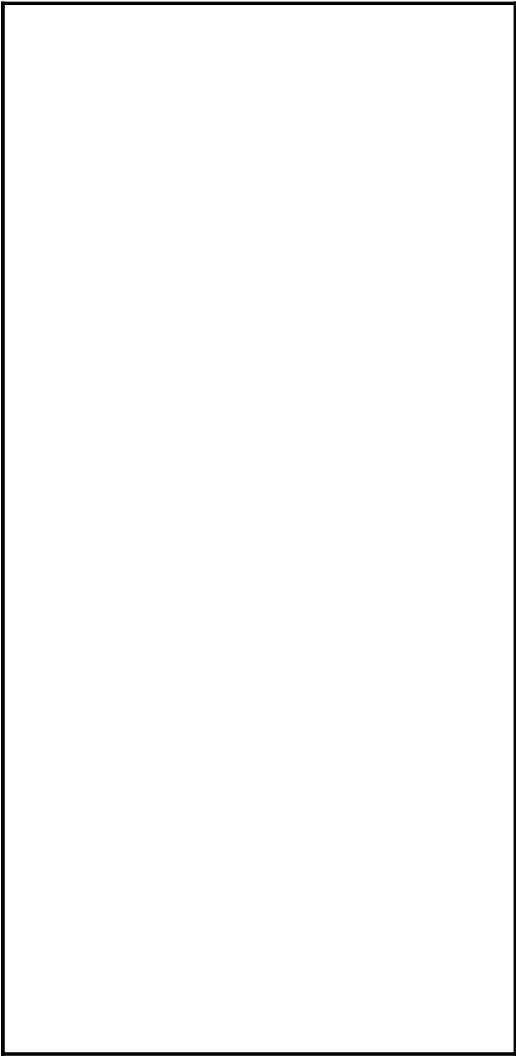


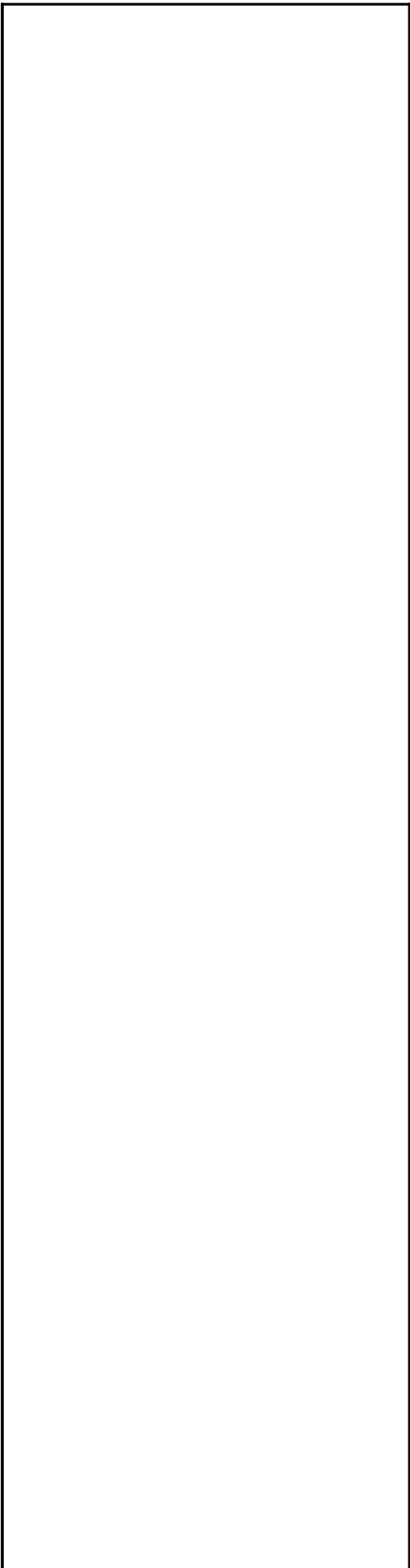


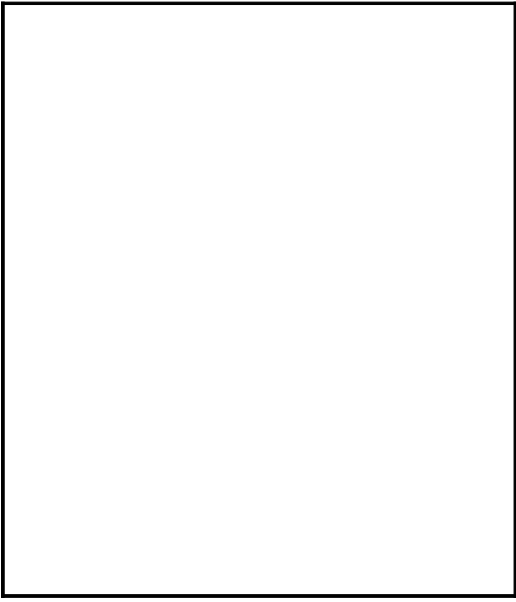


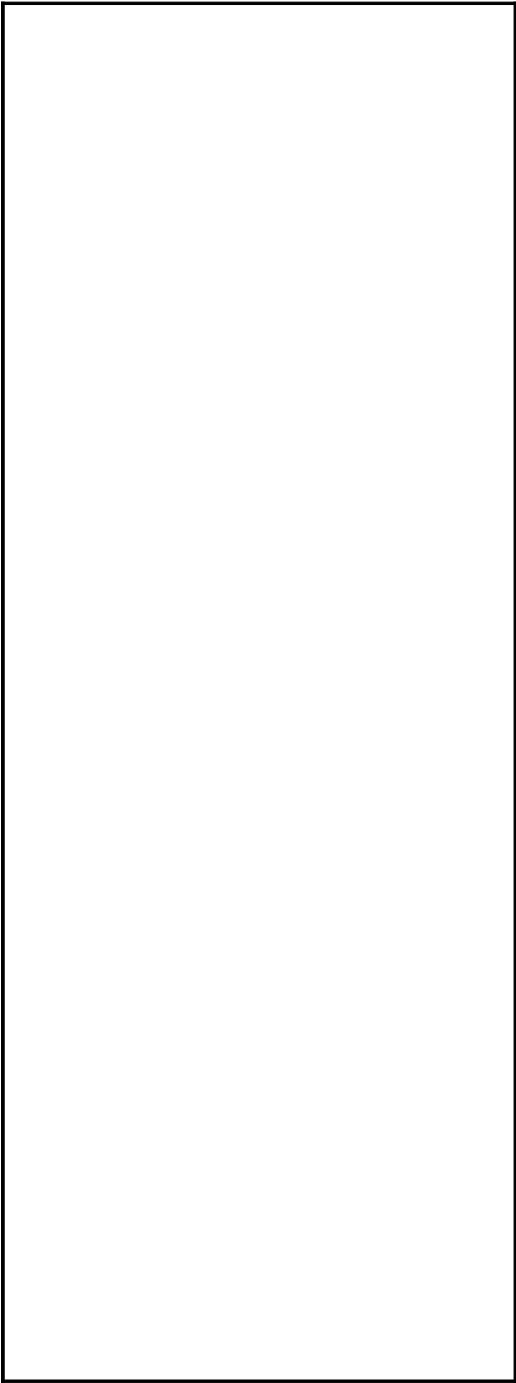


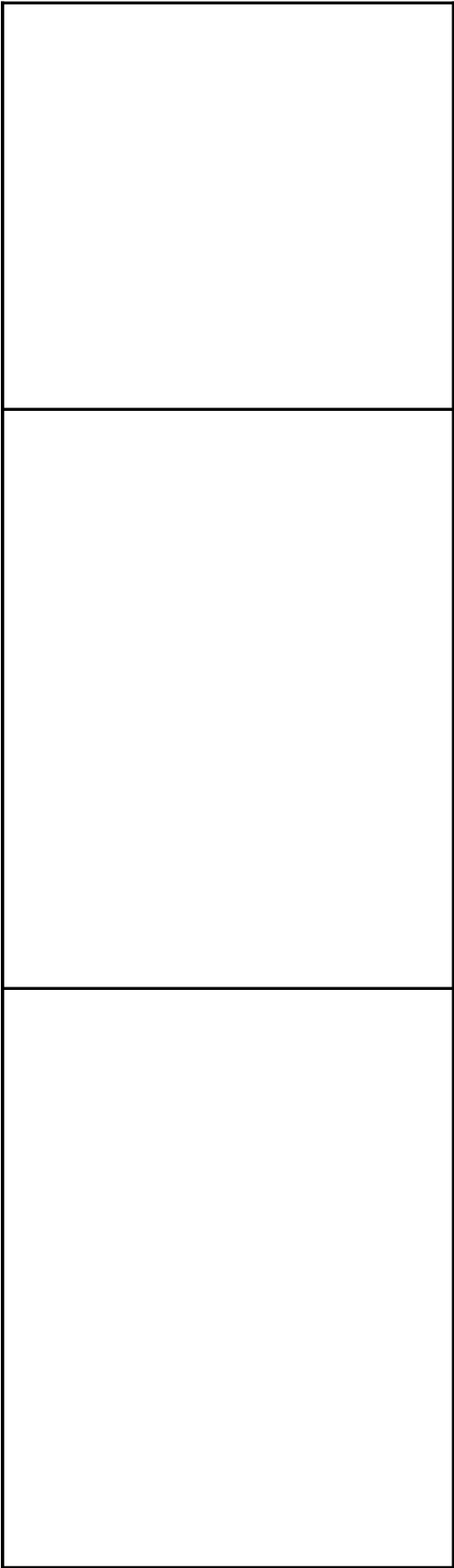


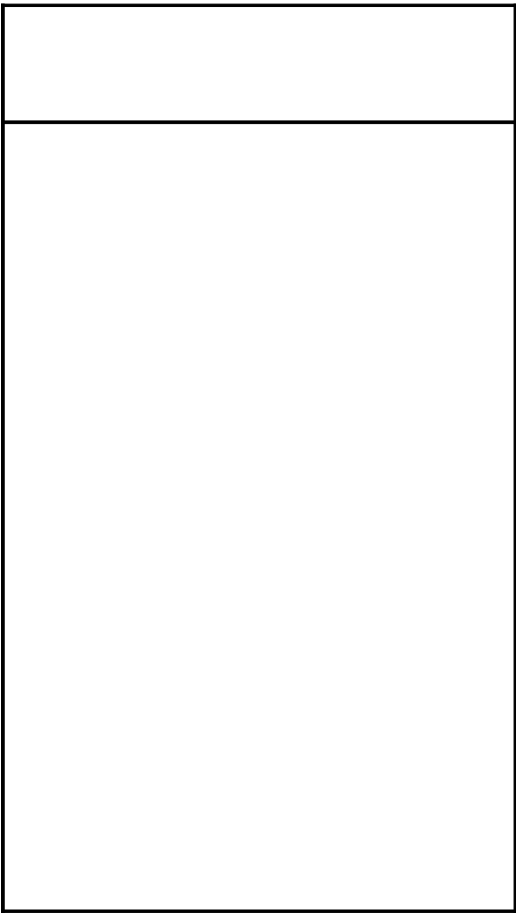


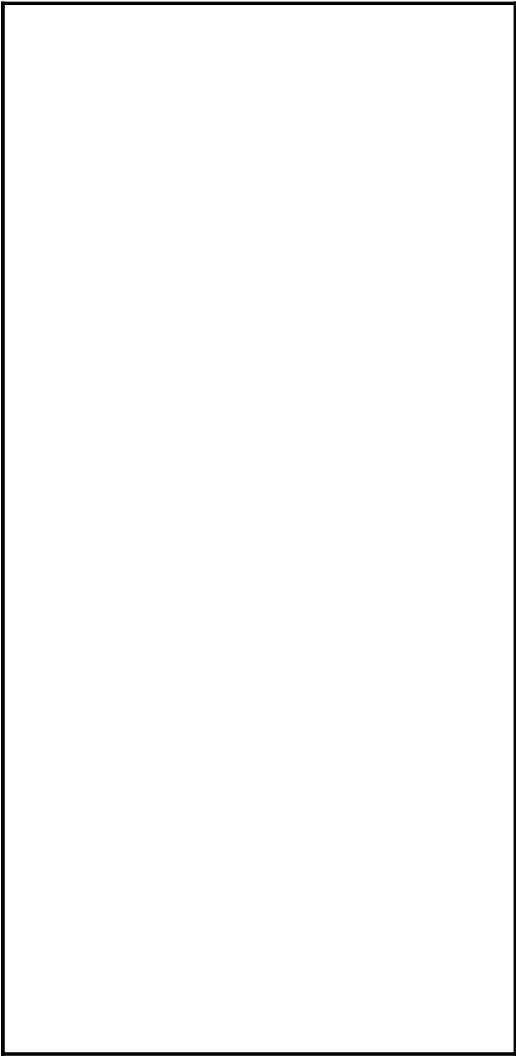












Additional Details



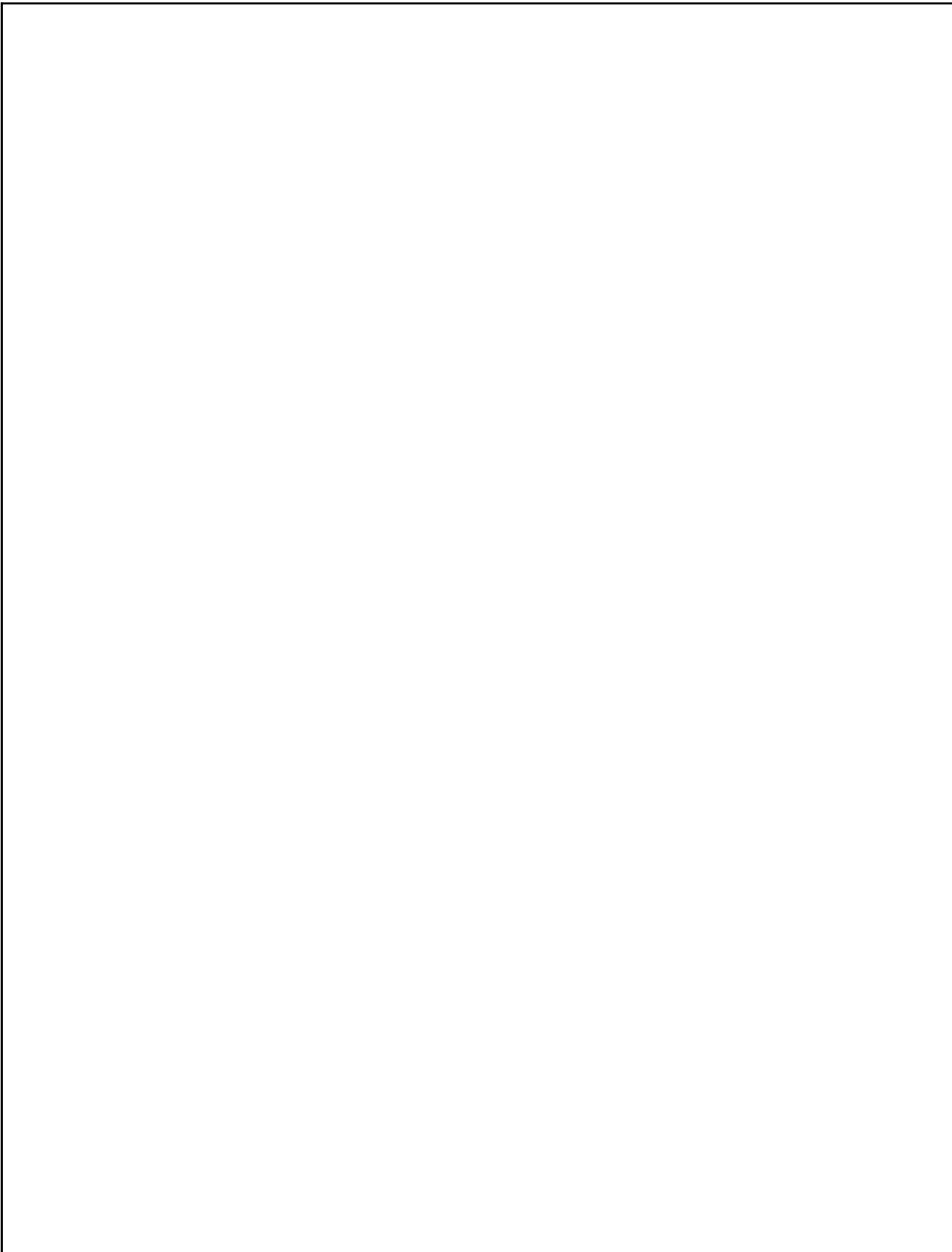
NOAA's Office of Response and Restoration plays a major role in protecting and restoring marine natural resources when environmental damage occurs during dredging.

Using the Magnuson-Stevens Act as the guide, NOAA Fisheries assesses and predicts the status of fish stocks, sets catch limits, ensures compliance with fisheries regulations, and reduces bycatch. The Nonindigenous Aquatic Nuisance Prevention and Control Act (NANPCA) established the Aquatic Nuisance Species Task Force and charged it with the responsibility to "develop and implement a program for waters of the United States to prevent introduction and dispersal of aquatic nuisance species; to monitor, control and study such species; and to disseminate related information"(16 U.S.C. §4722(a)).

NOAA's Office of National Marine Sanctuaries serves as the trustee for a network of underwater parks encompassing more than 600,000 square miles of marine and Great Lakes waters. The network includes a system of 15 national marine sanctuaries and marine national monuments.

NOAA works with partners around the world to develop new tools to better understand the complexities of ocean noise and is developing strategies that help governments and industries address it. NOAA produces maps of where animals are located and predict levels of underwater noise from human activities. See NOAA Ocean Noise Strategy Roadmap, released fall of 2016.

NOAA's Office of Response and Restoration (OR&R) is charged with responding to oil spills, chemical accidents, and other emergencies in coastal areas. Under the National Contingency Plan, NOAA is responsible for providing scientific support to the federal on-scene coordinator for oil and hazardous material spills. OR&R Expertise spans oceanography, biology, chemistry, and geology, allowing response teams to estimate oil and chemical trajectories, analyze chemical hazards, and assess risks to coastal animals, habitats, and important areas to humans.

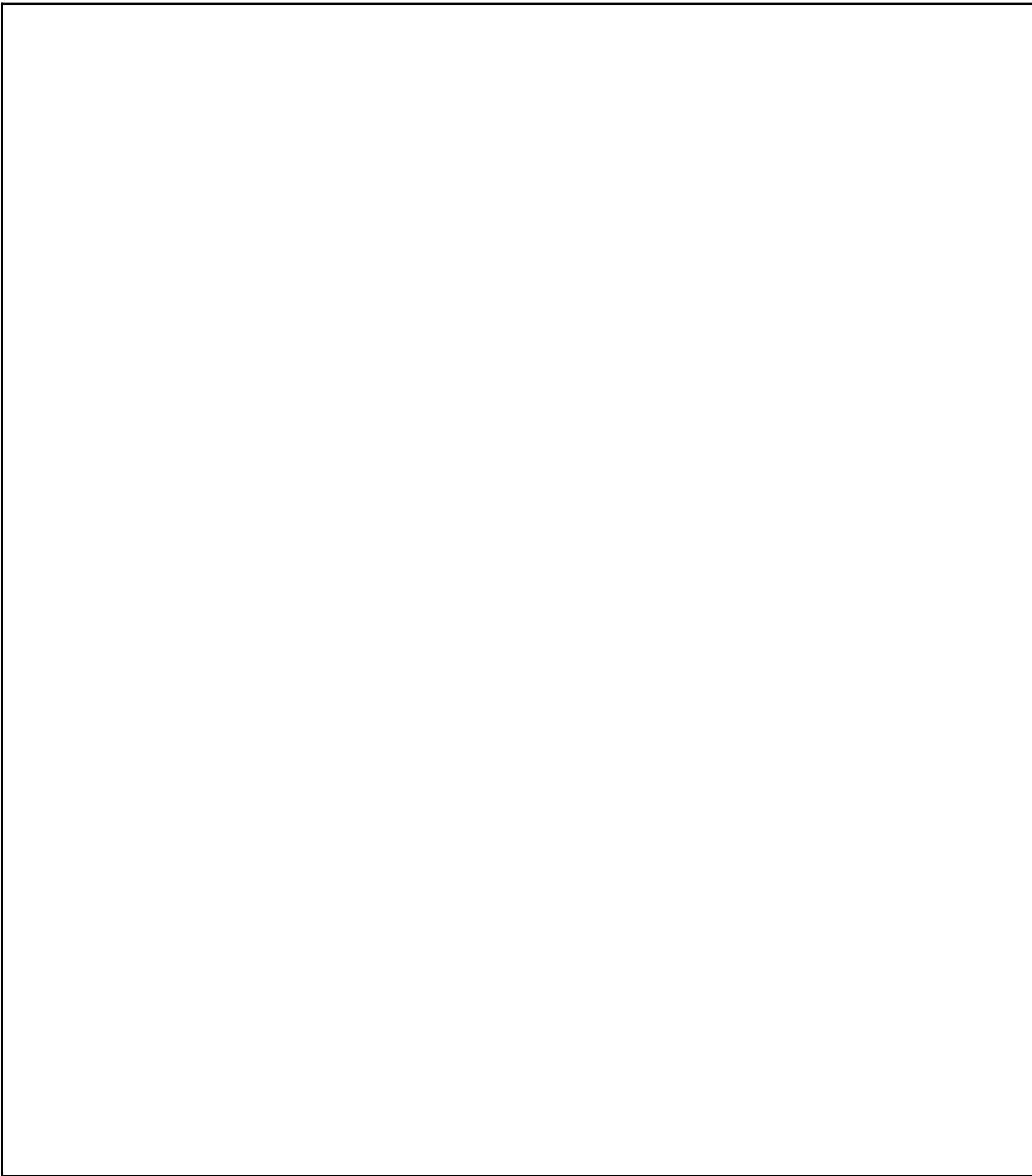


Special agents, enforcement officers, and enforcement support staff from NOAA's Office of Law Enforcement routinely fight illegal, unreported, and unregulated (IUU) fishing and the trade in IUU fish products.

NOAA's National Centers for Environmental Information (NCEI) supports industries through the provision of environmental data reports and archives of comprehensive data.

NOAA delivers tools and information to help mariners safely navigate our nation's ports and harbors. The Physical Oceanographic Real-Time System (PORTS) operates in many ports around the country, providing up-to-the-minute information on tides, currents, salinity, water and air temperature, atmospheric pressure, and wind (speed, gusts, and direction).

NOAA participates in the Deepwater Port Licensing program in partnership with MARAD, USCG, and many other Federal and State Agencies and follows directives given by the Deepwater Port Act of 1974.



Physical Oceanography Division at NOAA coordinates the operational data collection of the Global Ocean Observing System (GOOS).

NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) provides mariners with data including real-time environmental observations on water levels, currents, salinity, and meteorological parameters integrated with forecasts and geospatial information such as air gap clearance.

NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) is responsible for producing and maintaining critical water level data and datums that provide a foundation for many coastal activities, including hydrographic surveys, nautical charting, shoreline mapping, navigation, marine boundary determinations, and dredging.

NOAA engages in many weather tracking and forecasting operations, including updated marine forecasts from the National Data Buoy Center, National Forecast Charts, and weather data storage.

NOAA is the nation's chartmaker, constantly updating a suite of over 1,000 charts using sonar, LIDAR, and aerial photographs. NOAA's National Spatial Reference System and National Water Level Observation Network provide a highly accurate geographic reference framework throughout our country.

NOAA is a member of the Maritime Domain Awareness Executive Steering Committee and assists in carrying out the National Strategy for Maritime Security and the National Maritime Domain Awareness (MDA) Plan.

NOAA relies on an onboard oceanographic system called the Scientific Computer System (SCS). The SCS is a network that collects, stores, processes, retrieves, and sends a variety of oceanographic data from navigation and environmental sensors, bathymetric sonar systems, and other mission sensors.

The Environmental Compliance (EC) Program was developed to ensure NOAA-wide compliance with environmental laws and regulations for protecting human health, the environment, natural resources, and cultural resources. NOAA also conducts research used in the study of environmental protection.

NOAA Fisheries uses a number of technologies to observe ocean habitats and organisms from afar such as satellite tags, drones, underwater vehicles, acoustics, research ships, and genetics.

NOAA relies on an onboard oceanographic system called the Scientific Computer System (SCS). The SCS is a network that collects, stores, processes, retrieves, and sends a variety of oceanographic data from navigation and environmental sensors, bathymetric sonar systems, and other mission sensors.

NOAA Education is NOAA's arm dedicated to education of society. 2.4 million people participated in NOAA-supported informal education programs in FY2020.

NOAA's mission of Science, Service, and Stewardship is emboldened by our educational opportunities for students, educators, and grantees. NOAA Education is NOAA's arm dedicated to education of society. 2.4 million people participated in NOAA-supported informal education programs in FY2020.

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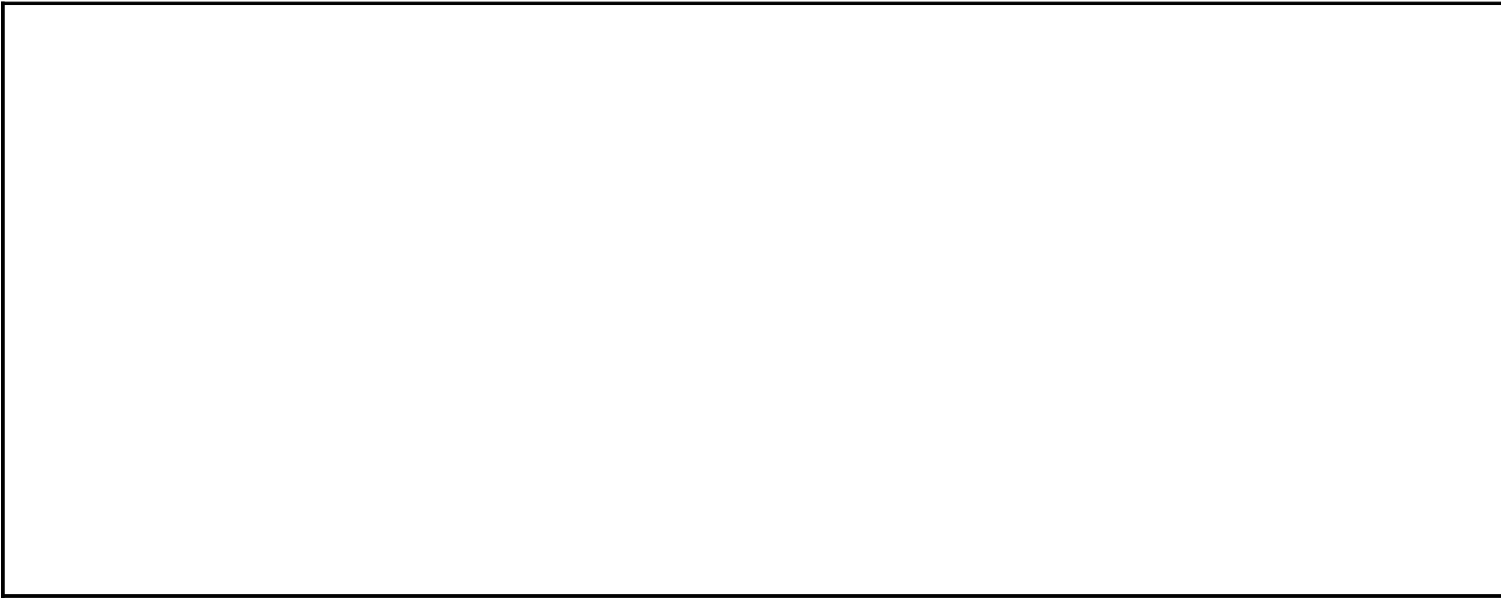


NOAA collects data from a variety of satellite and model observations related to the ocean, atmosphere, land, cryosphere, and climate.

NOAA analyses and projects its data in order to present and provide background data for engineers, scientific, and other commercial and industrial activities. NOAA is responsible for archiving and distributing the source data.

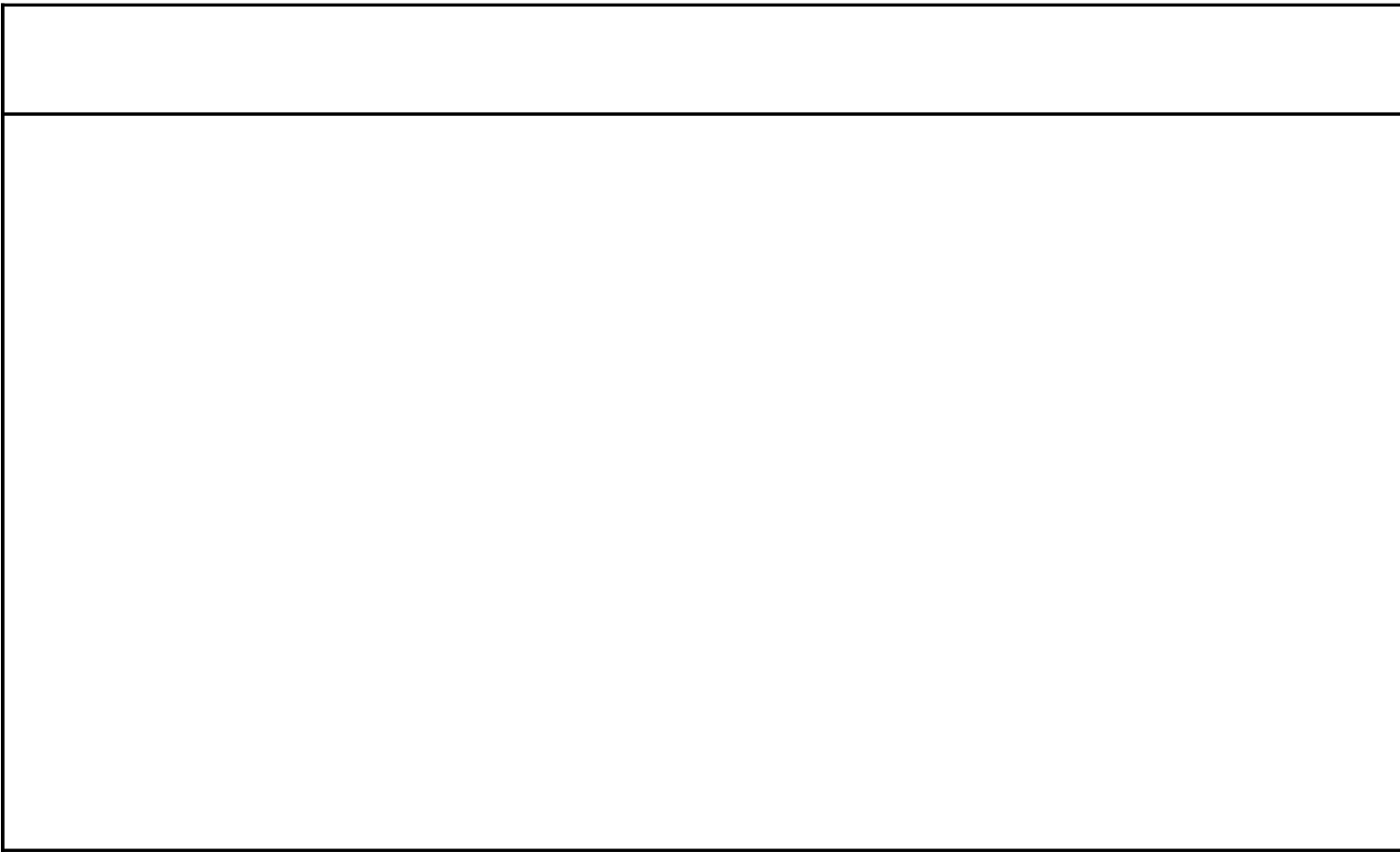
NOAA manages permits for fishing. Information can be found at <https://www.fisheries.noaa.gov/permits-and-forms>

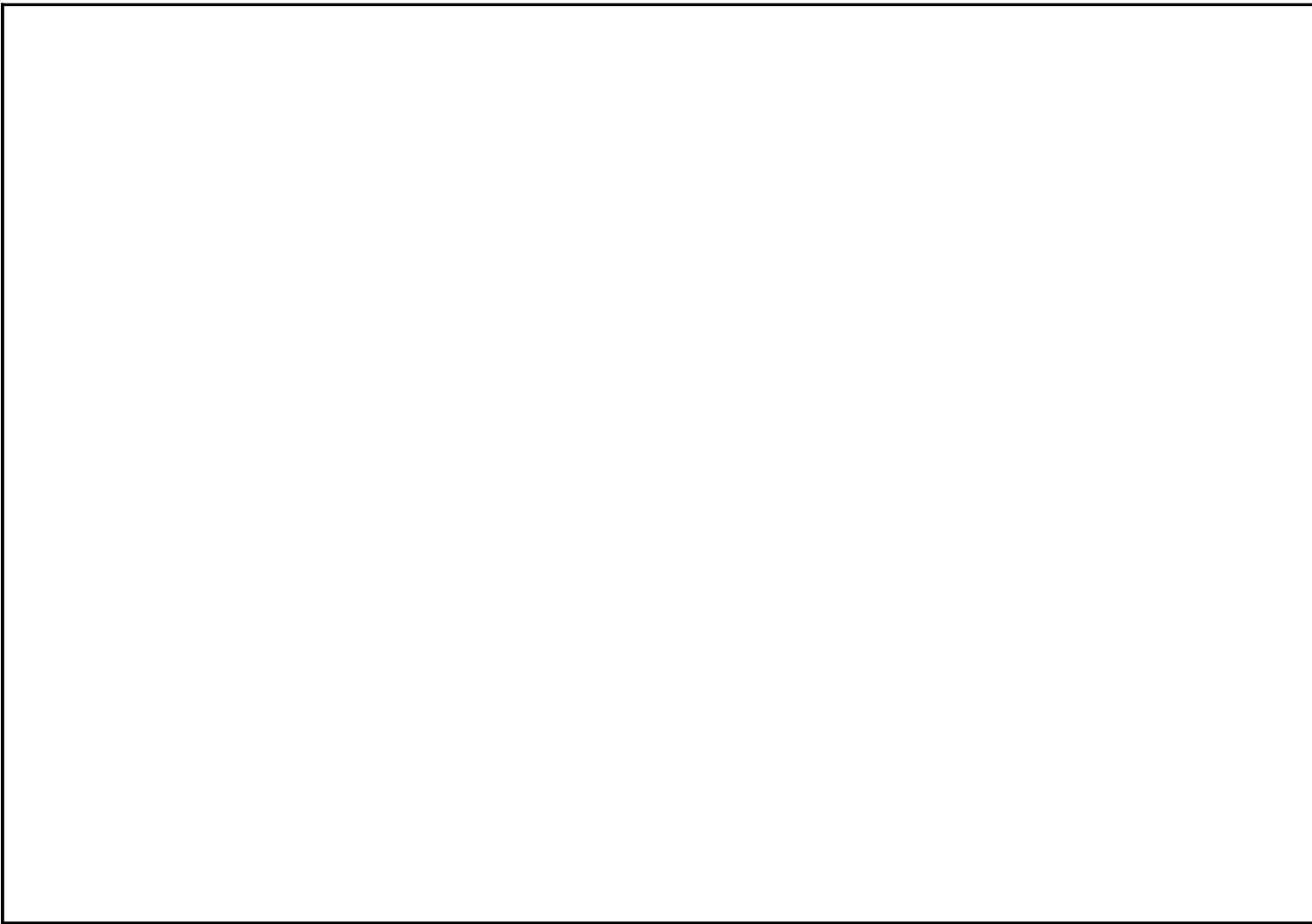
NOAA Ocean Exploration works with partners from multiple sectors and across multiple disciplines to locate, identify, and protect important prehistorical, historical, cultural, and archaeological resources in our ocean and the Great Lakes. We also play a significant role in advancing the field by supporting the development, testing, and use of new technologies and methodologies that make this work possible.



Working at national, regional, and local levels, NOAA funded projects educate and inspire people to use Earth systems science to improve ecosystem stewardship and increase resilience to environmental hazards. Education plays a critical role in achieving NOAA's mission and vision.

NOAA's National Marine Fisheries Service (NMFS), and the National Ocean Service (NOS), along with NOAA's General Counsel's Office (GC), have created a Traditional Ecological Knowledge Guidance for regional and field staff. This guidance, developed as a continuation of NOAA's commitment to engage meaningfully with Federally recognized tribes. This guidance was built upon NMFS, NOS, and GC in the regions to build upon the NOAA Tribal Consultation Handbook in providing guidance on how to incorporate Traditional Ecological Knowledge (TEK) into decision making.





FEDERAL MTS Areas	MAJOR CATEGORIES
	Vessel Operations
	Physical Infrastructure
	Security
Cross-Cutting	Human Resources (Workforce)
	Data

FUNCTION/PROGRAM	Army
Federal Vessel Operators	X
Vessel Construction	X
Cybersecurity	X
Education and Training	X
Credentialing (TWIC, MMC, etc.)	X
Historical Data	X
Data Analysis	X

Authority

Army Regulation 56-9 [Surface Transportation] Army Intratheater Watercraft
https://armypubs.army.mil/epubs/DR_pubs/DR_a/ARN30488-AR_56

Army Regulation 56-9 [Surface Transportation] Army Intratheater Watercraft
https://armypubs.army.mil/epubs/DR_pubs/DR_a/ARN30488-AR_56
Regulation 56-9 [Surface Transportation] Army Intratheater Watercraft
https://armypubs.army.mil/epubs/DR_pubs/DR_a/ARN30488-AR_56

10 USC 394 Authorities concerning military cyber operations
<https://www.law.cornell.edu/uscode/text/10/394>

Maritime Education and Training Act of 1980
46 CFR Part 310 Merchant Marine Training
Army Regulation 621-5 [Education] Army Continuing Education System
https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/ARN422

Maritime Transportation Security Act
https://www.cool.osd.mil/army/search/CERT_TWIC6951.htm

Army Regulation 870-5 [Record Details] Military History: Responsibility
Procedures
<https://armypubs.army.mil/ProductMaps/PubForm/Details.aspx?PU>

Army Regulation 25-1 [Information Management] Army Information Management
https://armypubs.army.mil/epubs/DR_pubs/DR_a/pdf/web/ARN181

[Back to Master M](#)

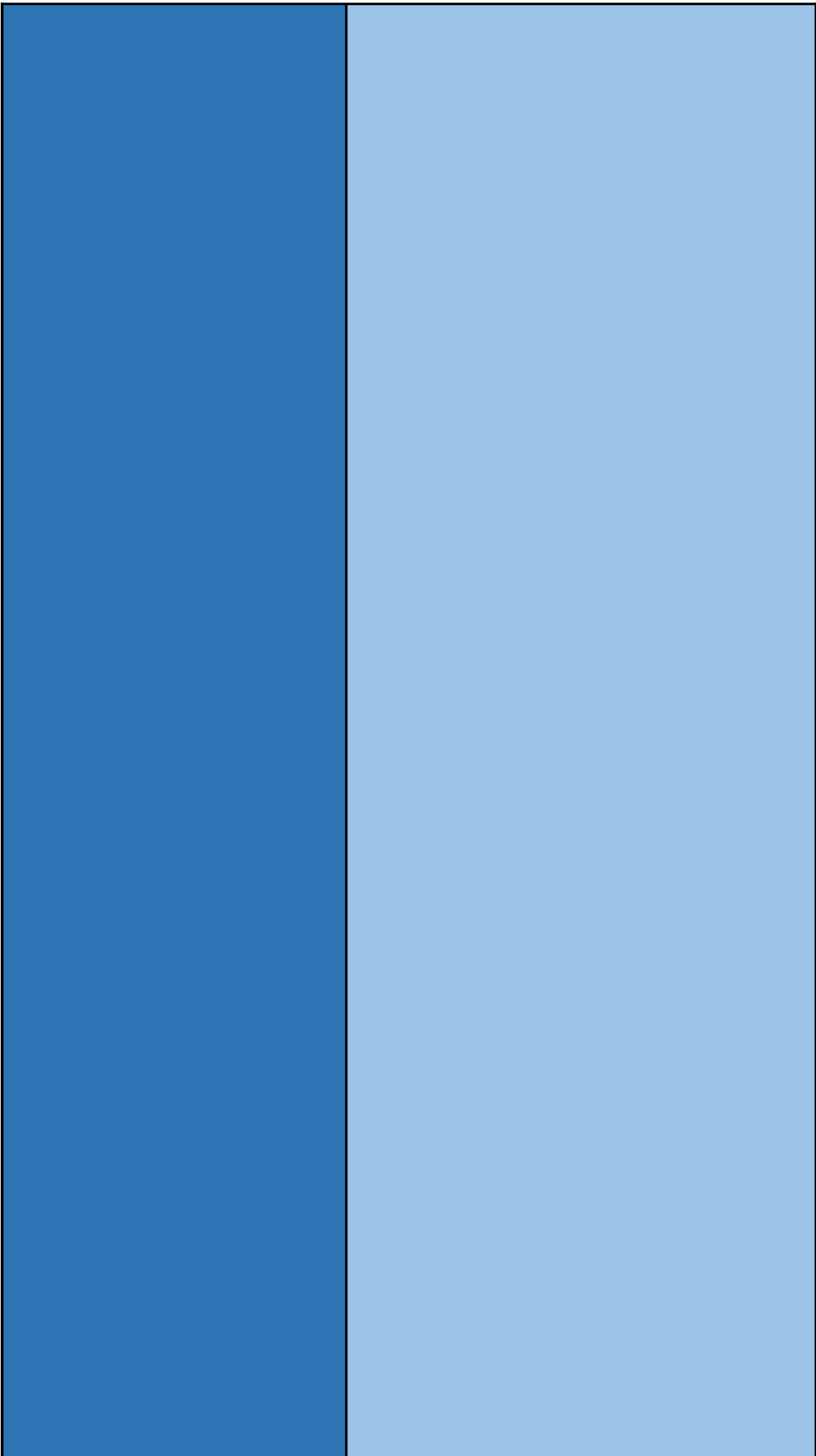
**FEDERAL
MTS Areas**

**MAJOR
CATEGORIES**

**Enhance
Safety**

Safety





	Trade Facilitation



Vessel Operations



Physical Infrastructure

**Informational
Infrastructure**

**Ensure
National**

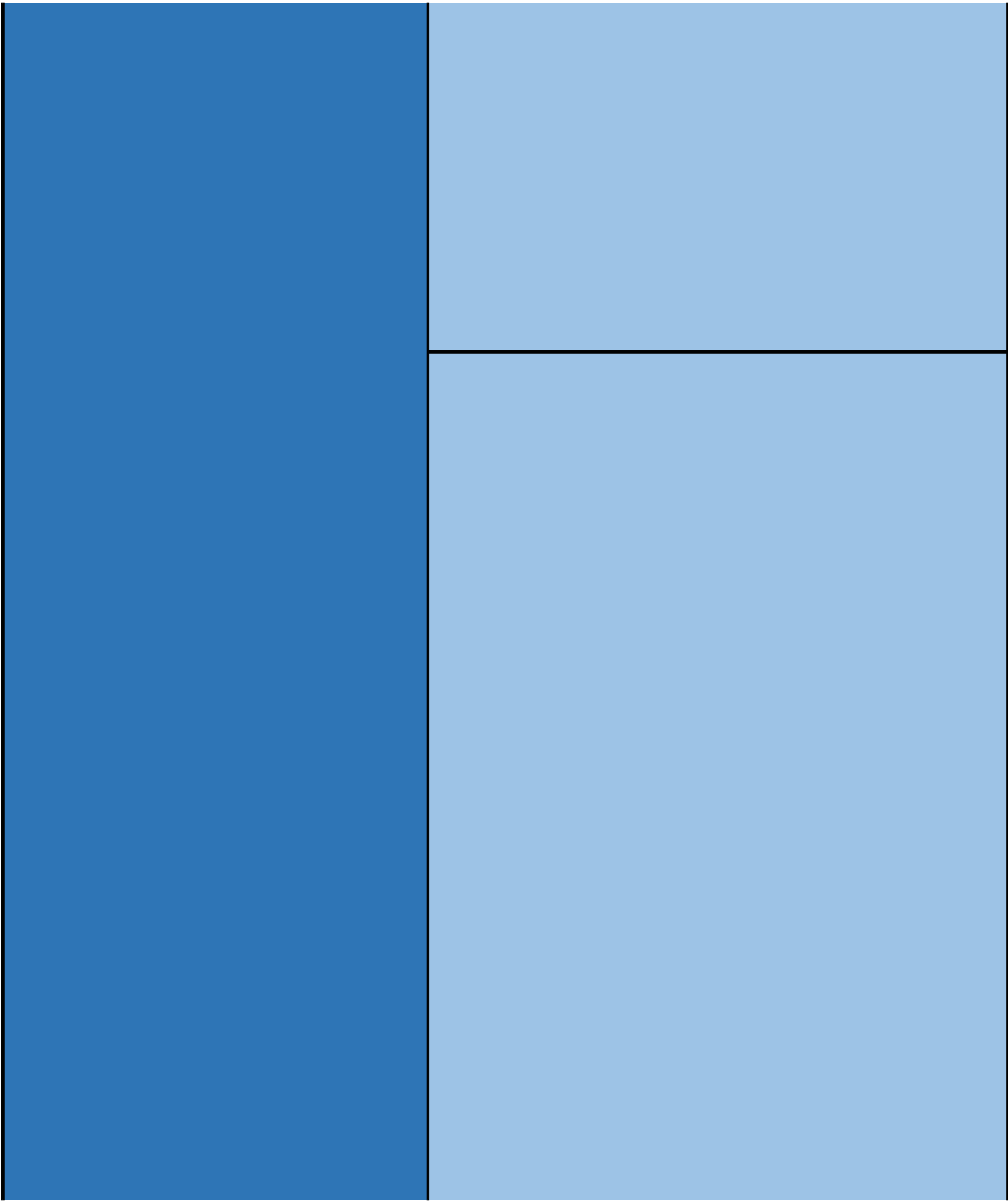
Security

Security

**Innovative Science and
Technology**

**Resources
(Workforce)Human**

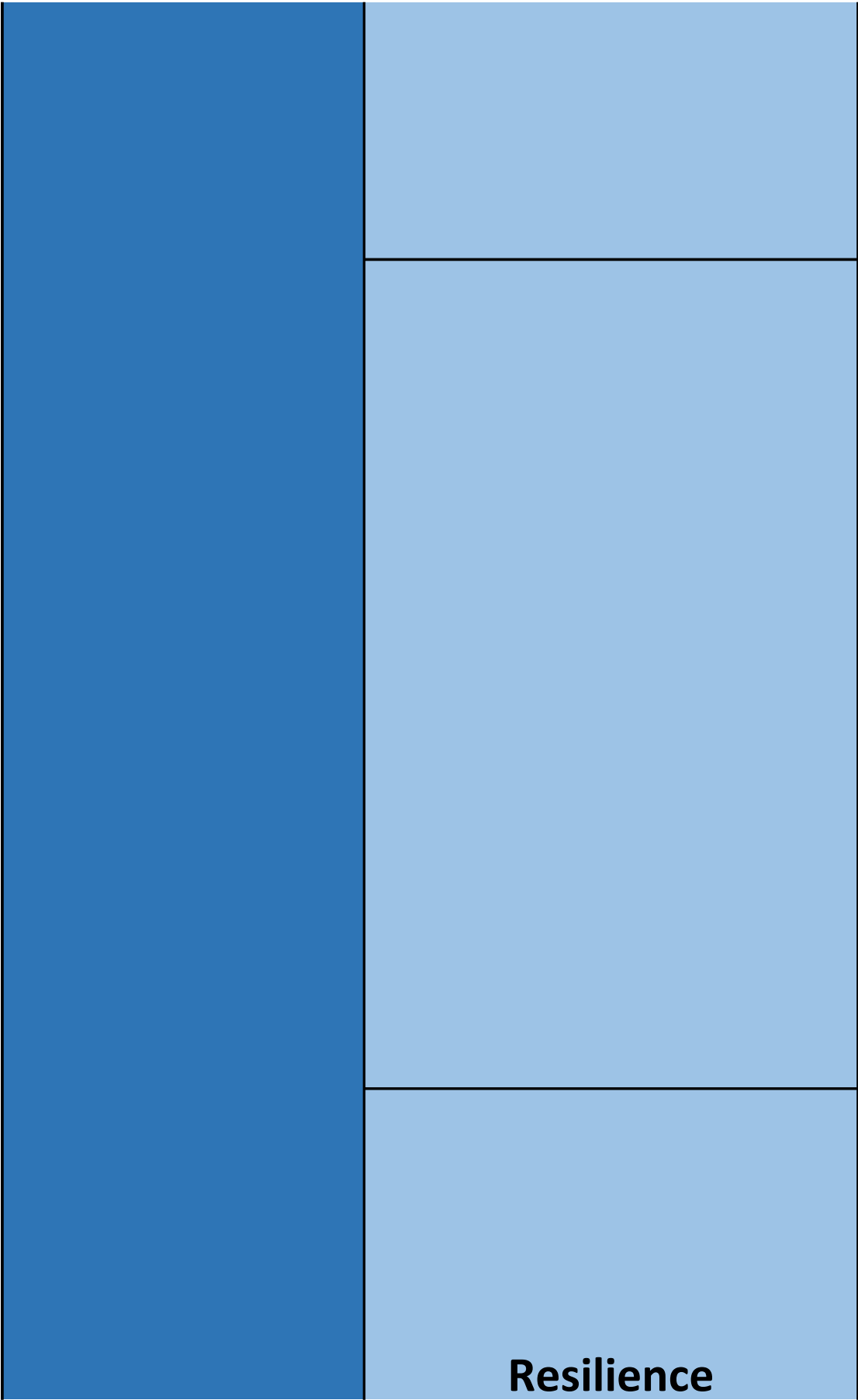
Data



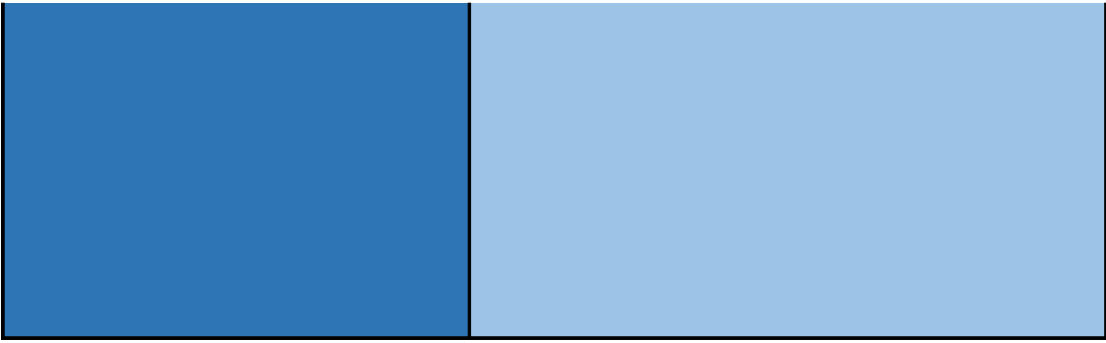
Regulatory Mission

Cross-Cutting

**Marine Transportation
System Funding
(Grants, Loans,
Direct) Marine
Transportation System
Funding
(Grants, Loans, Direct)**



Resilience



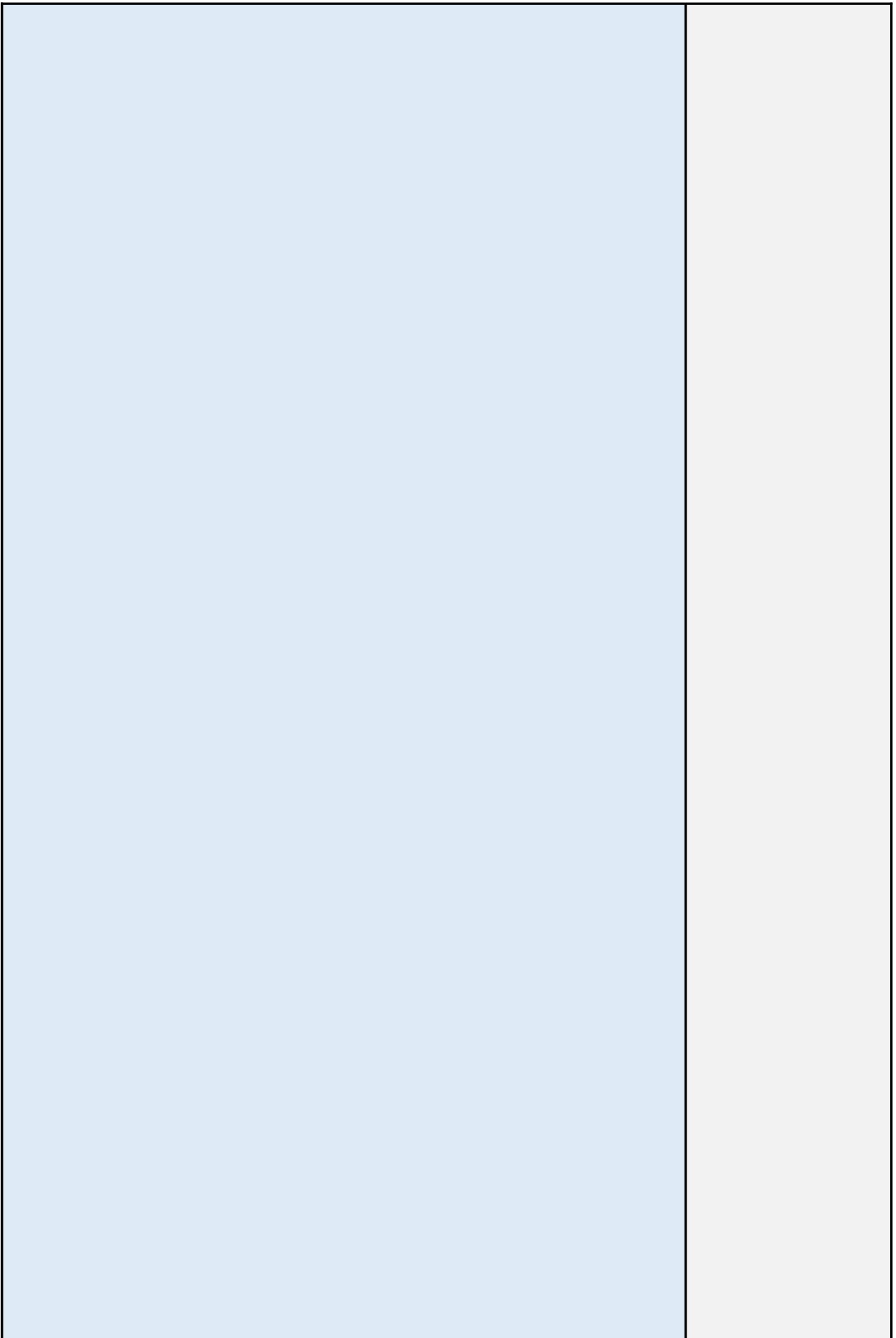
FUNCTION/PROGRAM	USACE
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Obstruction to Navigation

X

Accident Investigations

X



Invasive species	X
Market Analysis	X

Federal Vessel Operators

X

Deep Draft Construction and O&M	X
Inland Waterways and L&D, Construction and O&M	X
Jetties and Piers	X
Aids to Navigation	X
Offshore and Deepwater Ports	X
Bridges	X

Vessel Construction	X
Physical Observations	X
Navigation Services	X
Charting and Mapping	X
Maritime Domain Awareness	X

Critical Infrastructure Protection

X

Cybersecurity	X
Vessel Technology	X
Environmental Protection	X

Environmental Observation	X
Vessel Bridge Systems	X
Automation	X
Education and Training	X
Authoritative Data Collection	X
Real-time Data	X

Historical Data	X
Data Analysis	X
Regulation (Air, Water, Land)	X
Shipping Regulation	X
Permitting	X
Historic Preservation	X

Tribal Consultation	X
Offshore Operations	X
Infrastructure	X

Safety

X

Environment

X

Operations	X
International Association of Lighthouse Authorities	X
International Hydrographic Organization	X
International Joint Commission	X
Tribal Engagement	X
Standards	X
Sustainability	X

Extreme Weather	X
All Hazard Response	X

Authority

33 CFR 245.20 Determination of hazard to navigation.

Regulatory-related:

33 USC 403

33 CFR 322 Permits for Structures of Work in or Affecting Navigable V
Section 10 of the Rivers and Harbors Act of 1899.33 CFR 245.20 Deter
navigation.

Regulatory-related:

33 USC 403

33 CFR 322 Permits for Structures of Work in or Affecting Navigable V
Section 10 of the Rivers and Harbors Act of 1899.33 CFR 245.20 Deter
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Regulatory-related:

33 USC 403

33 CFR 322 Permits for Structures of Work in or Affecting Navigable V
Section 10 of the Rivers and Harbors Act of 1899.33 CFR 245.20 Deter
navigation.

Regulatory-related:

33 USC 403

33 CFR 322 Permits for Structures of Work in or Affecting Navigable V
Section 10 of the Rivers and Harbors Act of 1899.33 CFR 245.20 Deter
navigation.

Regulatory-related:

33 USC 403

33 CFR 322 Permits for Structures of Work in or Affecting Navigable V
Section 10 of the Rivers and Harbors Act of 1899.33 CFR 245.20 Deter
navigation.

Regulatory-related:

33 USC 403

33 CFR 322 Permits for Structures of Work in or Affecting Navigable V
Section 10 of the Rivers and Harbors Act of 1899.

EM 1110-2-5025 Dredging and Dredged Material Management

<https://www.publications.usace.army.mil/portals/76/publications/em-1110-2-5025.pdf>

Regulatory:

Section 404 of the Clean Water Act

Section 10 of the Rivers and Harbors Act of 1899

33 CFR Part 336 PART 336 - FACTORS TO BE CONSIDERED IN THE EVALUATION OF DREDGING PROJECTS INVOLVING THE DISCHARGE OF DREDGED MATERIAL INTO WATERS OF THE U.S. AND OCEAN WATERS (Authority: 33 U.S.C. 1413)

<https://www.ecfr.gov/current/title-33/chapter-II/part-336> EM 1110-2-5025 Dredged Material Management

<https://www.publications.usace.army.mil/portals/76/publications/em-1110-2-5025.pdf>

Regulatory:

Section 404 of the Clean Water Act

Section 10 of the Rivers and Harbors Act of 1899

33 CFR Part 336 PART 336 - FACTORS TO BE CONSIDERED IN THE EVALUATION OF DREDGING PROJECTS INVOLVING THE DISCHARGE OF DREDGED MATERIAL INTO WATERS OF THE U.S. AND OCEAN WATERS (Authority: 33 U.S.C. 1413)

<https://www.ecfr.gov/current/title-33/chapter-II/part-336> EM 1110-2-5025 Dredged Material Management

<https://www.publications.usace.army.mil/portals/76/publications/em-1110-2-5025.pdf>

Regulatory:

Section 404 of the Clean Water Act

Section 10 of the Rivers and Harbors Act of 1899

33 CFR Part 336 PART 336 - FACTORS TO BE CONSIDERED IN THE EVALUATION OF DREDGING PROJECTS INVOLVING THE DISCHARGE OF DREDGED MATERIAL INTO WATERS OF THE U.S. AND OCEAN WATERS (Authority: 33 U.S.C. 1413)

Section 104 of the River and Harbor Act of 1958 (USC 610), as amended
Aquatic Nuisance Prevention and Control Act of 1990 National Invasive
Aquatic Nuisance Species Research Program (16 USC 4722)

Dept of the Army USACE ER 405-1-04 , Real Estate Appraisal
<https://www.publications.usace.army.mil/Portals/76/Publications/ER405-1-4.pdf?ver=2016-02-09-134135-850>Dept of the Army USACE ER 405-1-4
Appraisal

<https://www.publications.usace.army.mil/Portals/76/Publications/ER405-1-4.pdf?ver=2016-02-09-134135-850>Dept of the Army USACE ER 405-1-4
Appraisal

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<https://www.publications.usace.army.mil/Portals/76/Publications/ER405-1-4.pdf?ver=2016-02-09-134135-850>

Code of Federal Regulations Title 29, Part 1960, Occupational Safety and Health Administration
Engineering Regulation 385-1-91, Training, Testing and Licensing for Class I Motorboats.
Class I Motorboats.

Engineer Manual 385-1-1, Safety and Health Requirements Manual
(and more ERs, EMs, etc.)

<https://www.publications.usace.army.mil/Portals/76/Publications/EngineeringRegulations/385-1-91.pdf?ver=2019-09-13-152237-213>Code of Federal Regulation
Occupational Safety and Health Act.

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<https://www.publications.usace.army.mil/Portals/76/Publications/EngineeringRegulations/385-1-91.pdf?ver=2019-09-13-152237-213>Code of Federal Regulation
Occupational Safety and Health Act.

Engineering Regulation 385-1-91, Training, Testing and Licensing for Class I Motorboats.

USACE has a stake in deep draft construction via various Water Resources

Various Water Resources Development Acts

Various Water Resources Development Acts, Section 404 of the Clean Water Act of the Rivers and Harbors Act of 1899

33 CFR 209.325 Navigation lights, aids to navigation, navigation charting policy, practices, and procedure

40 CFR 1501 review/assist per NEPA process, Section 404 of the Clean Water Act of the Rivers and Harbors Act of 1899

Section 404 of the Clean Water Act

Section 10 of the Rivers and Harbors Act of 1899

Historic project authorizations under a variety of Acts
Section 404 of the Clean Water Act
Section 10 of the Rivers and Harbors Act of 1899

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Historic project authorizations under a variety of Acts

Historic authorizations under a variety of Acts
Funding through PRIP: 33 USC 576 authorization; implemented under
Management of Capital Investments
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Management of Capital Investments
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OAs on navigation projects

Rivers and Harbors Act

33 CFR 209.325 Navigation lights, aids to navigation, navigation charts,
policy, practices, and procedure

Maritime Domain Awareness (MDA) is a national effort to achieve an understanding
of anything in the global maritime environment that could affect the
economy, or environment of the United States. USACE, as a member
role in maintaining the waterways of the marine transportation system

Title 42 United States Code, Chapter 68, Subchapter IV-B, Sec. 5195c - Critical Infrastructure Protection (Critical Infrastructures Protection Act of 2001)
Public Law 107-296 - NOV. 25, 2002; Homeland Security Act of 2002
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Public Law 107-296 - NOV. 25, 2002; Homeland Security Act of 2002
Department of Defense Instruction (DoDI) 8500.01, Cybersecurity, 14
United States Code, Chapter 68, Subchapter IV-B, Sec. 5195c - Critical Infrastructure Protection (Critical Infrastructures Protection Act of 2001)
Public Law 107-296 - NOV. 25, 2002; Homeland Security Act of 2002
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Department of Defense Instruction (DoDI) 8500.01, Cybersecurity, 14
United States Code, Chapter 68, Subchapter IV-B, Sec. 5195c - Critical Infrastructure Protection (Critical Infrastructures Protection Act of 2001)
Public Law 107-296 - NOV. 25, 2002; Homeland Security Act of 2002
Department of Defense Instruction (DoDI) 8500.01, Cybersecurity, 14

USACE conducts programs such as the Navigation Systems Research and Development Program and other technologies

Section 404 of the Clean Water Act

Formerly Utilized Sites Remedial Action Program (FUSRAP)
Base Realignment and Closure Act program Formerly Utilized Sites Re
(FUSRAP)
Base Realignment and Closure Act program Formerly Utilized Sites Re
(FUSRAP)
Base Realignment and Closure Act program Formerly Utilized Sites Re
(FUSRAP)
Base Realignment and Closure Act program

Various WRDA bills

USACE researches and contracts automation research and technology

USACE conducts e-Learning and quality training development through
Center

Army Data Management Guide

USACE Data Strategy Initiative

Engineering Regulation 24-1-110. Army Data Management Guide

USACE Data Strategy Initiative

Engineering Regulation 24-1-110. Army Data Management Guide

USACE Data Strategy Initiative

Engineering Regulation 24-1-110.

US Army Corps of Engineers provides a wide variety of data sets that
used and redistributed by anyone. Opening this data increases public
government, creates opportunities for economic development, and in
in both the private and public sectors.

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USACE Data Strategy Initiative

Section 404 of the Clean Water Act

Section 10 of the Rivers and Harbors Act of 1899Section 404 of the Cl

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Section 10 of the Rivers and Harbors Act of 1899

Section 106 of the National Historic Preservation Act and many more
historic preservation

National Environmental Policy Act

American Indian Religious Freedom Act

Archeological Resources Protection Act of 1979

Native American Graves Protection and Repatriation ActNational Env

American Indian Religious Freedom Act

Archeological Resources Protection Act of 1979

Native American Graves Protection and Repatriation ActNational Env

American Indian Religious Freedom Act

Archeological Resources Protection Act of 1979

Native American Graves Protection and Repatriation Act

Rivers and Harbors Act

Outer Continental Shelf Lands Act

Section 9 of the Endangered Species Act

Section 7 of the Endangered Species ActRivers and Harbors Act

Outer Continental Shelf Lands Act

Section 9 of the Endangered Species Act

Section 7 of the Endangered Species Act

Various WRDA bills

OSHA-related regulations

29 CFR 1910 Occupational Safety and Health Standards for General Industry

29 CFR 1926 Occupational Safety and Health Standards for Construction

29 CFR 1960 Basic Program Elements for Federal Employees

DOD Instruction (DODI) 6055.1, DOD Safety and Occupational Health

Army Regulation 40-5, Preventative Medicine

AR 385-10, Army Safety Program

Engineering Manual 385-1-1 Safety and Health Requirements Manual

regulations

29 CFR 1910 Occupational Safety and Health Standards for General Industry

29 CFR 1926 Occupational Safety and Health Standards for Construction

29 CFR 1960 Basic Program Elements for Federal Employees

DOD Instruction (DODI) 6055.1, DOD Safety and Occupational Health

Army Regulation 40-5, Preventative Medicine

AR 385-10, Army Safety Program

Engineering Manual 385-1-1 Safety and Health Requirements Manual

Section 404 of the Clean Water Act

FUSRAP

FUDS

Various WRDAsSection 404 of the Clean Water Act

FUSRAP

FUDS

Various WRDAs

The Navigation Mission of USACE is to provide safe, reliable, efficient sustainable waterborne transportation systems for the movement of national security needs, and for recreation. This Inland Marine Transport is a critical component in this Nation's ability to remain competitive in

USACE is involved in lighthouse preservation

USACE maintains charts that relate to the IHO

USACE, with its stake in waterways is involved in the IJC topics.

USACE Tribal National Program implements the DoD American Indian and USACE Tribal Policy Principles. National Environmental Policy Act
American Indian Religious Freedom Act
Archeological Resources Protection Act of 1979
Native American Graves Protection and Repatriation Act
USACE Tribal implements the DoD American Indian/Alaska Native Policy and USACE
National Environmental Policy Act
American Indian Religious Freedom Act
Archeological Resources Protection Act of 1979
Native American Graves Protection and Repatriation Act

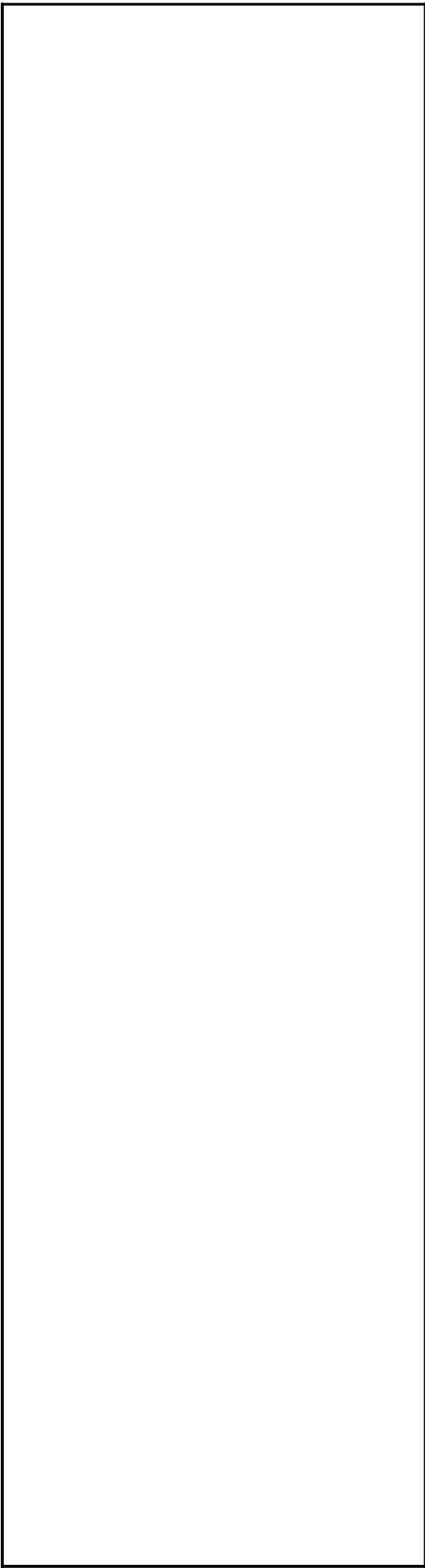
As the Nation's largest and oldest manager of water resources, USACE successfully adapting its policies, programs, projects, planning, and operations from important drivers of global change and variability.

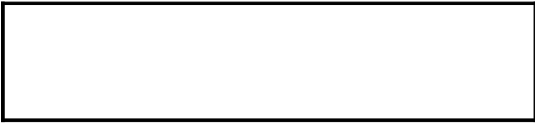
Sustainability is core to USACE's decision processes and culture. Yearly Report and Implementation Plan (SRIP) focuses on achieving energy and

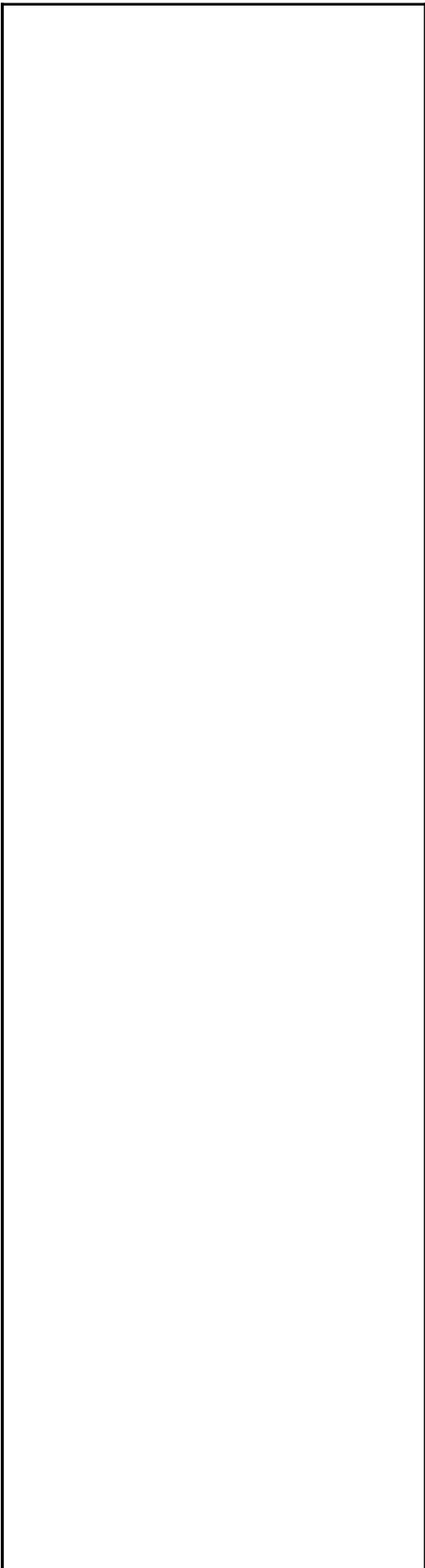
U.S. Army Corps of Engineers considers the potential impact of extreme weather events on the planning and operations of water resources infrastructure projects

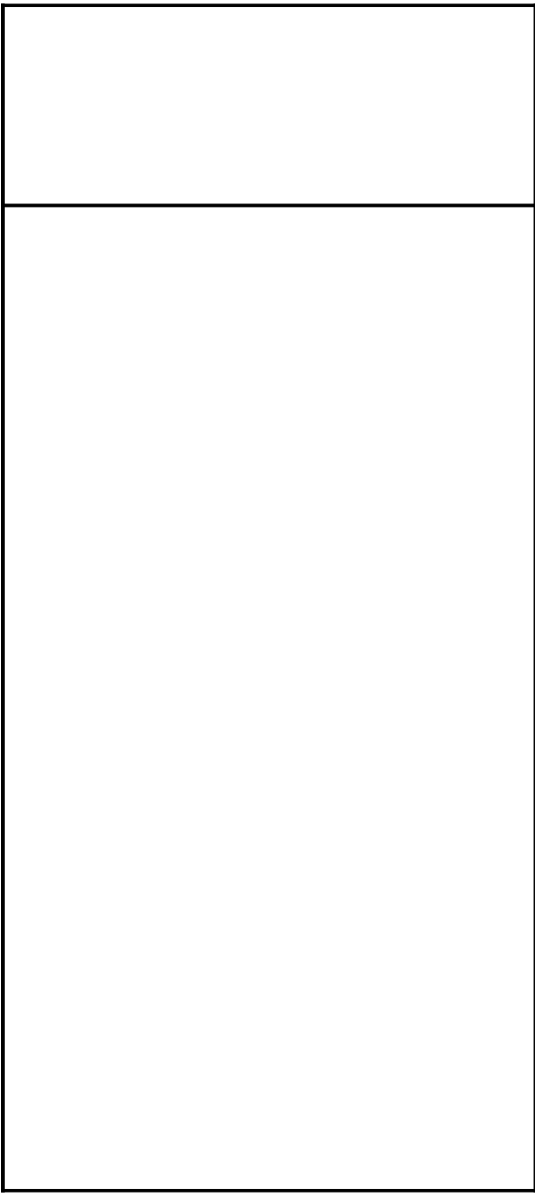
Each year, the US Army Corps of Engineers (USACE) deploys hundreds of personnel and resources across the United States and its territories to respond to natural disasters in disaster response and recovery.

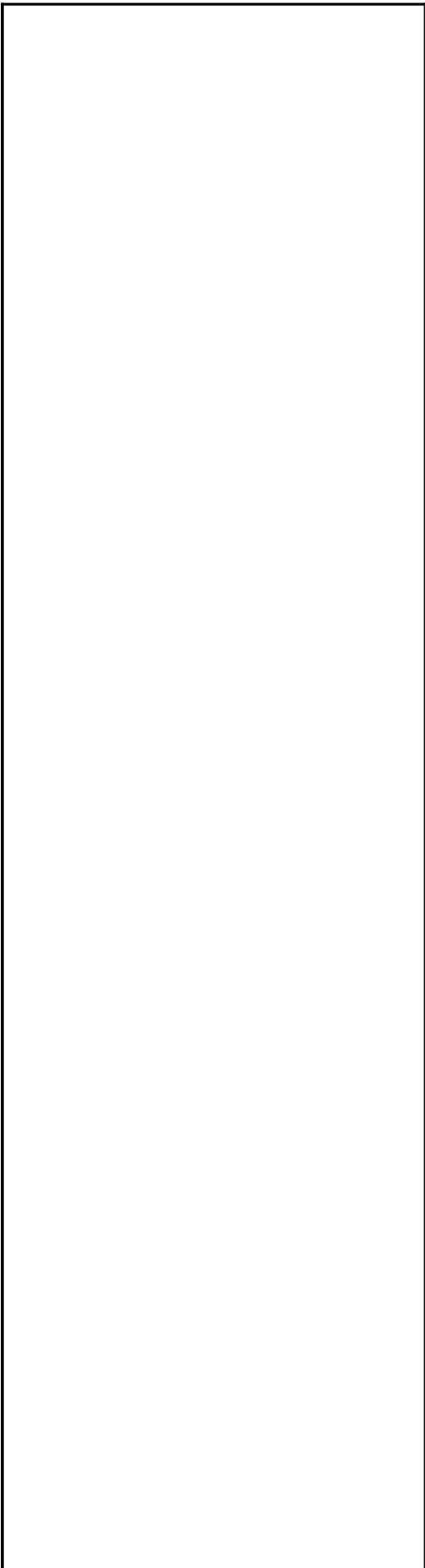
Back to Master M

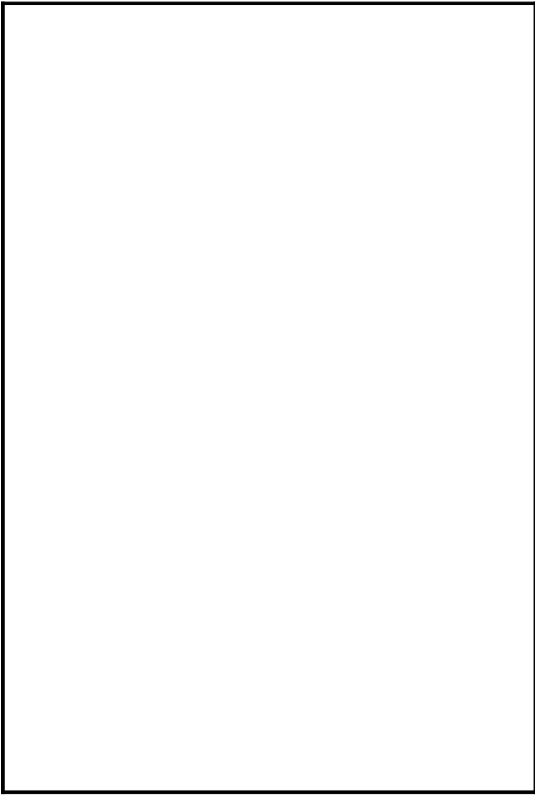


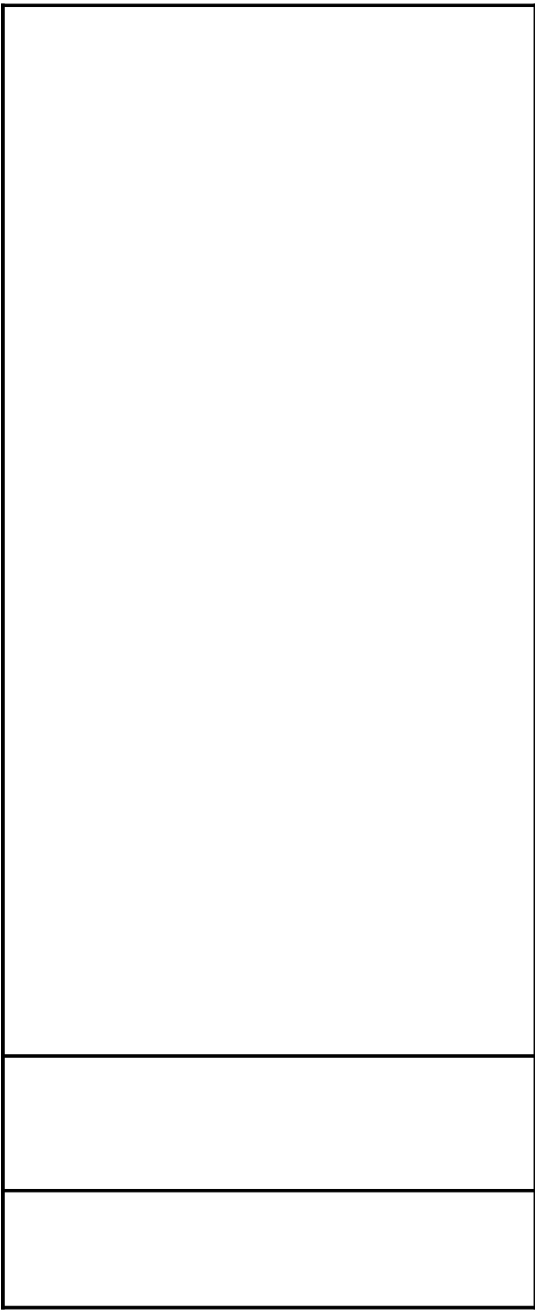


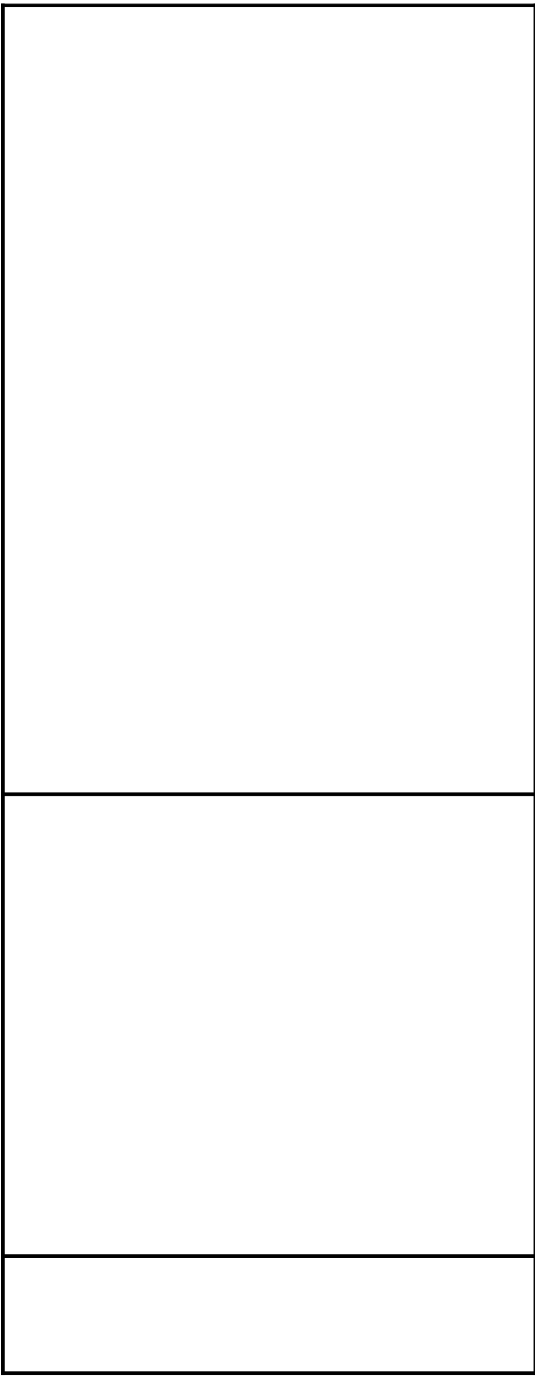


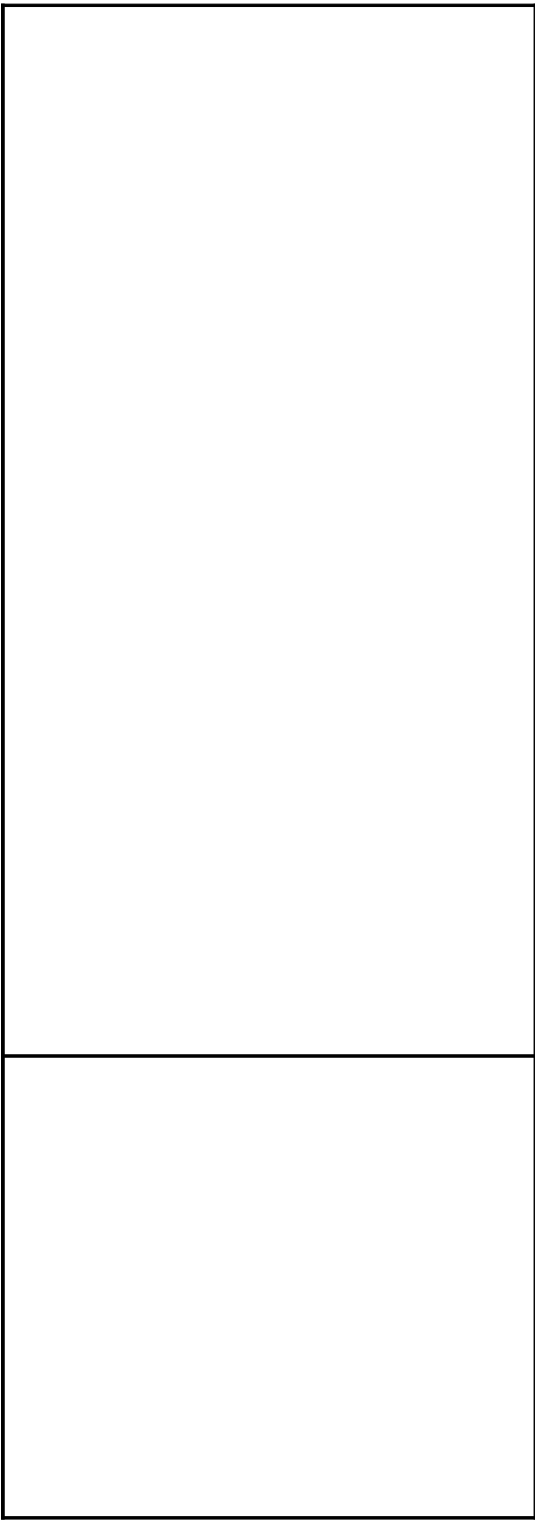


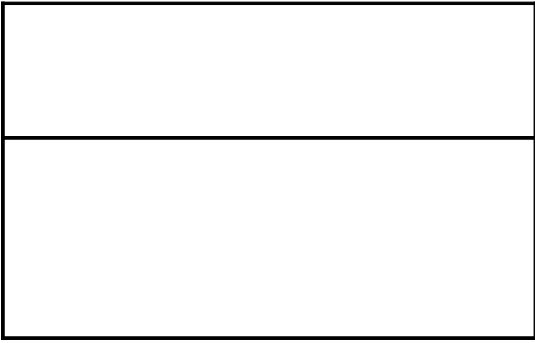












FEDERAL MTS Areas	MAJOR CATEGORIES
	Vessel Operations

Physical Infrastructure

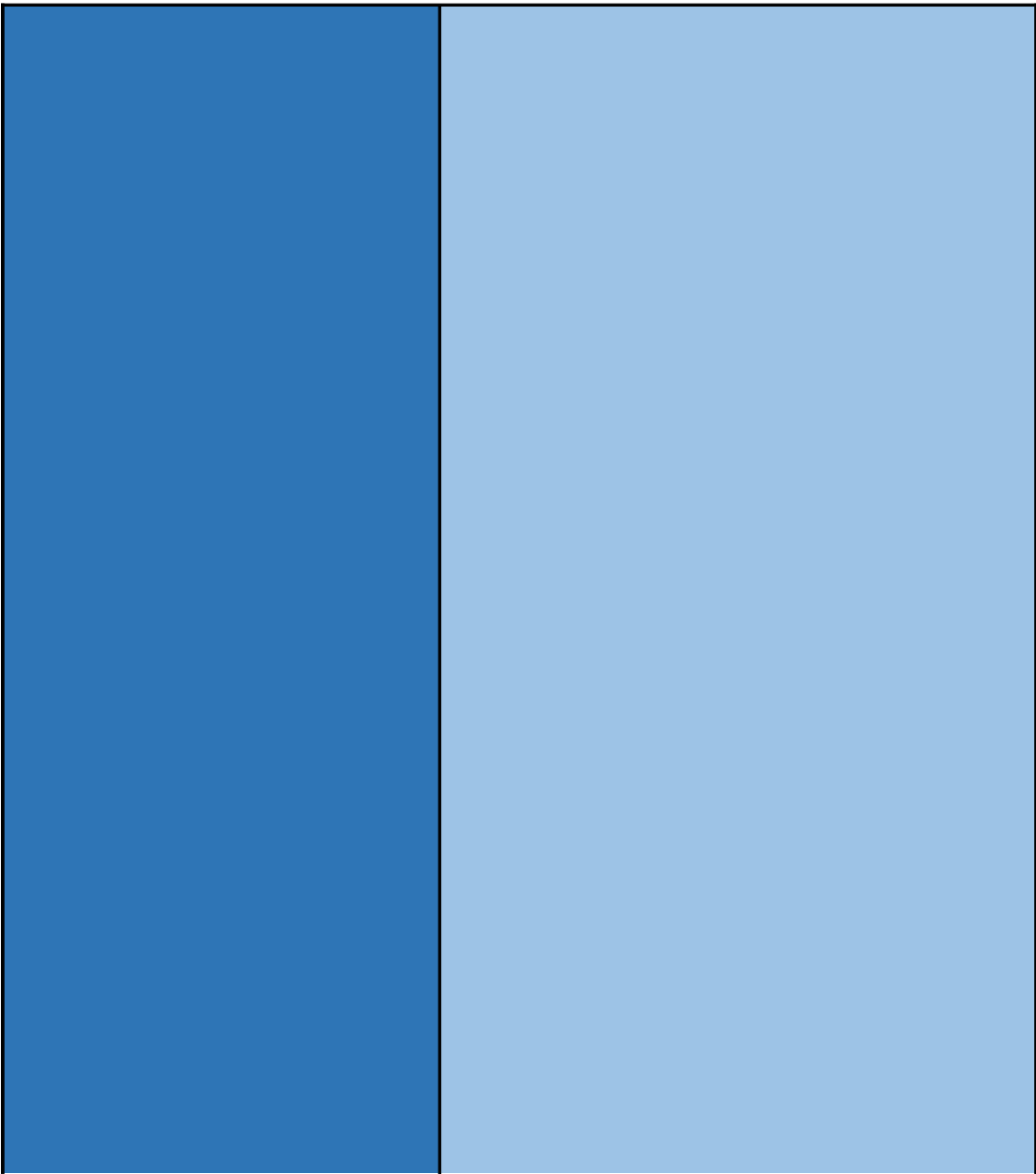
Physical Infrastructure

**Facilitate
Commerce**

**Informational
Infrastructure**

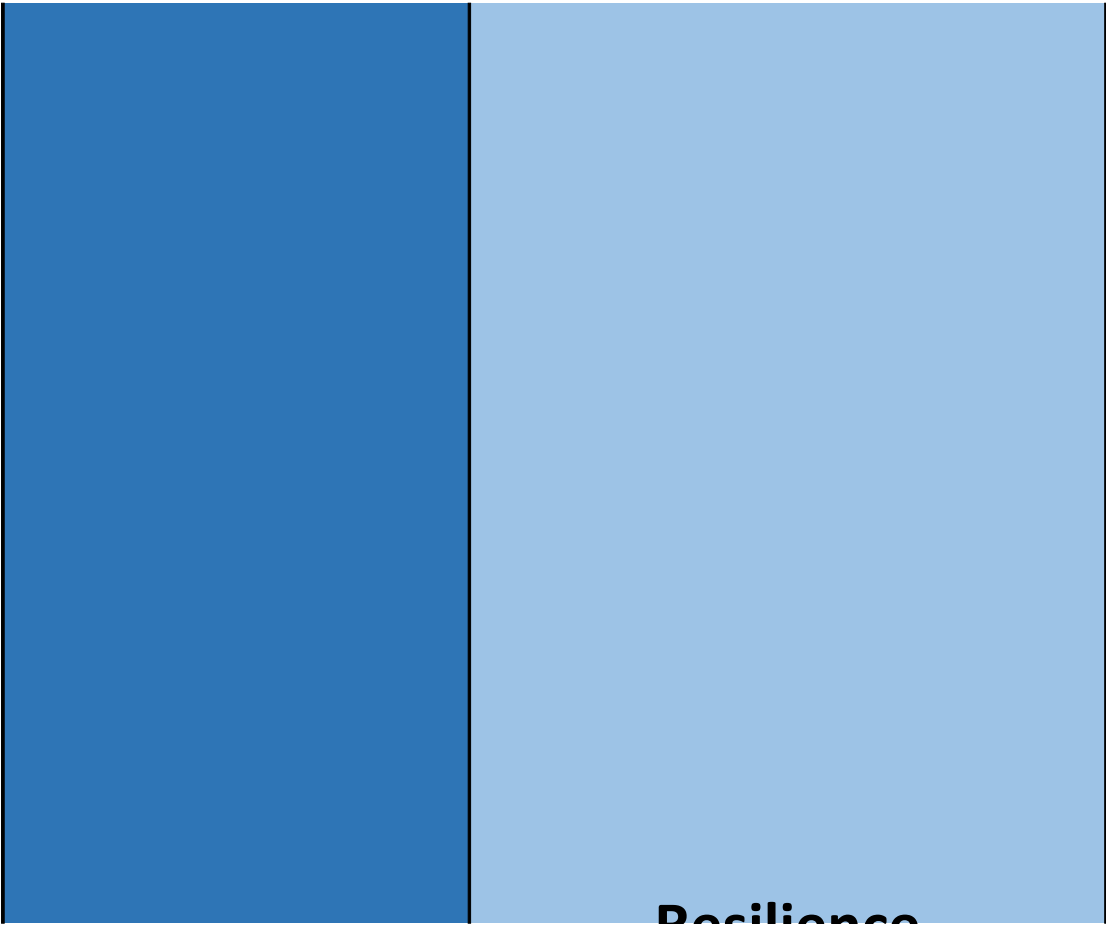
**Ensure
National
Security**

Security



**Innovative Science and
Technology**

Cross-Cutting



Resilience



FUNCTION/PROGRAM	Navy
MARPOL Related	X
Pilotage	X

Vessel Construction

X

Charting and Mapping

X

Weather

X

Sealift	X
Cybersecurity	X

Vessel Technology

X

Environmental Protection

X

Extreme Weather

X

All Hazard Response

X

Authority

33 USC 1954: Coordination: (a) Establishment of Interagency Marine Debris Coordinating Committee

There is established an Interagency Marine Debris Coordinating Committee to coordinate a comprehensive program of marine debris research and management. Federal agencies, in cooperation and coordination with non-governmental organizations, industry, universities, and research institutions, States, and other nations, as appropriate.

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10 USC 8627: Foreign naval vessels and aircraft: supplies and services. The Secretary of the Navy, under such regulations as he prescribes, may authorize a United States naval vessel or activity to furnish any of the following supplies and services, when in the best interests of the United States, on a reimbursement basis without an advance of funds if similar supplies and services are furnished on a reimbursement basis to naval vessels and military aircraft of the United States by the Secretary concerned:

(1) Routine port services in territorial waters of the United States or in waters under United States control, including pilotage, tugs, garbage removal, line-throwing, and utilities, to naval vessels of foreign countries.

46 USC 57502: Construction, reconditioning, and remodeling of vessels.
General.-The Secretary of Transportation may have new vessels constructed or may have old vessels reconditioned or remodeled, as the Secretary determines to be necessary to carry out the objectives of this subtitle.

(b) Place of Work.-Construction, reconditioning, and remodeling of vessels under subsection (a) shall take place in shipyards in the continental United States (including Alaska and Hawaii). However, if satisfactory contracts cannot be obtained from private shipbuilders, the Secretary may have the work done in navy yards.

(c) Applicability of Construction-Differential Subsidy Provisions.-Contracts for the construction, reconstruction, or reconditioning of a vessel by a private shipbuilder under this chapter are subject to the provisions of title V of the Merchant Shipbuilding Act, 1936, applicable to a contract with a private shipbuilder for the construction of a vessel under title V of that Act.

10 USC 8951: Safety and effectiveness information; hydrographic information; Safety and Effectiveness Information.-(1) The Secretary of the Navy shall ensure the safety and effectiveness of all maritime vessels, aircraft, and forces of the United States forces by means of-

- (A) marine data collection;
- (B) numerical weather and ocean prediction; and
- (C) forecasting of hazardous weather and ocean conditions.

(2) The Secretary may extend similar support to forces of the North Atlantic Treaty Organization, and to coalition forces, that are operating with the armed forces of the United States.

(b) Hydrographic Information.-The Secretary of the Navy shall collect, analyze, and provide to the Director of the National Geospatial-Intelligence Agency information to support preparation of maps, charts, books, and geodetic data for that Agency.

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10 USC 8633: Auxiliary vessels: extended lease authority:(a) Authorized. Subject to subsection (b), the Secretary of the Navy may enter into contracts with private United States shipyards for the construction of new surface vessels acquired on a long-term lease basis by the United States from the shipyard or a private person for any of the following:

- (1) The combat logistics force of the Navy.
- (2) The strategic sealift force of the Navy.
- (3) Other auxiliary support vessels for the Department of Defense.

10 USC 394: Authorities concerning military cyber operations:(a) In General. The Secretary of Defense shall develop, prepare, and coordinate; make ready; and employ forces for purposes of; and, when appropriately authorized to do so, conduct military cyber activities or operations in cyberspace, including clandestine military activities or operations in cyberspace, to defend the United States and its interests, including in response to malicious cyber activity carried out against the United States or a United States person by a foreign power.

16 USC 8016: Technology programs: The Secretary of State, the Administrator of the United States Agency for International Development, the Secretary of the Coast Guard, the Department in which the Coast Guard is operating when it is not operating in the service in the Department of the Navy, the Secretary of Defense, the Secretary of Commerce, and the heads of other Federal agencies, if merited, shall develop and implement programs, as appropriate, to expand the role of technology for combatting illegal, unreported, and unregulated fishing, including by-

- (1) promoting the use of technology to combat IUU fishing;
- (2) assessing the technology needs, including vessel tracking technology, data sharing, in priority regions and priority flag states;
- (3) engaging with priority flag states to encourage the mandated use of vessel tracking technologies, including vessel monitoring systems, AIS, or other vessel movement monitoring technologies on fishing vessels and transshipment vessels at all times, as appropriate, while at sea as a means to identify IUU fishing and the shipment of illegally caught fish products; and
- (4) building partnerships with the private sector, including universities, research organizations, the seafood industry, and the technology, transportation, and logistics sectors, to leverage new and existing technologies and data to address IUU fishing.

10 USC 2701: Environmental restoration program: (a) Environmental Program.-

(1) In general.-The Secretary of Defense shall carry out a program of environmental restoration at facilities under the jurisdiction of the Secretary. The program shall be known as the "Defense Environmental Restoration Program".

(2) Application of section 120 of cercla.-Activities of the program described in subsection (b)(1) shall be carried out subject to, and in a manner consistent with, section 120 (relating to Federal facilities) of CERCLA (42 U.S.C. 9620).

(3) Consultation with epa.-The program shall be carried out in consultation with the Administrator of the Environmental Protection Agency.

(4) Administrative office within osd.-The Secretary shall identify an office within the Office of the Secretary which shall have responsibility for carrying out the program.

(b) Program Goals.-Goals of the program shall include the following:

(1) The identification, investigation, research and development, and remediation of environmental contamination from a hazardous substance or pollutant or contaminant.

(2) Correction of other environmental damage (such as detection and removal of unexploded ordnance) which creates an imminent and substantial danger to the public health or welfare or to the environment.

(3) Demolition and removal of unsafe buildings and structures, including buildings and structures of the Department of Defense at sites formerly used by the Department of Defense under the jurisdiction of the Secretary.

10 USC 8951: Safety and effectiveness information; hydrographic information; and geospatial intelligence information.

Safety and Effectiveness Information.-(1) The Secretary of the Navy shall ensure the safety and effectiveness of all maritime vessels, aircraft, and forces of the United States and its forces by means of-

- (A) marine data collection;
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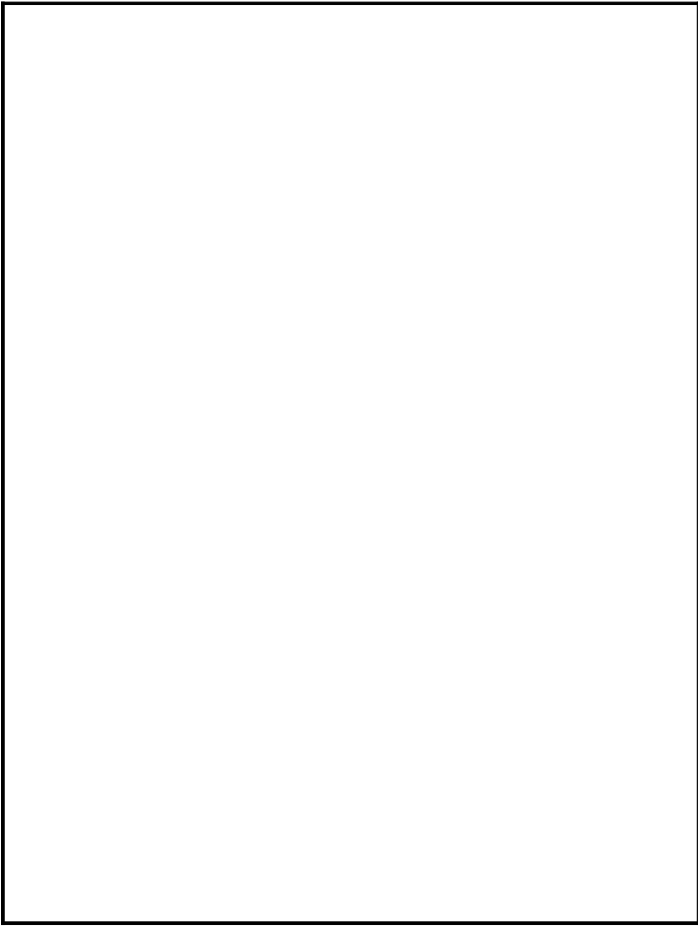
(b) Hydrographic Information.-The Secretary of the Navy shall collect, maintain, and disseminate hydrographic information to support preparation of maps, charts, books, and geospatial intelligence information by that Agency.

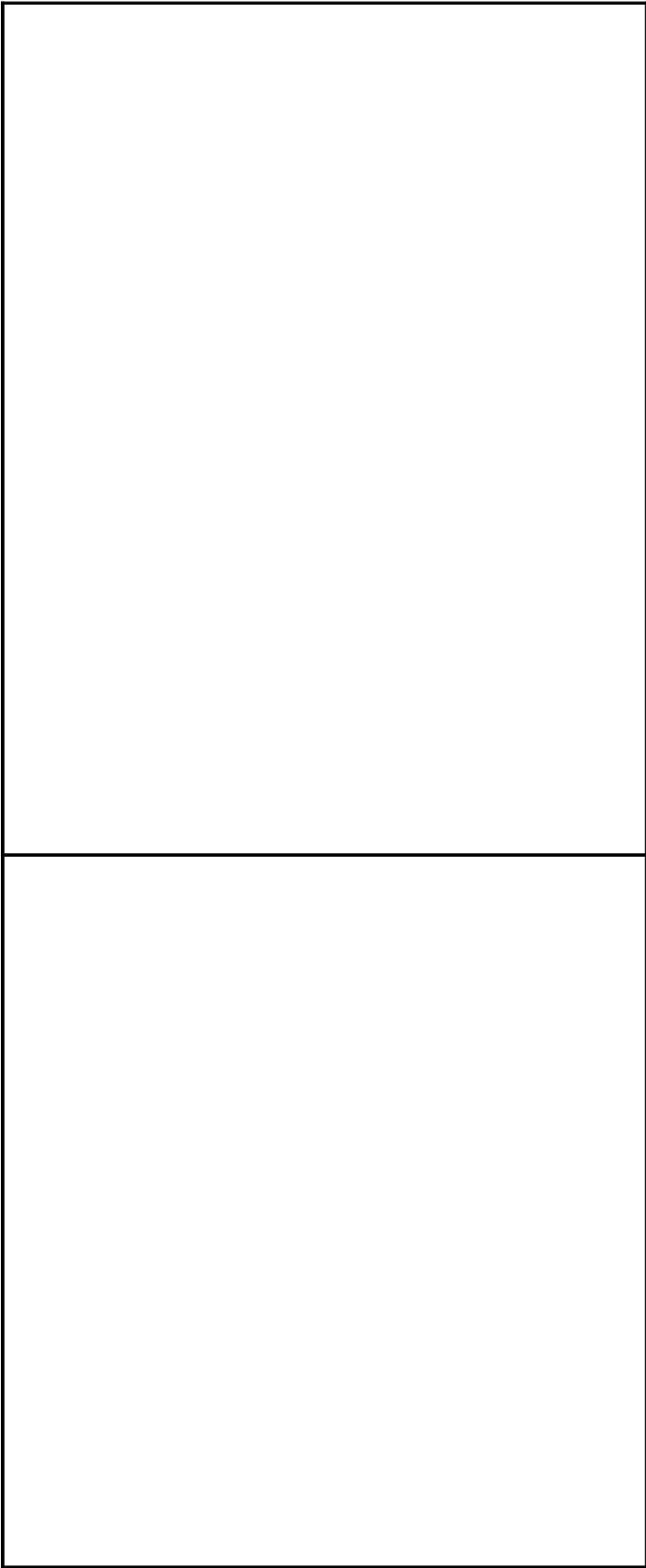
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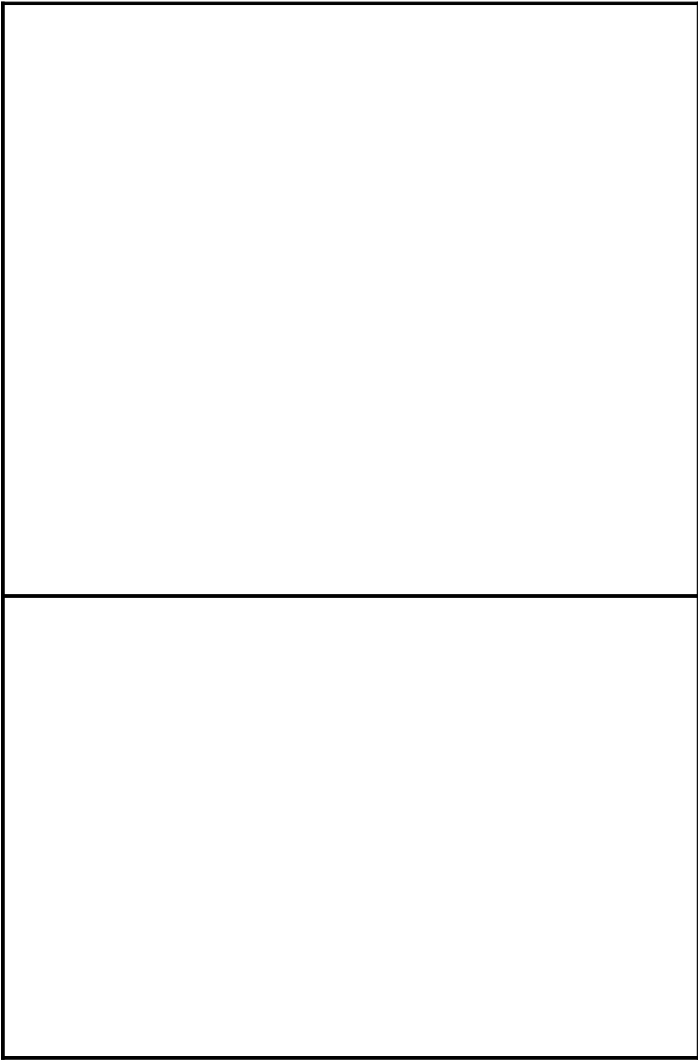
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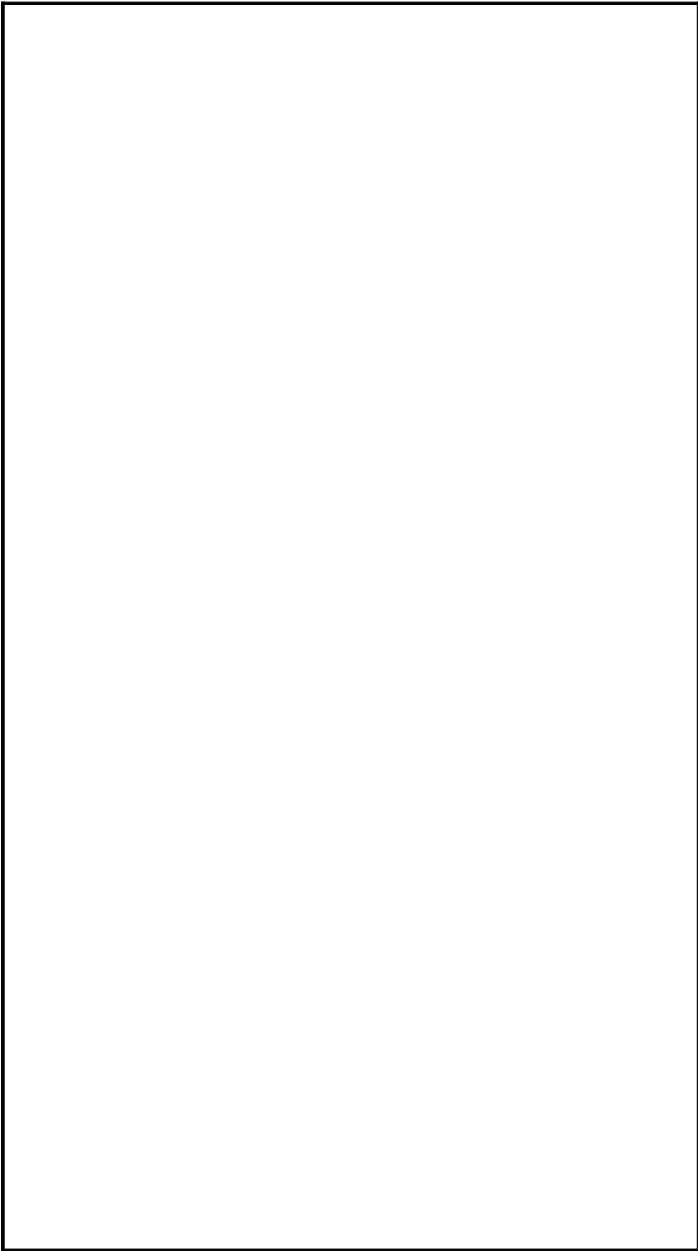
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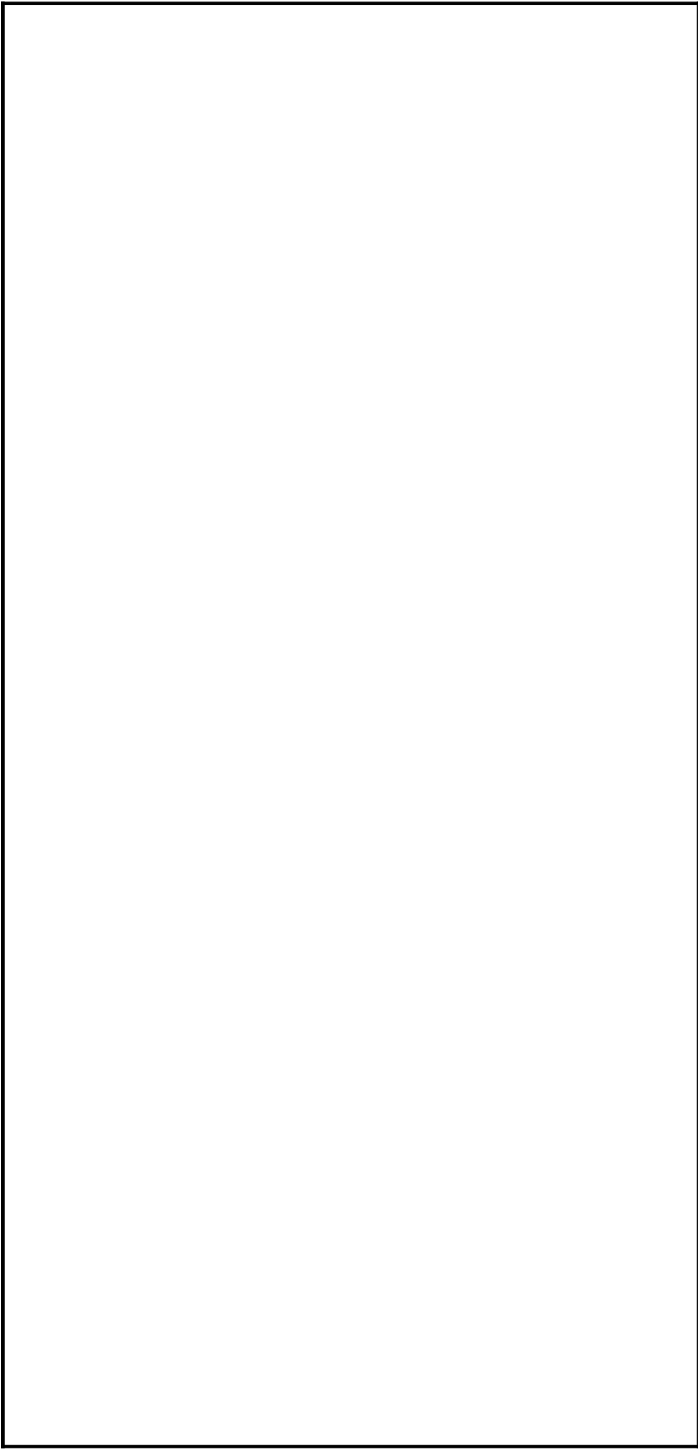
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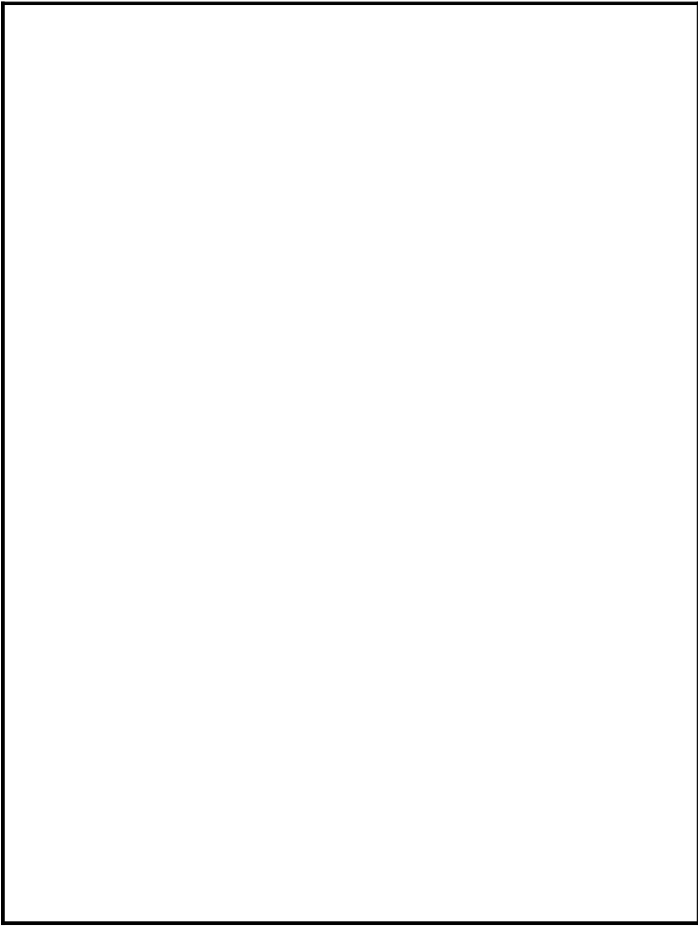


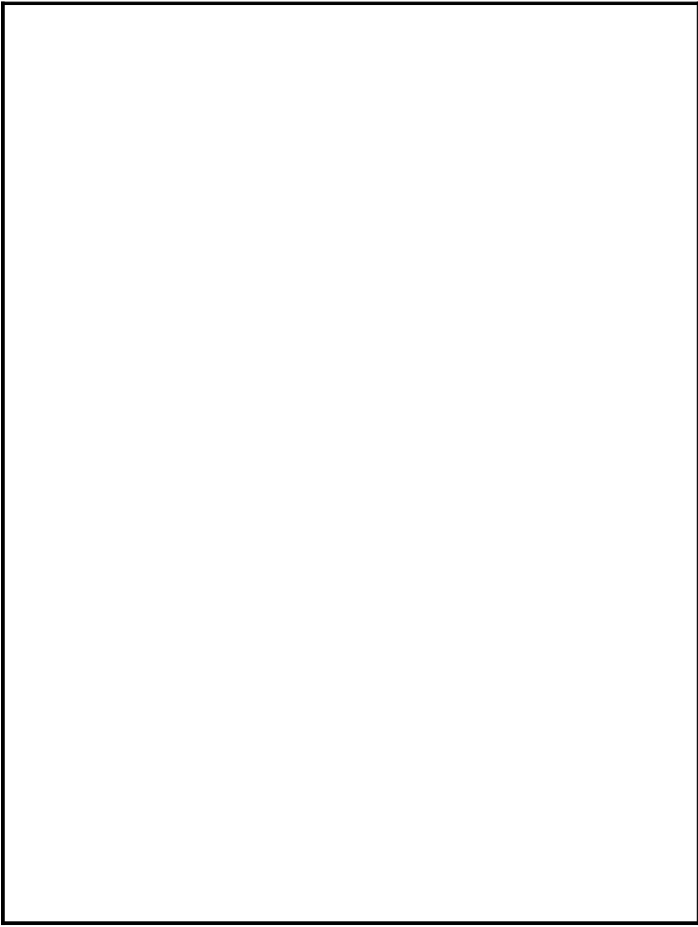












FEDERAL MTS Areas	MAJOR CATEGORIES
	Physical Infrastructure
	Security

**Innovative Science and
Technology**

Cross-Cutting

Data



Resilience

FUNCTION/PROGRAM	ONR
Vessel Discharges	X
Fisheries, Mammals, and Wildlife	X
Vessel Construction	X
Sealift	X
Cybersecurity	X
Vessel Technology	X

Environmental Observation	X
Automation	X
Historical Data	X
Data Analysis	X

Sustainability	X
Extreme Weather	X

Authority

According to Uniform National Discharge Standards there are at least 1000 ships to regulate. Currently the environmental quality program is focused on discharges of biocides from the antifouling coatings.

The Marine Mammals and Biology program supports basic and applied technology development related to understanding the effects of sources including physiological, behavioral, ecological and population-level effects.

The Advanced Naval Platforms Division is responsible for research programs in hull, mechanical, and electrical systems.

Effort focuses on the development of new technologies and systems to enhance the capability of the U.S. Navy and U.S. Marine Corps to provide reliable, sustained operations at sea. Sustainment systems include surface, subsurface and amphibious unmanned ships, craft and platforms operating at sea and USMC units ashore or in the littorals in contested environments.

ONR is developing cybersecurity solutions designed to defend maritime systems from emerging threats through software debloating, diversification, and other innovative approaches to resiliency of shipboard systems help ensure the reliability of platforms by minimizing possible cyber attack vectors and enhancing security.

Improve ship capability, operability and survivability by developing programs to enhance the capability of the hydrodynamics, motions and loads of naval platforms in ocean environments for design and analysis purposes. Provide the technology necessary to develop new and novel propulsor concepts for the U.S. Navy and USMC of warships/platforms.

The ONR explores science and technology in the areas of oceanographic observations, modeling and prediction in the environment. Some efforts include the development of remote sensing capabilities for quantifying dynamics in marine environments, above and below the sea surface, pursuing new methods for observing technologies, or utilization of organic, through-the-sensor technologies to increase environmental awareness.

The Machine Learning, Reasoning and Intelligence program focuses on developing science base and efficient computational methods for building versatile systems (cyber and physical) that can perform various tasks with minimal human intervention. In addition, they should be able to collaborate seamlessly with teams of autonomous agents in environments that are unstructured, open, complex and dynamic.

Large Scale Distributed Decision-making: The amount of data that is generated today is much larger than any time before in human history. In addition, the data is more complex, heterogeneous and fast changing. Analysis of such large datasets is beyond the cognitive abilities of any single decision maker. The goal is to develop new methods for extraction and analysis of relevant information from large scale datasets, and to develop new tools for distributed information systems and decision making.

The Mathematical Data Science program is concerned with basic research in probability, statistics, signal processing, machine learning, data engineering, and theory. The program aims to develop rigorous mathematical and algorithmic solutions to questions that are currently addressed using heuristics or non-principled methods. Areas of research include: Big Data; Small Data; Representation, learning and inference; Networks; Multi-modal, multi-scale information integration; and Decision making under Uncertainty.

Support development of technologies, manned and unmanned, that v
efficient: storage; selective offload; handling; surface, subsurface or a
and transfer; and delivery of payloads, materials, supplies, personnel
items at-sea without the need to return to port or to use port-based a

Supports research regarding tropical cyclone behavior and evolution,
intensity (including rapid intensification) and structure issues in the W



FEDERAL MTS Areas	MAJOR CATEGORIES
	Security

FUNCTION/PROGRAM

Sealift

TRANSCOM

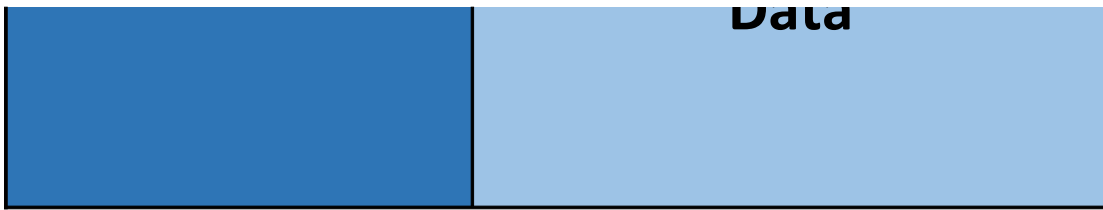
X

Authority

Federal authority resides with DoD. Per DoDI 5158.06 and DoDI 4500. USTRANSCOM has been delegated SECDEF authority for certain aspects of readiness programs such as the Maritime Security Program (MSP - 46 USC 534), Tanker Security Program (TSP - 46 USC 534), Voluntary Intermodal Sealift Agreement (VISA) and Voluntary Tanker Agreement (VTA).

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Vessel Operations
	Security
Cross-Cutting	Innovative Science and Technology (Workforce)Human
	Resources (Workforce)Human
	Resources Data



FUNCTION/PROGRAM	MSC
Federal Vessel Operators	X
Manning	X
Charting and Mapping	X
Sealift	X
Vessel Technology	X
Education and Training	X
Historical Data	X

Data Analysis

X

Authority

MSC exists to support the joint warfighter across the full spectrum of operations. MSC provides on-time logistics, strategic sealift, as well as specialized missions in the world, in contested or uncontested environments.

All CIVMARs are employed by the Navy to serve MSC onboard naval and hybrid-manned warships worldwide, in peace and war.

MSC engages in charting and mapping.

MSC delivers agile logistics, strategic sealift, as well as specialized missions the world, under any conditions, 24/7, 365 days a year.

Design Engineers perform ship system and subsystem machinery design, modifications development for various mechanical and technical issues, design and operation to perform complex design calculations for new systems.

We have an interest in seeing CIVMARs advance their careers. To support opportunities for both on-the-job and formal training. Allowing CIVMARs the time, experience, and skill-sets needed for advancement.

MSC employs specialists in systems analysis and data management for implementing, and administering systems for the acquisition, storage and data.

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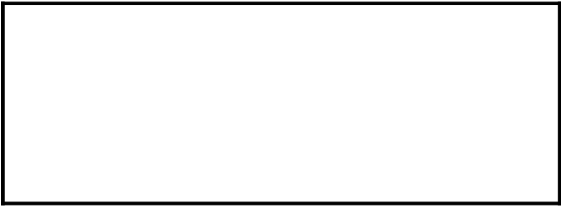
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FEDERAL MTS Areas	MAJOR CATEGORIES
	Safety
	Informational Infrastructure

**Ensure
National
Security**

Security

**Human Resources
(Workforce)Human
Resources
(Workforce)**

Data

Cross-Cutting

cross cutting

**International
Participation and Tribal
Nations**

Resilience

FUNCTION/PROGRAM	NGA
Search and Rescue	X
Accident Investigations	X
Physical Observations	X
Navigation Services	X
Charting and Mapping	X
Weather	X
Positioning and Timing	X
Piracy	X

Maritime Domain Awareness	X
Critical Infrastructure Protection	X
Environmental Observation	X
Vessel Bridge Systems	X
Automation	X
Education and Training	X
Authoritative Data Collection	X
Real-time Data	X

Historical Data	X
Data Analysis	X
International Maritime Organization	X
International Organization of Lighthouse Authorities	X
International Hydrographic Organization	X
Arctic Council	X
All Hazard Response	X

Authority

IAW 10 USC 442, NGA provides GEOINT support through the WWNW.

IAW 10 USC 442, NGA supports the primary investigatory agencies, as providing pre and post navigation products, history of changes, and s expertise on the use of NGA provided data, products and services in s Navigation.

IAW 10 USC 442 et seq., NGA is the DOD leader on Foundation data – topographic, elevation and terrain, land cover, and geodetic informat describe the world in which we live.

IAW 10 USC 442 et seq, NGA provides and maintains the maps, charts navigation in the air and on the seas with the most current informat forces and global transport networks.

IAW 10 USC 442 et seq, NGA supports national security priorities thro maintenance of nautical, aeronautical, and topographic maps and cha

IAW 10 USC 442 et seq, NGA coordinates with DOD and civil weatehr investigations, provides climatological information, integrates METOC many more weather related GEOINT applications.

IAW 10 USC 442 et seq, NGA produces the DoD "Truth" standard for t orbits and clock states. This data is used for all tidal corrections, ocean tropospheric corrections with Global Mapping Function for its GPS or estimates.

IAW 10 USC 442 et seq, NGA provides support to anti pracy through V

IAW 10 USC 442 et seq, NGA participates in cross agency coordinated and forum participation on issues related to the identification of maritime threats and dissemination of information in real time

IAW 10 USC 442 et seq, NGA provides Foundation GEOINT or common baseline data in support of our nations critical infrastructure.

IAW 50 USC 3045, NGA supports federal agencies' — such as the Department of Homeland Security and the Federal Emergency Management Agency — response to humanitarian relief missions.

IAW 10 USC 442 et seq, NGA supports the harmonization of product and a number of different vessel bridge systems in use by U.S. Government

IAW 10 USC 442 et seq, NGA actively pursues automation in terms of information exchange within and among various offices, and cross-cutting efforts and services in the interest of Safety of Navigation, GEOINT, intelligence disciplines.

IAW 10 USC 442 et seq, NGA is a leader in the GEOINT Professional Community, establishing criteria for several disciplines for GEOINT Professionals in enhancing NGA's professional workforce and their continued skill development. Internationally NGA leads the way on capacity building and training for Hydrographic Offices.

IAW 10 USC 442 et seq, NGA is responsible for the production, procurement and cataloging of geospatial data including topographic, elevation and geodetic foundation data.

IAW 10 USC 442 et seq, NGA provides timely warnings and rapid dissemination of information by monitoring, analyzing and reporting imminent threats through the Operations Center (NOC) and Worldwide Navigational Warnings Service.

I AW 10 USC 442 et seq, NGA maintains and uses historical data to better solve present and future intelligence problems.

I AW 10 USC 442 et seq, NGA analysts exploit and analyze imagery and other information to describe, assess and visually depict physical features across the Earth.

I AW 10 USC 442 et seq, NGA is among several U.S. representatives that participates in a number of groups dedicated to creating and enhancing standards within the maritime domain in the interest of Safety of Life at Sea, Maritime context of eNavigation, and other IMO-led efforts.

I AW 10 USC 442 et seq, NGA is an Associate Member of IALA and participates in committees to enhance Aids to Navigation, Cyber Security, Risk Management, and other pertinent issues in the interest of Safety of Navigation, standards development, information and data exchange.

I AW 10 USC 442 et seq, NGA is among several U.S. representatives that participates in various committees dedicated to creating and developing standards for charts and nautical information provision and portrayal in the interest of Safety of Navigation.

I AW 50 USC 3045, NGA supports Department of State on Arctic issues.

I AW 50 USC 3045, NGA provides GEOINT support to lead federal agencies.

FEDERAL MTS Areas	MAJOR CATEGORIES
Enhance Safety	Safety
Protect the Environment	Environmental Protection
	Trade Facilitation

**Ensure
National
Security**

Security

Data

Cross-Cutting

Regulatory Mission

**International
Participation and Tribal
Nations**

Resilience

FUNCTION/PROGRAM	DOE
Obstruction to Navigation	X
Facility Licensing and Inspection (including offshore)	X
Dredge material disposal	X
Invasive species	X
Marine Conservation Areas	X
Vessel Discharges	X
Noise and Emissions	X
Oil Spill Response	X
Fisheries, Mammals, and Wildlife	X
Trade Policy and Enforcement	X
Market Analysis	X

Critical Infrastructure Protection	X
Cybersecurity	X
Environmental Protection	X
Environmental Observation	X
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X
Permitting	X

Tribal Consultation	X
Arctic Council	X

Tribal Engagement	X
Sustainability	X
All Hazard Response	X

Authority

The DOE's Strategic Petroleum Reserve monitors navigable waterway distribution capabilities in the event of a Presidentially mandated dra

Hydropower Licensing

Through NEPA and the Natural Gas Act, DOE has responsibility in this as a cooperating agency in environmental reviews (e.g., EISs, EAs) typ agencies (FERC or MARAD). There is currently one instance where DO responsibility for this review, in a supplemental EIS. DOE also may eva impacts in its public interest review of certain LNG export application Gas Act. The SPR complies with the requirements contained within th 1990. However there is no involvement after custody has transferred Transportation System.

DOE has responsibility to ensure its orders related to certain LNG exp not violate trade provisions of statutes, regulations, or policies. The S sales contracts, insures the use of US Flagged Vessels for the shipmen "Notice of Sales" also prohibit sales to sanctioned contries.

The SPR conducts market analysis as it relates to crude oil pricing and US Oil Market Consultant.

SPR provides protection forces for storage facilities but does not engage marine terminals.

DOE is invested in maritime cybersecurity due to MTS stake in transport products that provide a reliable flow of energy to American households. Cybersecurity Capability Maturity Model 1 extends to the maritime domain.

DOE Water Power Technologies Office initiatives aim to monitor, observe oceans and encourage advancement of technologies to support decarbonization of the maritime sector.

DOE Water Power Technologies Office initiatives aim to monitor, observe oceans.

Through the Natural Gas Act, the DOE collects data concerning natural gas imports and exports by vessel.

Through the Natural Gas Act, the DOE retains data collected.

Through the Natural Gas Act, DOE summarizes, analyzes, and publishes reports that include analysis of data on natural gas and LNG imports and exports by vessel.

Through the Natural Gas Act, DOE has a statutory obligation to evaluate regulatory decisions on applications to import and/or export natural gas.

DOE is engaged in strategic planning and outreach to elicit Tribal feedback from Congressional and Intergovernmental Affairs, in conjunction with other agencies and the national laboratories, is currently engaged in strategic planning to elicit Tribal feedback and prepare a roadmap for more effective consultation with Tribal American communities. Across a wide spectrum of policies, projects, and programs, Tribal nations remain valued partners in the pursuit of the country's ambitious energy goals. DOE is engaged in strategic planning and outreach to elicit Tribal feedback from Congressional and Intergovernmental Affairs, in conjunction with other agencies and the national laboratories, is currently engaged in strategic planning to elicit Tribal feedback and prepare a roadmap for more effective consultation with Tribal American communities. Across a wide spectrum of policies, projects, and programs, Tribal nations remain valued partners in the pursuit of the country's ambitious energy goals.

DOE's Arctic Energy Office is very involved in Arctic Council and arctic region discussions. The State Dept is the official USG representative to the Arctic Council. DOE has been part of various initiatives and working groups.

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Water Power Technologies Office focuses sustainable aquaculture and the viability of renewable energy technologies.

As threats evolve, we will continue working closely with our private partners to protect against all hazards – both manmade and natural – and help ensure a reliable and resilient flow of electricity needed for the vital services that we use every day.

Through NEPA, DOE has operated as a cooperating agency in NEPA reviews that include Tribal consultations.

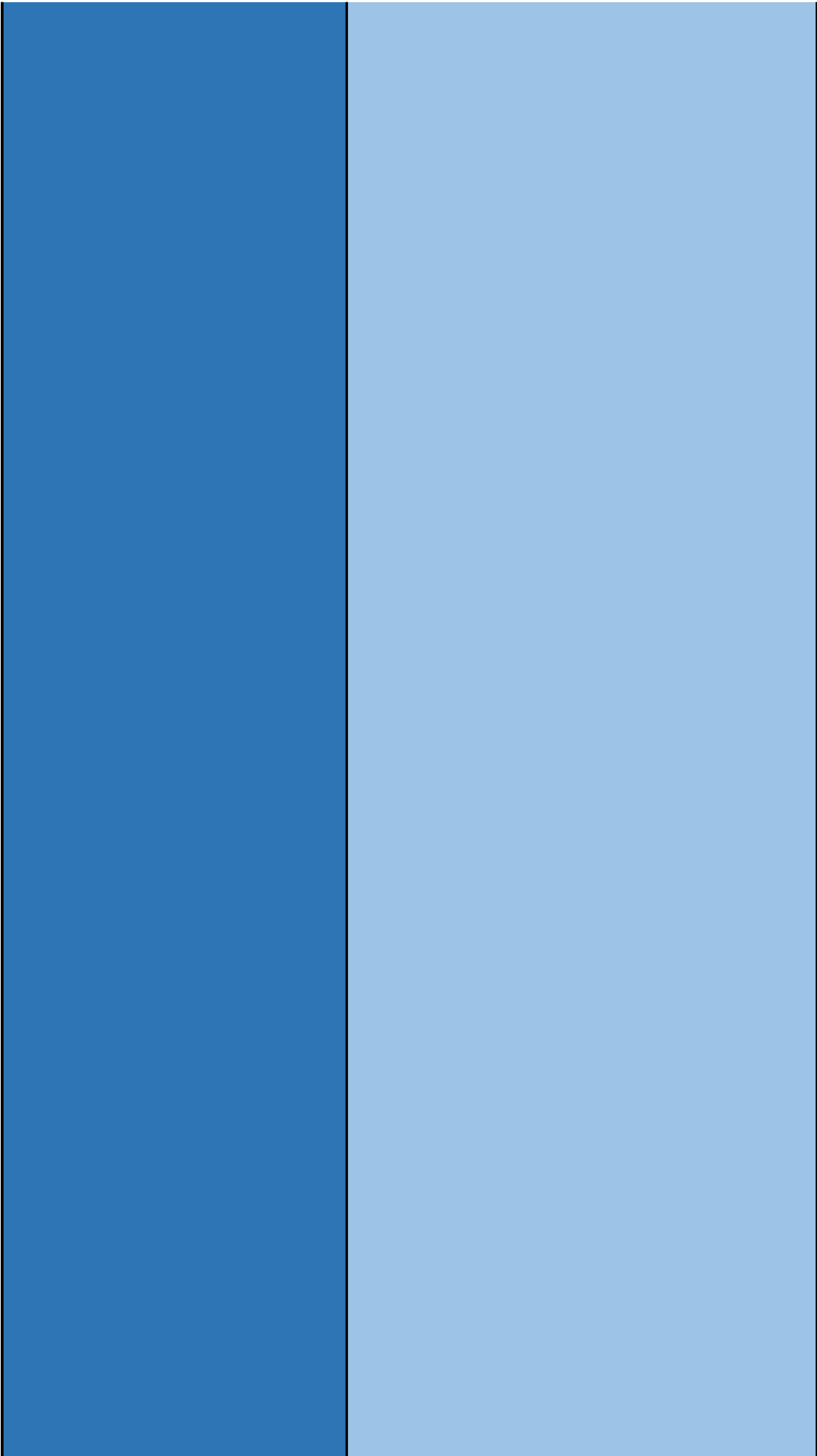
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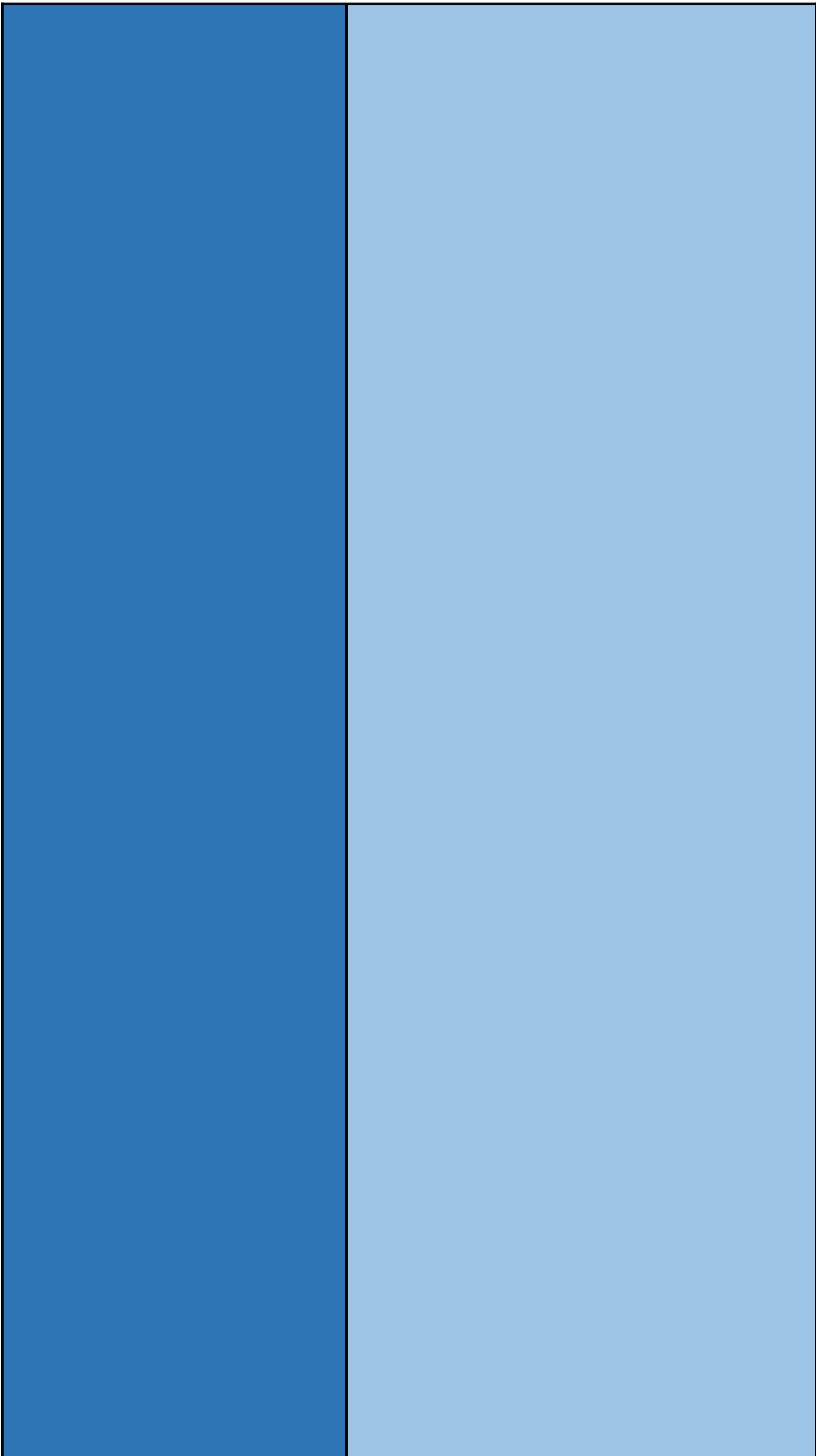
**FEDERAL
MTS Areas**

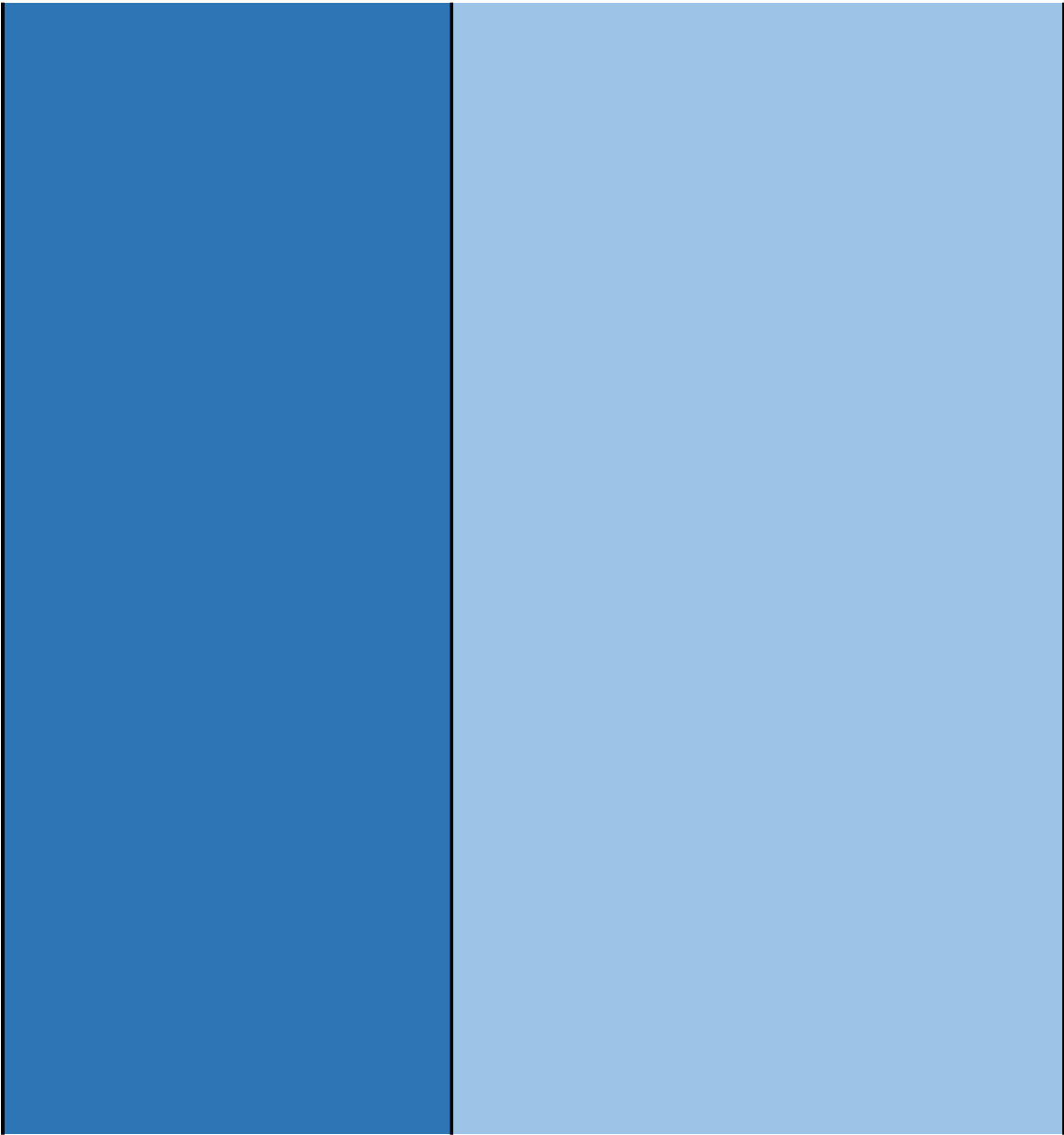
**MAJOR
CATEGORIES**

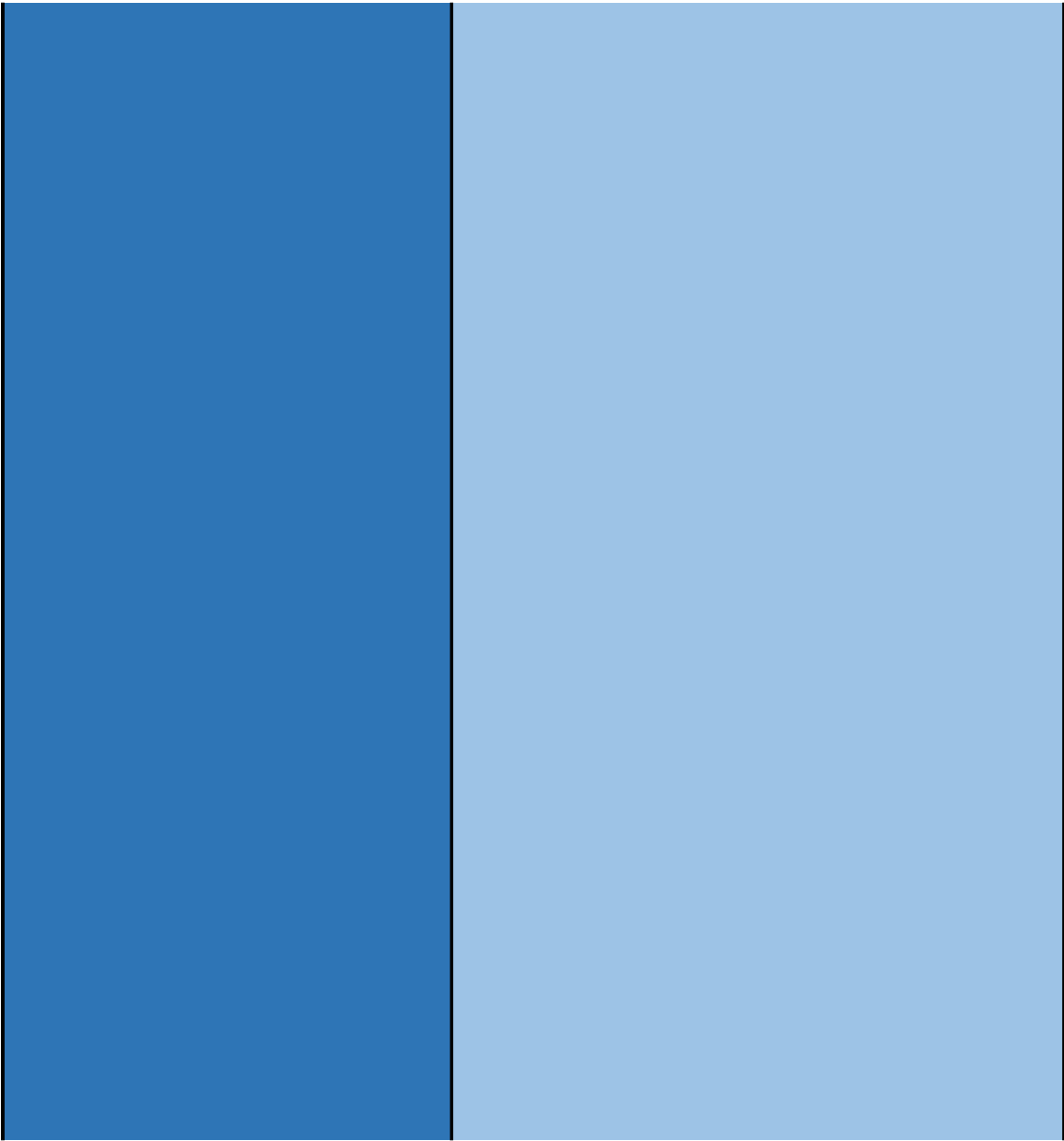


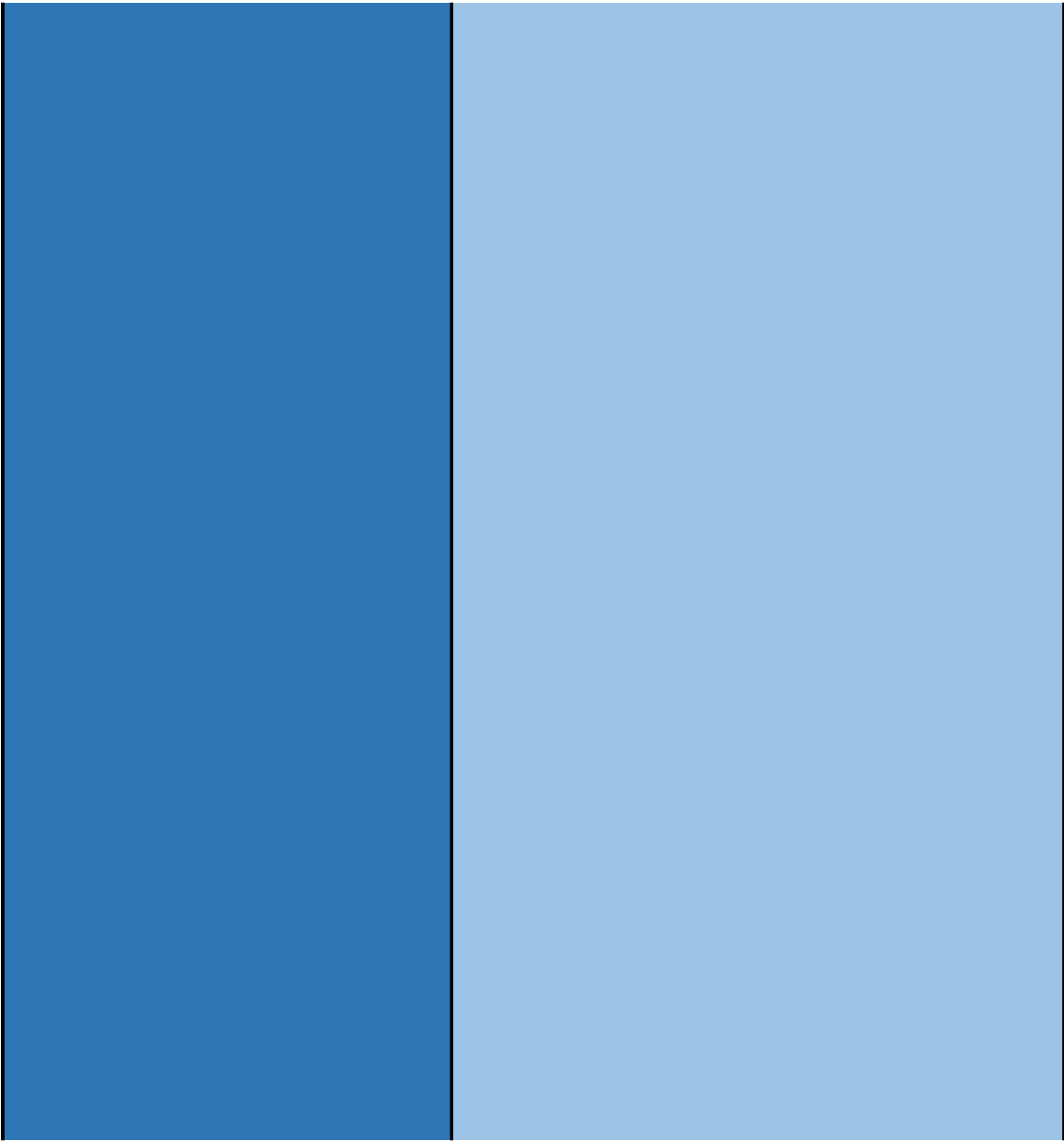
Safety

Safety



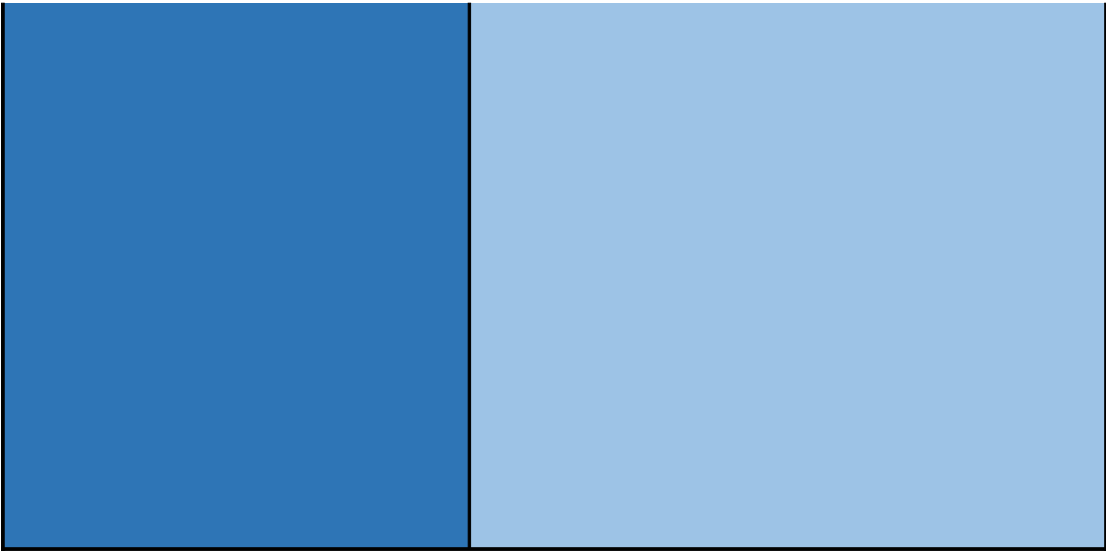






**Protect the
Environment**

**Environmental
Protection**





Trade Facilitation

**Facilitate
Commerce**

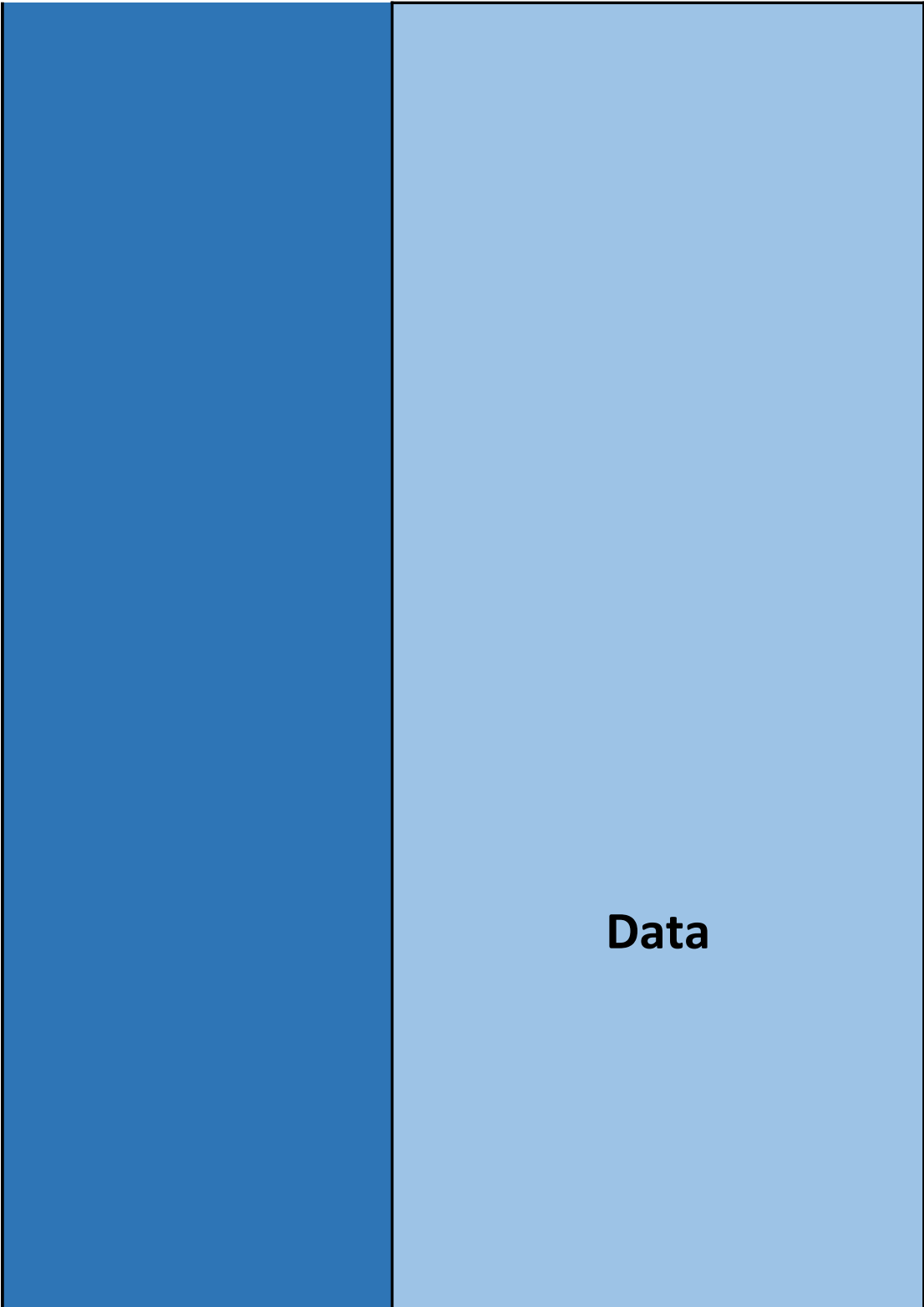
Vessel Operations

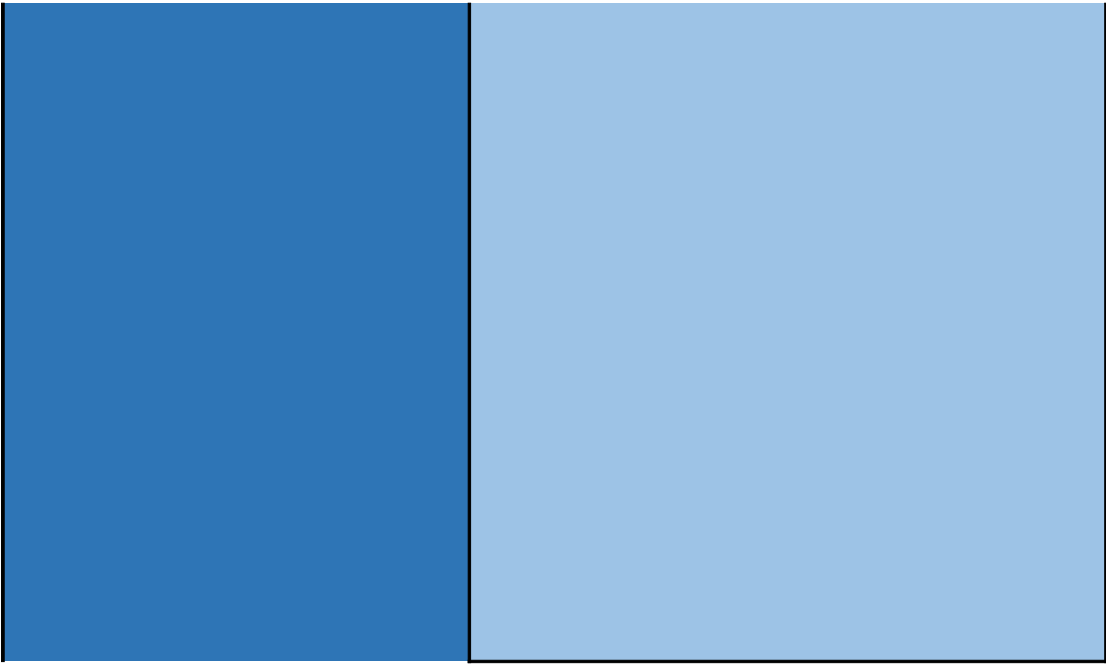


Physical Infrastructure



**Innovative Science and
Technology**



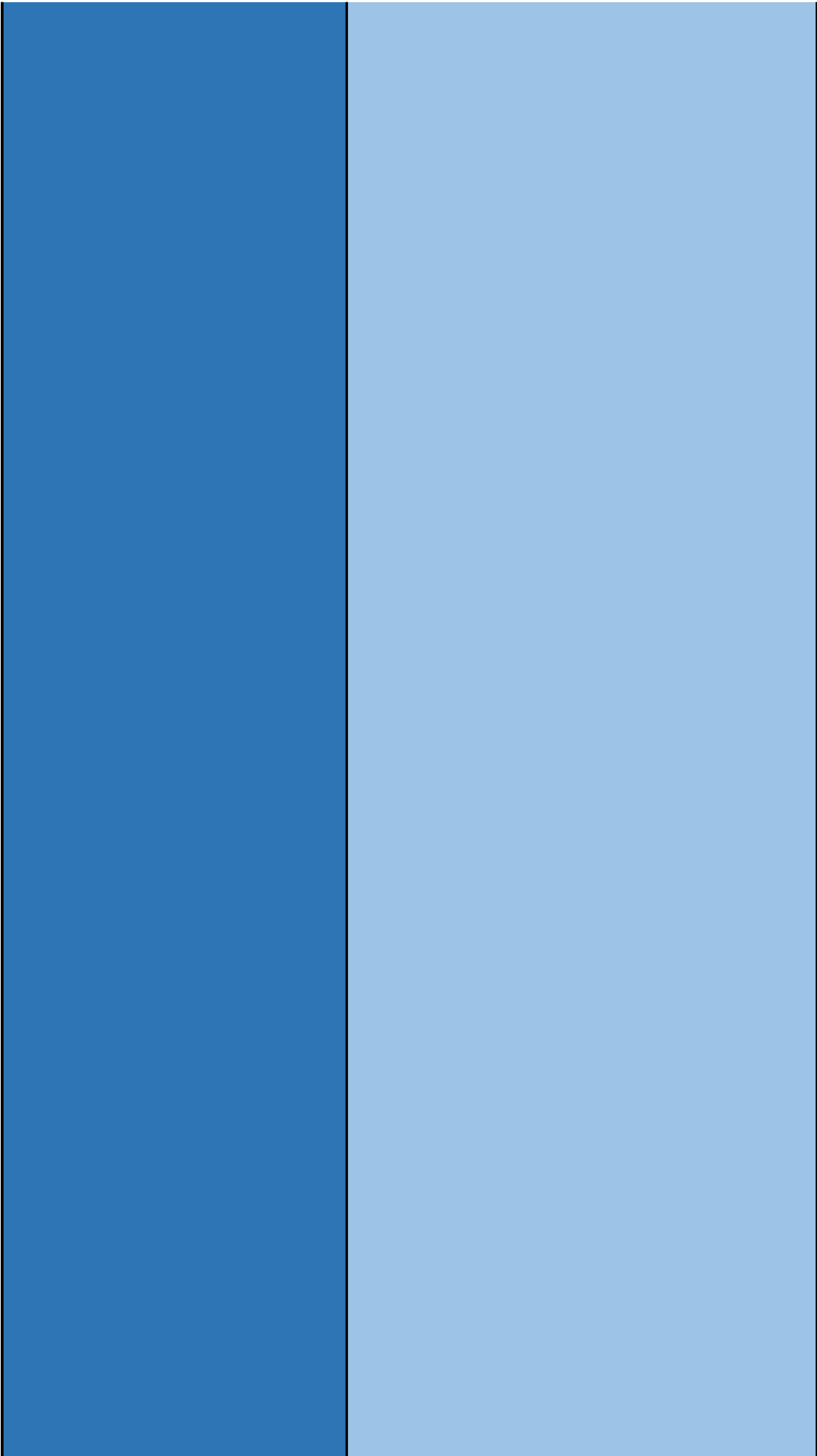




Cross-Cutting



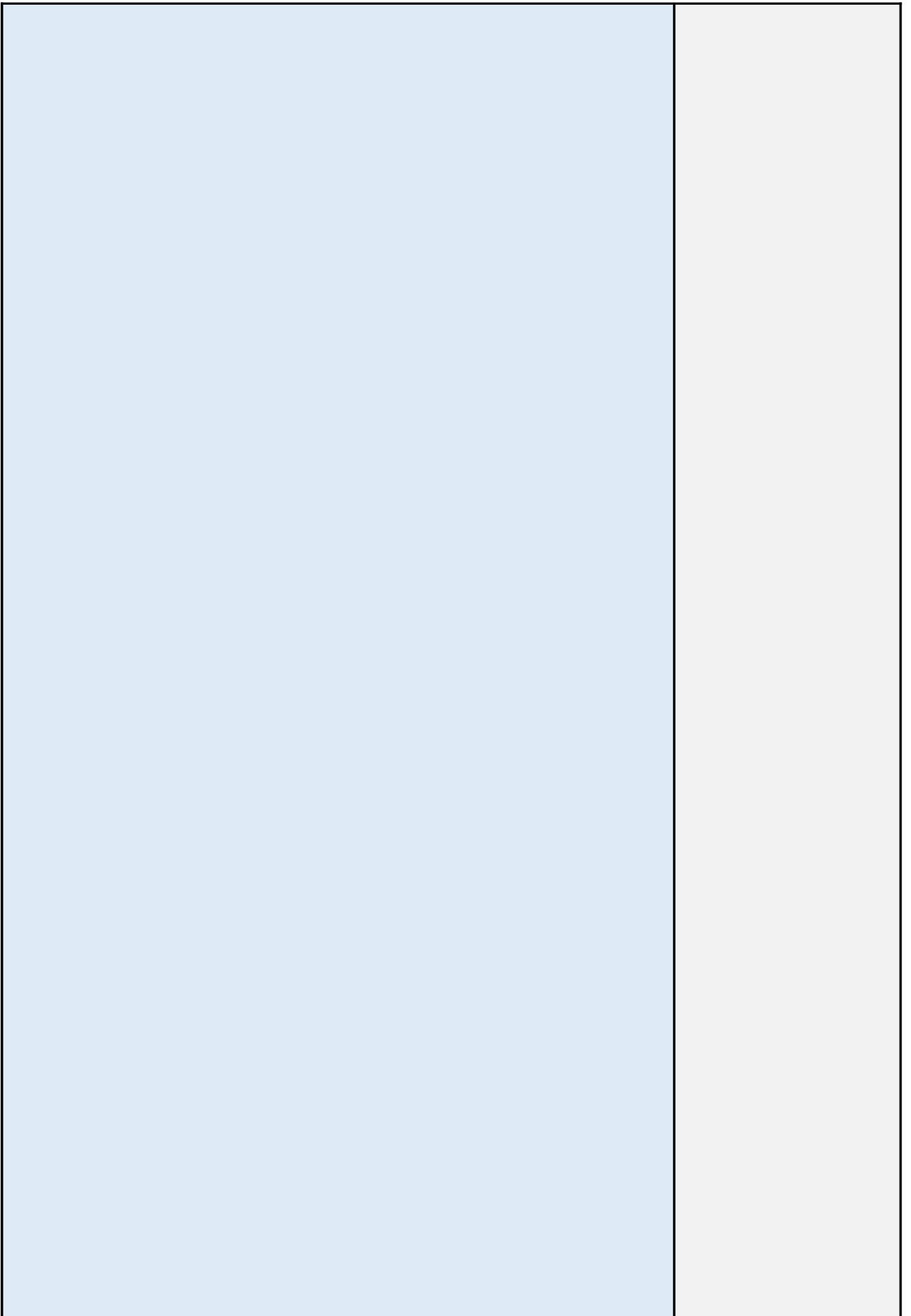
Regulatory Mission

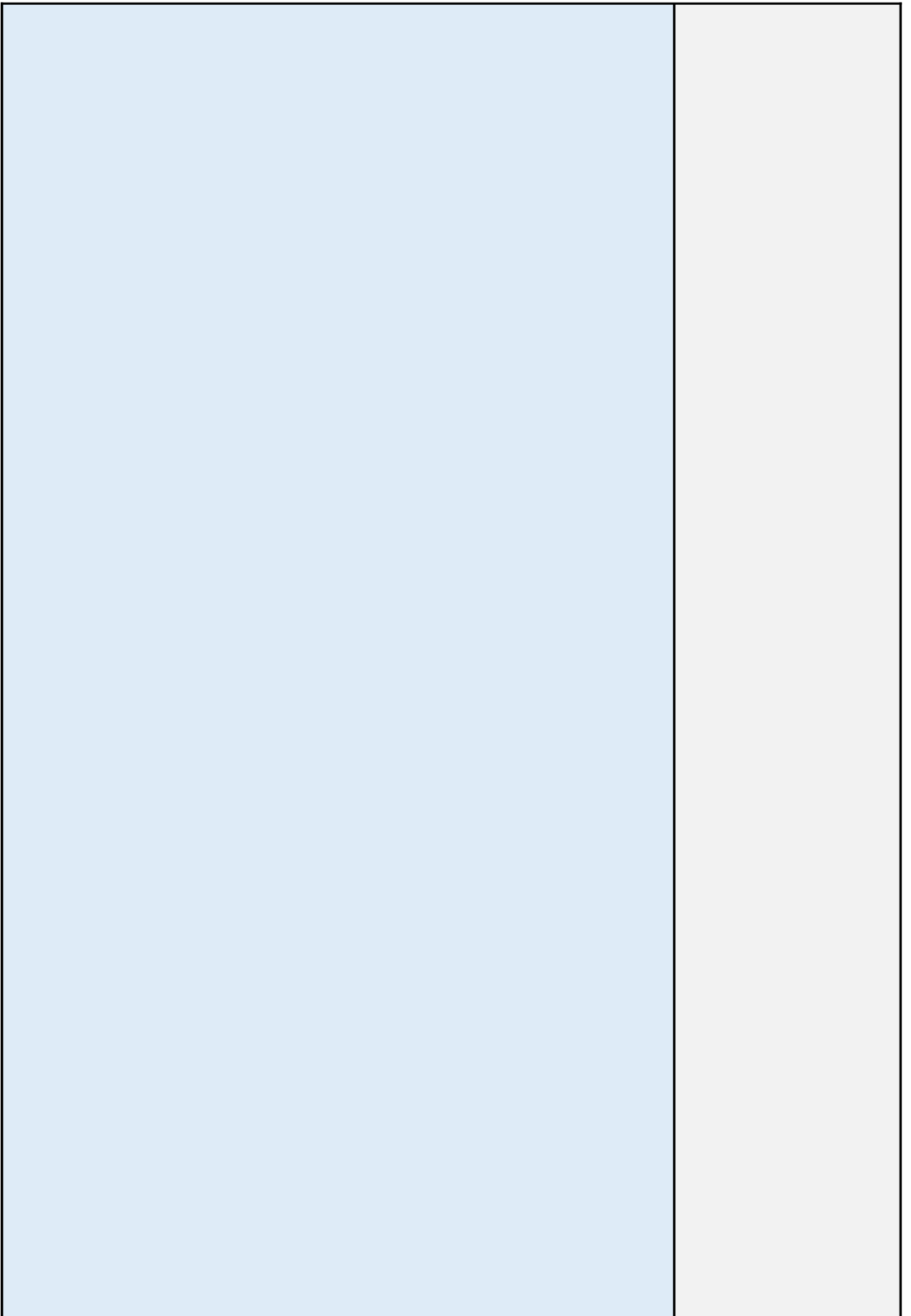


**International
Participation and Tribal
Nations**

Resilience

FUNCTION/PROGRAM	USFWS
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Dredge material disposal

X

Invasive species

X

Marine Conservation Areas

X

Noise and Emissions

X

Oil Spill Response

X

Fisheries, Mammals, and Wildlife

X

Trade Policy and Enforcement

X

Federal Vessel Operators

X

Jetties and Piers

X

Environmental Protection

X

Authoritative Data Collection

X

Historical Data

X

Data Analysis

X

Regulation (Air, Water, Land)

X

Historic Preservation

X

Tribal Consultation

X

Tribal Engagement	X
All Hazard Response	X

Authority

- A. Federal Agency Safety Programs and Responsibilities (Public Law 91-596, Sec 19).
- B. Executive Order 12196, Occupational Safety and Health Programs for Federal Government Employees.
- C. Basic Program Elements for Federal Employee Occupational Safety and Health and Related Matters (29 CFR 1960).
- D. Navigation and Navigable Waters (33 CFR Parts 1-199).
- E. Shipping, USCG, Department of Homeland Security, Uninspected Vessels (46 CFR Part 25, Subchapter C), and Lifesaving Equipment (46 CFR Part 160).
- F. 485 DM 22, Watercraft Safety.

Source: <https://www.fws.gov/policy/241fw1.html>A. Federal Agency Safety Programs and Responsibilities (Public Law 91-596, Sec 19).

- B. Executive Order 12196, Occupational Safety and Health Programs for Federal Government Employees.
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Source: <https://www.fws.gov/policy/241fw1.html>A. Federal Agency Safety Programs and Responsibilities (Public Law 91-596, Sec 19).

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Source: <https://www.fws.gov/policy/241fw1.html>A. Federal Agency Safety Programs and Responsibilities (Public Law 91-596, Sec 19).

- B. Executive Order 12196, Occupational Safety and Health Programs for Federal Government Employees.
- C. Basic Program Elements for Federal Employee Occupational Safety and Health and Related Matters (29 CFR 1960).
- D. Navigation and Navigable Waters (33 CFR Parts 1-199).
- E. Shipping, USCG, Department of Homeland Security, Uninspected Vessels (46 CFR Part 25, Subchapter C), and Lifesaving Equipment (46 CFR Part 160).

Section 103 of the Marine Protection, Research, and Sanctuaries Act (involved in review of proposed sites and public notices of permits under the National Marine Wildlife Coordination Act, section 10 of the Rivers and Harbors Act of 1899, and section 404 of the Federal Water Pollution Control Act, including the 404(q) National Wetlands Rule and the 404(q) Memorandum of Understanding Agreement (relating to dispute resolution).

source: <https://www.fws.gov/laws/lawsdigest/marprot.html>Section 103

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source: <https://www.fws.gov/laws/lawsdigest/marprot.html>Section 103

~~program to implement measures to eradicate or control nutria and re damaged by nutria.~~

The Alien Species Prevention and Enforcement Act of 1992 makes it illegal to import animals that are covered under the Lacey Act or the Plant Protection Act by mail.

The Plant Protection Act of 2000 consolidates and modernizes all major laws relating to plant protection and quarantine (Federal Noxious Weed Act, Plant Quarantine Act) and permits APHIS to address all types of weed issues. It also authorized APHIS to take emergency and extraordinary emergency actions to address incursions of noxious weeds.

source: <https://www.fws.gov/invasives/laws.html> The Nonindigenous Species Prevention And Control Act Of 1990 (As Amended Through P.L. 106-5) is the Act under which the USFWS Branch of Invasive Species manages the Invasive Species Task Force and its Aquatic Nuisance Species Program.

The Lacey Act is the Act under which the Branch of Invasive Species coordinates activities pertaining to listing an organism as Injurious Wildlife.

The Executive Order 13112, signed by President Clinton on February 3, 1999, requires that a Council of Departments dealing with invasive species be created to coordinate the introduction of invasive species and provide for their control and to monitor the economic, ecological, and human health impacts that invasive species

Dingell-Johnson Sport Fish Restoration Act of 1950

Coastal Wetlands Planning, Protection, and Restoration Act of 1990 S

<https://www.fws.gov/refuges/about/public-lands-waters/marine-coa>

Johnson Sport Fish Restoration Act of 1950

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<https://www.fws.gov/refuges/about/public-lands-waters/marine-coa>

Section 7 of the Endangered Species Act of 1973, as amended

Source: [https://www.fws.gov/endangered/esa-](https://www.fws.gov/endangered/esa-library/pdf/esa_section7_handbook.pdf)

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Source: [https://www.fws.gov/endangered/esa-](https://www.fws.gov/endangered/esa-library/pdf/esa_section7_handbook.pdf)

Oil Pollution Act of 1990

Natural Resource Damage Assessment and Restoration (NRDAR) Program
Section 7 of the Endangered Species Act of 1973, as amended. Spill Response
Plans in regions across the country

Sources:

<https://www.fws.gov/home/dhoilspill/pdfs/OilSpillFactSheet.pdf>

[https://www.fws.gov/home/dhoilspill/Oil Pollution Act of 1990](https://www.fws.gov/home/dhoilspill/Oil%20Pollution%20Act%20of%201990)

Natural Resource Damage Assessment and Restoration (NRDAR) Program
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Sources:

<https://www.fws.gov/home/dhoilspill/pdfs/OilSpillFactSheet.pdf>

Lacey Act

Sources:

<https://www.fws.gov/birds/policies-and-regulations/laws-legislations>

https://www.fws.gov/help/about_us.html

<https://www.fws.gov/fisheries/index.html> Section 103 of the Marine Mammals and Sanctuaries Act

National Wildlife Refuge System Administration Act

Endangered Species Act

Migratory Bird Treaty Act

Bald and Golden Eagle Protection Act

Lacey Act

Source:

<https://www.fws.gov/international/laws-treaties-agreements/us-conact.html>Lacey Act

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Navigation and Navigable Waters (33 CFR Parts 1-199)

Shipping, USCG, Department of Homeland Security, Uninspected Vessels (46 CFR Part 160, Subchapter C), and Lifesaving Equipment (46 CFR Part 160).

485 DM 22, Watercraft Safety.

Source:

<https://www.fws.gov/policy/241fw1.html>Navigation and Navigable Waters (33 CFR Parts 1-199)

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485 DM 22, Watercraft Safety.

Source:

<https://www.fws.gov/policy/241fw1.html>

Fish and Wildlife Coordination Act (16 U.S.C. 661-667e; 48 Stat. 401)
Source:

<https://www.fws.gov/laws/lawsdigest/riv1899.html> Fish and Wildlife
U.S.C. 661-667e; 48 Stat. 401)

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<https://www.fws.gov/laws/lawsdigest/riv1899.html>

Endangered Species Act

Fish and Wildlife Coordination Act

USFWS Mission: “We work with others to conserve, protect and enhance plants and their habitats for the continuing benefit of the American people.”

Source: [https://www.fws.gov/Endangered Species Act](https://www.fws.gov/Endangered%20Species%20Act)

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Source: <https://www.fws.gov/>

(National Wetlands Inventory)
(Coastal Barrier Resources System)
(Endangered Species Critical Habitat)
(National Wilderness Boundaries)
(Waterfowl Flyway Boundaries)
(Marine Protected Areas Parcels)

Source: <https://fws.maps.arcgis.com/apps/FilterGallery/index.html?appid=97b9c1e9a4bc480a8672b32ae735eadf> (National Wetlands Inv

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Source: <https://www.archives.gov/research/guide-fed-records/group>

Sources:

<https://obamawhitehouse.archives.gov/the-press-office/2013/05/09/making-open-and-machine-readable-new-default-government->

<https://www.fws.gov/wetlands/data/Data-Standards.html>Sources:

<https://obamawhitehouse.archives.gov/the-press-office/2013/05/09/making-open-and-machine-readable-new-default-government->

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Wild Bird Conservation Act

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Endangered Species Act

Marine Mammal Protection Act

Migratory Bird Treaty Act

Bald and Golden Eagle Protection Act

Convention on International Trade in Endangered Species

Source:

<https://www.fws.gov/international/laws-treaties-agreements/regula>

Conservation Act

Lacey Act

Endangered Species Act

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Bald and Golden Eagle Protection Act

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Migratory Bird Treaty Act

Bald and Golden Eagle Protection Act

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Source:

<https://www.fws.gov/international/laws-treaties-agreements/regula>

Archaeological Resources Protection Act of 1979

Paleontological Resources Preservation Act of 2009

Public Law 113-287 (USC Title 54)

Sources:

<https://www.fws.gov/historicpreservation/crp/index.html>

<https://www.nps.gov/subjects/historicpreservation/laws-intro.htm>

Resources Protection Act of 1979

Paleontological Resources Preservation Act of 2009

Public Law 113-287 (USC Title 54)

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<https://www.nps.gov/subjects/historicpreservation/laws-intro.htm>

Secretarial Order 3206 — American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act. Questions and Answers regarding Secretarial Order 3206 (Click here).

Secretarial Order 3225 — Application of Secretarial Order 3206 in Alaska

Secretarial Order 3317 — DOI Tribal Consultation Policy.

Executive Order 13175 — Consultation and Coordination With Indian Tribal Governments

Executive Order 13592 — Improving American Indian and Alaska Native Education

Opportunities and Strengthening Tribal Colleges and Universities

Source:

<https://www.fws.gov/nativeamerican/laws.html> Secretarial Order 3206

Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act

Questions and Answers regarding Secretarial Order 3206 (Click here).

Secretarial Order 3225 — Application of Secretarial Order 3206 in Alaska

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Executive Order 13175 — Consultation and Coordination With Indian Tribal Governments

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Opportunities and Strengthening Tribal Colleges and Universities

USFWS Native American Policy, January 20, 2016

Source:

<https://www.fws.gov/nativeamerican/pdf/Policy-revised-2016.pdf>

USFWS Native American Policy, January 20, 2016

Source:

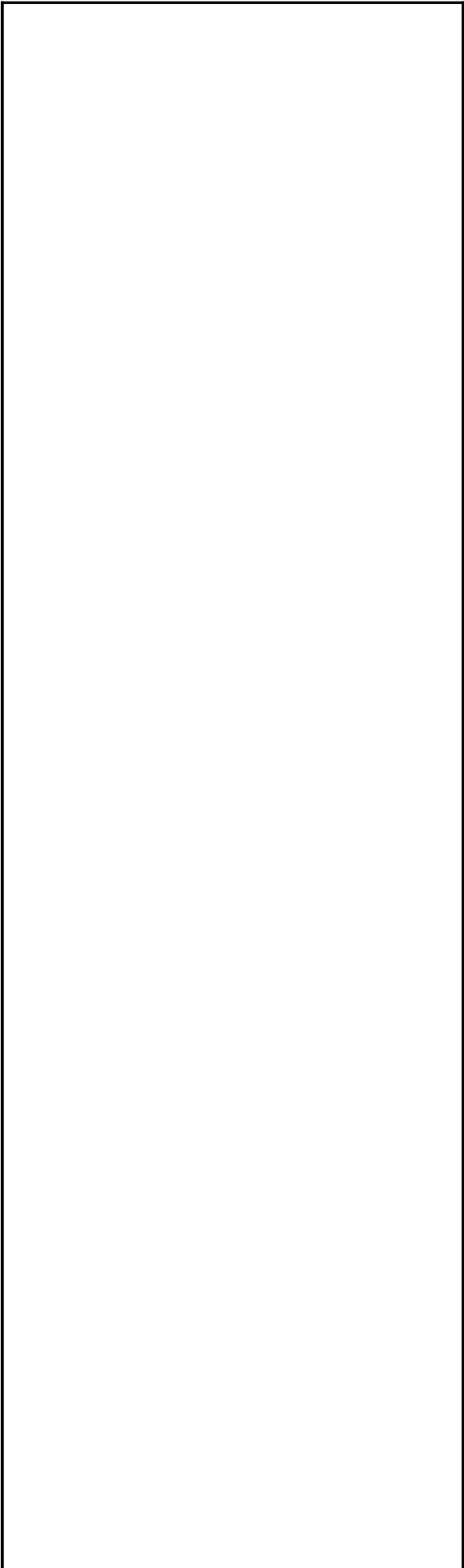
<https://www.fws.gov/nativeamerican/pdf/Policy-revised-2016.pdf>

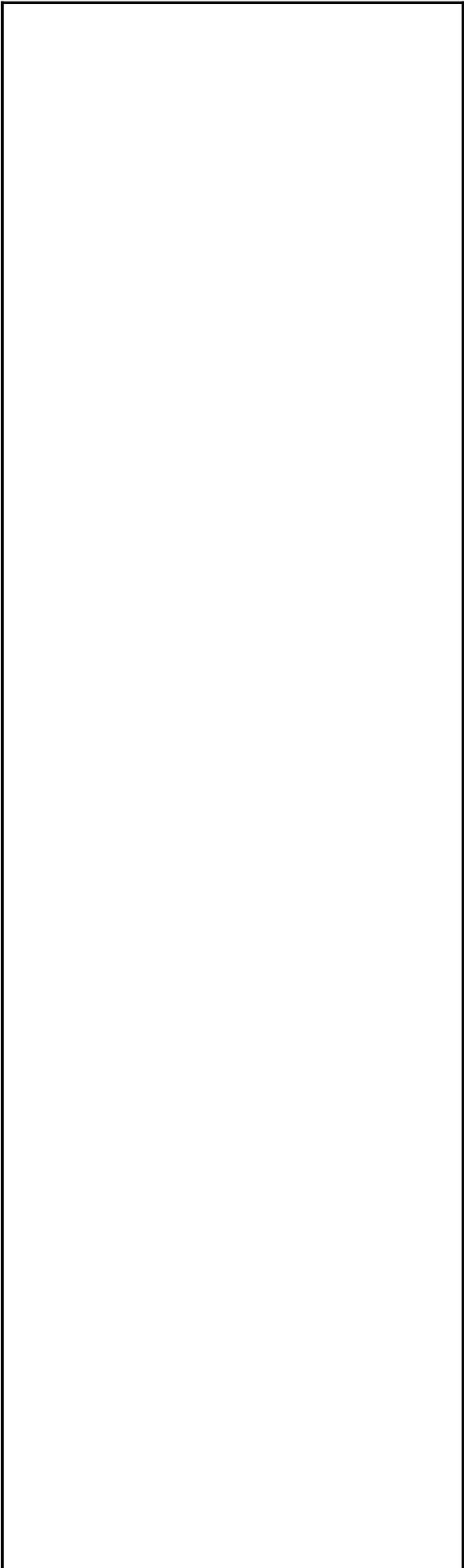
Endangered Species Act

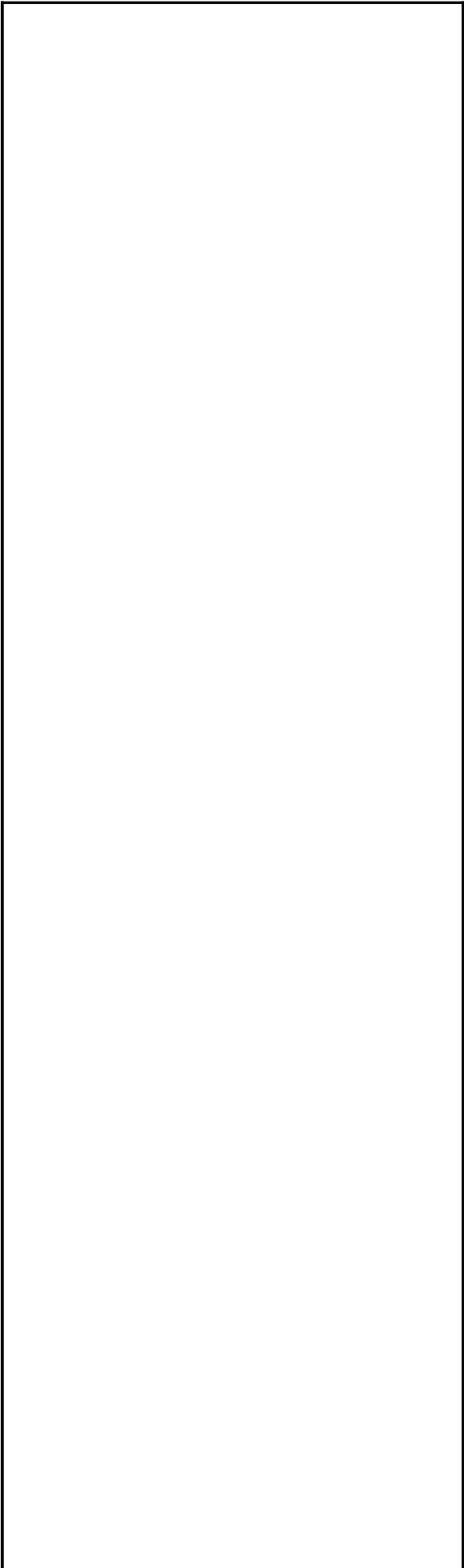
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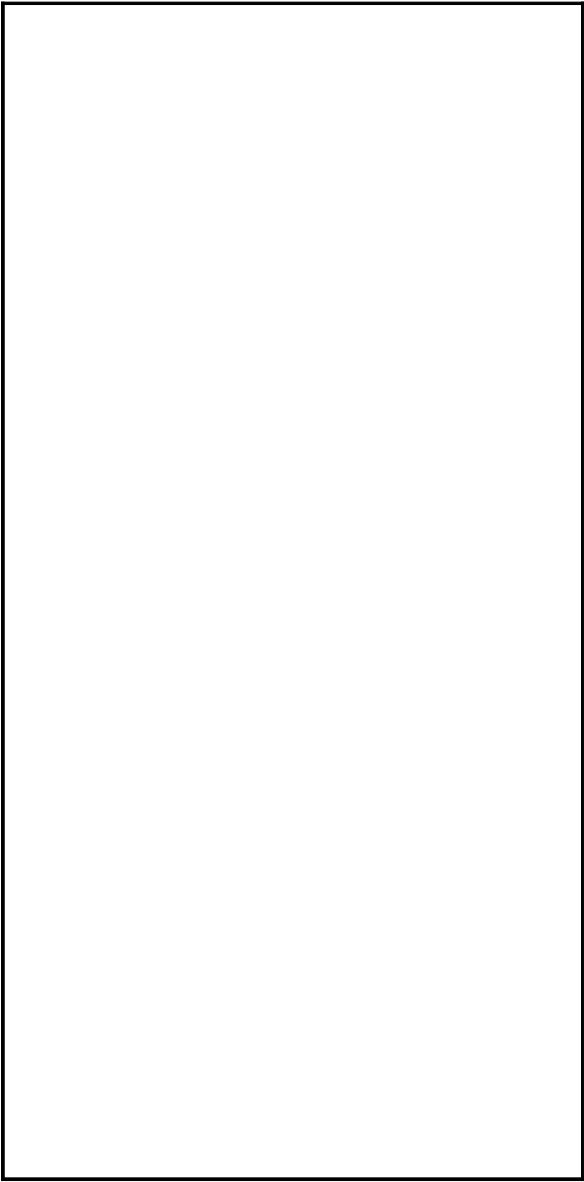
<https://www.fws.gov/southeast/endangered-species-act/emergency>

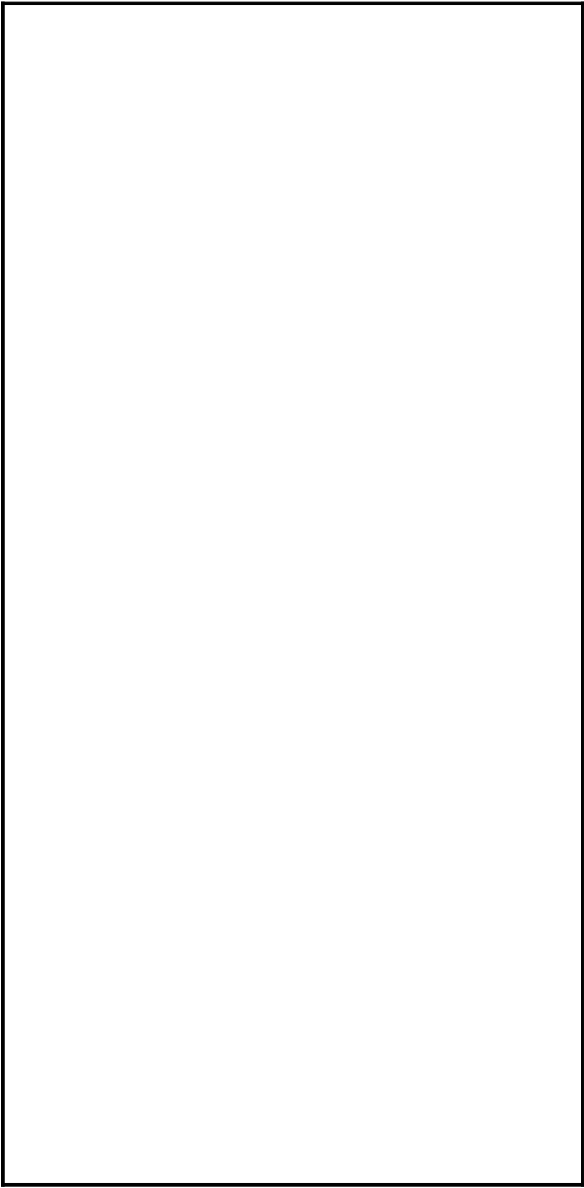
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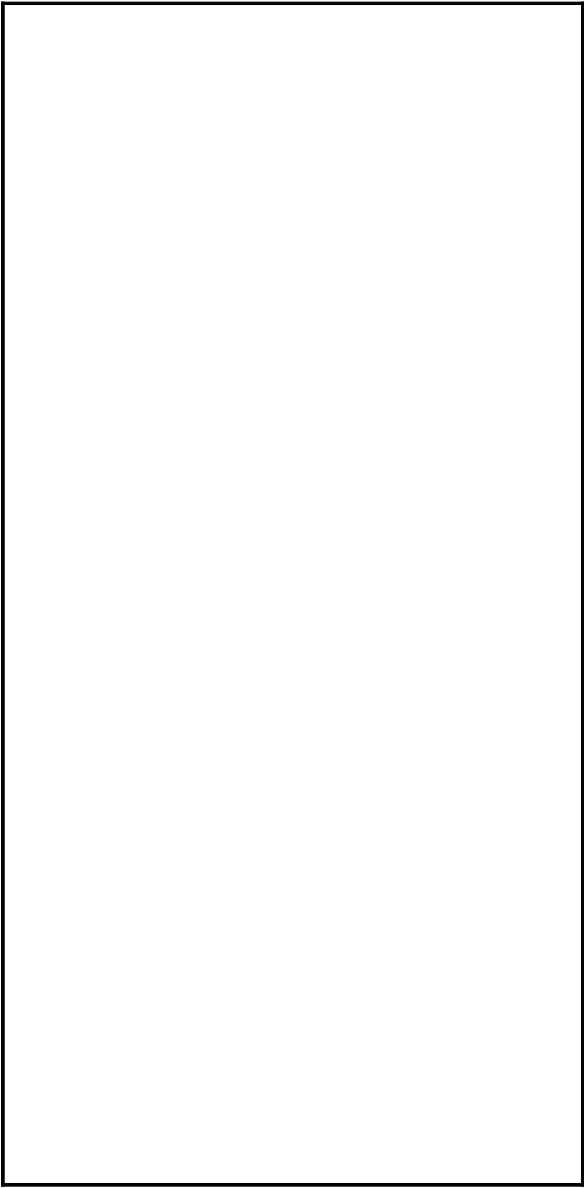


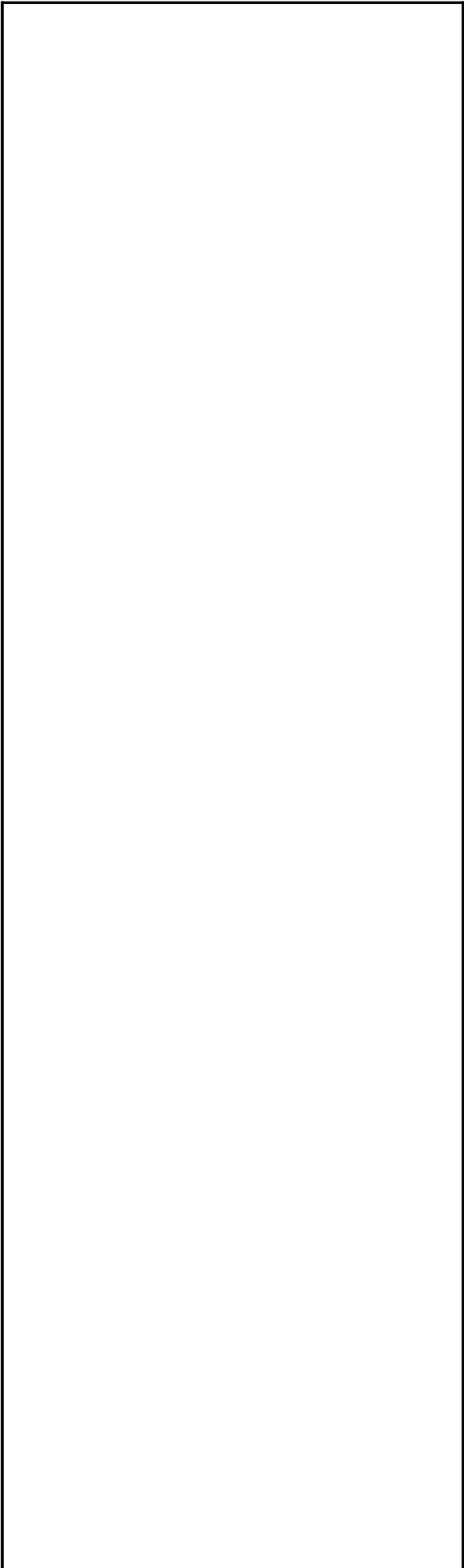


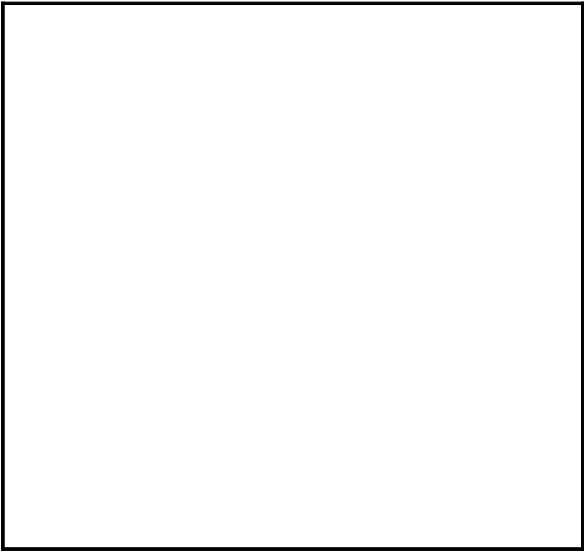


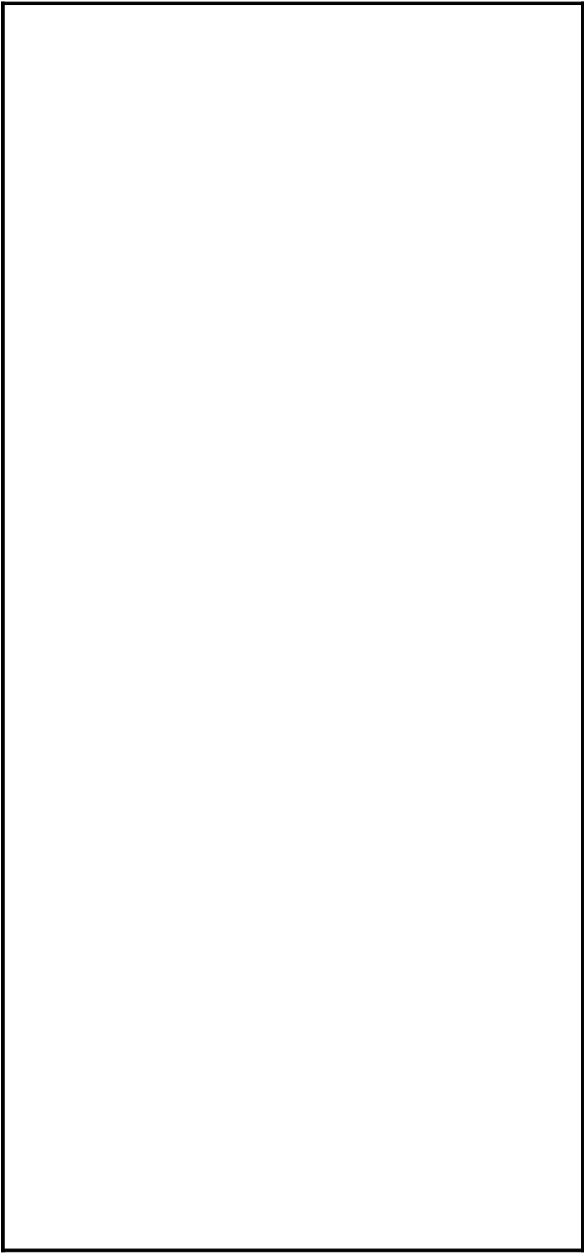


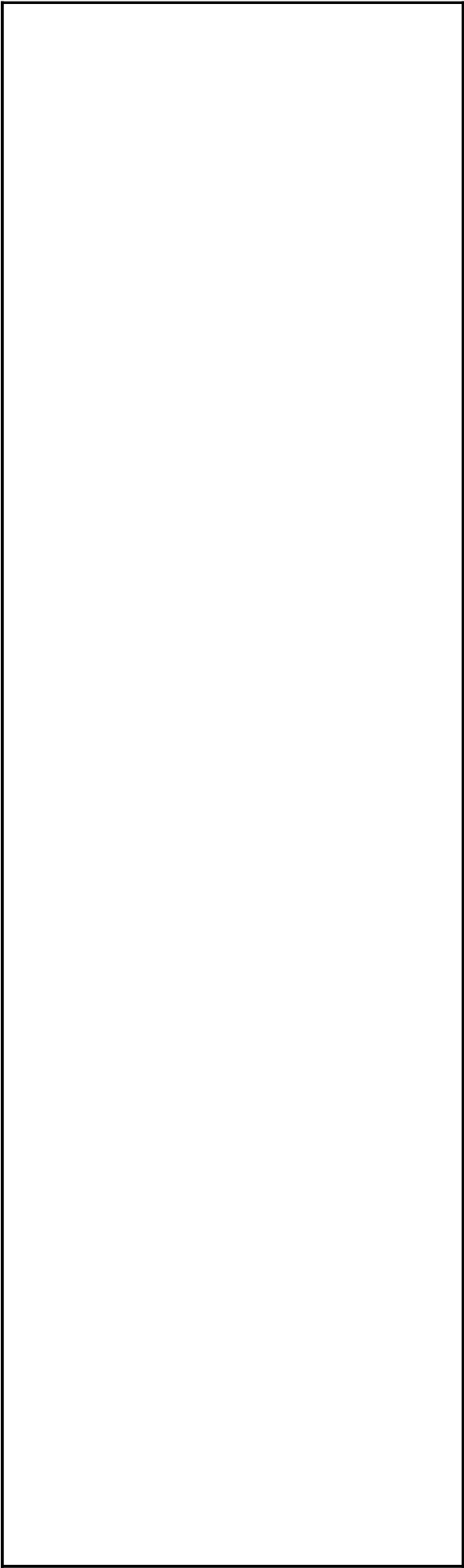


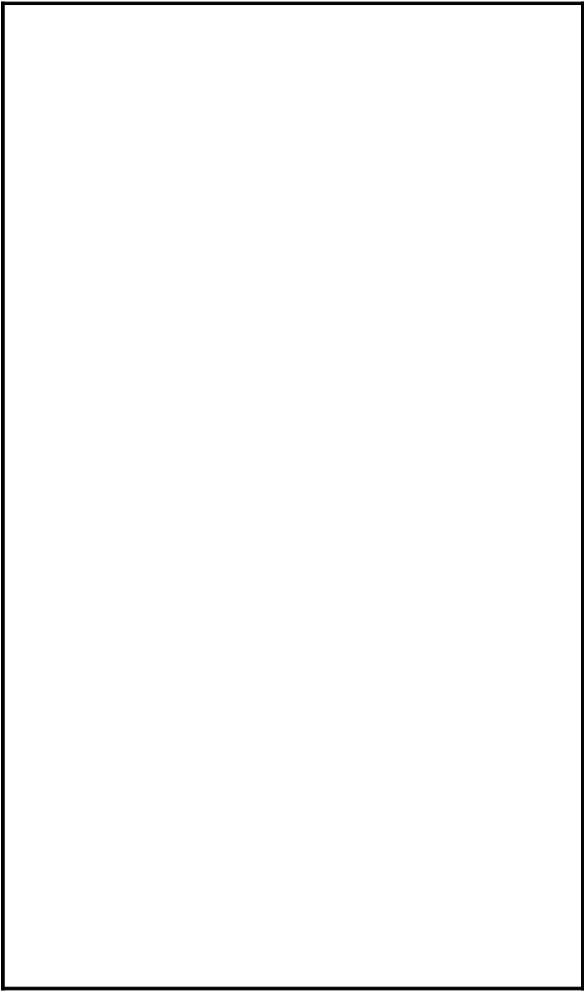


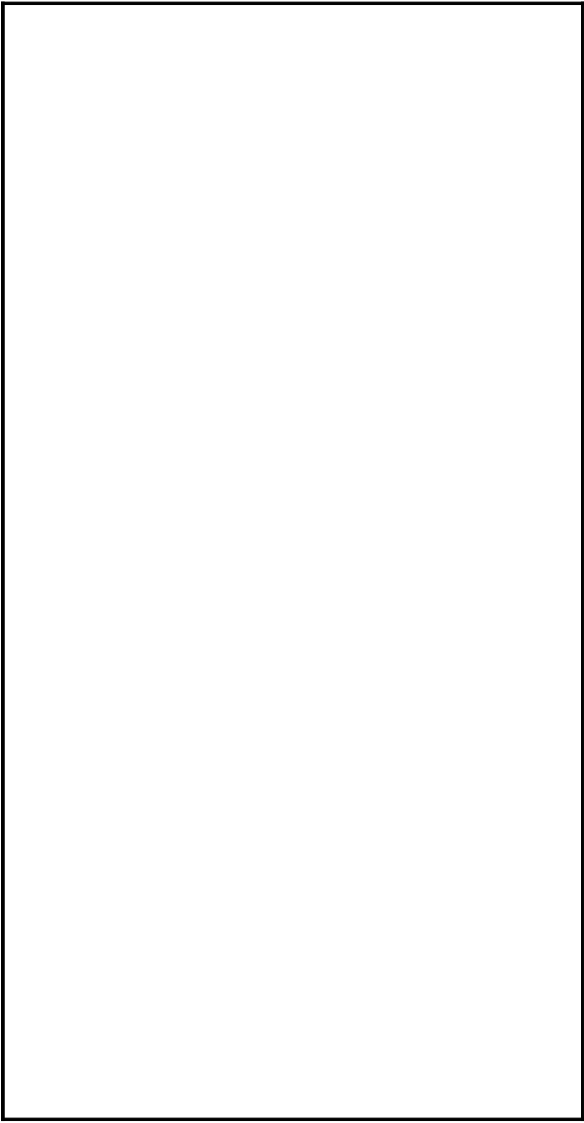


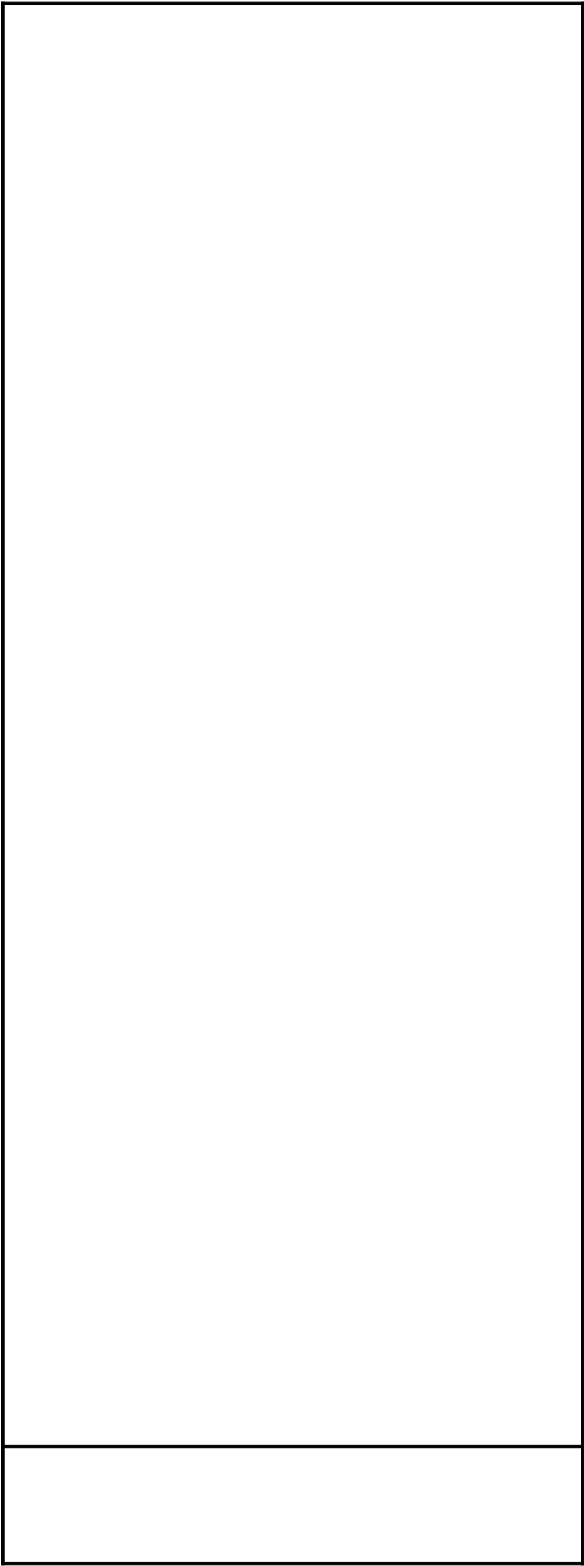


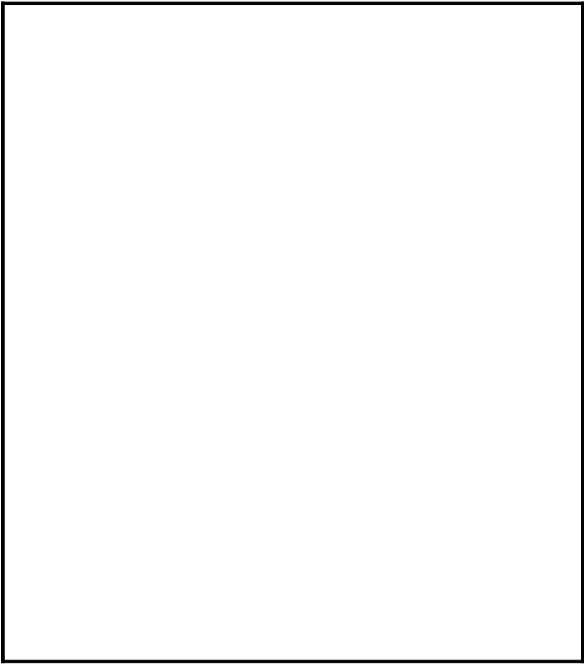


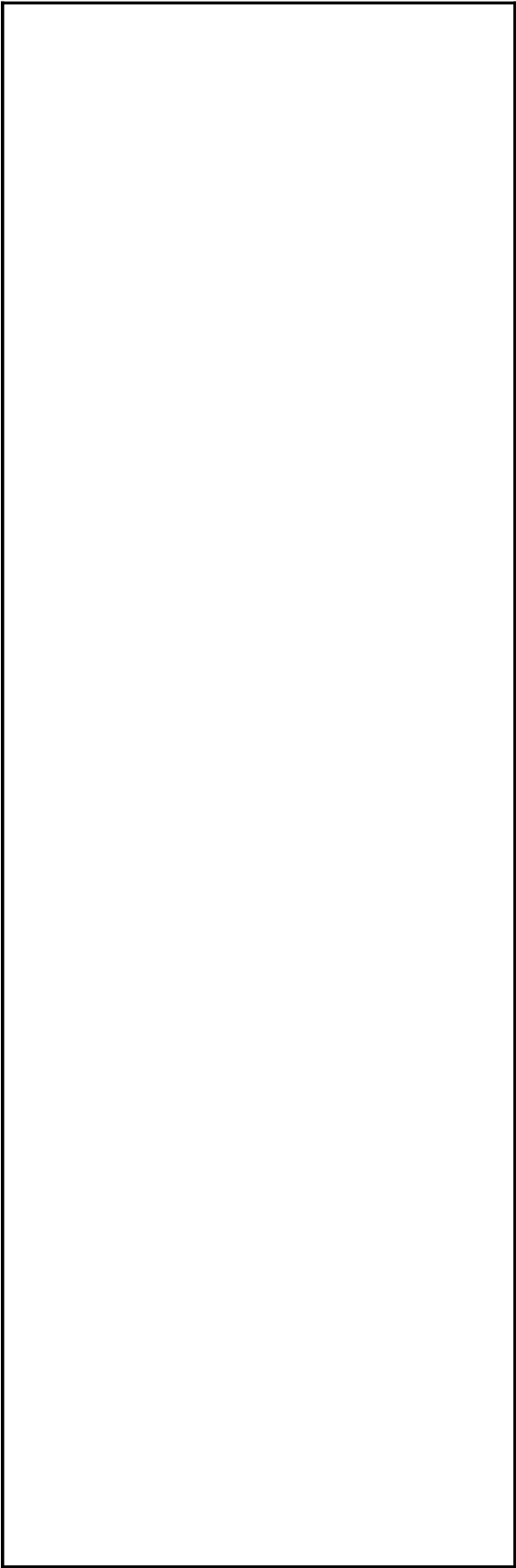


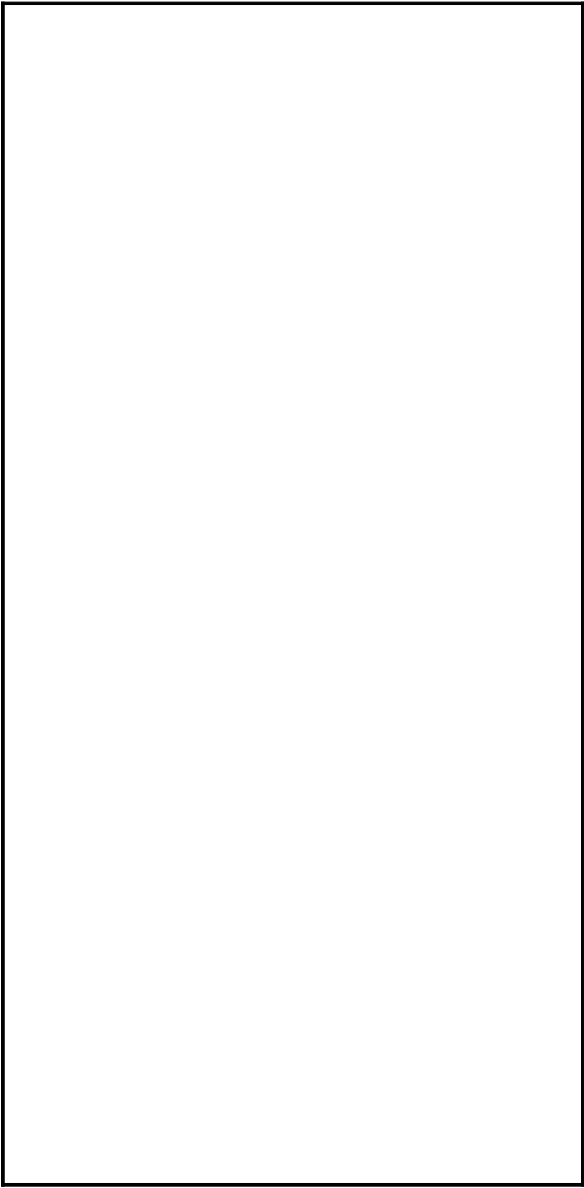


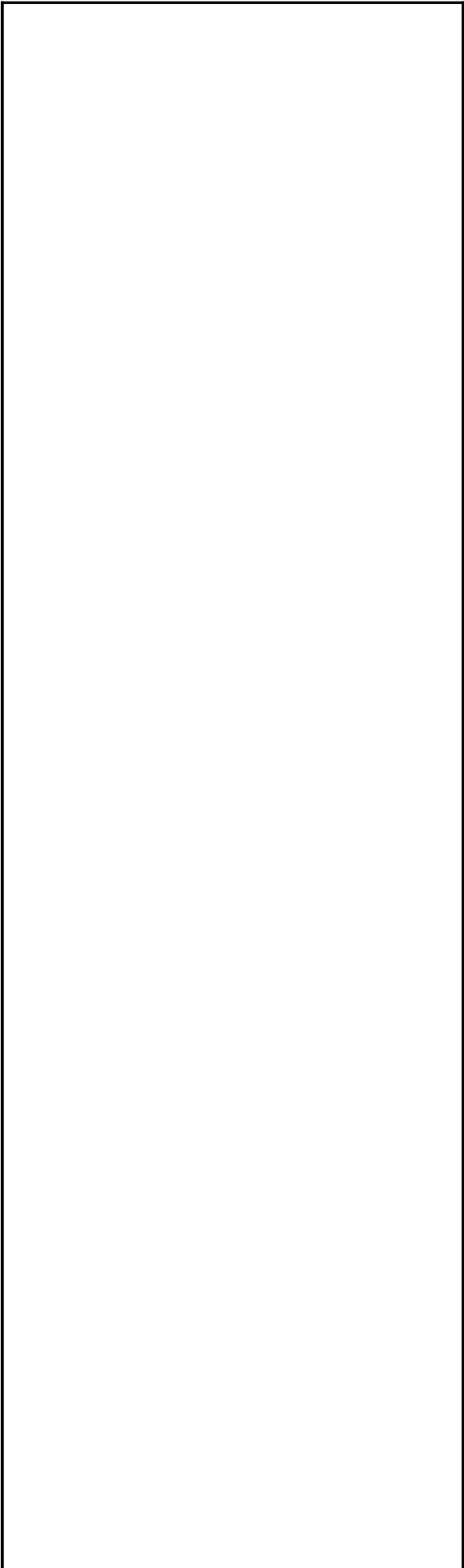


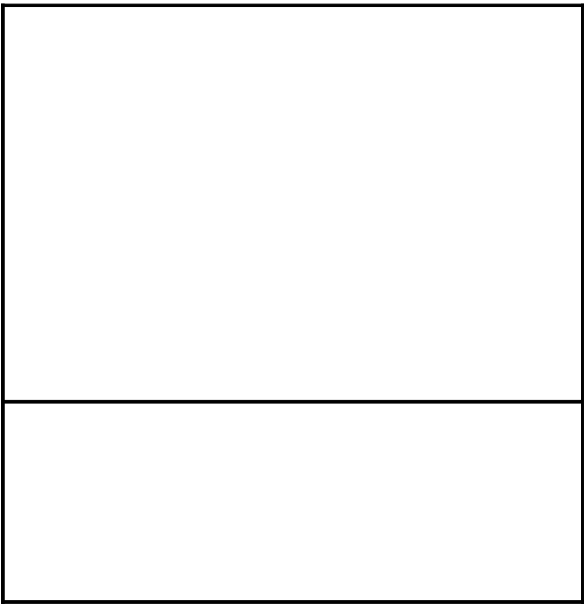












FEDERAL MTS Areas	MAJOR CATEGORIES
Enhance Safety	Safety

	Physical Infrastructure

Technology

Data

Cross-Cutting

Regulatory Mission

**International
Participation and Tribal
Nations**



Resilience

FUNCTION/PROGRAM	BOEM
Obstruction to Navigation	X
Marine Conservation Areas	X

Noise and Emissions	X
Fisheries, Mammals, and Wildlife	X
Offshore and Deepwater Ports	X
Environmental Protection	X

Environmental Observation	X
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X

Regulation (Air, Water, Land)	X
Permitting	X
Historic Preservation	X
Tribal Consultation	X
International Maritime Organization	X
Arctic Council	X
Tribal Engagement	X

Sustainability

X

Authority

Energy Policy Act of 2005

Outer Continental Shelf Lands Act

Coastal Zone Management ActEnergy Policy Act of 2005

Outer Continental Shelf Lands Act

Coastal Zone Management ActEnergy Policy Act of 2005

Outer Continental Shelf Lands Act

Coastal Zone Management ActEnergy Policy Act of 2005

Outer Continental Shelf Lands Act

Coastal Zone Management Act

National Environmental Policy Act

Marine Sanctuaries Act

Energy Policy Act of 2005

Outer Continental Shelf Lands ActNational Environmental Policy Act
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Energy Policy Act of 2005

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Energy Policy Act of 2005

Outer Continental Shelf Lands ActNational Environmental Policy Act
National Marine Sanctuaries Act

Energy Policy Act of 2005

Outer Continental Shelf Lands Act

National Environmental Act

Mammal Protection Act (MMPA), Endangered Species Act, Magnuson
Conservation and Management Transportation Security Act of 2002,
National Marine Sanctuaries

Outer Continental Shelf Lands Act

Marine Mammal Protection Act (MMPA), Outer Continental Shelf Land
Narine Sanctuaries Act, National Environmental Act, Magnuson–Steven
Conservation and Management Act, Endangered Species Act

Deepwater Port Act of 1974 (DWPA), as amended by the Maritime Tr
Security Act of 2002

Endangered Species Act

Magnuson–Stevens Fishery Conservation and Management Act

National Environmental Policy Act

Marine Mammal Protection Act (MMPA)

Continental Shelf Lands Act Endangered Species Act

Magnuson–Stevens Fishery Conservation and Management Act

National Environmental Policy Act

Marine Mammal Protection Act (MMPA)

Continental Shelf Lands Act

Endangered Species Act

Magnuson–Stevens Fishery Conservation and Management Act

National Environmental Policy Act

Marine Mammal Protection Act (MMPA)

Continental Shelf Lands Act

Endangered Species Act

Magnuson–Stevens Fishery Conservation and Management Act

National Environmental Policy Act

Marine Mammal Protection Act (MMPA)

Continental Shelf Lands Act

Submerged Lands Act 43 U.S.C. §§ 1301 et seq.) Ocean and Coastal Management Act, National Oceanic and Atmospheric Administration Integration Act, Outer Continental Shelf Lands Act, National Historic Preservation Act, National Environmental Policy Act, Endangered Species Act, Energy Policy Act of 2005, Coast and Geodetic Survey Act of 1947, Marine Mammal Protection Act (MMPA), National Environmental Policy Act, Section 1055 of the National Oceanographic Partnership Act (PL 102-586), 2021 National Defense Authorization Act reauthorized and strengthened Executive Order 13840, Ocean Policy to Advance the Economic, Security, and Environmental Interests of the U.S., Executive Order 13817 (Reliable Sources of Minerals), OPEN Government Data Act, Geospatial Data Act of 2018.

Archeological Resources Protection Act, National Historic Preservation Act, National Environmental Policy Act, National Oceanic and Atmospheric Administration Integration Act, Ocean and Coastal Management Act, Outer Continental Shelf Lands Act, National Historic Preservation Act, National Environmental Policy Act, Endangered Species Act, Energy Policy Act of 2005, Coast and Geodetic Survey Act of 1947, Marine Mammal Protection Act (MMPA), National Environmental Policy Act, Section 1055 of the National Oceanographic Partnership Act (PL 102-586), 2021 National Defense Authorization Act reauthorized and strengthened Executive Order 13840 to improve public access to marine data and information.

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Oil Pollution Act

National Environmental Policy Act

Clean Air Act, MARPOL, 1998 Presidential Executive Order 13089 to le
preserve and protect coral reef ecosystems

Continental Shelf Lands Act

Energy Policy Act of 2005

Outer Continental Shelf Lands Act, Fixing America's Surface Transport
41).

National Historic Preservation Act

Archeological Resources Protection Act.

National Historic Preservation Act, Individual Tribal Treaties and Laws
Archeological Resources Protection Act. FPISC Tribal Initiative, SO 331

Continental Shelf Lands Act, EO 13175

Ocean Exploration Act, United Nations Convention on the Law of the
Proclamation No. 5030—EEZ

Convention on the Continental Shelf: Convention on the Continental S
1958, [1964] 15 U.S.T. 471, T.I.A.S. No. 5578,499 U.N.T.S. 311.

2019 Presidential Memorandum on Ocean Mapping (Mapping, Explor
Characterization), Arctic Research and Policy Act of 1984 (ARPA)

Archeological Resources Protection Act. Secretarial Order 3342, Energy
2005, Individual Tribal Laws and Treaties with the US, National Histor
Act, FPISC Tribal Initiative, National Environmental Policy Act

National Environmental Policy Act

Marine Mammal Protection Act (MMPA)

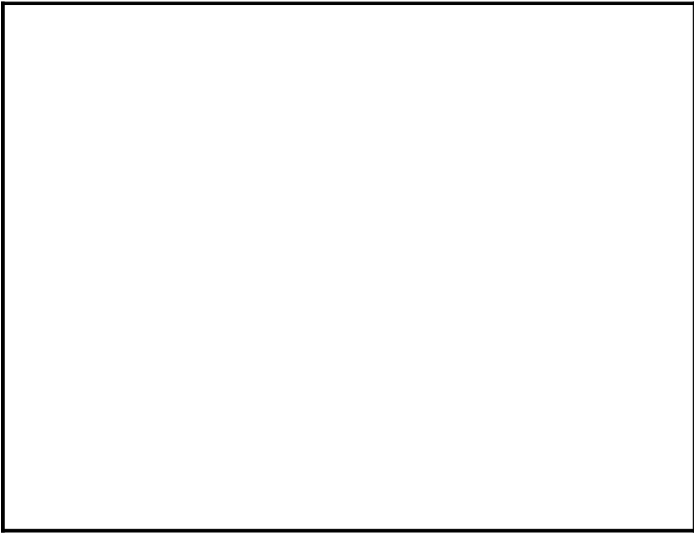
National Marine Sanctuaries Act

Magnuson–Stevens Fishery Conservation and Management Act

Endangered Species Act, Executive Order 12881, to increase the oversight and application of Federal research and development (R&D) efforts in the environment, natural resources, and sustainability

Air Act, National Historic Preservation Act

[Back to Master Matrix](#)



FEDERAL MTS Areas	MAJOR CATEGORIES
	Physical Infrastructure
	Data

Cross-Cutting

Regulatory Mission

**International
Participation and Tribal**



Nations

FUNCTION/PROGRAM	BSEE
Offshore and Deepwater Ports	X
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X

Regulation (Air, Water, Land)	X
Permitting	X
Tribal Consultation	X
International Maritime Organization	X
Arctic Council	X

Tribal Engagement

X

Authority

Deepwater Port Act of 1974 (DWPA), as amended by the Maritime Transportation Security Act of 2002

Submerged Lands Act 43 U.S.C. §§ 1301 et seq.) Ocean and Coastal Mapping Act, Outer Continental Shelf Lands Act, National Historic Preservation Act, Energy Policy Act of 2005, Coast and Geodetic Survey Act of 1947, Marine Mammal Protection Act (MMPA), National Environmental Policy Act, Section 106 of the National Oceanographic Partnership Act (PL 117-1) in the FY 2021 National Defense Authorization Act reauthorized and strengthened the NOPP, to Executive Order 13840 to Advance the Economic, Security and Environmental Interests of the United States (Reliable Supplies of Critical Minerals), OPEN Government Data Act, GAO Report 2018.

Archeological Resources Protection Act, National Historic Preservation Act, National Geospatial Data Act, Geospatial Data Act of 2018

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Oil Pollution Act

National Environmental Policy Act

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Energy Policy Act of 2005

Outer Continental Shelf Lands Act, Fixing America's Surface Transport

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Energy Policy Act of 2005

Outer Continental Shelf Lands Act, Fixing America's Surface Transport

National Historic Preservation Act, Individual Tribal Treaties and Laws

Archeological Resources Protection Act. FPISC Tribal Initiative, SO 334

Lands Act

National Historic Preservation Act, Individual Tribal Treaties

Archeological Resources Protection Act. FPISC Tribal Initiative, SO 334

Lands Act

National Historic Preservation Act, Individual Tribal Treaties

Archeological Resources Protection Act. FPISC Tribal Initiative, SO 334

Lands Act

Ocean Exploration Act, United Nations Convention on the Law of the

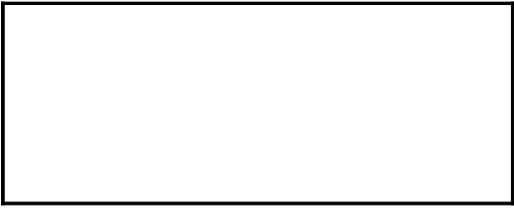
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Arctic Research and Policy Act of 1984 (ARPA)

Archeological Resources Protection Act. Secretarial Order 3342, Energy
Individual Tribal Laws and Treaties with the US, National Historic Pres
Initiative

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FEDERAL MTS Areas	MAJOR CATEGORIES
	<p data-bbox="850 972 971 1020">Data</p>

Cross-Cutting

Regulatory Mission



**International
Participation and Tribal
Nations**

FUNCTION/PROGRAM	ONRR
Authoritative Data Collection	X

Tribal Consultation

X

Tribal Engagement

X

Authority

30 CFR 1212.50 Required Recordkeeping and Reports: All records pertaining to onshore Federal and Indian oil and gas leases shall be maintained by the revenue payor, or other person for 6 years after the records are generated. If the recordholder is notified, in writing, that records must be maintained for an audit or investigation is underway, records shall be maintained until released by written notice of the obligation to maintain records. (Regulation 30 CFR 1212.50)

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ONRR.

25 U.S.C. 396d: Lease, Sale or Surrender of Allotted or Unallotted Land

allotted to Indians, except those made to members of the Five Civilized Tribes, may be leased for mining purposes for any term of years as may be deemed appropriate by the Secretary of the Interior. Section 396d establishes that all operations under any other mineral lease issued pursuant to the terms of 25 U.S.C. 396a to 396c affecting restricted Indian lands shall be subject to the rules and regulations prescribed by the Secretary of the Interior. **25 U.S.C. 396d**

Development Act of 1920 - Provides Indian tribes with flexibility in the management of their mineral resources, including opportunities to enter into joint venture agreements with private developers. **25 U.S.C. 396d: Lease, Sale or Surrender of Unallotted Land**

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**Federal Oil & Gas
Royalty Management
Act (FOGRMA) of 1982
& 1996 Amendments
to FOGRMA**

**Federal Oil & Gas
Royalty Management
Act (FOGRMA) of 1982
& 1996 Amendments
to FOGRMA**

FEDERAL MTS Areas	MAJOR CATEGORIES
	Security
Cross-Cutting	
	Data

FUNCTION/PROGRAM	DOJ
Piracy	X
Cybersecurity	X
Disputes	X
Mariner Welfare	X
Historical Data	X
Data Analysis	X

Authority

18 U.S.C. 1651 Since 1819, the United States has had jurisdiction to prosecute anyone who commits the crime of piracy, as defined by the law of nations, on the high seas, if the offender is brought to or found in the United States.

DOJ provides a holistic security service including: Security Operations Center (SOC), Threat Intelligence Connection (TIC), continuous monitoring, and an unmatched capability to integrate threat intelligence from across the federal government

At DOJ, mediation is typically facilitated through the DOJ Mediator Corps (<https://www.justice.gov/jmd/doj-mediator-corps>), which uses third party mediators to facilitate resolution.

Federal law protects against discrimination on a wide range of bases, including race, national origin, religion, disability, familial status, and others, and in areas such as public accommodations and facilities, employment, housing, credit, and other activities receiving federal financial assistance, among others. Under the Civil Rights Act, the Attorney General is authorized to institute civil actions for appropriate relief.

DOJ has registered dozens of data sets to Data.gov, a clearinghouse for the Executive Branch of the Federal Government. We will continue to register data sets as they become available for publication. Every bureau, office and division within the Department of Justice has been asked to identify and inventory potential data sets for publication. This includes new data as well as data that may be in existence, but unclassified.

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FEDERAL MTS Areas	MAJOR CATEGORIES
Cross-Cutting	Data

FUNCTION/PROGRAM	BLS
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X

Authority

To assist BLS in achieving our mission, we maintain partnerships with governments, coordinate with other federal statistical agencies, and vendors for data collection, information technology, and related services.

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Safety

**Facilitate
Commerce**

Physical Infrastructure

Cross-Cutting

**Human Resources
(Workforce)Human
Resources
(Workforce)Human
Resources
(Workforce)**

**(Grants, Loans,
Direct) Marine
Transportation System**

Resilience

FUNCTION/PROGRAM	OSHA
Boating Safety	X
Accident Investigations	X
Facility Licensing and Inspection (including offshore)	X
Oil Spill Response	X
Inland Waterways and L&D, Construction and O&M	X

Jetties and Piers	X
Intermodal Connections	
Bridges	X
Vessel Construction	X
Education and Training	X
Mariner Welfare	X
Occupational Safety	X

Safety	X
Standards	X
Extreme Weather	X

Authority

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety standards and by providing training, outreach, education and assistance. OSHA enforces boating safety at places of employment, generally through OSHA's General Duty Clause (OSHA 5(a)(1) citations) using best industry practice and/or consensus standards.

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety standards and by providing training, outreach, education and assistance. OSHA enforces accident investigations in maritime employment (Shipyards, Marine Terminals, and General Maritime) authorized in 29 CFR Part 1903.3 - Authority for Maritime Safety.

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety standards and by providing training, outreach, education and assistance. OSHA enforces inspections in offshore construction (29 CFR Part 1926) and general industry (29 CFR Part 1910) at offshore facilities that OSHA has geographical jurisdiction. See https://www.osha.gov/OshDoc/Directive_pdf/CPL_02-01-047.pdf

OSHA supports response to oil spills and can be activated by DHS-FEMTA for the implementation of the National Response Framework (NRF) Worker Safety Support Annex to protect the safety and health of response and recovery workers in coastal areas events such as oil spills.

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety standards and by providing training, outreach, education and assistance. OSHA enforces jurisdiction on inland waterways for lock and dam construction (29 CFR Part 1926 - Construction) and operation and maintenance (29 CFR Part 1910 - General Industry).

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety and health standards and by providing training, outreach, education and assistance. OSHA has jurisdiction on inland waterways and within state territorial seas for job safety and health construction (29 CFR Part 1926 - Construction)

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety and health standards and by providing training, outreach, education and assistance. OSHA has jurisdiction over the construction of any physical infrastructure including intermodal connections (29 CFR Part 1926 - Safety and Health Regulations for Construction)

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety and health standards and by providing training, outreach, education and assistance. OSHA has jurisdiction on inland waterways and within state territorial seas for bridge and barge construction (29 CFR Part 1926 - Construction) that takes place from U.S. navigable waters.

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety and health standards and by providing training, outreach, education and assistance. OSHA has jurisdiction over construction (shipbuilding and ship repair) through 29 CFR Part 1915.

OSHA ensures safe and healthful working conditions for workers by setting and enforcing safety and health standards and by providing training, outreach, education and assistance. OSHA's Directorate of Training and Education provides training courses through OSHA Ed Centers throughout the US to train workers on safety and health.

OSHA's Whistleblower Protection Program - The Seaman's Protection Act protects persons from retaliating against seamen for engaging in certain protected activities pertaining to compliance with maritime safety laws and regulations, including reporting maritime safety issues to the U.S. Coast Guard or any other federal agency.

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OSHA awards grants to nonprofit organizations on a competitive basis through the Harwood Training Grant Program. Shipyards participate and have been awarded grants in the past.

OSHA is working on an Emergency Response Rulemaking. See Federal Register Notice OSHA-2007-0073.

OSHA supports response to extreme weather (i.e., hurricanes) and collaborates with FEMA to lead implementation of the National Response Framework (NRF) Health Support Annex to protect the safety and health of response workers, who are often at ports and coastal areas after hurricanes.

Back to Master M

FEDERAL MTS Areas	MAJOR CATEGORIES
Cross-Cutting	Resources (Workforce)Human
	Data

FUNCTION/PROGRAM	VETS
Education and Training	X
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X

Authority

EO 13518 - Veterans Employment Initiative - 2009

As legislatively mandated under 38 U.S. Code Section 4212, codified at 41 CFR 101-11.6, contractors and subcontractors who enter into, or modify a contract with the federal government, and whose contract meets the criteria set forth in the regulations, are required to report annually on their affirmative actions for veterans.

Veterans' Readjustment Assistance Act of 1974, as amended (VEVRAA)

Secretary's Order No. 5-81 in December 1981

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FEDERAL MTS Areas	MAJOR CATEGORIES
Ensure National Security	Security

**Human Resources
(Workforce)Human
Resources
(Workforce)Human
Resources
(Workforce)**

Data

Cross-Cutting

Regulatory Mission

**System Funding
(Grants, Loans,
Direct) Marine
Transportation System
Funding**

Resilience

FUNCTION/PROGRAM	TSA
Positioning and Timing	X
Port Operations - Domestic	X
Port Operations - International	X
Maritime Domain Awareness	X
Critical Infrastructure Protection	X

Cybersecurity	X
Education and Training	X
Credentialing (TWIC, MMC, etc.)	X
Authoritative Data Collection	X
Historical Data	X

Data Analysis	X
Regulation (Air, Water, Land)	X
Security	X
International Labor Organization	
Extreme Weather	X
All Hazard Response	X

Authority

Department of Homeland Security and component agencies required to "develop a plan to test the vulnerabilities of critical infrastructure systems and assets to disruption and manipulation of PNT service"

TSA's Mission: Protect the nation's transportation systems to ensure freedom of movement for people and commerce. TSA's scope includes commercial and general aviation systems, freight and passenger rail, highways, pipelines, and maritime

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Support the U.S. Coast Guard (USCG) as the lead Federal agency for maritime security in protecting the nation's transportation systems to ensure freedom of movement and commerce. Coordination with US Navy and NMIO on Maritime Domain Awareness working groups and engagements with International Partners.

Information sharing with maritime stakeholders. Actively encourage and participate in Area Maritime Security Committees and USCG exercises. TSA IEM Maritime ensures the Transfer of knowledge between maritime and other transportation. Maintain strong relationship with USCG and Department of Transportation (DOT) Maritime Administration (MARAD)

TSA supports the USCG in their cybersecurity efforts, including support for priorities included in the USCG Cyber Strategy. TSA will leverage innovative concepts and technology that will enhance the resilience and safety of critical systems. TSA's cybersecurity posture, safeguard the nation's transportation systems. TSA's cybersecurity posture, safeguard the nation's transportation systems. TSA will build TSA's capacity to meet the ever-changing cybersecurity environment through investments and collaborative partnerships.

security training CDs that are distributed free of charge upon request. Intermodal Security Training and Exercise Program (I-STEP): TSA provides security and security planning tools to the maritime community to strengthen policies and procedures.

Maritime Security Training Products: TSA has produced six maritime-related security training CDs that are distributed free of charge upon request.

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Mandated by Congress as part of the Maritime Transportation Security Act, the TWIC Program provides a means for positively verifying the identity of those individuals who require unescorted access to secure port areas, and conducting security threat screening for those applying through the TWIC Program. TSA (through the Enrollment Services Programs office) and USCG jointly administer the TWIC Program.

TSA Credential Office is responsible for implementing the vetting of Transportation Worker Identification Credential (TWIC[®]) populations across multiple systems and entities (FBI, TSA, and Enrollment Vendor). The TWIC Program provides a means for positively verifying the identity of those individuals who require unescorted access to secure port areas, and conducting security threat screening for those applying through the TWIC Program. TSA (through the Enrollment Services Programs office) and USCG jointly administer the TWIC Program.

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The enactment of H.R. 302, which included the TSA Modernization Act, aimed to consolidate all operational surface transportation security and provide oversight of surface transportation security regulations, implement Transportation Security Inspectors (TSIs), who have authority to utilize law enforcement tools to achieve required compliance.

Aviation and Transportation Security Act (ATSA, Pub.L. 107–71) and the Transportation Security Act of 2002. TSA Maritime Industry Engagement of FEMA National Review Panel for the Federal Emergency Management Administration administered PSGP. The PSGP has awarded more than \$3.4 billion to stakeholders since 2002, including \$100M in FY 2021.

Aviation and Transportation Security Act (ATSA, Pub.L. 107–71) and the Transportation Security Act of 2002 requires TSA plan, prepare and purchase technology to secure airport, surface modes, port areas, and conduct threat assessments on those during events involving extreme weather.

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**FEDERAL
MTS Areas**

**MAJOR
CATEGORIES**

Enhance Safety

Safety

**Protect the
Environment**

Environmental Protection

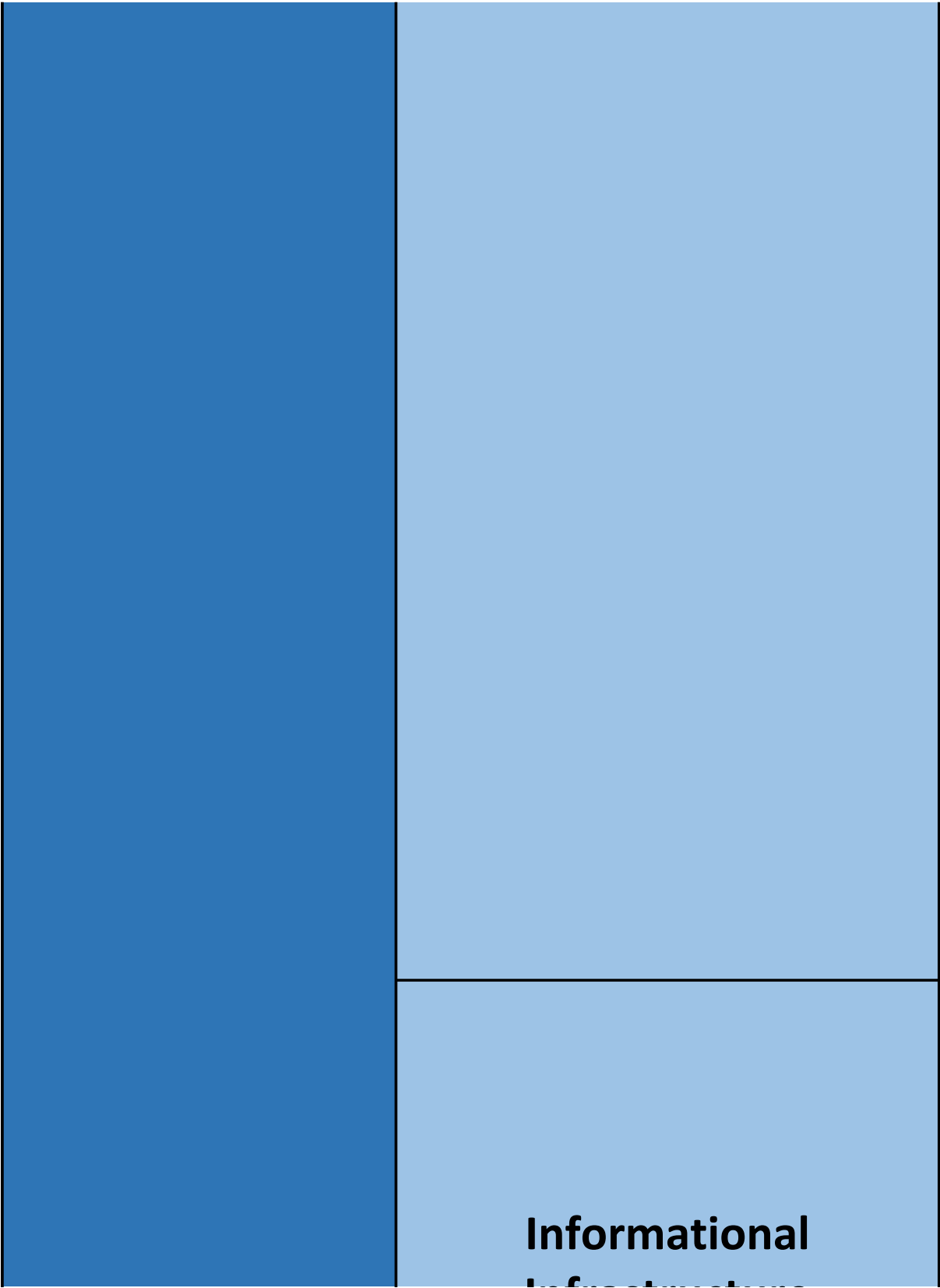
	Trade Facilitation



Vessel Operations

**Facilitate
Commerce**

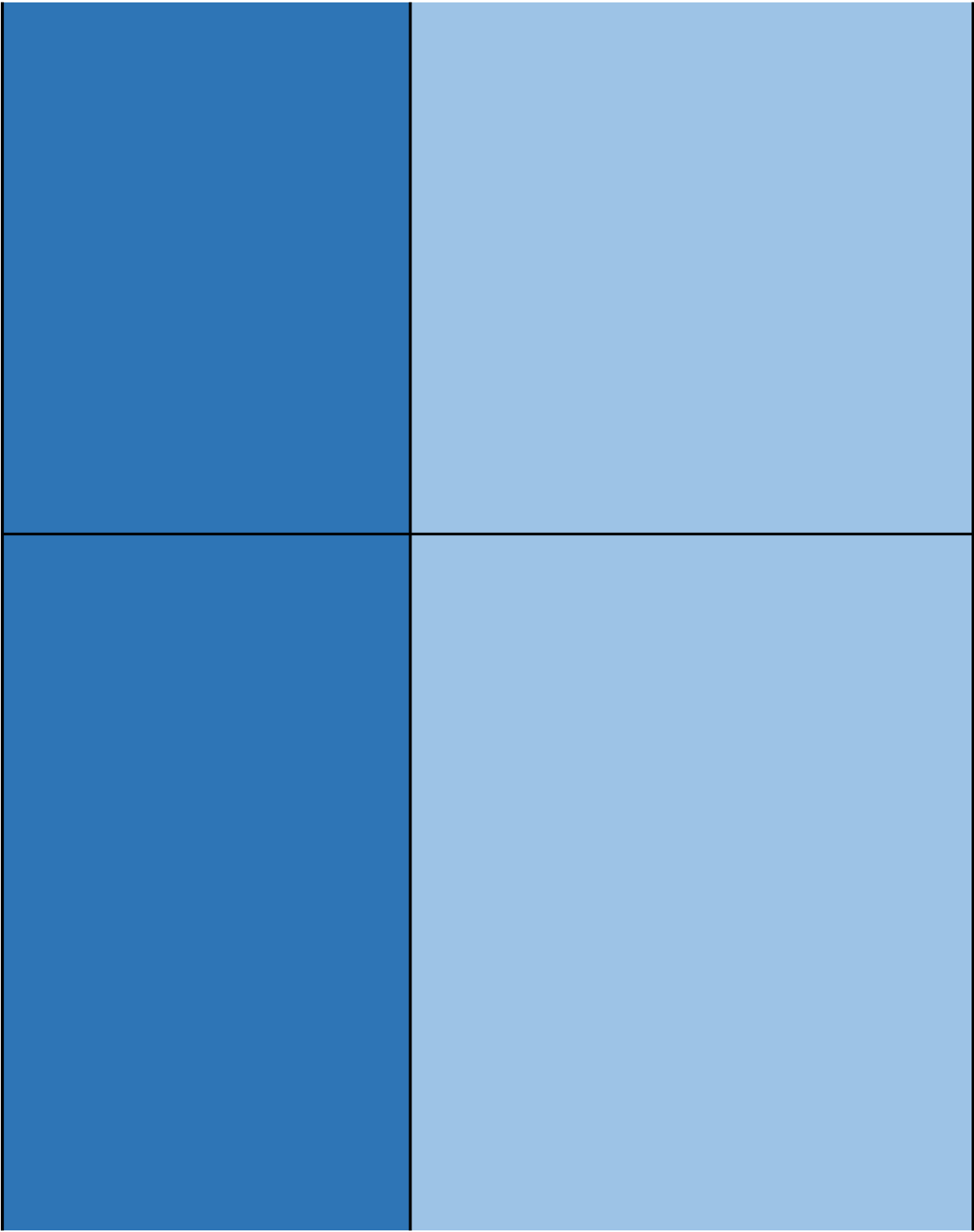
Physical Infrastructure



	Infrastructure

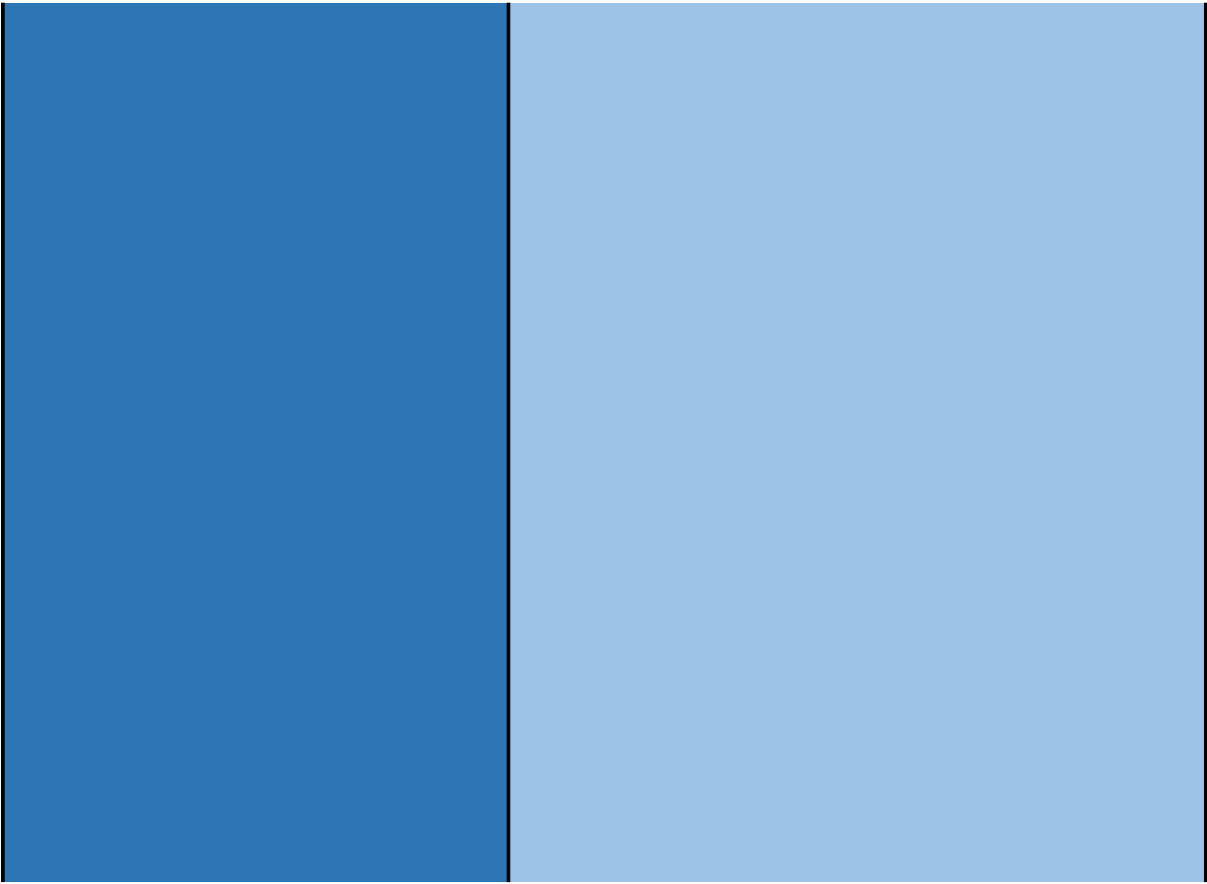
**Ensure National
Security**

Security





**Innovative Science and
Technology**



**Human Resources
(Workforce)Human
Resources
(Workforce)Human
Resources
(Workforce)**

Cross-Cutting

Data



Regulatory Mission



**International
Participation and Tribal
Nations**



Resilience

FUNCTION/PROGRAM	USCG
Obstruction to Navigation	X
Vessel Licensing and Inspection	X
Search and Rescue	X

Boating Safety	X
Accident Investigations	X
Facility Licensing and Inspection (including offshore)	X

Invasive species	X
Marine Conservation Areas	X
Vessel Discharges	X
Noise and Emissions	X

Oil Spill Response	X
Fisheries, Mammals, and Wildlife	X
MARPOL Related	X
Cargo Clearance	X
Federal Vessel Operators	X

Icebreaking	X
Pilotage	X
Port State Control	X
Manning	X

<p>Inland Waterways and L&D, Construction and O&M</p>	<p>X</p>
<p>Jetties and Piers</p>	<p>X</p>
<p>Aids to Navigation</p>	<p>X</p>

Offshore and Deepwater Ports	X
Bridges	X
Vessel Construction	X
Physical Observations	X
Navigation Services	X
Charting and Mapping	X

Positioning and Timing	X
Port Operations - Domestic	X
Port Operations - International	X
Cargo Inspection	X

Piracy	X
Maritime Domain Awareness	X
Critical Infrastructure Protection	X

Cybersecurity	X
Vessel Technology	X
Environmental Protection	X
Environmental Observation	X

Vessel Bridge Systems	X
Automation	X
Education and Training	X

Credentialing (TWIC, MMC, etc.)	X
Disputes	X
Mariner Welfare	X

Occupational Safety

X

Authoritative Data Collection	X
Real-time Data	X
Historical Data	X
Data Analysis	X
Regulation (Air, Water, Land)	X
Shipping Regulation	X
Permitting	X
Historic Preservation	X

Tribal Consultation	X
Mariner Related	X
Offshore Operations	X

International Maritime Organization	X
International Organization of Lighthouse Authorities	X
International Hydrographic Organization	X
Arctic Council	X
Tribal Engagement	X

Standards	X
All Hazard Response	X

OVERVIEW OF AUTHORITY

The Coast Guard coordinates with the Army Corps of Engineers, the National Oceanic and Atmospheric Administration, and other agencies in removing obstructions to navigation. The Captain of the Port directs personnel to patrol waterways to observe, report, and remove the presence of any obstructions to navigation. The Coast Guard also has authority for the alteration of bridges that are obstructions to navigation under Title 33, Code of Federal Regulations, Part 116. The Coast Guard additionally has authority to remove obstructions to navigation under Title 33, Code of Federal Regulations, Part 117. Notices to Mariners regarding obstructions to navigation under Title 33, Code of Federal Regulations, Part 72.

The Coast Guard inspects vessels subject to inspection under Title 46, Code of Federal Regulations, Section 3301. Chapter 33 of Title 46 provides the framework for inspection, which is limited to, the scope, frequency, requirements for certificates of inspection, and requirements for classification societies.

The Coast Guard has authority under Title 14, United States Code, Section 513, "to rescue persons and save property on the high seas and on the coast and jurisdiction." Coast Guard facilities and personnel may render aid at any time if they are available and can be utilized. The Coast Guard is the lead agency for maritime search and rescue.

Title 46, United States Code, Chapter 131 mandates that the Secretary of the Coast Guard, in which the Coast Guard is operating establish the National Boating Safety Council (NBSAC) and consult with it on regulations and other major boating safety issues. The Coast Guard is also authorized to establish a National Recreational Boating Safety Program. In addition, the Coast Guard is authorized to conduct public education and outreach related to boating safety. Finally, the Coast Guard is authorized, in addition to administering and enforcing regulations for the safety of life at sea, to enforce the laws of the United States Code, Section 102 and is authorized to carry out maritime law enforcement under the authority of the United States Code, Section 522. Pursuant to that authority, the Coast Guard has issued numerous safety regulations on the water.

The Coast Guard has broad authority to investigate marine casualties under Title 46, United States Code, Chapter 63, with specific procedures contained in Title 33, United States Code, Regulations, Part 4. The purpose of marine casualty investigations is to determine the causes of accidents and to take measures for promoting safety of life and property at sea, not to impose liability. The Coast Guard coordinates with the National Transportation Safety Board in conducting marine casualty investigations.

The Coast Guard regulates and inspects waterfront facilities based on the presence of hazardous materials conducted and hazardous products transferred to or from vessels. Chapter 701, Title 46, United States Code, provides broad authority to the Coast Guard to enforce regulations for waterfront facility safety. Facilities are also subject to the Maritime Transportation Security Act of 2002, Title 46, United States Code, Chapter 701 and the Federal Water Pollution Control Act, Title 33, United States Code, Chapter 26. Coast Guard jurisdiction over waterfront facilities is determined by agreement with the Environmental Protection Agency.

The Coast Guard is responsible for testing and type approval of shipboard management and treatment systems. The Coast Guard is also a member of the Nuisance Species Task Force (ANSTF). Finally, the Coast Guard is tasked with the development of discharge standards and best management practices for preventing the spread of invasive species by incidental discharges of biofouling from shipboard systems.

The Coast Guard supports the National Oceanic and Atmospheric Administration and other agencies in the enforcement of regulations applicable to marine protected areas, National Marine Sanctuaries and Marine National Monuments.

The Coast Guard is tasked with monitoring and enforcing compliance with discharge standards for discharges incidental to normal vessel operations for all non-recreational vessels of 79 feet or greater. Additionally, the Coast Guard will be responsible for enforcing the rules governing incidental discharges from vessels of armed forces in U.S. waters. The Coast Guard is also the agency responsible for the oversight of the discharge of oil by vessels in U.S. waters.

The Coast Guard enforces Annex VI of MARPOL, Annex VI of the MARPOL Convention, which limits emissions of NOx and SOx and prohibits deliberate emissions of ozone-depleting substances (ODS). In this capacity, Coast Guard inspectors and port state control officers ensure that ships are burning Annex VI compliant fuel and that air pollution prevention plans and records meet MARPOL requirements. The Coast Guard, as head of the U.S. Coast Guard, the International Maritime Organization (IMO) has been engaged in the development of guidelines on reducing underwater noise from commercial shipping, to minimize its impacts on marine life.

Under the Clean Water Act, the Coast Guard carries out oil spill response leadership role in area, regional, and national planning committees and are designated as federal on scene coordinators who direct the response to potential spills) into or threatening the coastal zone. Coast Guard regulations have vessel response plans in place which will allow them to respond to discharge. Additionally, the Coast Guard maintains joint contingency plans with all neighboring countries in order to ensure coordinated international that occur in or threaten U.S. waters. The Coast Guard National Pollution all aspects of liability and compensation related to oil pollution events spill liability trust fund as established under the Oil Pollution Act of 1990

The Coast Guard is authorized to carry out maritime law enforcement under Code, Section 522. Pursuant to that authority, the Coast Guard enforces regulations related to living marine resources through law enforcement inspections at sea.

The Coast Guard is charged with carrying out the International Convention of Pollution from Ships (MARPOL) as both the flag state for U.S. vessels and foreign vessels calling on the U.S. In this capacity, the Coast Guard inspects compliance of U.S. flag vessels, and issues type approvals for equipment standards.

Customs and Border Protection has oversight over cargo clearance issues and assists as necessary under its assistance authority in Title 14, United States Code

The Coast Guard has authority to require specific conditions for individuals under Title 46, United States Code, Subtitle II, Parts E and F and Title 46 Regulations, Parts 10 and 15, relating to credentialing, manning, watch

The Coast Guard possesses authority under Title 14, United States Code, to develop, maintain, and operate icebreaking facilities in connection with its primary mission. The Coast Guard additionally utilizes its assistance authority under Title 14, United States Code, Section 701 to assist other agencies by providing icebreaking services. The Coast Guard's International Ice Patrol actively patrols areas of the North Atlantic Ocean for signs of iceberg danger. The icebreaker Coast Guard Cutter HEALY conducts icebreaking activities in the arctic and Antarctic regions. The Coast Guard Cutter Healy also conducts meteorological and oceanographic research.

The Coast Guard regulates pilotage under Title 46, United States Code, which delineates the delineation between State pilotage, which is regulated by the States, and Federal pilotage, which is regulated by the Coast Guard for those vessels required to have a pilot. Title 46, Code of Federal Regulations, Section 15.812, expands upon the requirements for pilotage.

The Coast Guard exercises port state control over vessels entering the United States for the enforcement of U.S. laws, U.S. regulations, and international conventions. The Coast Guard enforces the International Convention for the Safety of Life at Sea, the International Convention for the Prevention of Pollution from Ships, and the International Ship & Port Security Code.

The Coast Guard has authority to require specific conditions for the mooring of vessels under Title 46, United States Code, Subtitle II, Part F and Title 46, Code of Federal Regulations, Part 15.

Multiple Coast Guard missions overlap to specific inland waterway functions including navigation management, new construction oversight, pollution response, and enforcement of Federal Regulations, Part 64, and issue Notices to Mariners regarding navigation under Title 33, Code of Federal Regulations, Part 72. The Coast Guard inspects all vessels subject to inspection under Title 46, United States Code, Section 70051. Under the Water Act, the Coast Guard carries out oil spill response planning throughout the United States. The Coast Guard has authority under Title 14, United States Code, Section 509, Code of Federal Regulations, Chapter I, Subchapter C, to administer the U.S. Aids to Navigation System.

Pursuant to Title 46, United States Code, Section 70051 and Title 33, Code of Federal Regulations, Section 125.15, the Coast Guard may establish Restricted Areas to protect piers, wharves, docks, and moored vessels from shoreside trespass. Access to persons possessing identification credentials. The Coast Guard has authority to take action necessary to prevent damage to, or the destruction of, any other structure on or in the navigable waters of the U.S. or any land structure immediately adjacent to such waters under Title 46, United States Code, Section 70051.

The Coast Guard has authority under Title 14, United States Code, Section 509, Code of Federal Regulations, Chapter I, Subchapter C, to administer the U.S. Aids to Navigation System which consists of Federal aids to navigation operated by the Coast Guard, Federal aids to navigation operated by other armed services, and private aids to navigation operated by private entities.

33 U.S.C. 1504 requires the Secretary of Transportation to issue regulations under the Deepwater Port Act of 1974, as amended (DWPA). This authority was transferred to the Coast Guard in 49 CFR 1.46. When the Coast Guard was transferred to the Department of Homeland Security (DHS) in 2003, “the authorities and functions of the Secretary of Transportation relating” to the Coast Guard, including the Secretary of Transportation’s authority to regulate deepwater ports, also were transferred to DHS. USCG regulates this part of the Act.

The Coast Guard possesses authority under Title 33, United States Code, Sections 70011 and 70116; and Title 33, Code of Federal Regulations, Chapter I, Subchapter J to regulate, among other items: permitting for the construction and modification of bridges in the U.S. or bridges connecting the U.S. with other countries; removal or alteration of unreasonably obstructive bridges; design and construction of Hobbs projects; monitoring construction, maintenance, and repair of bridges; movable bridges; bridge navigational lighting for the safety of transportation; and prevention of damage to, destruction, or loss of bridges.

The Coast Guard has broad authority to regulate design and operating requirements for commercial vessels under Title 46, United States Code, Section 2103. The Coast Guard regulates stability of inspected vessels under Title 46, Code of Federal Regulations, Part 171.

The Coast Guard utilizes its assistance authority under Title 14, United States Code, Section 701, to assist the National Oceanic and Atmospheric Administration, the National Aeronautics and Space Administration, the Central Intelligence Agency, and the Army Corps of Engineers in providing information to mariners. Notices to mariners are regulated under Title 33, Code of Federal Regulations, Part 160. The Coast Guard requires charts and nautical publications be kept onboard vessels under Title 33, Code of Federal Regulations, and Title 33, Code of Federal Regulation, Part 160.

The Coast Guard utilizes its assistance authority under Title 14, United States Code, Section 522, to assist the National Oceanic and Atmospheric Administration, the Central Intelligence Agency, and the Army Corps of Engineers in providing the public with notices to mariners. Notices to mariners are regulated under Title 33, Code of Federal Regulations, Part 101.

The Coast Guard has authority under the Maritime Transportation Security Act of 2002, Title 46, United States Code, Chapter 701 to require comprehensive security plans for the identification and screening of seaport personnel. The Coast Guard also has authority under Title 33, Code of Federal Regulations, Parts 101 and 105.

The Coast Guard has authority over international vessels coming into U.S. ports under Port State Control. The Coast Guard exercises port state control over vessels entering U.S. ports for the enforcement of U.S. laws, U.S. regulations, and international conventions, including the International Convention for the Safety of Life at Sea, the International Convention for the Prevention of Pollution from Ships, and the International Ship and Port Facility Security Code. The Coast Guard additionally participates in the Maritime Security Program, in partnership with maritime trading partners, to protect maritime interests, including ports and ships, and to facilitate secure trade through reciprocal port visits, discussions of port security best practices, and mutual interests in securing ships coming to the U.S.

Pursuant to Title 14, United States Code, Section 522, the Coast Guard may conduct examinations, inspections, searches, seizures, and arrests upon the high seas, which the U.S. has jurisdiction, for the prevention, detection, and suppression of violations of laws of the U.S. To that end, the Coast Guard may board vessels at sea to enforce laws with federal laws and regulations related to cargo.

Pursuant to Title 14, United States Code, Section 522, the Coast Guard conducts examinations, inspections, searches, seizures, and arrests upon the high seas and other waters within which the U.S. has jurisdiction, for the prevention, detection, and suppression of piracy and the enforcement of laws of the U.S. To that end, the Coast Guard may intervene in piracy and enforce U.S. laws related to piracy.

Maritime Domain Awareness is the Coast Guard's understanding of a maritime environment that may impact the security, economy, or environment. Commercial vessels are required to submit certain types of data to the Coast Guard, including their cargoes, registries, crews, and routes, including through program Long Range Identification System, pursuant to Title 46, United States Code, Section 70115 and Title 33, Code of Federal Regulations, Part 164, and Long Range Identification System, pursuant to Title 46, United States Code, Section 70115 and Title 33, Code of Federal Regulations, Part 169. Commercial vessels are also required to report to the Coast Guard at U.S. ports in advance, under Title 46, United States Code, Section 70115 and Title 33, Code of Federal Regulations, Part 160.

The Department of Homeland Security oversees the protection and resilience of critical infrastructure and established the National Infrastructure Protection Plan. The Coast Guard's goals to protect critical infrastructure from physical and cyber threats include conducting inspections of vessels and facilities, establishing and enforcing safety, security, and environmental protection standards, and monitoring and patrolling the nation's waterfronts to detect, deter, and respond to incidents and attacks. The Maritime Transportation Security Act, Title 46, United States Code, Chapter 210, requires the Coast Guard to prevent and respond to transportation security threats.

Coast Guard Navigation and Inspection Circular 01-20, dated February 2017, provides guidelines for addressing cyber risks at Maritime Transportation Security Act (MTSA) Facilities. The Coast Guard is additionally in the process of establishing standards for incorporating cyber threat management into safety management systems, plans, and the responsibilities of companies under International Maritime Organization (IMO) Resolution MSC.428(98), Maritime Cyber Risk Management in Safety Management Systems. The Coast Guard collaborates with the National Cybersecurity Center, the National Institute of Safety Technology, and industry to develop voluntary Cyber Risk Framework Profiles to mitigate risks in joint mission areas.

The Coast Guard recognizes the National Science and Technology Council's (NSTC) Department of Transportation's efforts to unify automated transportation standards throughout the Federal government and other agencies.

The Environment & Waterways Branch of the Coast Guard Research & Development Center pursues and applies new scientific technologies for the maritime environment, including pollution and non-indigenous species.

The Coast Guard utilizes its assistance authority under Title 14, United States Code, Section 701, to assist the National Science Foundation in environmental observations in the Arctic region with respect to icebreakers and drones. The Coast Guard International Ice Patrol (IIP) surveys areas of the North Atlantic Ocean to identify the extent of iceberg damage. The Coast Guard Cutter HEALY conducts a wide range of research activities in the Antarctic regions. The Coast Guard Cutter HEALY supports biological, oceanographic research.

The Coast Guard requires certain commercial vessels to have onboard Automatic Identification System, pursuant to Title 46, United States Code, Section 70115 and Title 33, Code of Federal Regulations, Part 164, and a Long Range Identification System, under Title 46, United States Code, Section 70115 and Title 33, Code of Federal Regulations, Part 169. In addition, the Coast Guard has authority to regulate bridge communication equipment pursuant to Title 33, United States Code, Section 1608.

The International Maritime Organization (IMO) has recently established the "International Code of Practice for the Use of Maritime Autonomous Surface Ships (MASS)," which will determine how MASS operations may be addressed in IMO instruments related to safety, security, and environmental impact. The Coast Guard's developments are based on discussions and decisions taken at the IMO. There has not been widespread use of autonomous technology outside of experimentation and trials, which are typically coordinated with the local Captain of the Port or Officer in Charge, Marine Safety, to ensure the safety of the experimental vessel, the waterway, and other vessels in the vicinity. The Coast Guard Marine Safety Center provides oversight for vessels proposing an autonomous vessel design or an autonomous modification.

Coast Guard National Centers of Expertise (NCOE), including the Suspended Operations NCOE, the Investigations NCOE, the Outer Continental Shelf NCOE, the Liquefied Gas Carrier NCOE, and the Towing Vessel NCOE, provide education and outreach to the public and industry stakeholders regarding Coast Guard statutes, regulations, and expectations. The Coast Guard Auxiliary additionally engages with the public through outreach, particularly with respect to recreational boating safety.

The Coast Guard regulates credentialing, licensing, and training of merchant mariners pursuant to Title 46, United States Code, Subtitle II, Part E and Title 46, Code of Federal Regulations, Part 10, including the Transportation Worker Identification Credential, the Merchant Mariner Credential, and various endorsements. The Coast Guard also has authority to revoke merchant mariner credentials or endorsements pursuant to Title 46, United States Code, Chapter 77, and Title 46, Code of Federal Regulations, Chapter 10.

Although the Coast Guard previously possessed authority to handle large-scale credentialing, the Commissioners have been given the authority to do so.

The Coast Guard Office of Merchant Mariner Credentialing works with the Merchant Marine Medical Advisory Committee, the Merchant Marine Personnel Advisory Committee, and other maritime industry stakeholders to establish policies for the improvement of the maritime industry and wellness.

The Coast Guard Drug and Alcohol Prevention and Investigation Division oversees a comprehensive drug and alcohol testing regime to reduce the safety risk posed by drug or alcohol use by crewmembers, pursuant to Title 46, United States Code, Section 7101 and Title 46, Code of Federal Regulations, Part 16. In addition, the Coast Guard, pursuant to various regulations in Title 46, Code of Federal Regulations, and Memoranda of Understanding with the Occupational Safety and Health Administration of the U.S. Department of Labor, utilizes its authority to regulate the occupational safety and health of seafarers aboard inspected vessels. The Coast Guard further regulates occupational safety of commercial fishing vessels under Title 46, Code of Federal Regulations, Part 28, and other certain uninspected vessels under Title 46, Code of Federal Regulations, Parts 24–26. The Coast Guard Drug and Alcohol Prevention and Investigation Division oversees a comprehensive drug and alcohol testing regime to reduce the safety risk posed by drug or alcohol use by crewmembers, pursuant to Title 46, United States Code, Section 7101 and Title 46, Code of Federal Regulations, Part 16. In addition, the Coast Guard, pursuant to various regulations in Title 46, Code of Federal Regulations, and Memoranda of Understanding with the Occupational Safety and Health Administration of the U.S. Department of Labor, utilizes its authority to regulate the occupational safety and health of seafarers aboard inspected vessels. The Coast Guard further regulates occupational safety of commercial fishing vessels under Title 46, Code of Federal Regulations, Part 28, and other certain uninspected vessels under Title 46, Code of Federal Regulations, Parts 24–26. The Coast Guard Drug and Alcohol Prevention and Investigation Division oversees a comprehensive drug and alcohol testing regime to reduce the safety risk posed by drug or alcohol use by crewmembers, pursuant to Title 46, United States Code, Section 7101 and Title 46, Code of Federal Regulations, Part 16. In addition, the Coast Guard, pursuant to various regulations in Title 46, Code of Federal Regulations, and Memoranda of Understanding with the Occupational Safety and Health Administration of the U.S. Department of Labor, utilizes its authority to regulate the occupational safety and health of seafarers aboard inspected vessels. The Coast Guard further regulates occupational safety of commercial fishing vessels under Title 46, Code of Federal Regulations, Part 28, and other certain uninspected vessels under Title 46, Code of Federal Regulations, Parts 24–26.

The Coast Guard implemented a Data Strategy relating to the employ inform decisions and achieve Coast Guard missions, to align with and of Defense Data Strategy, the Department of Homeland Security Digital Federal Data Strategy.

The Coast Guard possesses authority to regulate in U.S. navigable wa certain facilities on land under Title 46, United States Code and issues under Title 46, Code of Federal Regulations and Title 33, Code of Fede

The Coast Guard has broad authority under Title 46, United States Co 3306 to regulate commercial shipping in U.S. waters and such regulat 46, Code of Federal Regulations and Title 33, Code of Federal Regulat

The Coast Guard requires the issuance of permits for regattas and ma the safety of life upon the navigable waters of the U.S. under Title 46, Section 70041 and Title 33, Code of Federal Regulations, Part 100. Th approves bridge locations and plans pursuant to Title 33, United State 33, Code of Federal Regulations, Parts 114–115.

The Coast Guard has established programs and policies for the appro management of cultural resources as an integrated part of its program operations in accordance with the National Historic Preservation Act

The Coast Guard, working in partnership with Native tribes on a government-to-government basis, works to establish regular and meaningful consultation and coordination with tribal officials in the development of policies that have tribal implications, to improve federal States government-to-government relationships with tribes, and to reduce unfunded mandates upon tribes. This effort is described in Department of Homeland Security Plan to Develop a Tribal Consultation and Coordination Policy Implementation Strategy, 13175.

The Coast Guard regulates merchant mariners through its comprehensive drug and alcohol testing regime to reduce the safety risk posed by drug or alcohol use on the water pursuant to Title 46, United States Code, Section 7101 and Title 46, Code of Federal Regulations, Part 16. In addition, the Coast Guard, pursuant to various provisions of the Code of Federal Regulations, and Memoranda of Understanding with the Occupational Safety and Health Administration of the U.S. Department of Labor, utilizes its authority to protect the occupational safety and health of mariners aboard inspected vessels and on uninspected vessels. The Coast Guard further regulates merchant mariners through credentialing, licensing, and training under Title 46, United States Code, Section 7101 and Title 46, Code of Federal Regulations, Parts 5 and 10.

The Coast Guard regulates facilities, vessels, and other units engaged in activities on the Continental Shelf pursuant to the Outer Continental Shelf Lands Act, 30 U.S.C. Code, Chapter 29, Subchapter III, and Title 33, Code of Federal Regulations, Part 15, Subchapter N. The Coast Guard additionally collaborates with the Bureau of Ocean Energy Management, Environmental Enforcement to enforce regulations on the Outer Continental Shelf.

The Coast Guard leads the U.S. delegation to the International Maritime Organization and is a key participant at the IMO to address international maritime issues. It is supported by a wide range of advisors from the Department of State, the Department of Homeland Security, the Department of Defense, the Department of Justice, the Environmental Protection Agency, the National Oceanic and Atmospheric Administration, the National Transportation Safety Board, and various industry experts.

The International Association of Lighthouse Authorities has four technical panels, that work to develop worldwide guidelines and recommendations for maritime navigation safety. The Coast Guard has members on all committees and participates in symposia, conferences, and workshops for navigation safety around the world.

The Coast Guard assists the National Oceanic and Atmospheric Administration's Ocean Service, the Department of Commerce, and cooperates with the International Hydrographic Organization with respect to navigation charting and surveying.

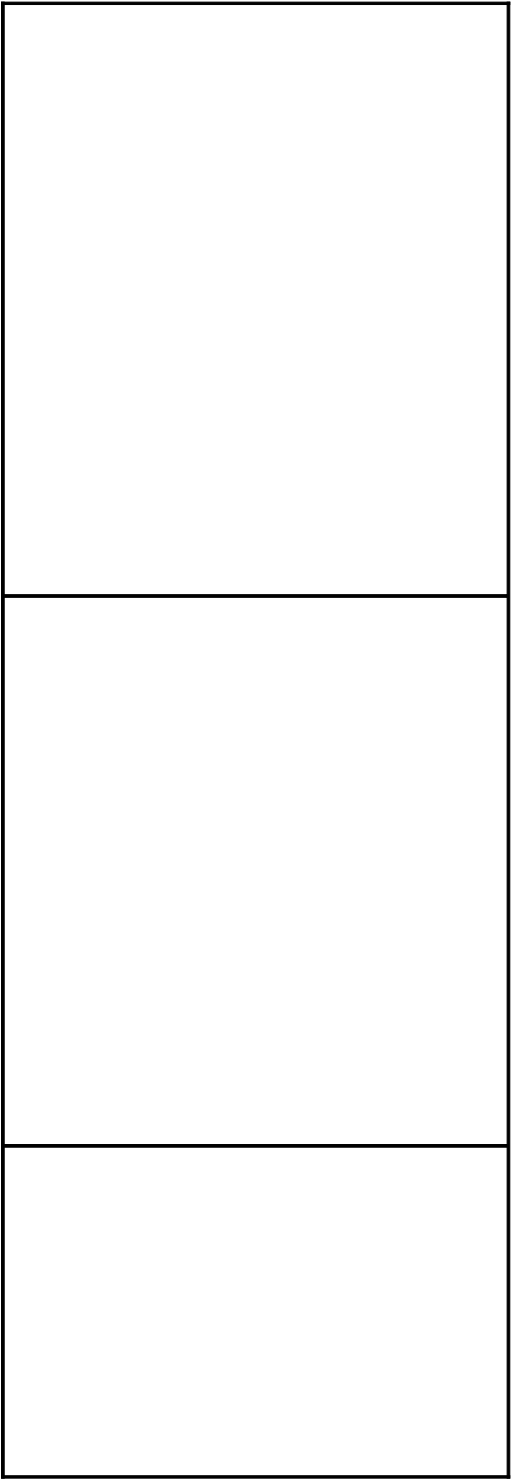
The Coast Guard collaborates with the eight Arctic nations that make up the Arctic Council, including Canada, Denmark, Finland, Iceland, Norway, Sweden, and Russia. It also works with the Arctic Council's Ilulissat Declaration, the United Nations Convention on the Law of the Sea, and other international instruments. These eight Arctic Nations also make up the Arctic Council's Arctic Council Forum.

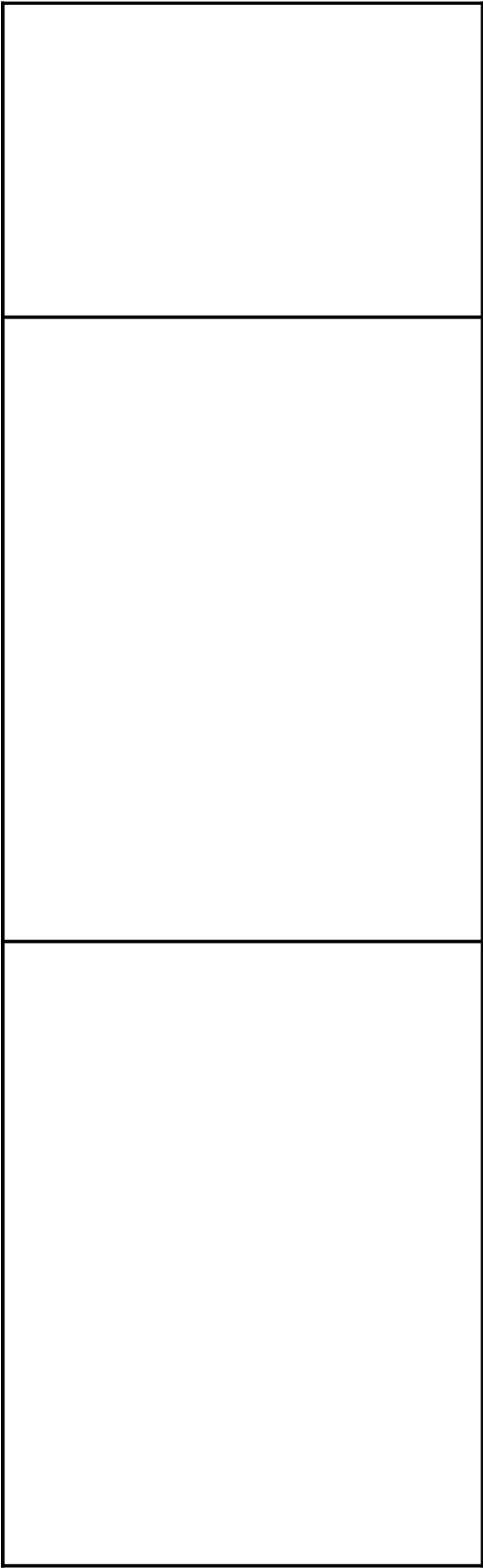
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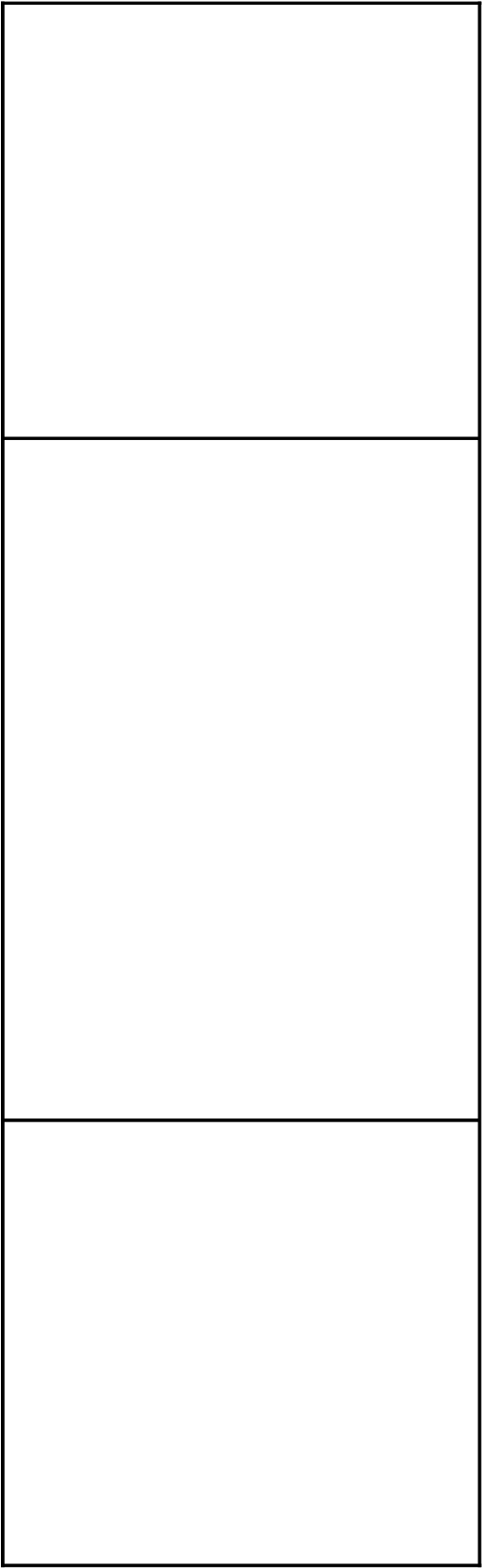
The Department of Homeland Security developed the National Response Framework to provide a structure for the way responders work together and support the response to Incidents of National Significance. The National Response Framework is the national response plan for all hazards within the U.S. In addition, the Robert T. Stafford Disaster Relief and Emergency Assistance Act provides support for Incidents of National Significance response under the National Response Framework. The Framework includes the role of the Coast Guard in responding to incidents. Pursuant to the Stafford Act, if a declared emergency or disaster, the Coast Guard may be directed to provide assistance to assist state, local, and tribal governments.

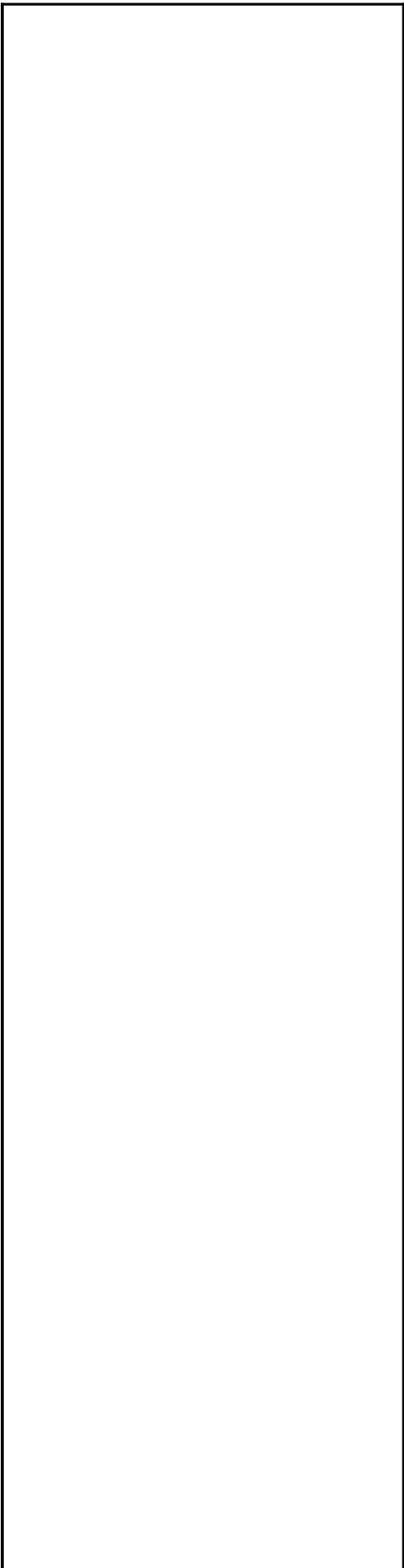
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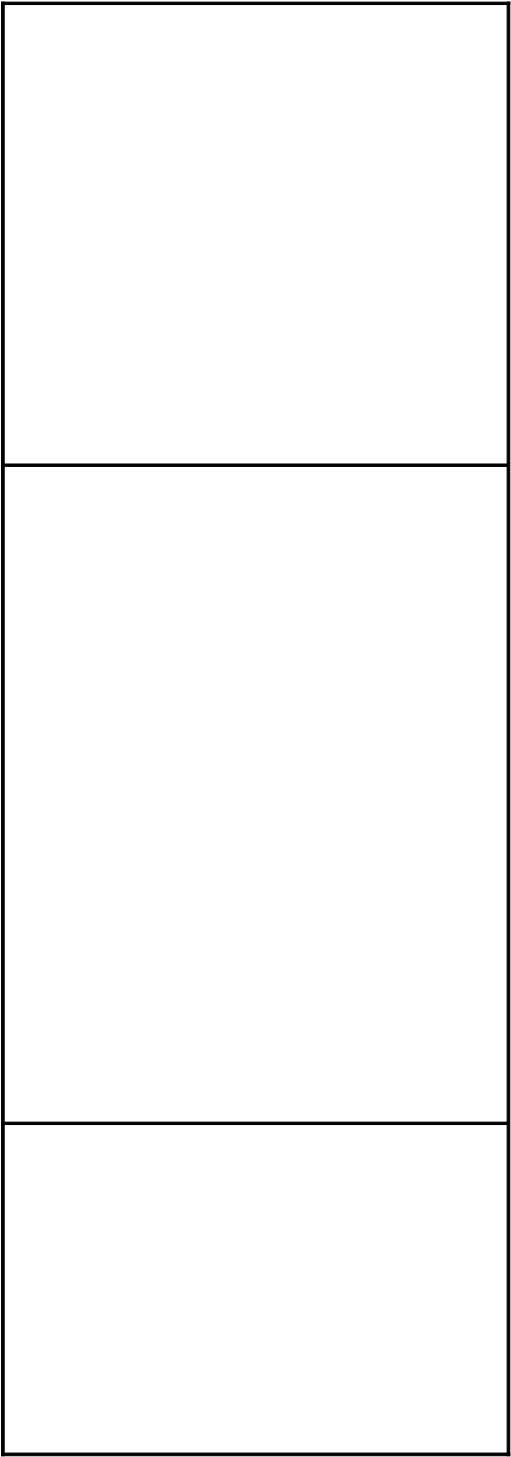
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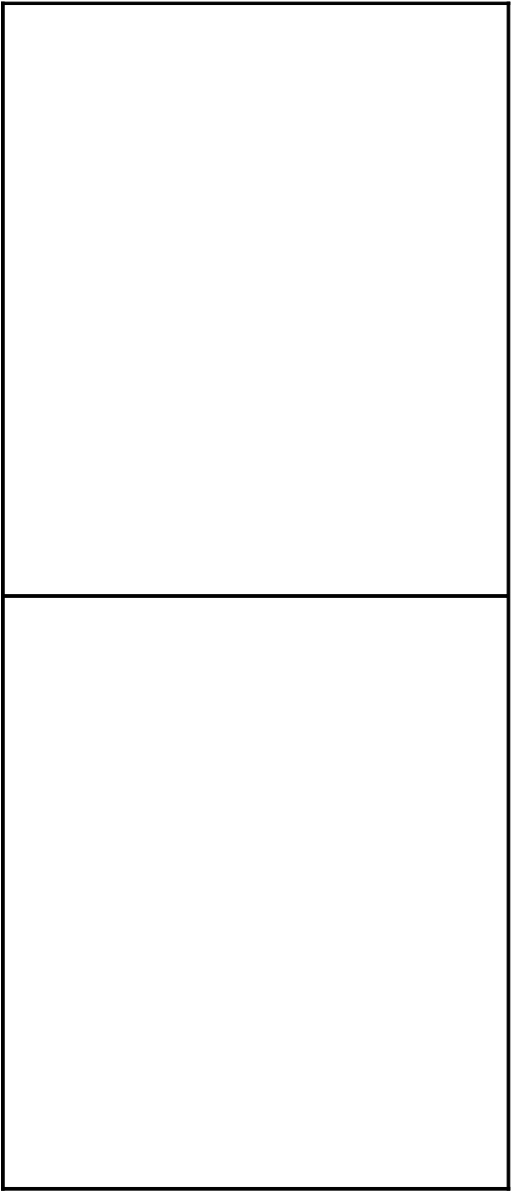












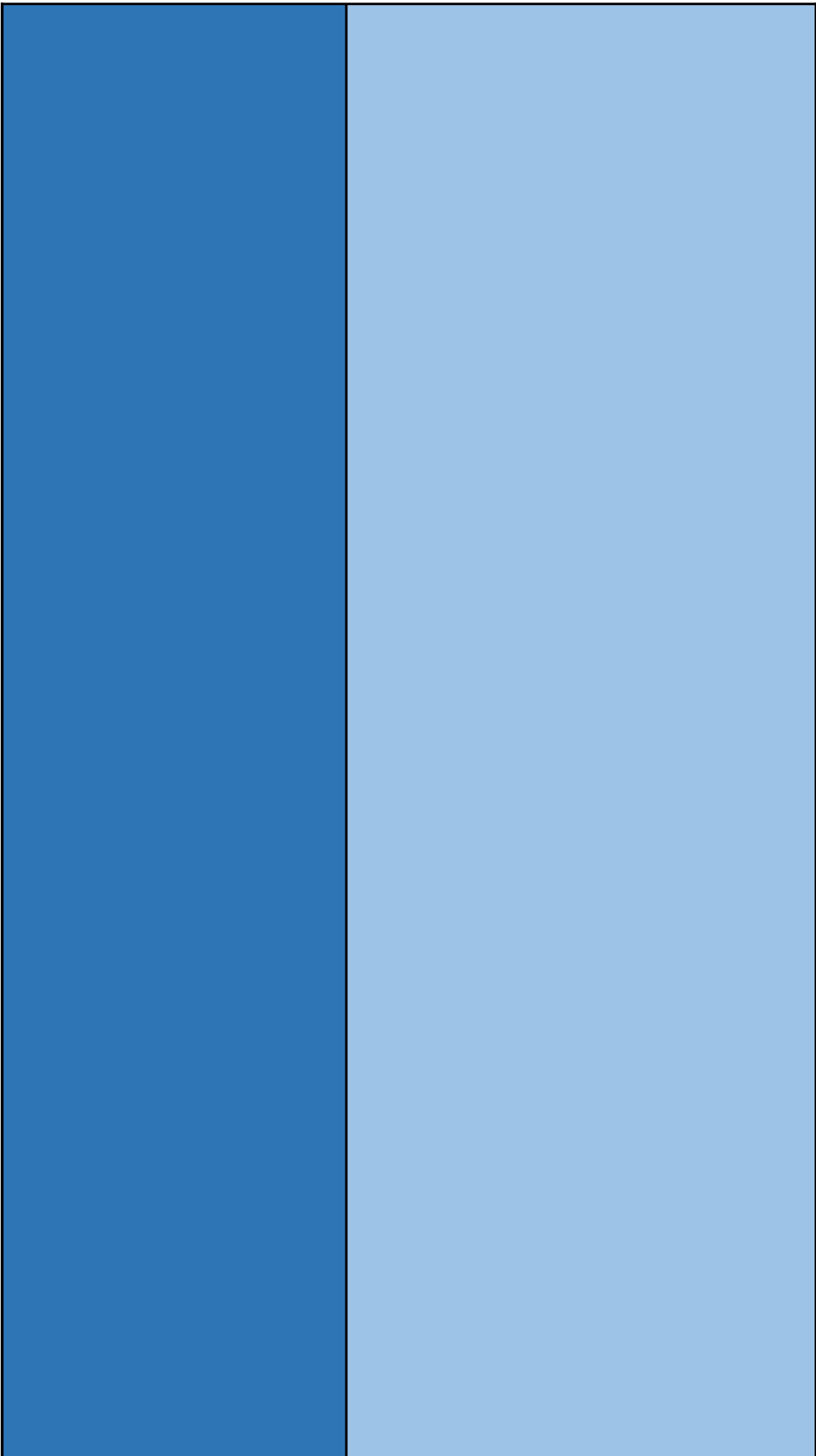
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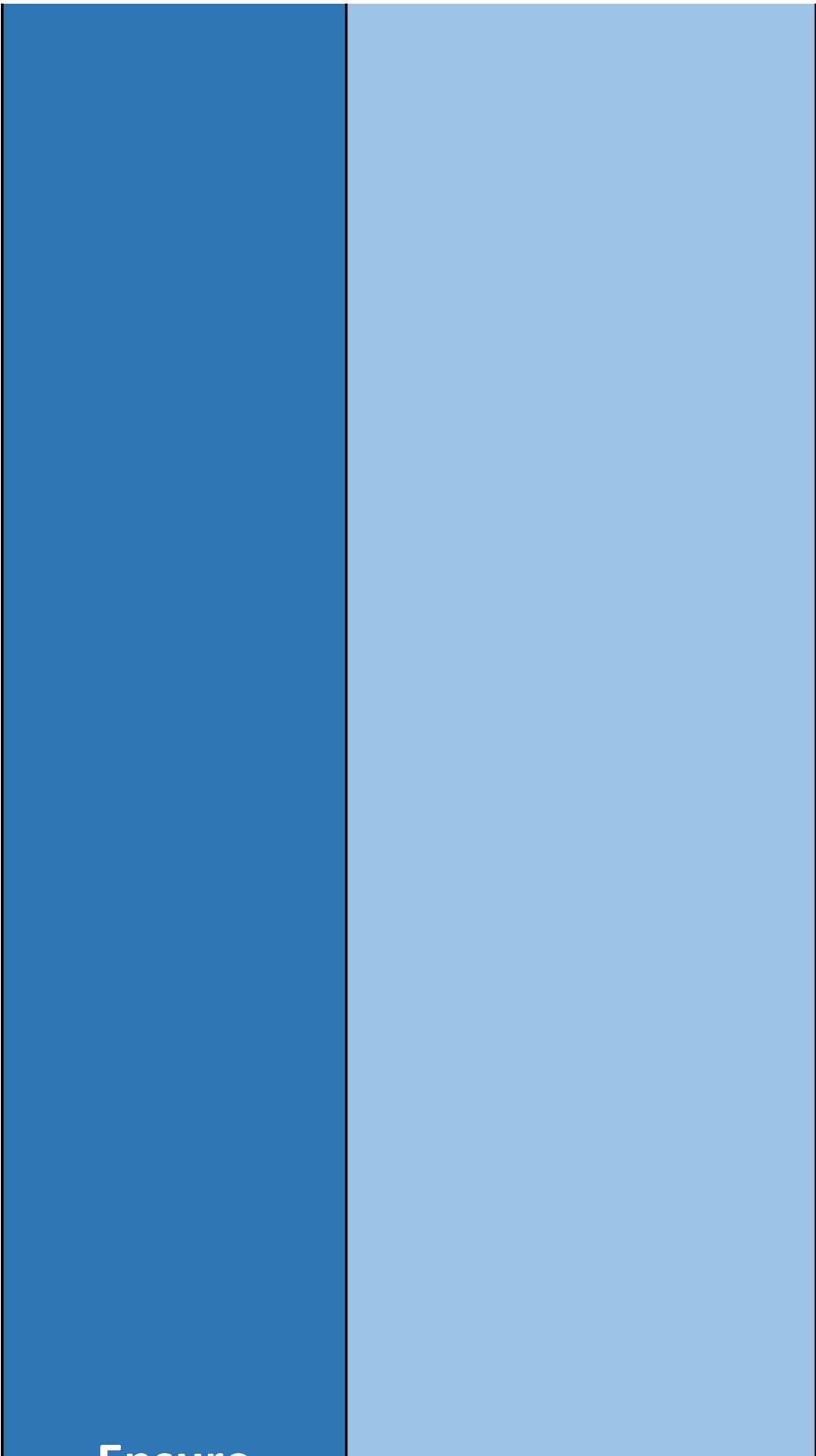


Trade Facilitation

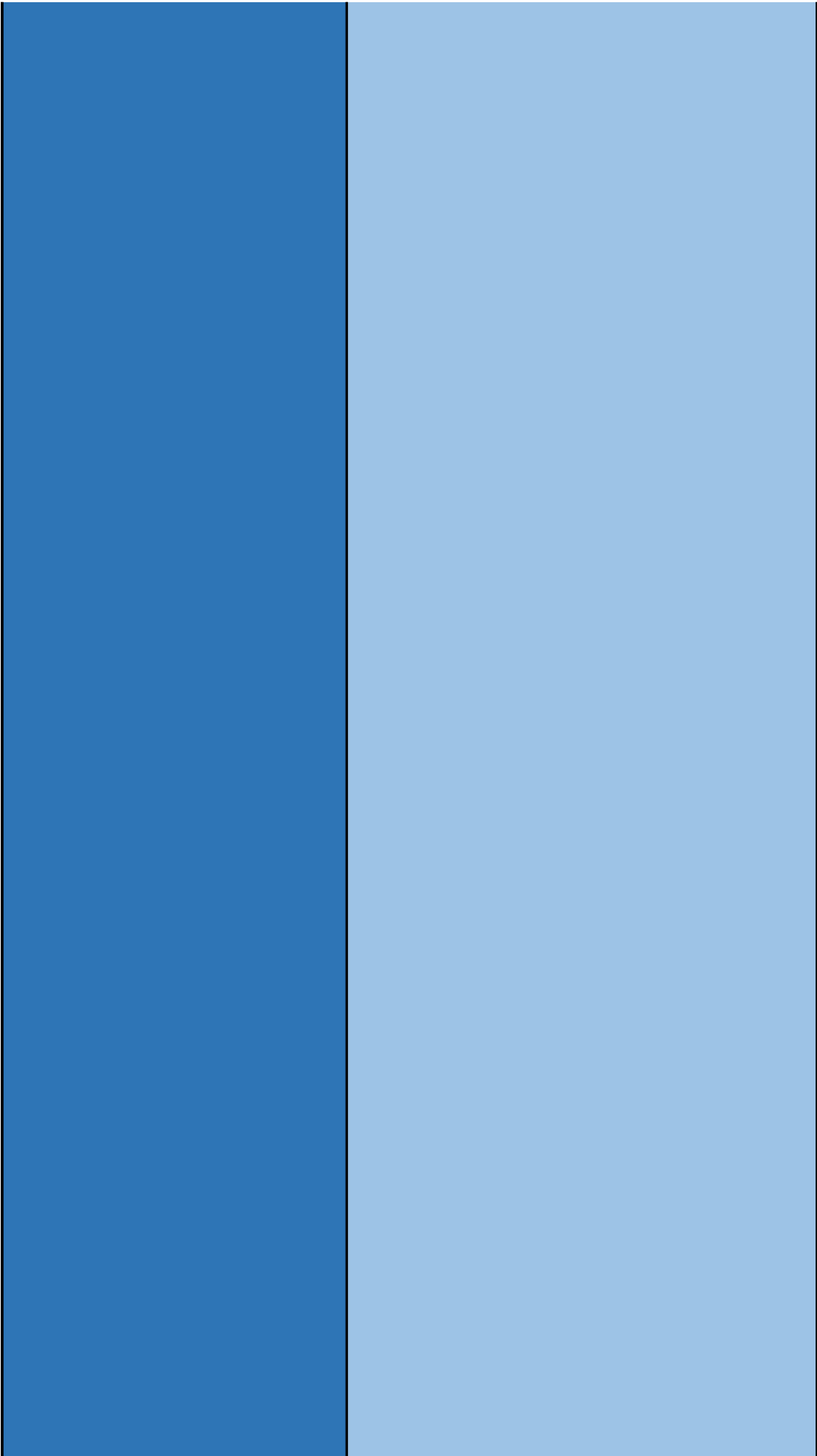


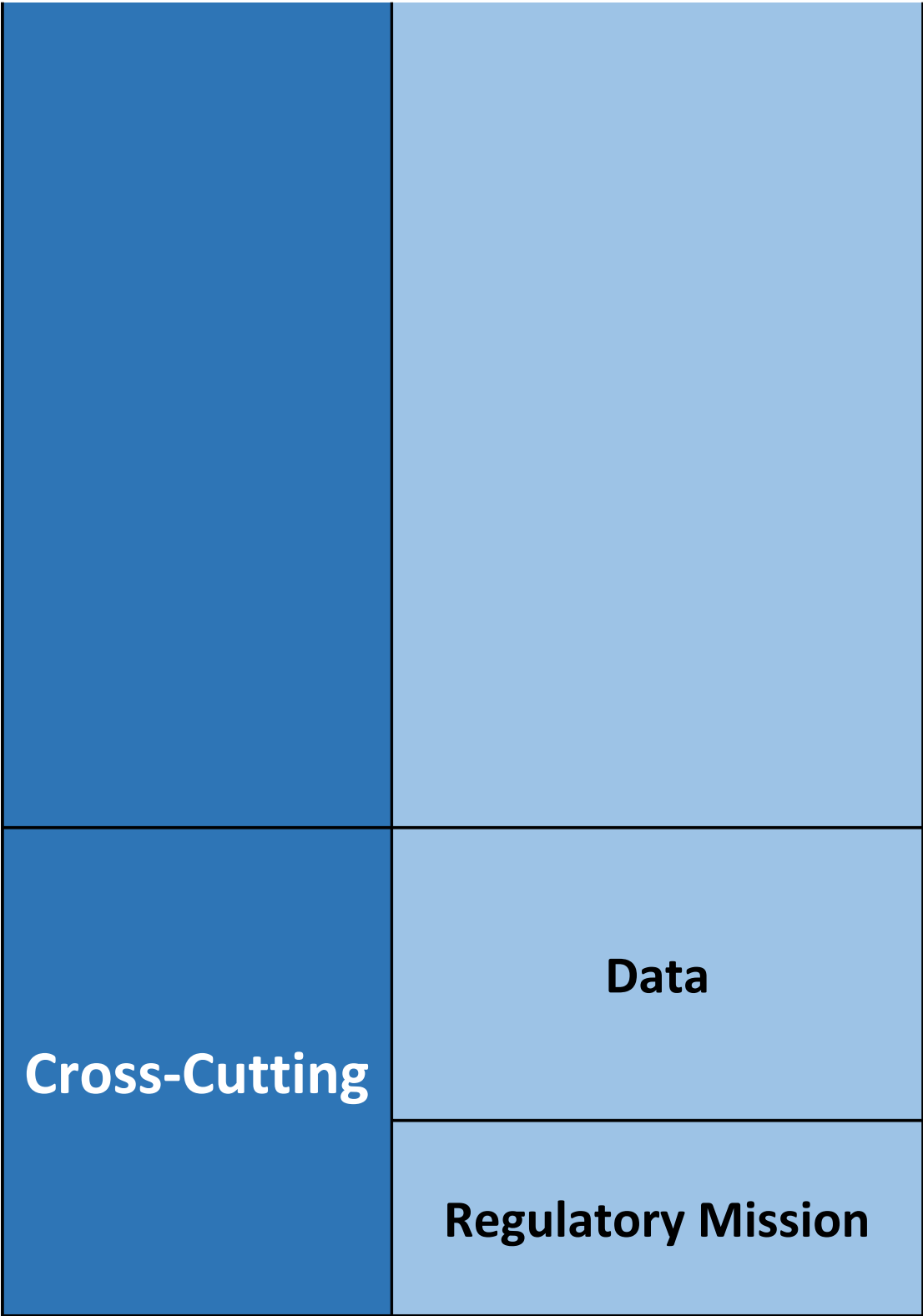
Vessel Operations



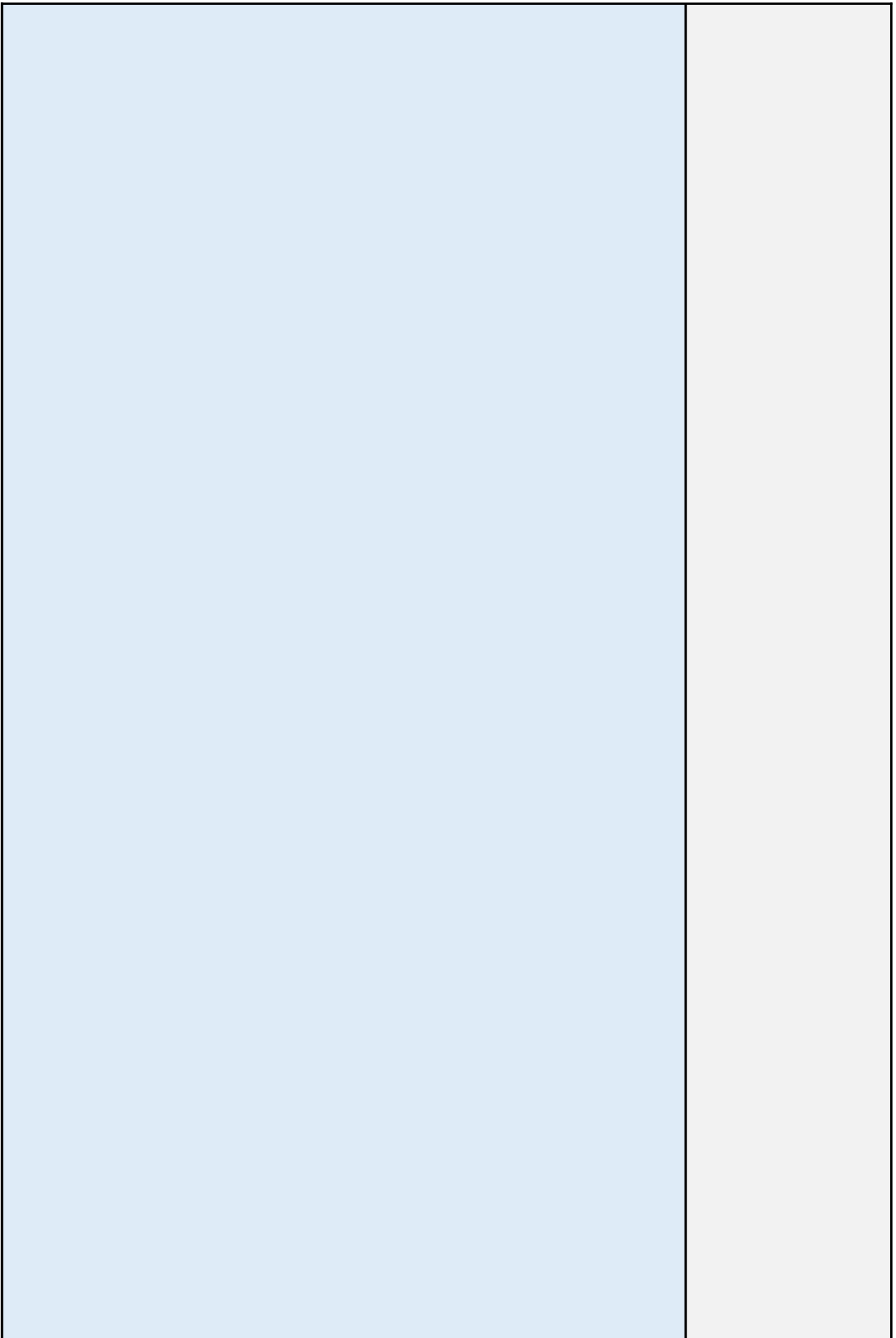


Figure





FUNCTION/PROGRAM	CBP
Cargo Clearance	X



Federal Vessel Operators

O

Port State Control

Y

Port Operations - Domestic

X

Port Operations - International

X

Cargo Inspection

X

Maritime Domain Awareness	X
Cybersecurity	O
Authoritative Data Collection	O
Historical Data	O
Data Analysis	O
Regulation (Air, Water, Land)	O
Shipping Regulation	O

Authority

vessel or vehicle and every part thereof and any person, trunk, packa
this end may hail and stop such vessel or vehicle, and use all necessar
compliance. Authority to board and examine a vessel's documents in
waters: Ø Inland waters with access to foreign waters (ex: Great Lake
access to the high seas (ex: Mississippi River) **19 U.S.C. § 158**
examination of cargo can occur at the most convenient US port or wh
vessel is in customs waters. 19 USC § 1581 Documentation Check: An
customs may at any time go on board of any vessel/vehicle at any pla
within the customs waters or, as he may be authorized, within a custo
established under the Anti-Smuggling Act [19 U.S.C. 1701 et seq.], or
place, without as well as within his district, and examine the manifest
papers and examine, inspect, and search the vessel or vehicle and eve
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19 U.S.C. § 1587 Boarding: Boarding and examination of cargo can occur at the most convenient US port or where you stop the vessel if the vessel is in customs waters. 19 USC § 1581 Documentation Check: Any officer/agent of the customs may at any time go on board of any vessel/vehicle at any place in the United States or within the customs waters or, as he may be authorized, within a customs-enforcement area established under the Anti-Smuggling Act [19 U.S.C. 1701 et seq.], or at any other authorized place, without as well as within his district, and examine the manifest and other documents and papers and examine, inspect, and search the vessel or vehicle and every part thereof and any person, trunk, package, or cargo on board, and to this end may hail and stop such vessel or vehicle, and use all necessary force to compel compliance. Authority to board and examine a vessel's documents in "Customs" and "Inland" waters: Ø Inland waters with access to foreign waters (ex: Great Lakes) Ø Inland waters with ready access to the high seas (ex: Mississippi River)

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Interest only.

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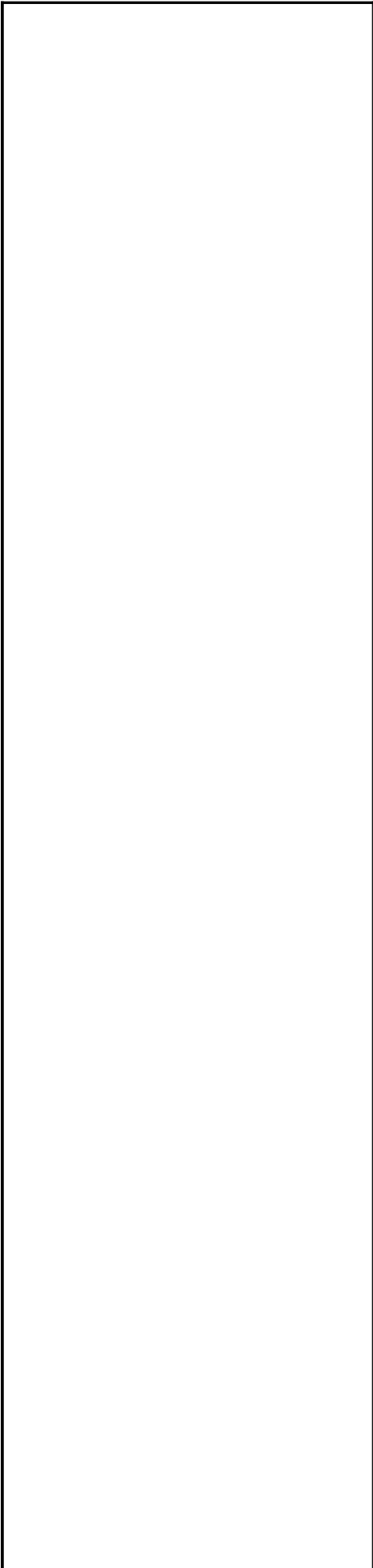
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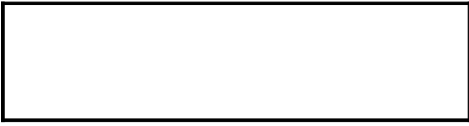
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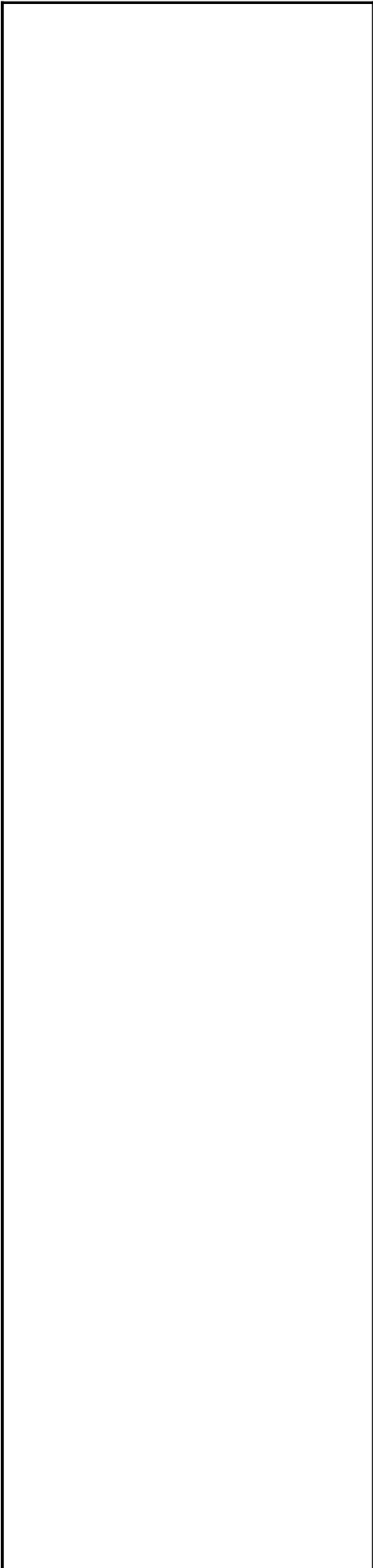
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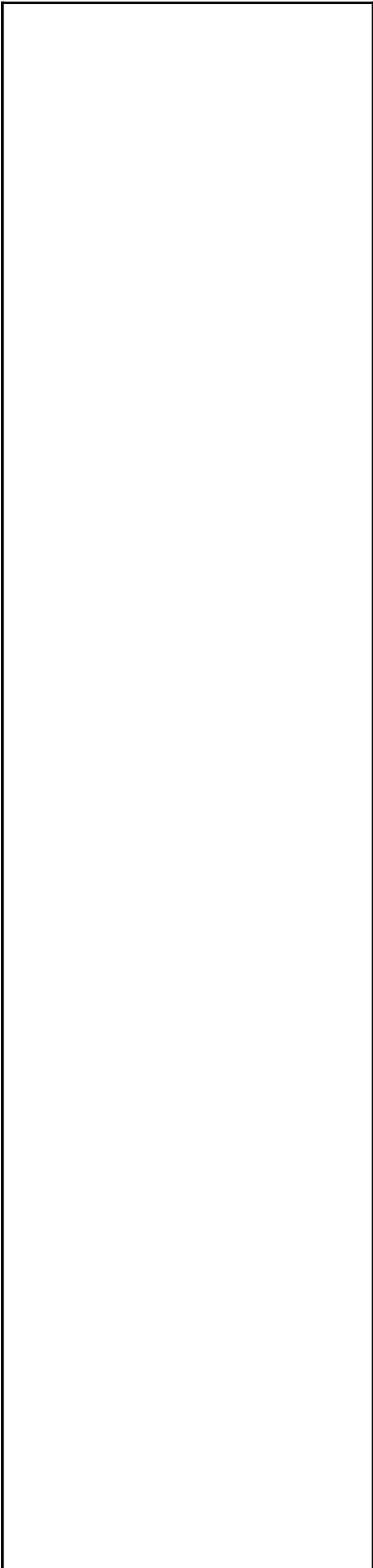
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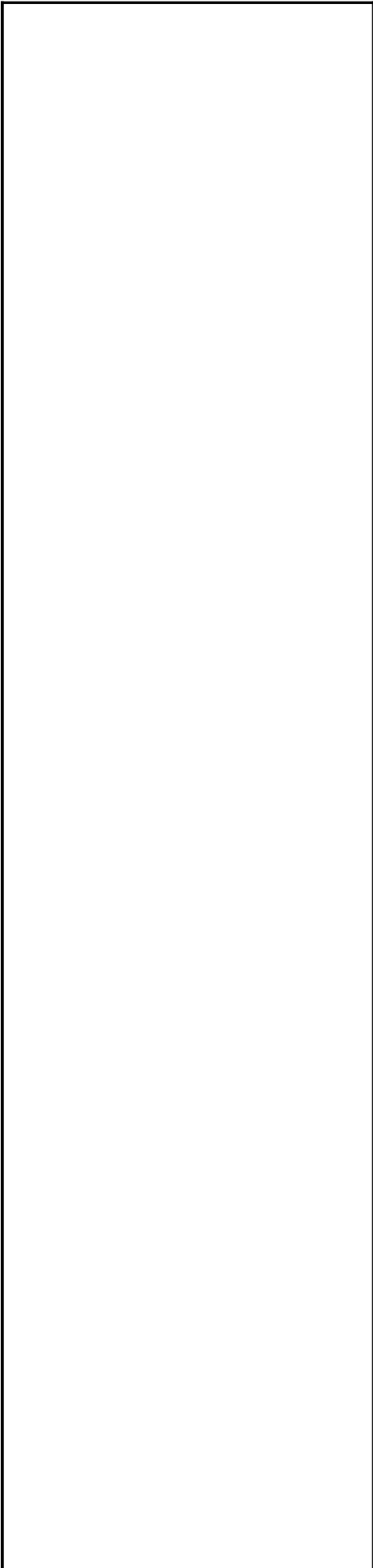
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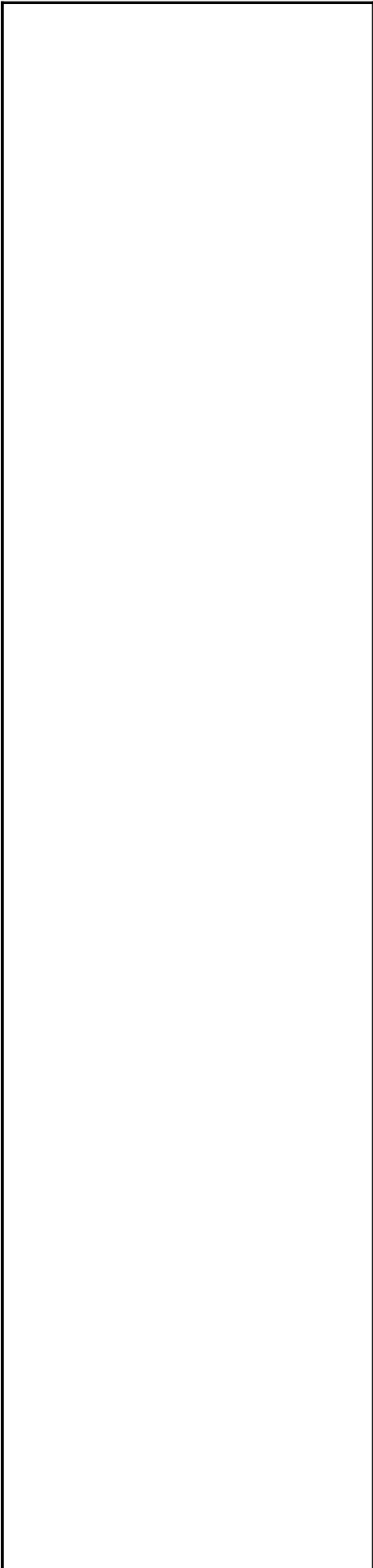












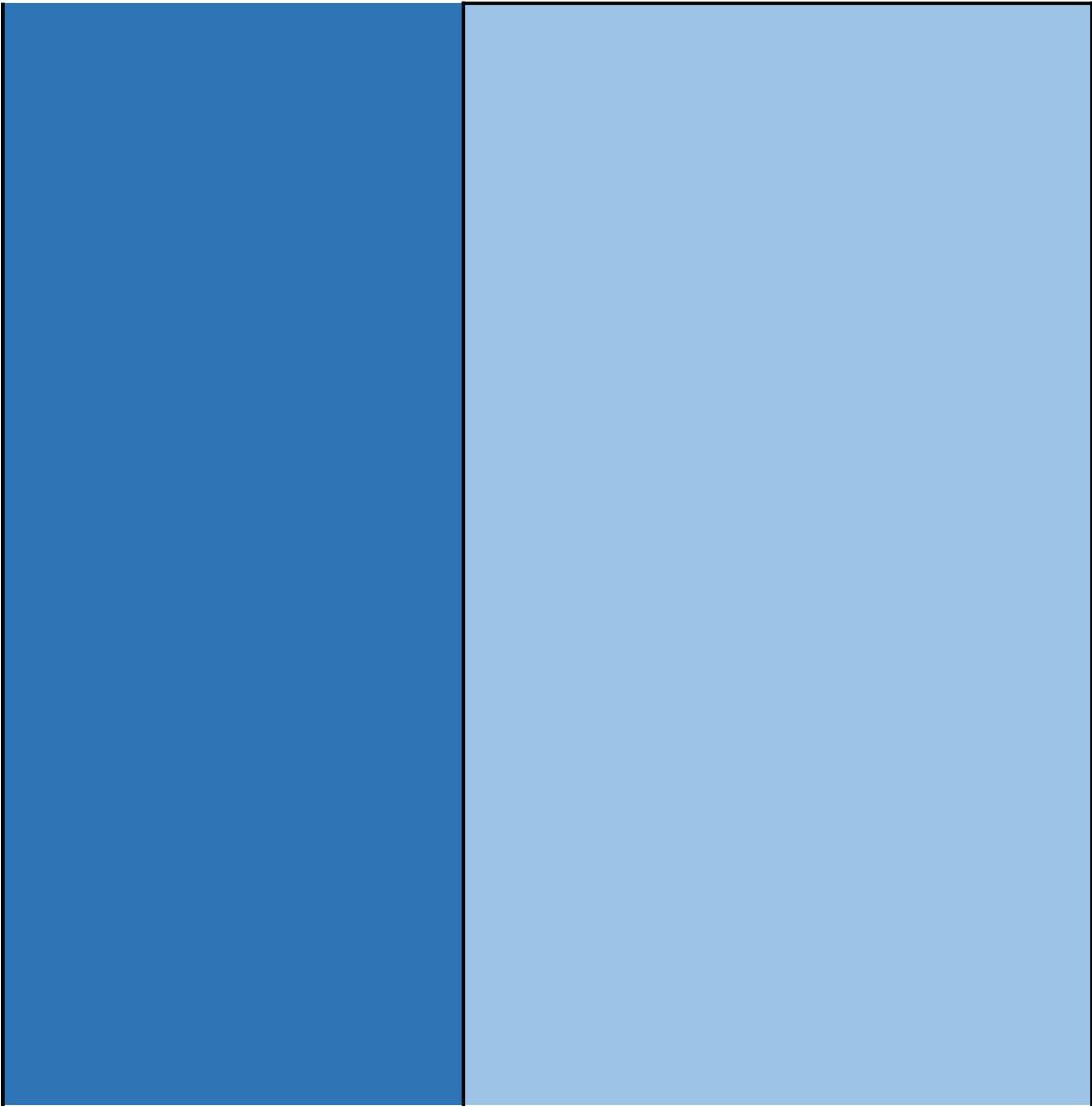
FEDERAL MTS Areas	MAJOR CATEGORIES
	Physical Infrastructure

**Ensure
National**

Security

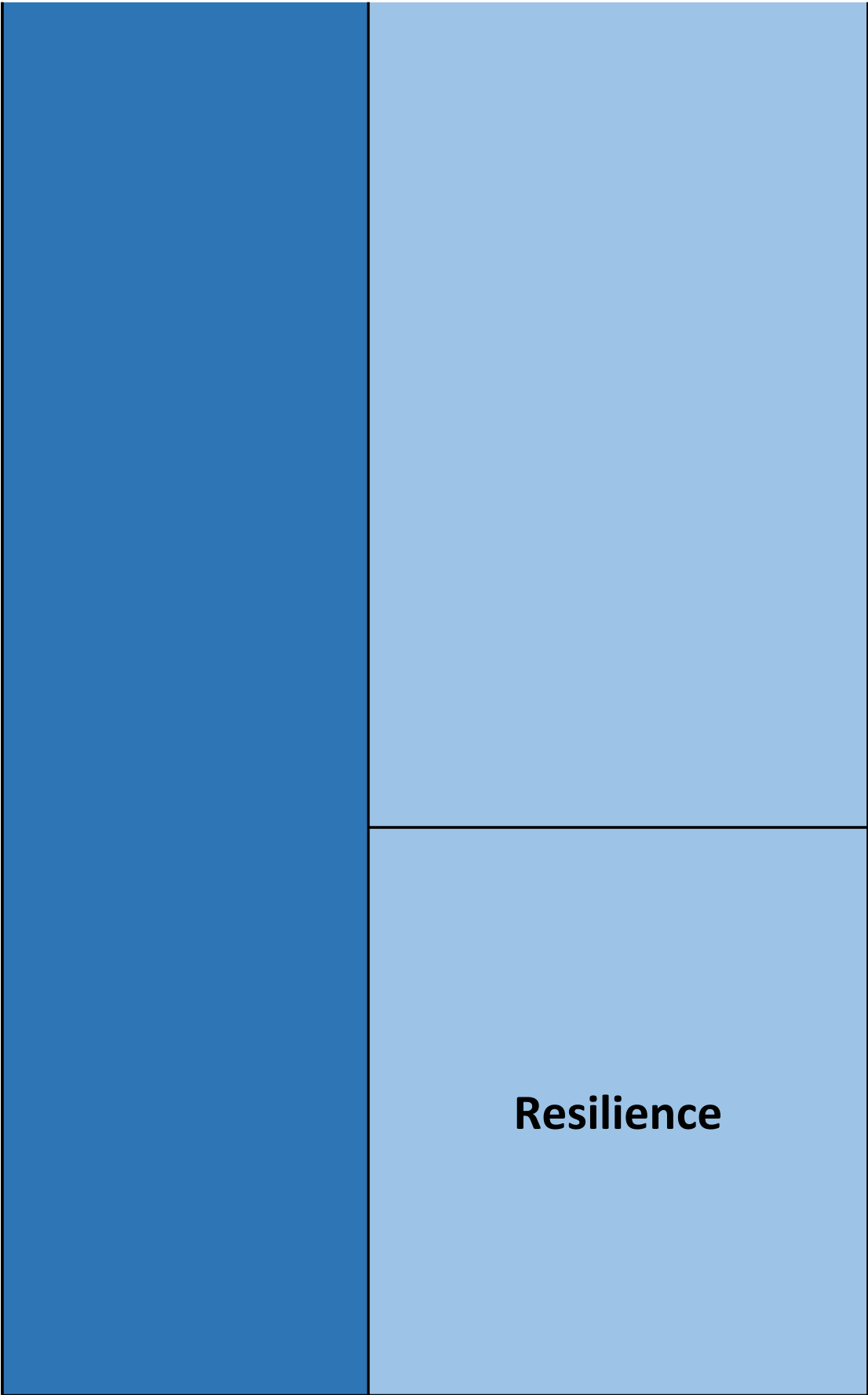
**National
Security**

Security



Cross-Cutting

Data



Resilience

FUNCTION/PROGRAM	CISA
Intermodal Connections	X

Critical Infrastructure Protection

X

Cybersecurity

X

Authoritative Data Collection

X

Historical Data

X

Data Analysis

X

Sustainability

X

Authority

systems. Plays a part in developing, coordinating, and implementing comprehensive strategic plans and risk assessments. **Cybersecurity and Infrastructure Act of 2018** and critical infrastructure security programs, operations, and associated activities in coordination with Federal and non-Federal entities, including international entities, to support cybersecurity and infrastructure security activities of the Agency, secure and information systems. Plays a part in developing, coordinating, and implementing comprehensive strategic plans and risk assessments. **Cybersecurity and Infrastructure Act of 2018**. Leads cybersecurity and critical infrastructure security programs

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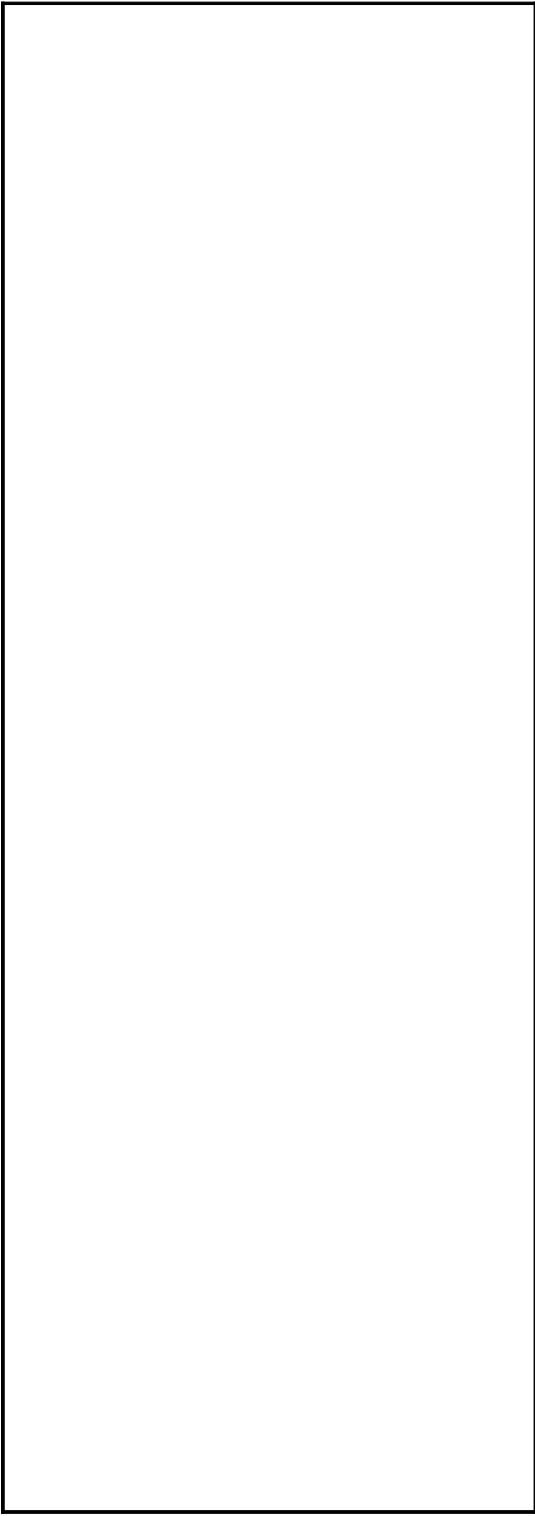
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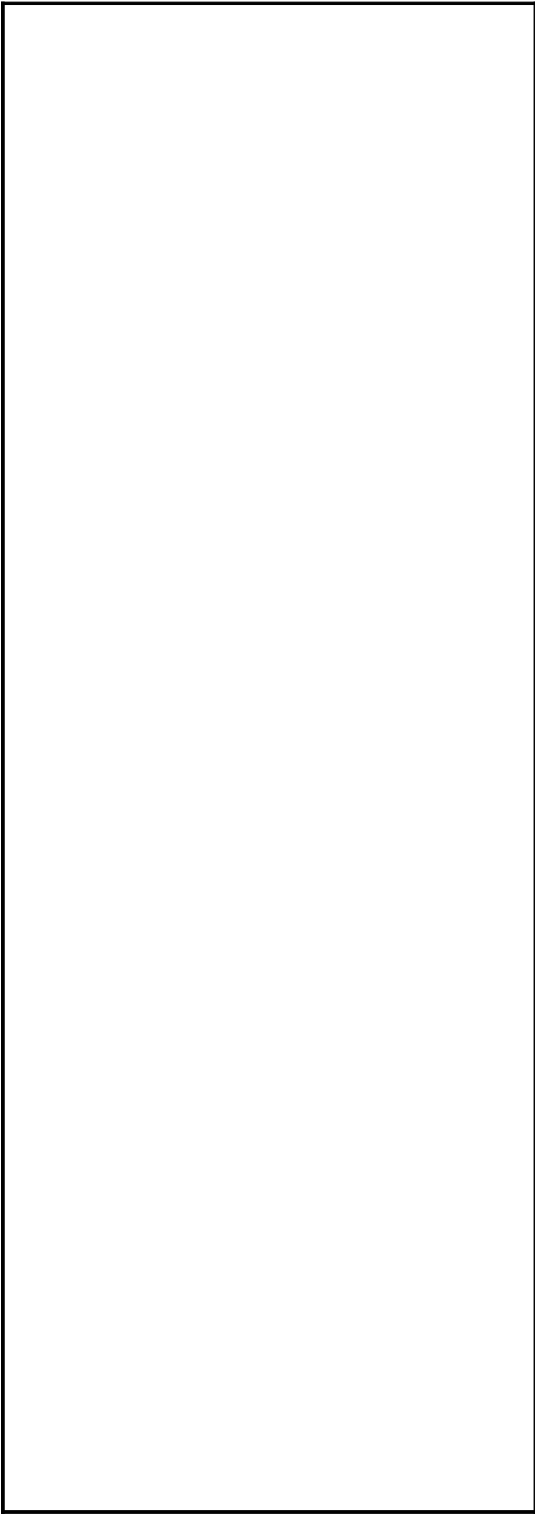
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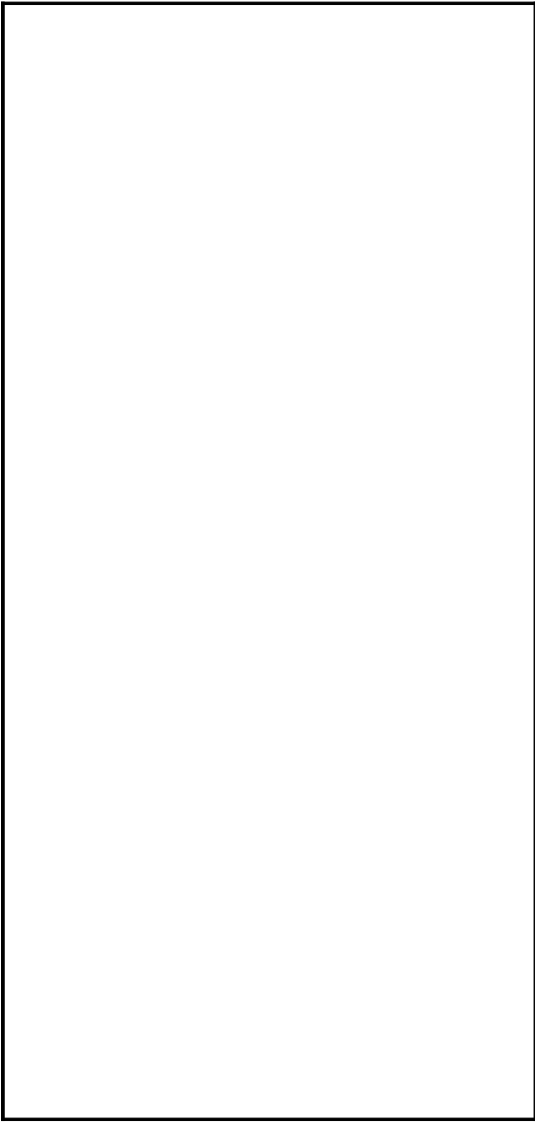
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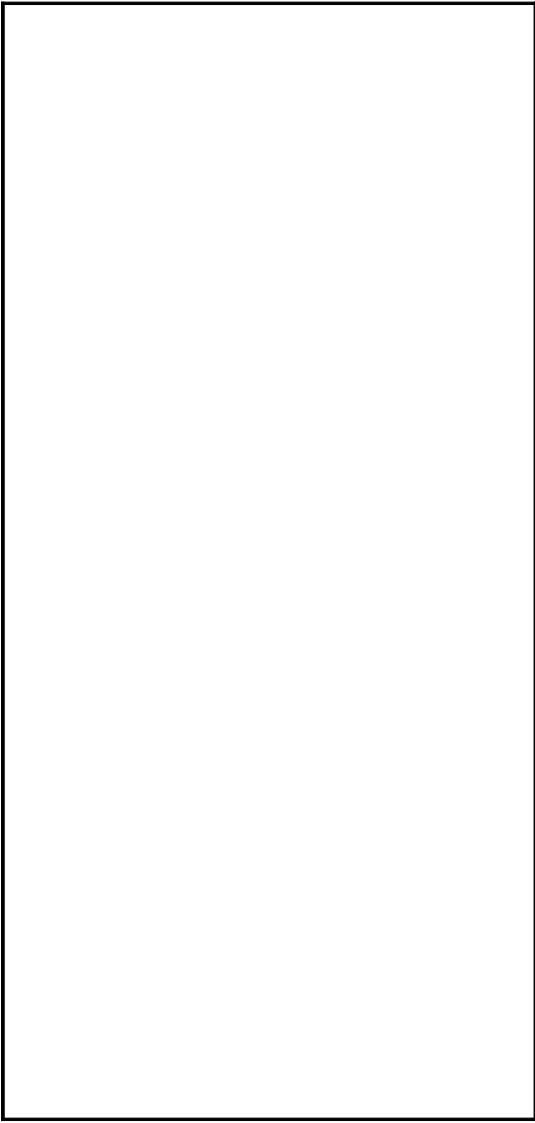
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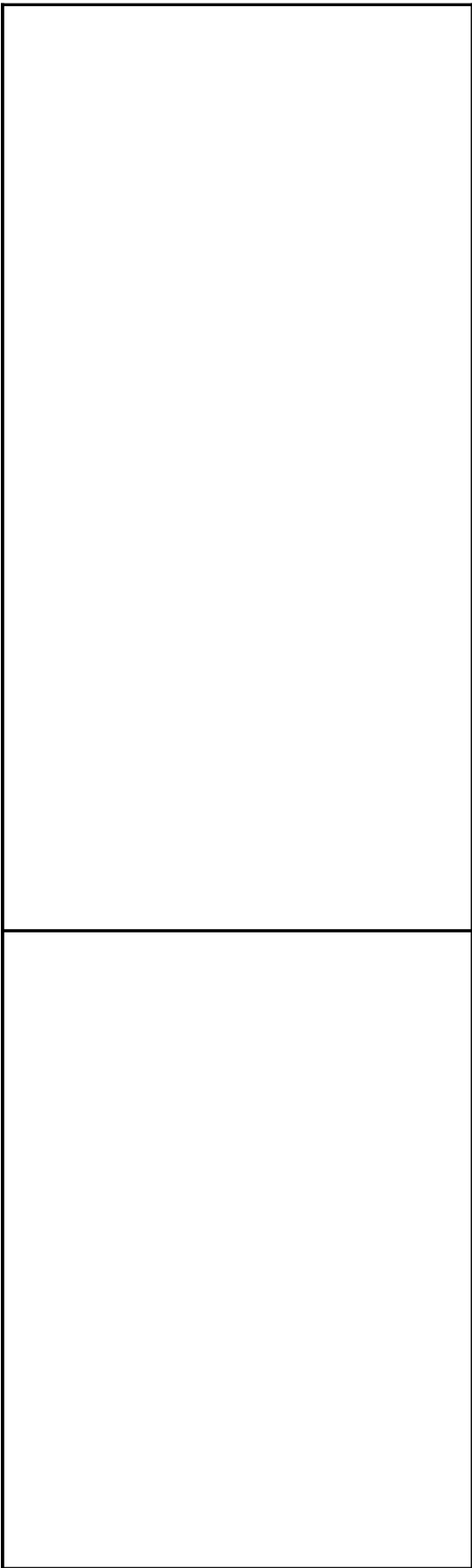
Back to Master M











**FEDERAL MTS
Areas**

Enhance Safety

Security

Cross-Cutting

MAJOR CATEGORIES

Safety

Environmental Protection

Trade Facilitation

Physical Infrastructure

Security

Security

Data

Regulatory Mission

International Participation and Tribal Nations

FUNCTION/PROGRAM	DOS
Search and Rescue	X
Marine Conservation Areas	X
Oil Spill Response	X
Fisheries, Mammals, and Wildlife	X
MARPOL Related	X
Trade Policy and Enforcement	X
Offshore and Deepwater Ports	X
Port Operations - International	X
Piracy	X

Maritime Domain Awareness	X
Cybersecurity	X
Mariner Welfare	X
Data Analysis	X
Permitting	X
International Maritime Organization	X
International Organization of Lighthouse Authorities	X
International Hydrographic Organization	X
International Joint Commission	X
Arctic Council	X
Tribal Engagement	X

Authority

Negotiates international SAR agreements with countries to deconflict region responsibilities.

Works within the International Maritime Organization, where appropriate to ensure international awareness and acceptance of relevant MPAs and other areas to be avoided.

Serves as a member of the National Response Team. Negotiates international oil spill response arrangements with neighboring countries and processes all international requests for and offers of oil spill assistance.

Oversees all relevant international treaty negotiations and international organization activities related to this topic.

Oversees U.S. engagement within the International Maritime Organization.

Works with Treasury OFAC and other relevant agencies to address international equities.

Reviews all applications and permitting for international law concerns.

Works with relevant agencies to facilitate inspections and other U.S. foreign affairs interests in this area.

Co-leads the Counter-Piracy Working Group and works with relevant agencies to facilitate other U.S. foreign affairs interests in this area.

Leads the International MDA Executive Steering Committee (ESC)

Works with relevant agencies to facilitate U.S. foreign affairs interests area.

Handles all aspects of consular affairs and U.S. citizen services.

Works with relevant agencies to facilitate U.S. foreign affairs interests area.

Manages the permission for all Marine Scientific Research in waters subject to U.S. jurisdiction and works with relevant agencies for permitting through a foreign nexus.

Oversees all U.S. engagement in international organizations.

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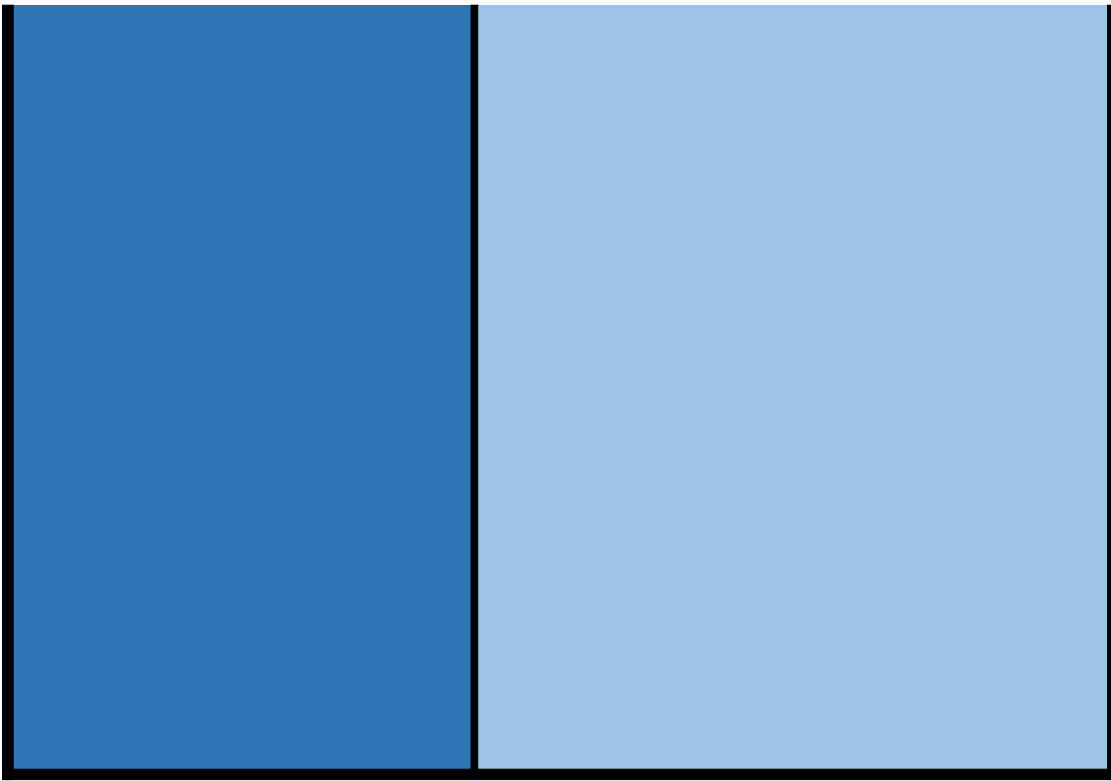
FEDERAL MTS Areas	MAJOR CATEGORIES
Protect the Environment	Environmental Protection

**Facilitate
Commerce**

Vessel Operations

**Ensure
National
Security**

Security



FUNCTION/PROGRAM	OST
Invasive species	X
Vessel Discharges	X
Noise and Emissions	X
MARPOL Related	X
Trade Policy and Enforcement	X
Market Analysis	X

Intermodal Connections	X
Offshore and Deepwater Ports	X
Bridges	X
Vessel Construction	X

Positioning and Timing	X
Port Operations - Domestic	X
Piracy	X
Sealift	X
Maritime Domain Awareness	X

Critical Infrastructure Protection	X
Cybersecurity	X

Authority

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DOT is charged with supporting Federal policy and priorities in transportation. The Office of the Assistant Secretary for Transportation Policy coordinates transportation decisions that impact multiple DOT OAs. The Office of the Secretary of Transportation has administrative authority over several infrastructure grant programs that support intermodal connections and improvements as eligible activities. The Intermodal Surface Transportation Efficiency Act (ISTEA) is codified at 23 U.S.C. §117 and provides grant assistance for infrastructure projects of national and regional significance. The new MEGA program has been codified and is intended to support large, complex infrastructure projects that are difficult to fund by other means. Successful MEGA projects will generate national or regional economic or safety benefits. The new RURAL grant program is codified at 23 U.S.C. §117 and provides projects to improve and expand surface transportation (waterways and surface transportation network) in rural areas to increase connectivity and the reliability of the movement of people and freight, generate economic development, and improve quality of life.

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The Office of Intelligence, Security and Emergency Response ensures the development, coordination, and execution of plans and procedures for the Department of Transportation to balance transportation security requirements with the safety, mobility, and economic needs of the Nation through effective intelligence, security, preparedness, and emergency response programs -- and is thus involved in Federal conversations in this domain.

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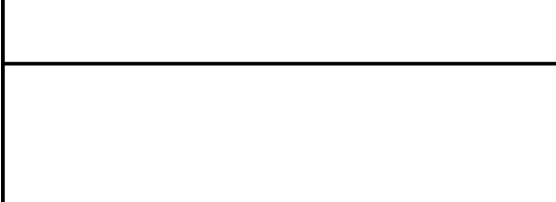
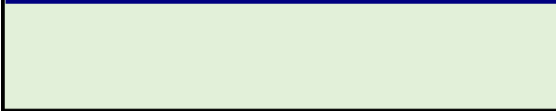
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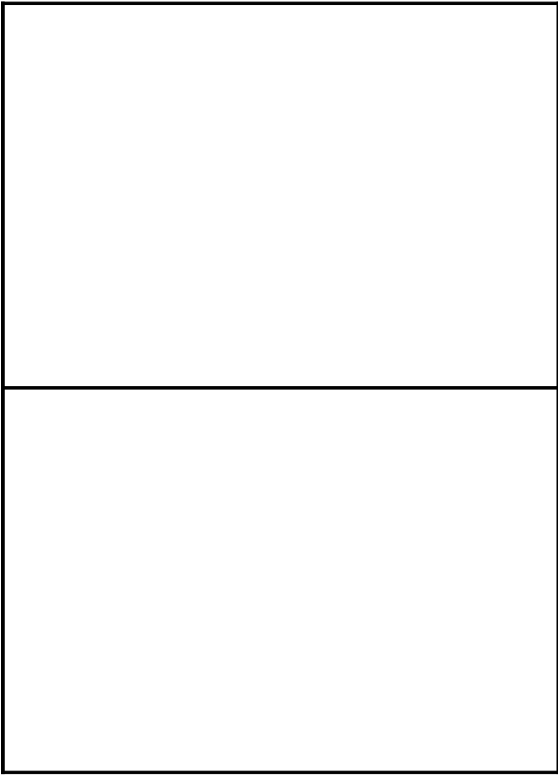
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FEDERAL MTS Areas	MAJOR CATEGORIES
Cross-Cutting	Data

FUNCTION/PROGRAM	BTS
Authoritative Data Collection	X
Real-time Data	X
Historical Data	X
Data Analysis	X

Authority

49 USC 6302 - BTS collect, compile, analyze, and publish a comprehensive report on transportation statistics on the performance and impacts of the national transportation system.

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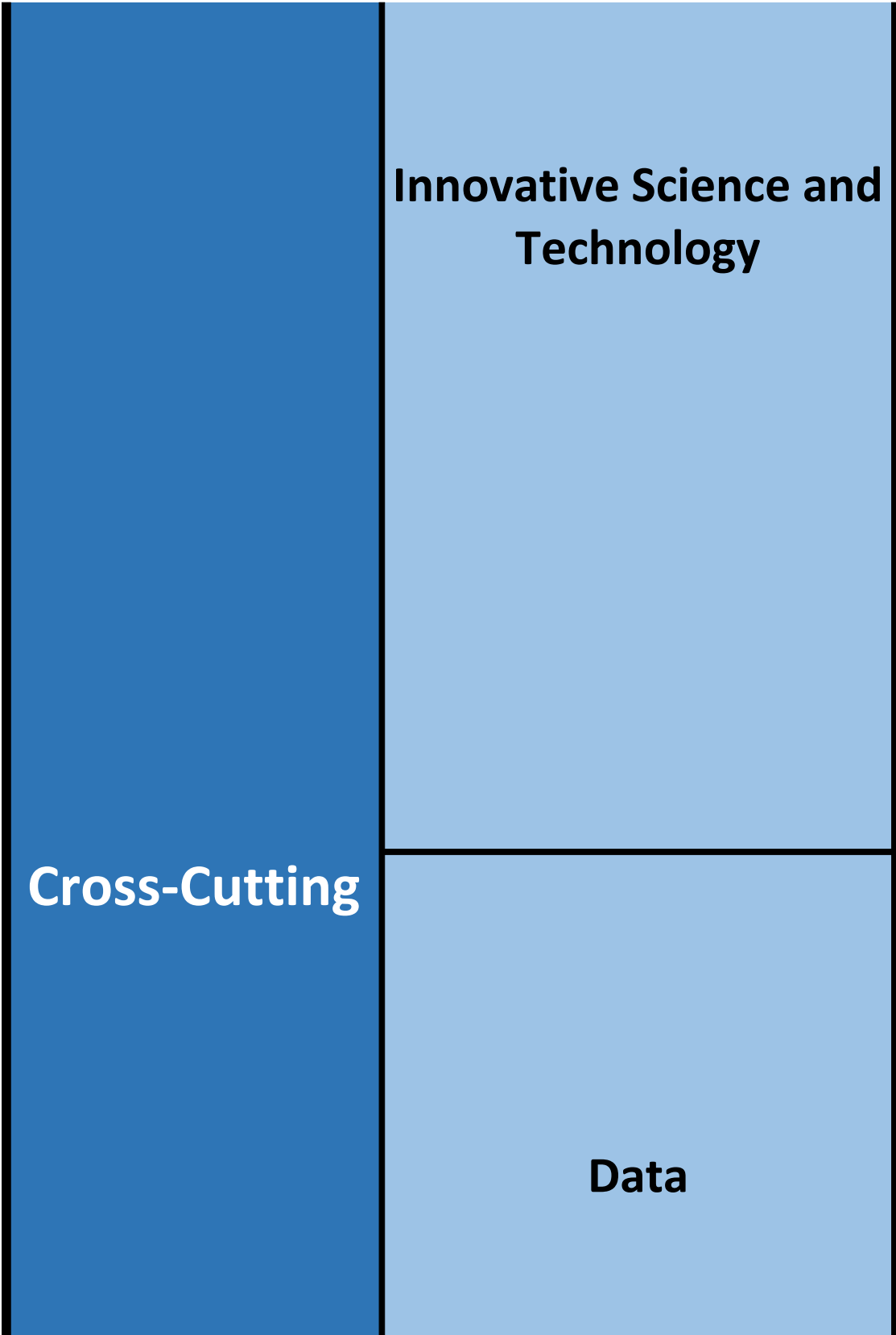
FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation

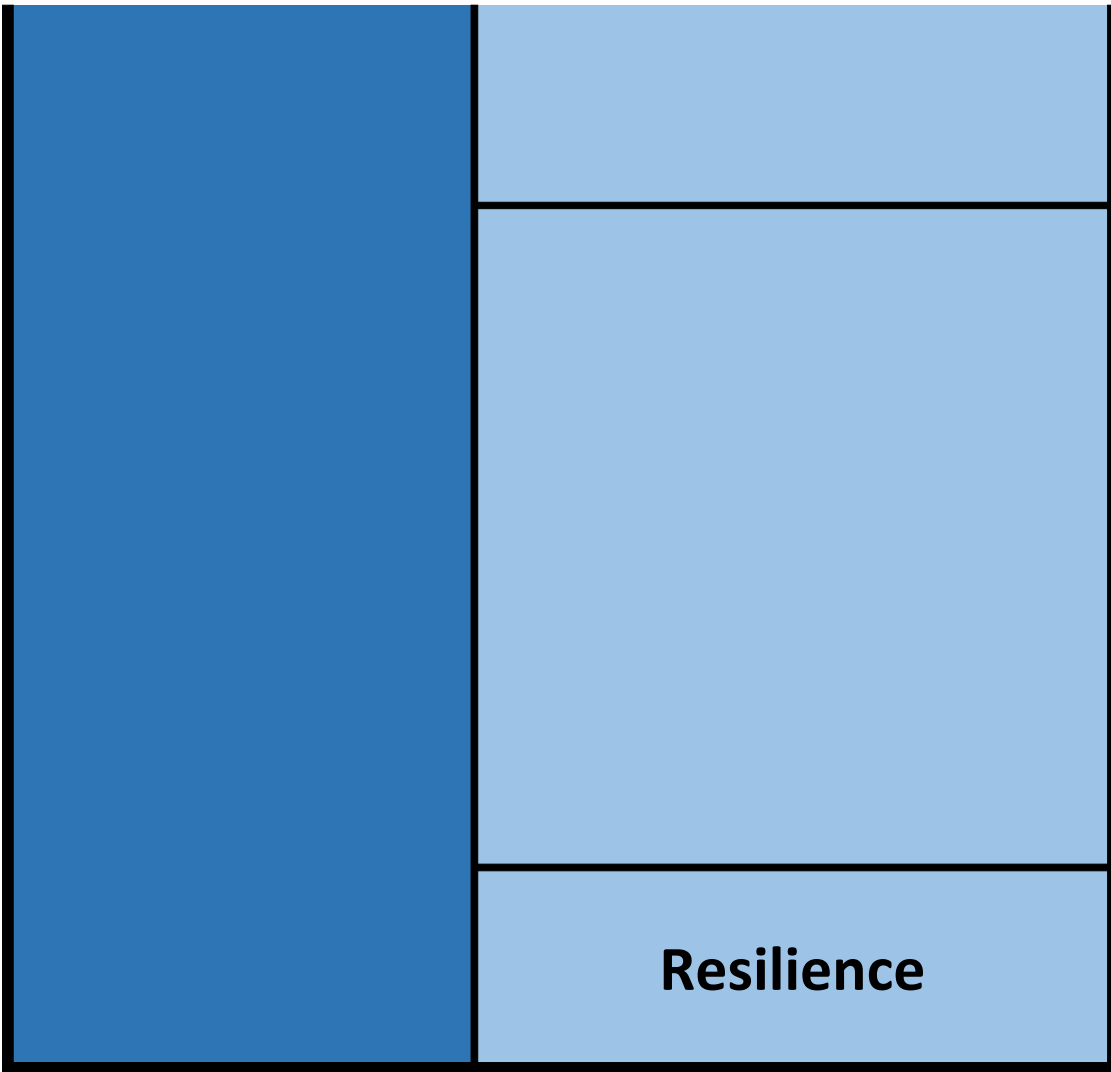
**Facilitate
Commerce**

Vessel Operations

Physical Infrastructure

	Informational Infrastructure
	Security





Resilience

FUNCTION/PROGRAM	GLS
Invasive species	X
Vessel Discharges	X
Market Analysis	X
Marketing and Promotion	X

Federal Vessel Operators	X
Icebreaking	X
Port State Control	X
Inland Waterways and L&D, Construction and O&M	X
Jetties and Piers	X
Aids to Navigation	X

Navigation Services	X
Critical Infrastructure Protection	X
Cybersecurity	X
Vessel Technology	X

Vessel Bridge Systems	X
Automation	X
Authoritative Data Collection	X
Real-time Data	X
Historical Data	X

Data Analysis	X
International Joint Commission	X
Tribal Engagement	X
Sustainability	X

Authority

The Great Lakes St. Saint Lawrence Seaway Development Corporation environmental leader serving in programs such as Green Marine, Green Collaborative, and the Great Lakes Ballast Water Working Group.

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GLS has the legal authority to regulate commercial navigation in the U.S. St. Lawrence River under U.S. law and int'l treaty.

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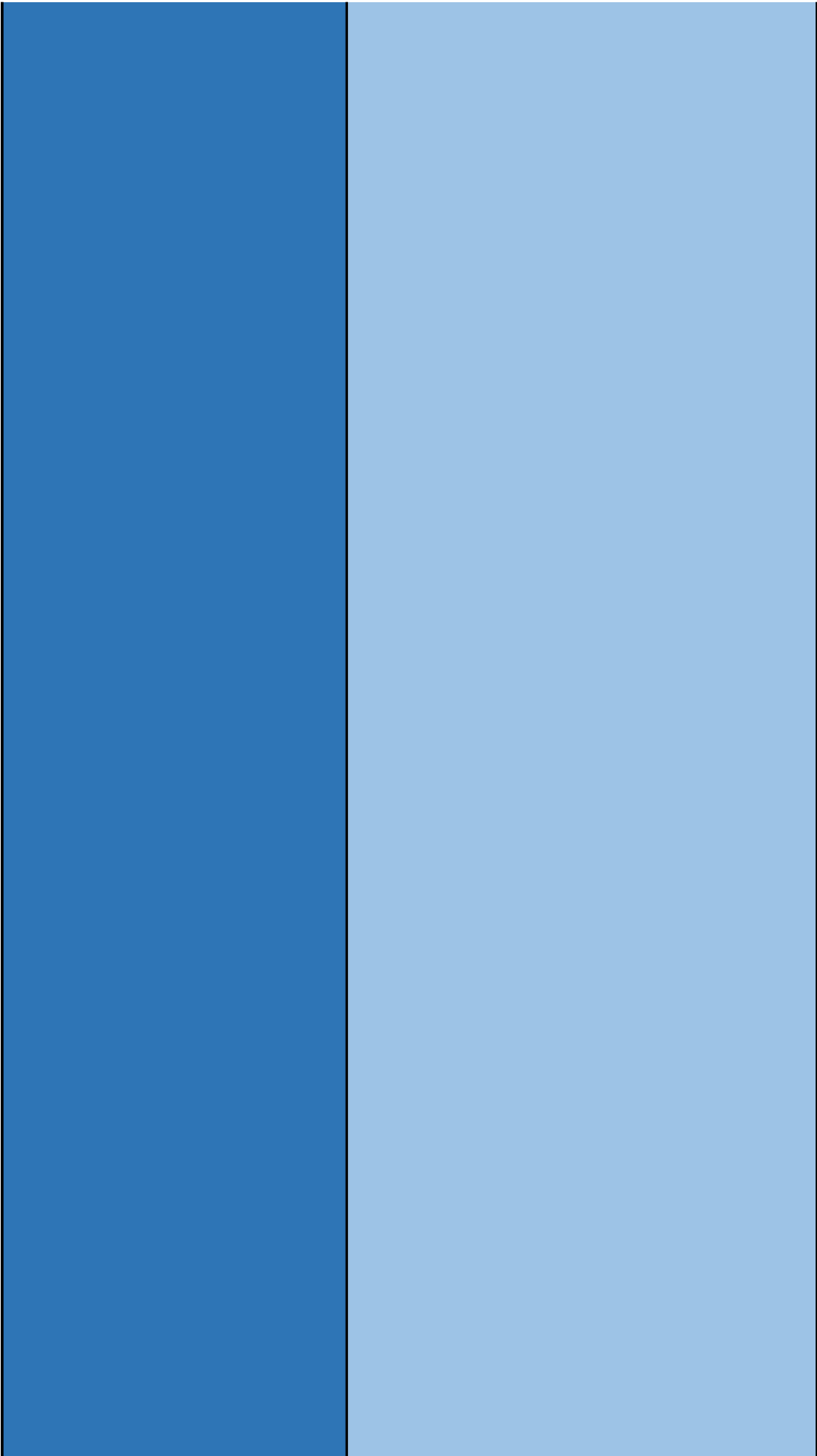
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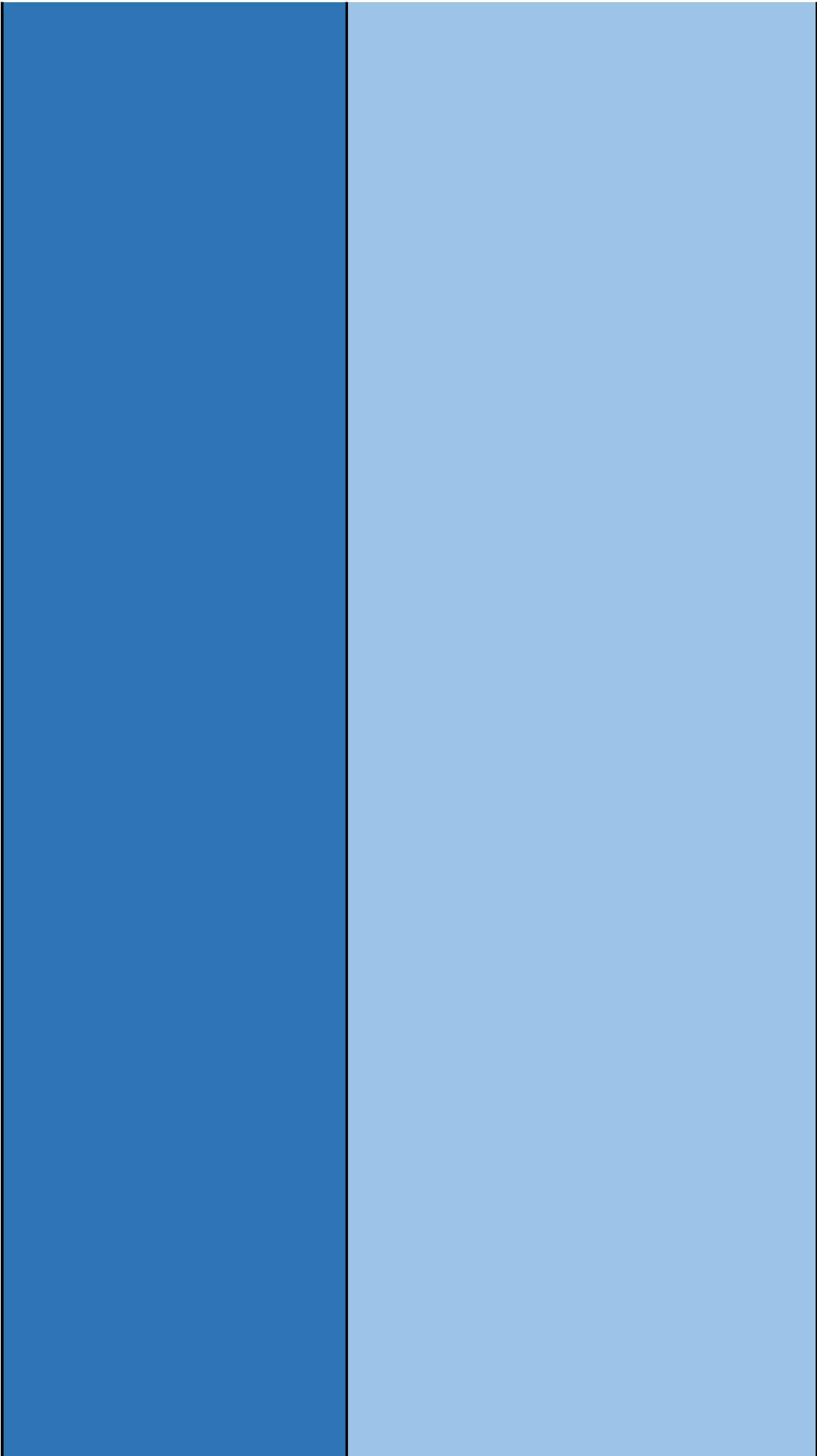
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Back to Master Ma

FEDERAL MTS Areas	MAJOR CATEGORIES
	Safety







Trade Facilitation

**Facilitate
Commerce**

Physical Infrastructure

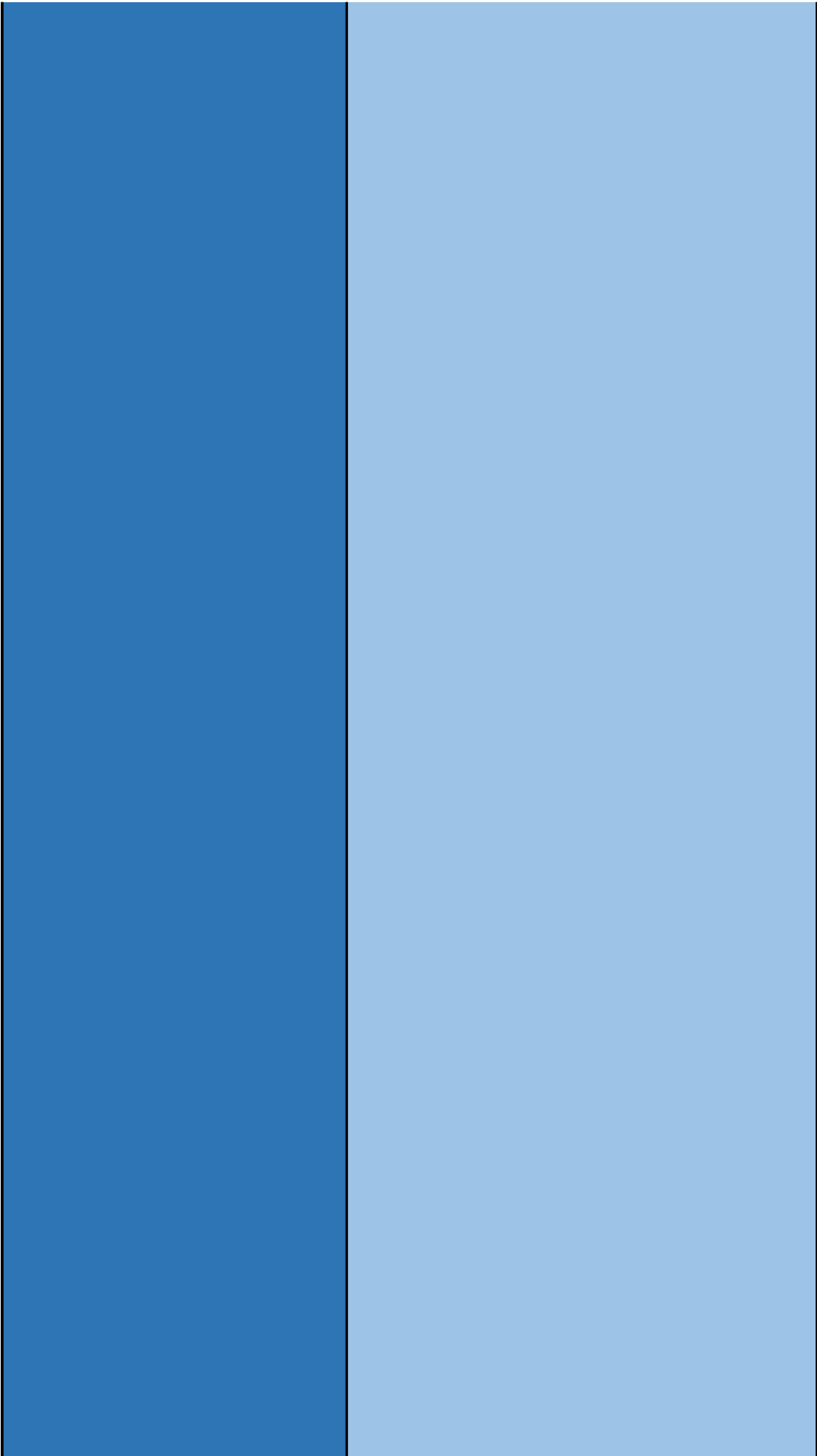
**Ensure
National
Security**

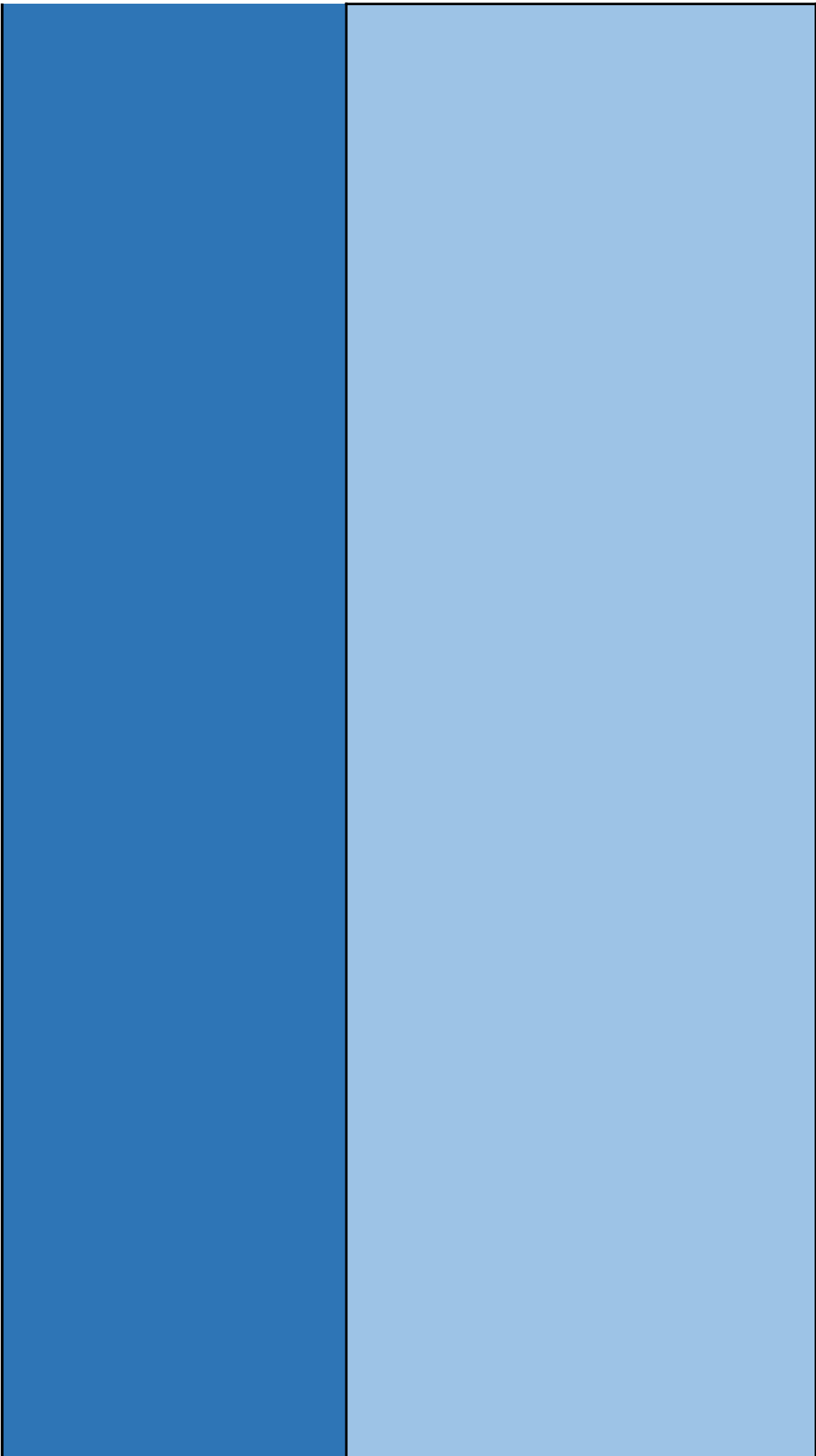
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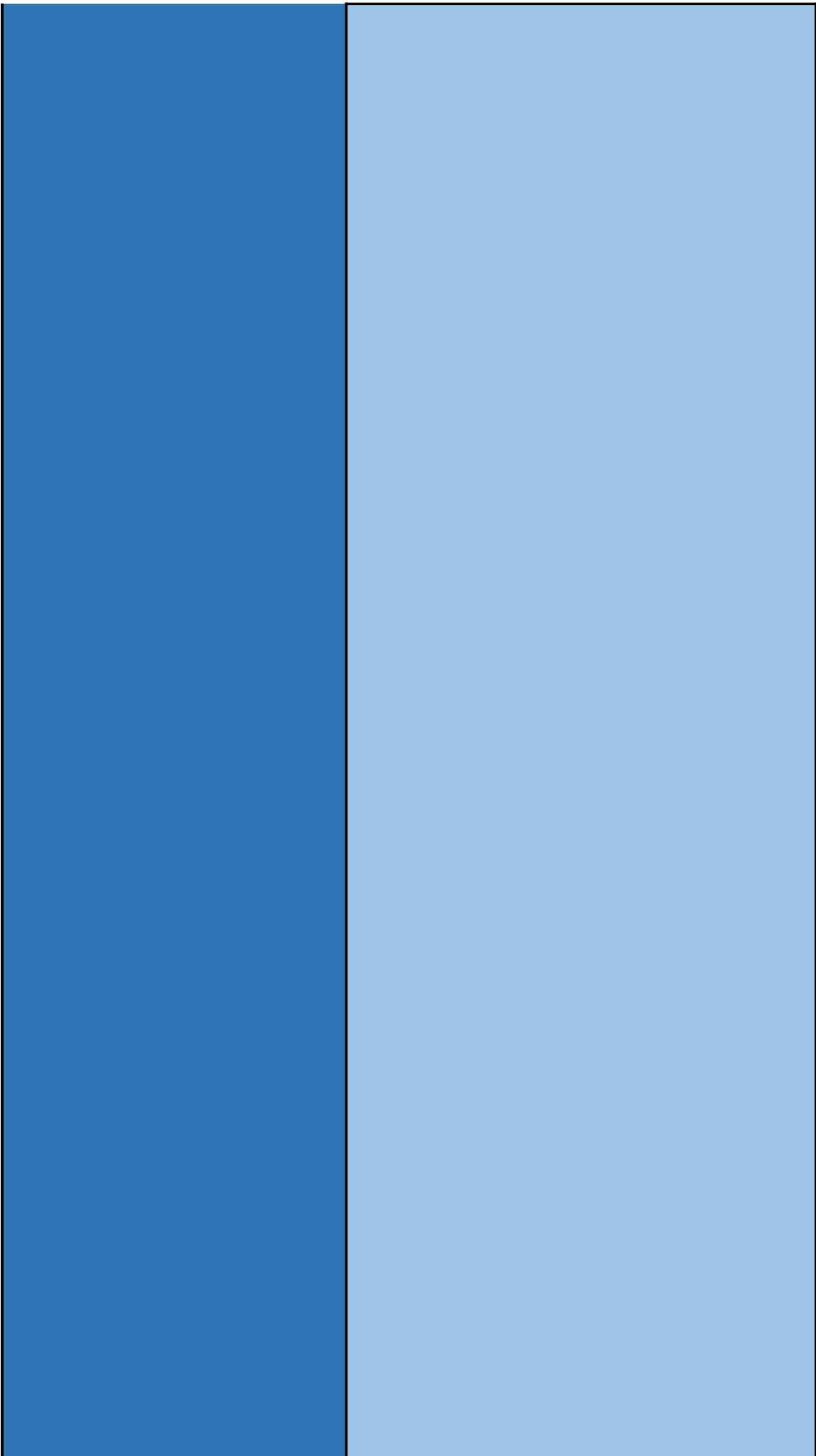
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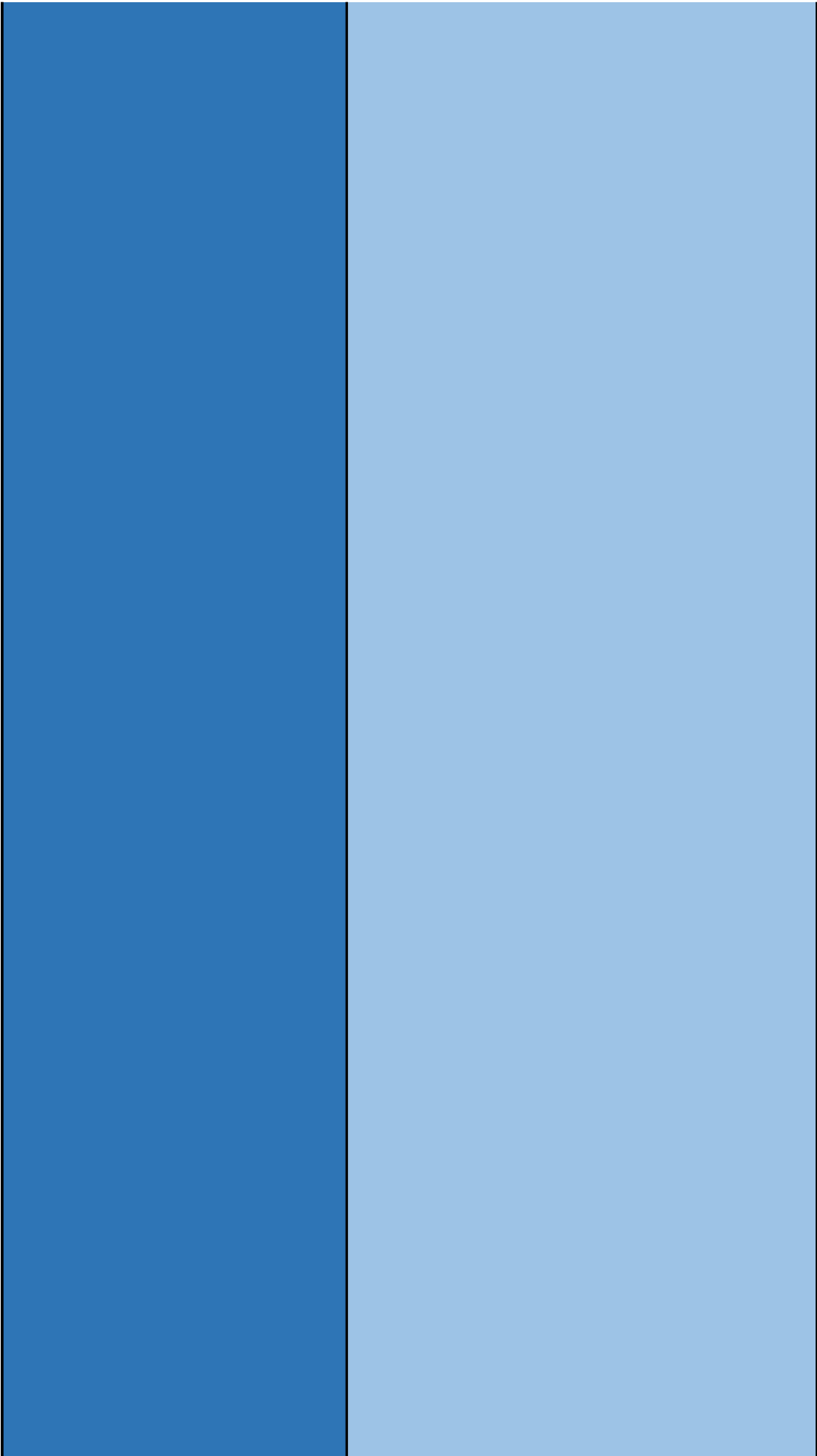


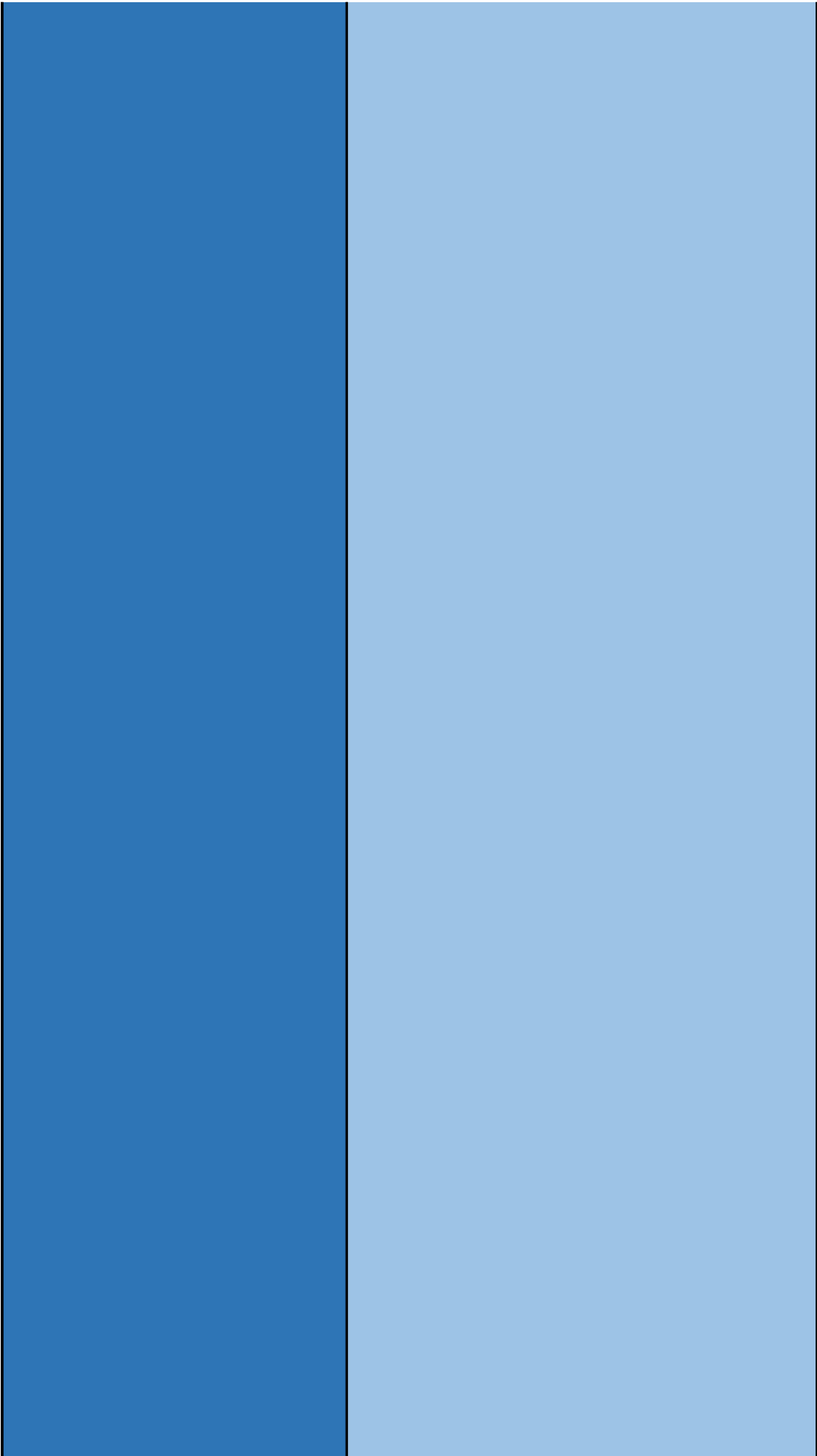
**Innovative Science and
Technology**







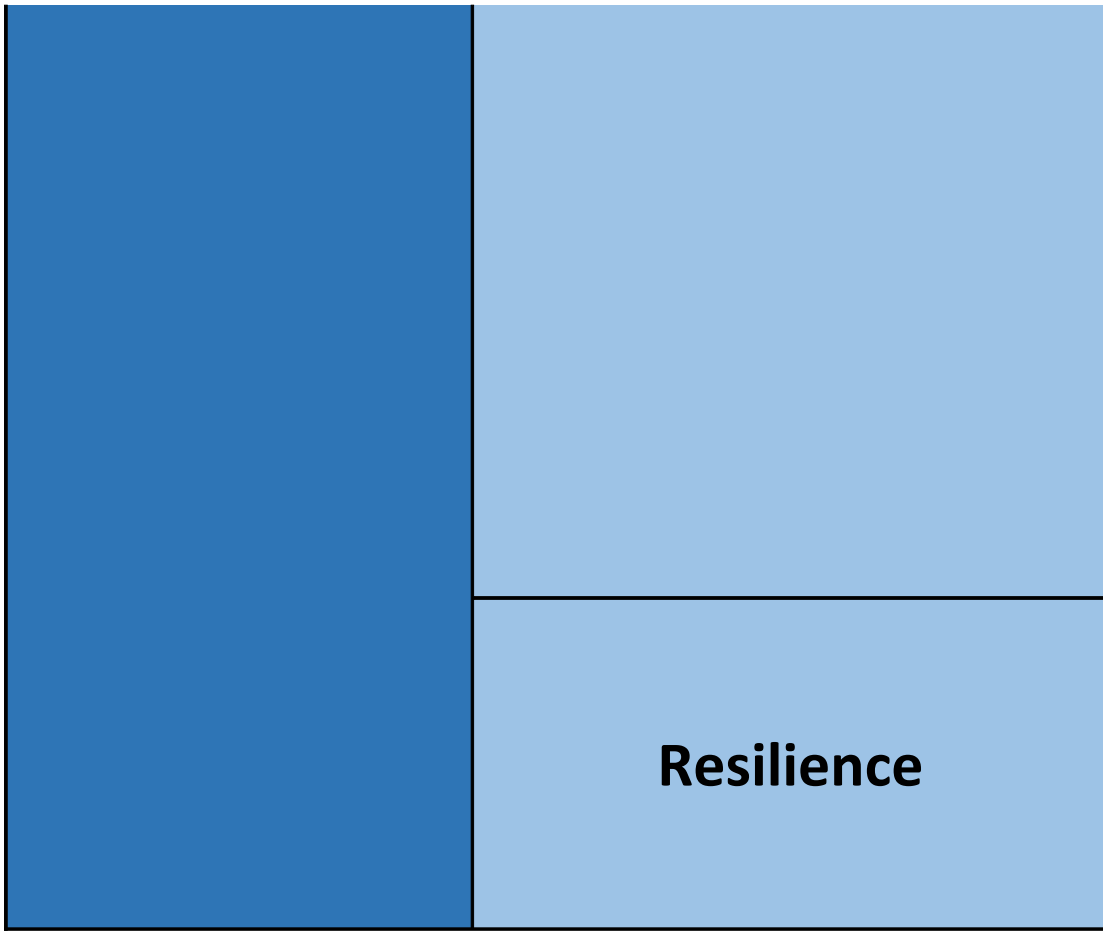






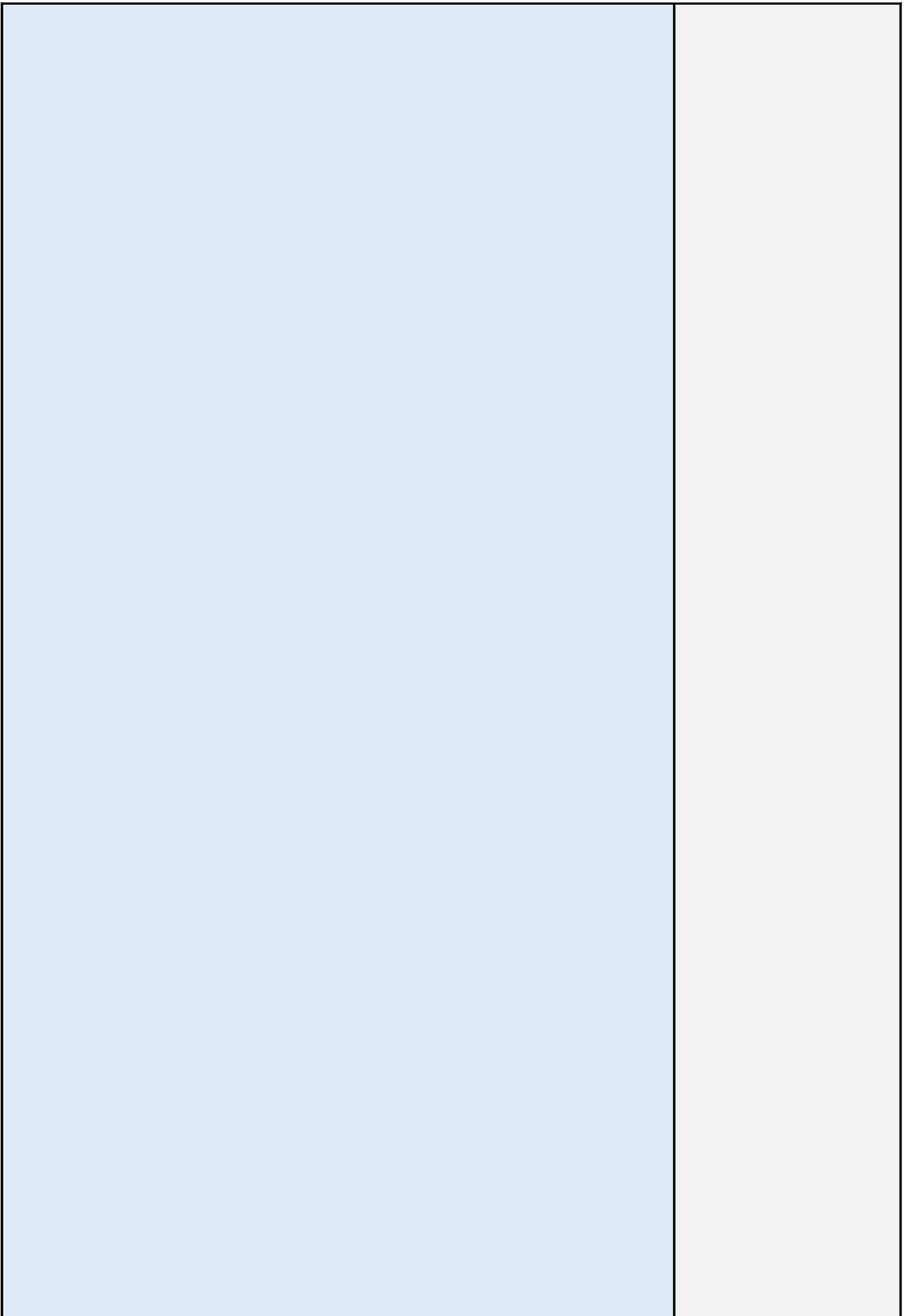
Regulatory Mission

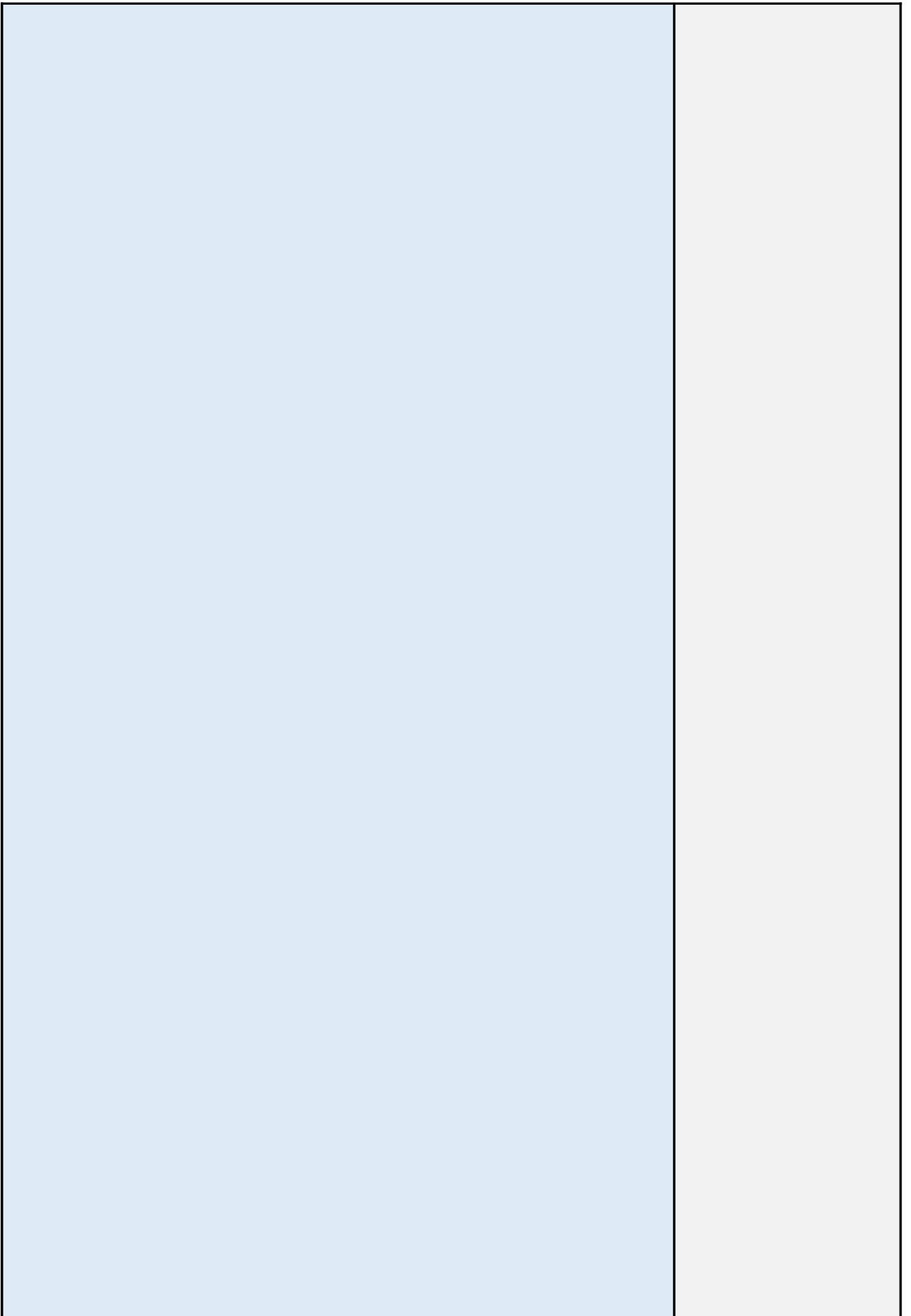
**Marine Transportation
System Funding
(Grants, Loans,
Direct) Marine
Transportation System
Funding
(Grants, Loans, Direct)**



Resilience

FUNCTION/PROGRAM	MARAD
Facility Licensing and Inspection (including offshore)	X
Invasive species	X
Noise and Emissions	X





Trade Policy and Enforcement	X
Market Analysis	X
Jetties and Piers	X

Intermodal Connections

X

Offshore and Deepwater Ports	X
Vessel Construction	X
Port Operations - Domestic	X
Port Operations - International	X

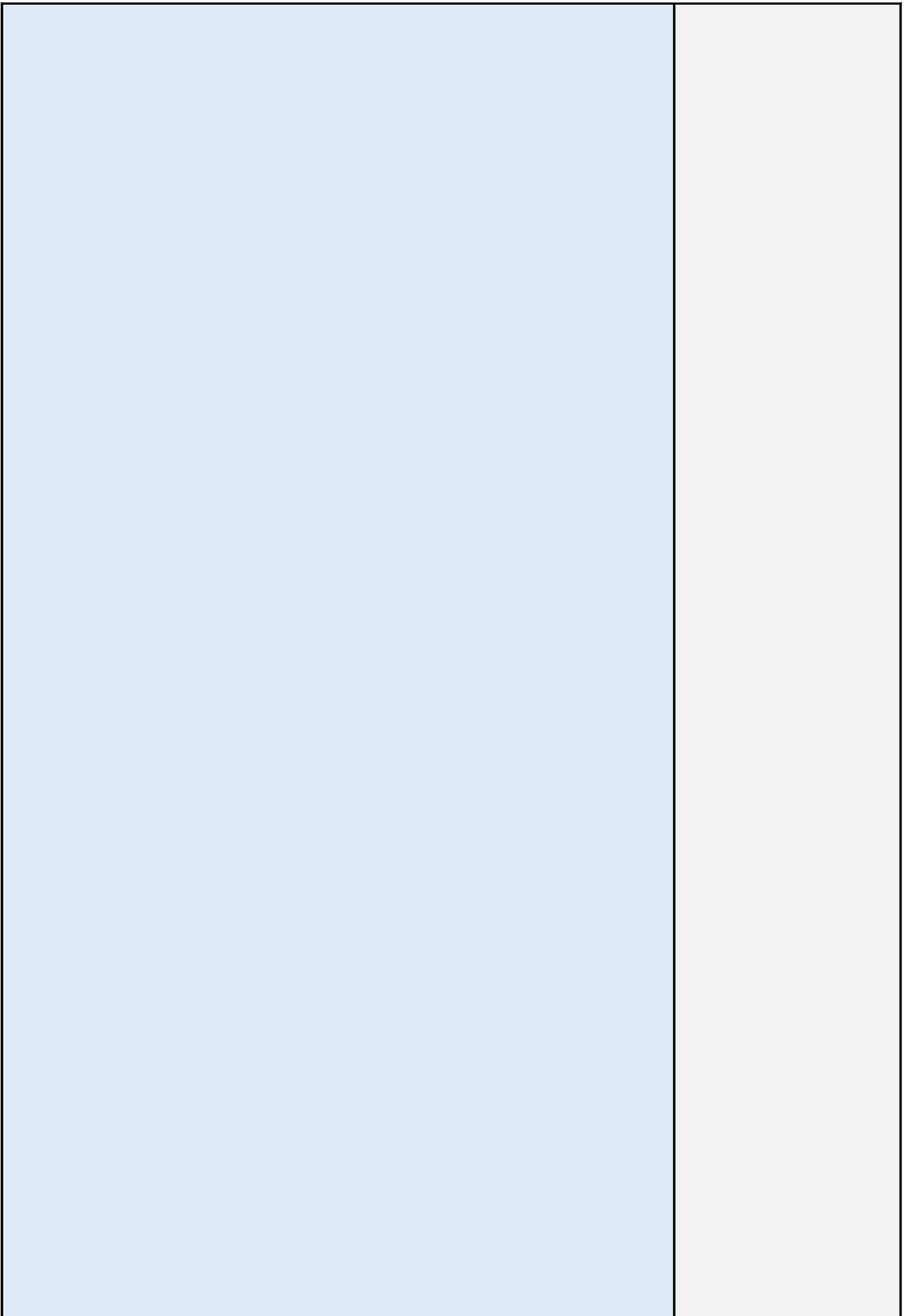
Sealift	X
Cybersecurity	X
Vessel Technology	X

Environmental Protection

X

Environmental Observation

X



Authoritative Data Collection

X

Historical Data

X

Data Analysis

X

Shipping Regulation	X
Historic Preservation	X
Security	X

Infrastructure	X
Safety	X
Environment	X
Business Development	X

Operations	X
Sustainability	X

Authority

Deepwater Port Act (1974), 33 U.S.C. 1501 - 1524, provides the Department of Transportation with authority for establishing a licensing system for construction, operation and decommissioning of deepwater port structures located in the open sea. It sets out detailed requirements and procedures for obtaining a license from the Secretary of Transportation who has delegated the responsibility to the Maritime Administration.

Ballast Water & Aquatic Invasive Species Program: 49 U.S.C. § 109

Port Infrastructure Development Program (46 U.S.C. §54301), provides authority to establish a port and intermodal improvement grant program to improve the efficiency, or reliability of the movement of goods through ports and waterways to ports. Electrification and emissions reductions projects are also eligible under the FY22 amendments to the program.

Other Support for Maritime Training: Chapter 517, 46 U.S.C. §51701-51704, provide additional support for maritime training. The provisions of this Chapter include the following:

1. The authority for the establishment of the United States Maritime Administration as an organization for the training of citizens of the United States. 46 U.S.C. §51701.
2. Provisions for the rating and certification for civilian nautical school graduates. 46 U.S.C. §51702.
3. The authority to provide additional maritime training and purchase supplies to accomplish such training. 46 U.S.C. §51703.

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Small Passenger Jones Act Waiver Program (46 U.S.c. 12121): The Maritime Administration may issue a waiver of the U.S. build requirement under the Jones Act (eligibility) for small passenger vessels of 12 passengers or fewer upon approval. Operators of such vessels will not be harmed.

National Shipbuilding and Shipyard Conversion Act of 1993 (P.L. 103-161) and the Defense Authorization Act for Fiscal Year 1994, established the National Shipbuilding Initiative (NSI) to support the shipbuilding industrial base for national defense and to reestablish the United States shipbuilding industry as a self-sufficient and competitive industry. The program is administered by the Maritime Administration. Additionally, the Secretary of Defense, acting through the Director of Defense Research Projects Agency (DARPA), consults with the Maritime Administration and affected parties on the development and transfer to the private sector of shipbuilding technologies; ship repair, and shipbuilding management practices; assessments of potential markets for maritime products; and recommendations for entities, partnerships, joint ventures, or consortia for short- and long-term technology investment strategies. The NSI also gives the Maritime Administration authority to enter into shipbuilding loan guarantee obligations for eligible shipyards for shipyard modernization.

Port Infrastructure Development Program (46 U.S.C. §54301), provides authority to establish a port and intermodal improvement grant program to improve the efficiency, or reliability of the movement of goods through ports and waterways to ports. Jetties are not a typical program element, but construction of piers, wharves, bulkheads, etc. to support freight transfer are eligible.

Voluntary Intermodal Sealift Agreement Program: 50 U.S.C. § 4558 as delegated by Section 401 of Executive Order 13603.

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Construction Reserve Funds, Chapter 533, 46 U.S.c. §53301-53312, sets forth the provisions of the construction reserve fund program, which provides a means for shipyards to shelter from taxes and accumulate funds for vessel construction, purchase or repair committed for new vessel acquisition/construction within three years. Chapter 535, 46 U.S.c. §53501-53517, sets forth the provisions of the Construction Fund ("CCF") which provides a means for United States shipyards to shelter from taxes and accumulate funds for vessel construction or acquisition of United States shipyards that are used in noncontiguous domestic trades.

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Voluntary Intermodal Sealift Agreement Program: 50 U.S.C. § 4558 as amended and Executive Order 13603

Maritime Security Fleet Program, Chapter 531, 46 U.S.C. §§531 01-531 05. The program is authorized by the legislative authority for the Maritime Security Program (MSP). The MSP is designed to maintain a fleet of active, commercially viable, militarily useful, privately owned vessels to meet national defense and other security requirements and also to maintain the capability for international commercial shipping. The fleet consists of US documented vessels. The program was last reauthorized in 2003 for the 10 year period extending from FY 2004 to FY 2013.

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Reefs for Marine Life Conservation, 16 U.S.C §1220 et seq., provides a authority to give obsolete vessels to qualified entities for use as offshore reefs. It also provides authority to provide financial assistance for certain of these efforts. See also Section 3504(a) of Public Law 107-314 (December 2, 2002) which provides for the development of best management practices in conjunction with the Environmental Protection Agency.

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The Secretary of Transportation, acting through the Maritime Administration, shall support the study, research, development, assessment, and deployment of emerging technologies and practices related to the maritime transportation system, including public vessels under the control of the Maritime Administration or private vessels in the United States registry, and through partnerships and cooperative efforts with public, private, and nongovernmental entities and facilities.

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1. The authority for the establishment of the United States Maritime Academy, an organization for the training of citizens of the United States. 46 U.S.C. §51701.
2. Provisions for the rating and certification for civilian nautical school graduates (War Time Only);
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5. 46 U.S.C §51706. Centers of excellence for domestic maritime training and education. The Secretary of Transportation may designate as a center of excellence for domestic maritime workforce training and education a qualified training institution. The Secretary shall designate each State maritime academy as an American Center of Excellence. 46 U.S. Code § 51301 - Maintenance of the Academy

(a) In General.— The Secretary of Transportation shall maintain the Merchant Marine Academy as an institution of higher education to prepare individuals to prepare them for service in the merchant marine of the United States, to conduct research with respect to maritime-related matters, and to provide appropriate academic support, assistance, training, and activities in accordance with the provisions of this chapter as the Secretary may authorize. Other Support for Maritime Training: Chapter 517, 46 U.S.C §51701-51704, provides for additional support for maritime training. The provisions of this Chapter include the following:

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Studies and Reports: Chapter 501 of Title 46 contains various authorities for the Maritime Administration to carry out different kinds of studies as well as the obligation to make reports to Congress, including:

1. The authority to conduct surveys of the merchant marine of the United States to determine what replacements and additions to the fleet are necessary to maintain an adequately equipped, citizen owned, efficient merchant marine with sufficient and skilled personnel to provide for an adequate mobilization base. 46 U.S.C. §§ 50102 (construction studies), 50106 (studies of relative costs of operation), 50107 (marine insurance), 50108 (studies of cargo and cargo containers);

2. Study other specific problems such as foreign subsidies, the laws relating to them, and respect to their impact on the merchant marine, intercoastal and inland waterway transportation, obsolete and tramp tonnage, and mortgage loans. 46 U.S.C. § 50109.

3. The authority to study general maritime problems arising with respect to the policy of 46 U.S.C. § 50101. 46 U.S.C. §§ 50102, 50104, 50108, and 50109.

4. The obligation to make annual reports to Congress. 46 U.S.C. § 50103.

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1. The authority to conduct surveys of the merchant marine of the United States to determine what replacements and additions to the fleet are necessary to maintain an adequately equipped, citizen owned, efficient merchant marine with sufficient and skilled personnel to provide for an adequate mobilization base. 46 U.S.C. §§ 50102 (construction studies), 50106 (studies of relative costs of operation), 50107 (marine insurance), 50108 (studies of cargo and cargo containers);

2. Study other specific problems such as foreign subsidies, the laws relating to them, and respect to their impact on the merchant marine, intercoastal and inland waterway transportation, obsolete and tramp tonnage, and mortgage loans. 46 U.S.C. §§ 50102, 50104, 50108, and 50110.

3. The authority to study general maritime problems arising with respect to the policy of 46 U.S.C. § 50101. 46 U.S.C. §§ 50102, 50104, 50108, and 50110.

4. The obligation to make annual reports to Congress. 46 U.S.C. § 50111.

Chapter 501 of Title 46 contains various authorities for the Maritime Administration to carry out different kinds of studies as well as the obligation to make reports to Congress, including:

1. The authority to conduct surveys of the merchant marine of the United States to determine what replacements and additions to the fleet are necessary to maintain an adequately equipped, citizen owned, efficient merchant marine with sufficient and skilled personnel to provide for an adequate mobilization base. 46 U.S.C. §§ 50102 (construction studies), 50106 (studies of relative costs of operation), 50107 (marine insurance), 50108 (studies of cargo and cargo containers);

2. Study other specific problems such as foreign subsidies, the laws relating to them, and respect to their impact on the merchant marine, intercoastal and inland waterway transportation, obsolete and tramp tonnage, and mortgage loans. 46 U.S.C. §§ 50102, 50104, 50108, and 50110.

3. The authority to study general maritime problems arising with respect to the policy of 46 U.S.C. § 50101. 46 U.S.C. §§ 50102, 50104, 50108, and 50110.

4. The obligation to make annual reports to Congress. 46 U.S.C. § 50111.

The Defense Production Act of 1950, 50 U.S.c. App. §2071 , and Executive Order 11490; Under this Act and the Executive Orders, the Secretary has delegated authority to the Maritime Administration to provide authorities to plan for defense mobilization, emergency preparedness of merchant shipping, including establishment of priorities, allocations, and voluntary agreements. (Please note that at this time it is uncertain whether these delegations continue in effect.) The Defense Production Act and Executive Orders, authorizes the planning, acquisition, allocation, and distribution of cargo on oceangoing merchant ships; the scheduling and movement of cargo from and to port facilities; and, agent status for moving materials, manpower, supplies, and equipment needed for mobilization.

National Maritime Heritage Act of 1994, 16 U.S.C §5405 - Allows funds from the sale of such vessels to be credited to the Vessel Operations Revolving Fund, funding the Merchant Marine Academies, and the USMMA, and for maritime historic grants: fifty percent of the proceeds from the sale of such vessels is to be used by the Maritime Administration to maintain, repair, recondition, or improve NDRF vessels; twenty-five percent is to be used to payor reimburse expenses incurred by or on behalf of State maritime academies, the Merchant Marine Academy for facility and training ship maintenance, modernization, and for the purchase of simulators and fuel. The remaining five percent is to be used to carry out the Department of the National Maritime Heritage Program for historic preservation.

Maritime Security Fleet Program, Chapter 531, 46 U.S.c. §§531 01-531 02 - Provides legislative authority for the Maritime Security Program (MSP). The MSP is to maintain a fleet of active, commercially viable, militarily useful, privately owned merchant ships to meet national defense and other security requirements and also to maintain the flow of international commercial shipping. The fleet consists of US documented merchant ships last reauthorized in 2003 for the 10 year period extending from FY 2004 to FY 2013.

Port Infrastructure Development Program (46 U.S.C. §54301), provides authority to establish a port and intermodal improvement grant program to improve the efficiency, or reliability of the movement of goods through ports and to ports. Ame

Program, a.k.a. Short Sea Transportation Program (46 U.S.C. §55601) MARAD to issue grants to promote the development of domestic short sea services.

Port Infrastructure Development Program (46 U.S.C. §54301), provides authority to establish a port and intermodal improvement grant program to improve the efficiency, or reliability of the movement of goods through ports and to ports. Infrastructure development is the primary purpose of the program. Improvements are also eligible in some circumstances.

Reefs for Marine Life Conservation, 16 U.S.C §1220 et seq., provides authority to give obsolete vessels to qualified entities for use as offshore reefs. It also provides authority to provide financial assistance for certain of these efforts. See also Section 3504(a) of Public Law 107-314 (December 2, 2002) which provides for the development of best management practices in conjunction with the Environmental Protection Agency. Reefs for Marine Life Conservation, 16 U.S.C. §1220 et seq., provides authority to give obsolete vessels to qualified entities for use as offshore reefs. It also provides authority to provide financial assistance for certain of these efforts. See also Section 3504(a) of Public Law 107-314 (December 2, 2002) which provides for the development of best management practices in conjunction with the Environmental Protection Agency.

Short Sea Transportation, Chapter 556, 46 U.S.C §55601-55605, encourages short sea transportation for development of the United States merchant marine.

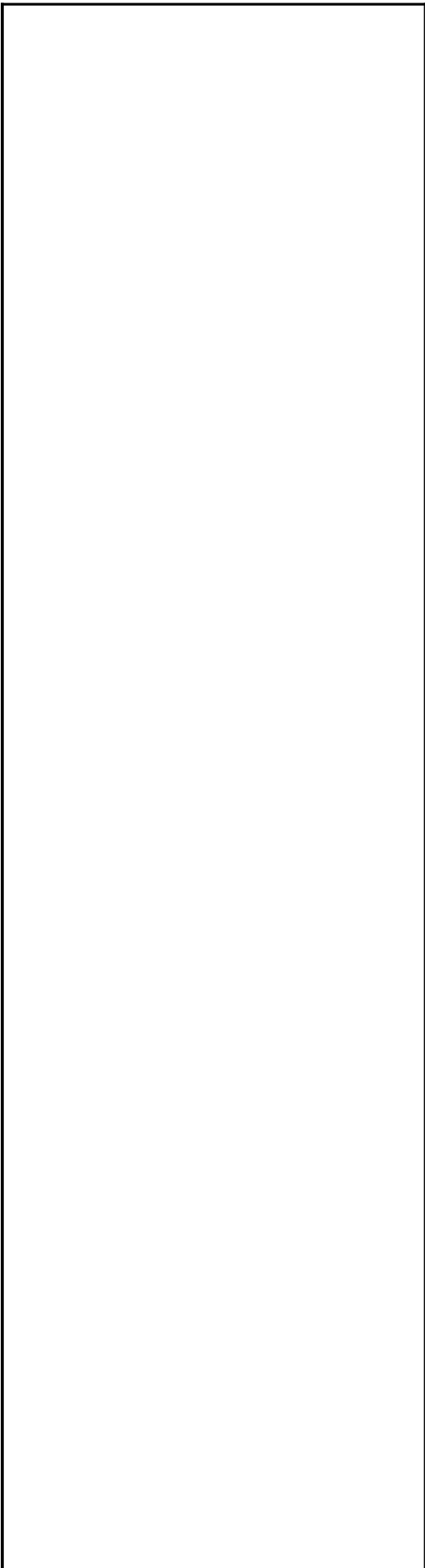
Deepwater Port Act (1974), 33 U.S.C. 1501 - 1524, provides the Department of Transportation with authority for establishing a licensing system for construction, operation and decommissioning of deepwater port structures located on the open sea. It sets out detailed requirements and procedures for obtaining a license from the Secretary of Transportation who has delegated the responsibility to the Maritime Administration.

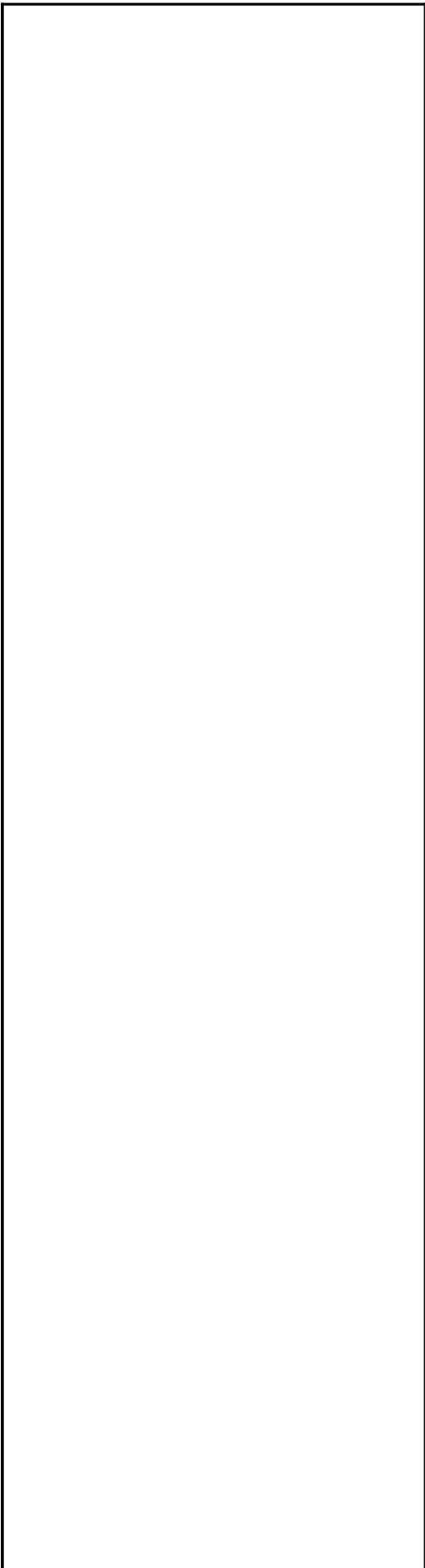
America's Marine Highway

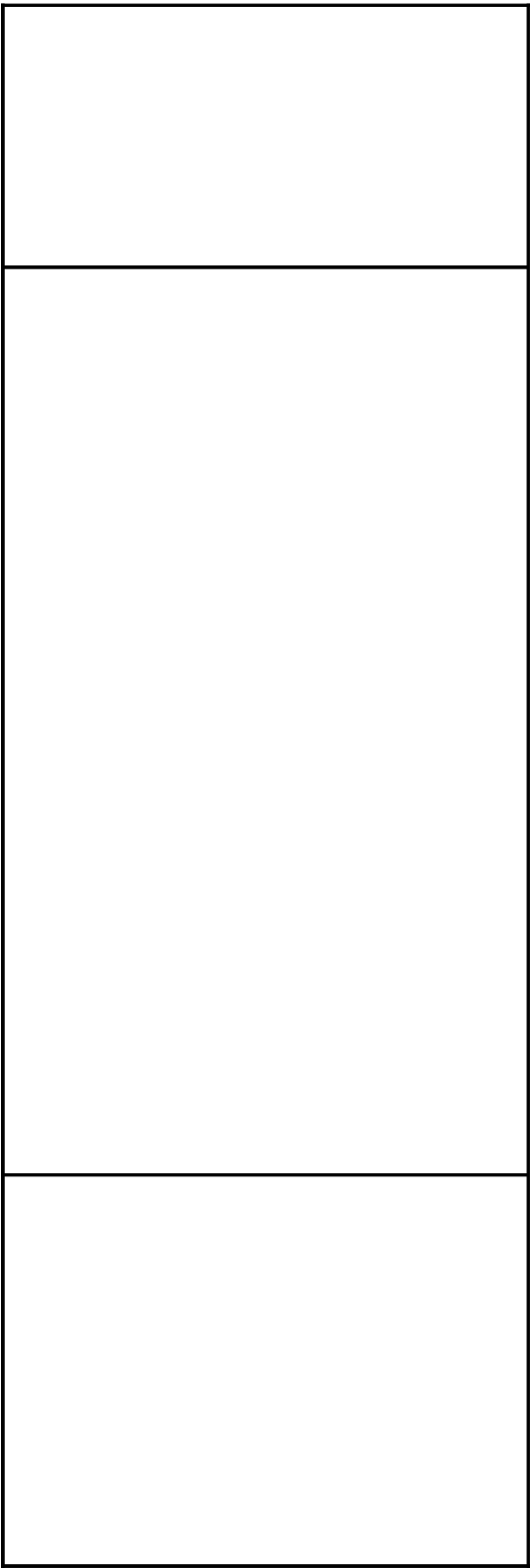
Short Sea Transportation Program (46 U.S.C. §55601) provides authority for grants to promote the development of domestic short sea transportation.

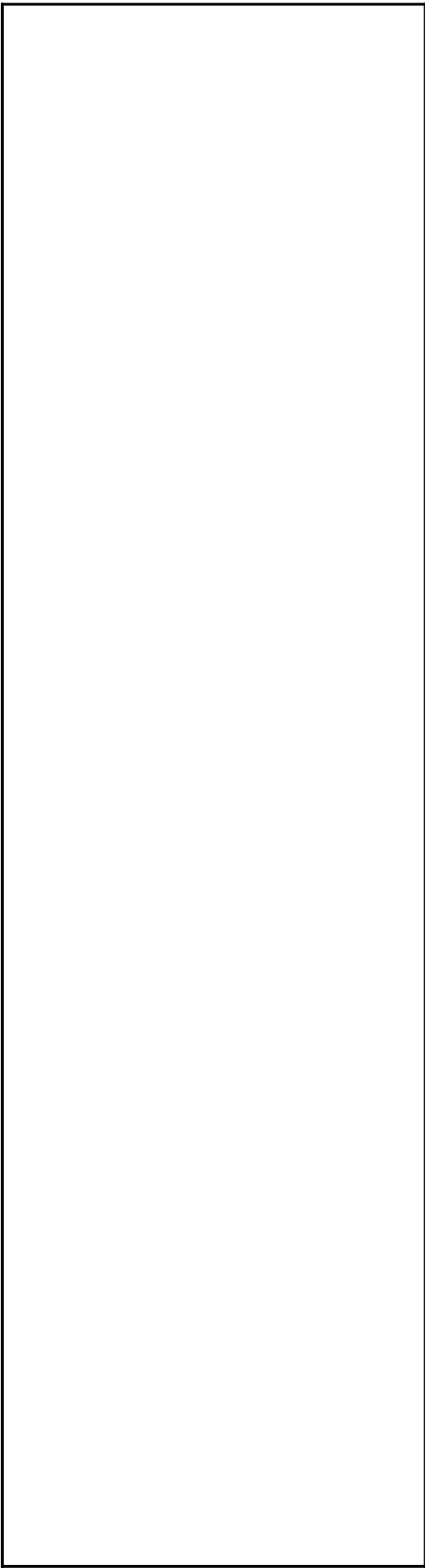
Port Infrastructure Development Program (46 U.S.C. §54301), provides authority to establish a port and intermodal improvement grant program to improve the efficiency, or reliability of the movement of goods through ports and waterways to ports. Improvements to mitigate the effects of climate change and other environmental impacts are eligible activities under the program criteria for FY22.

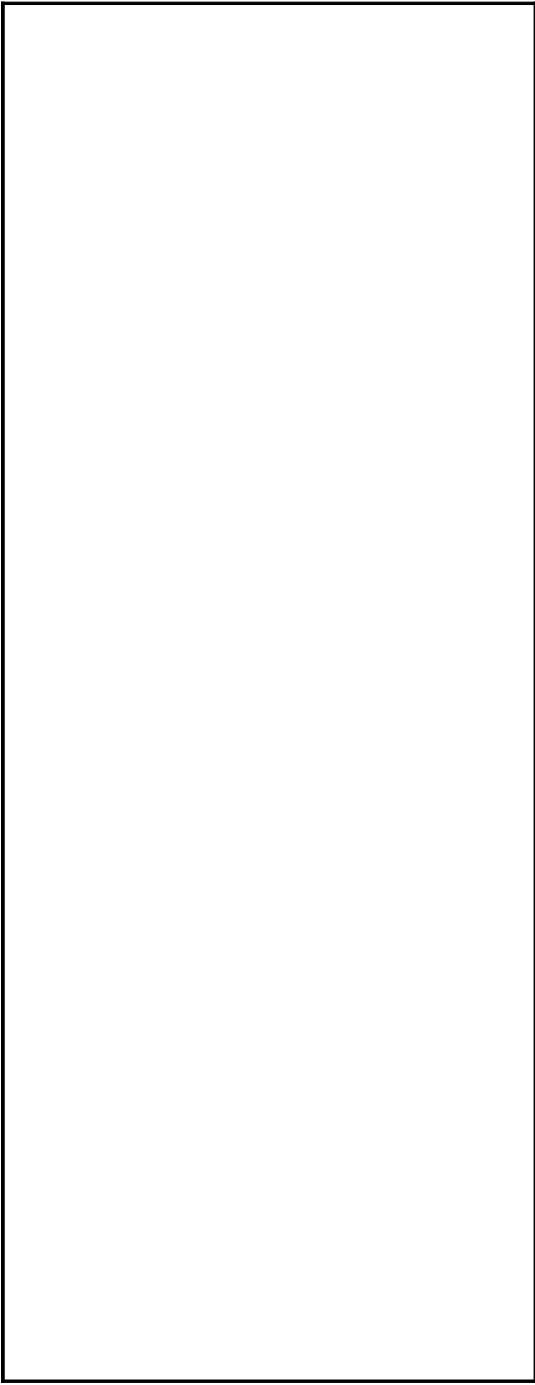
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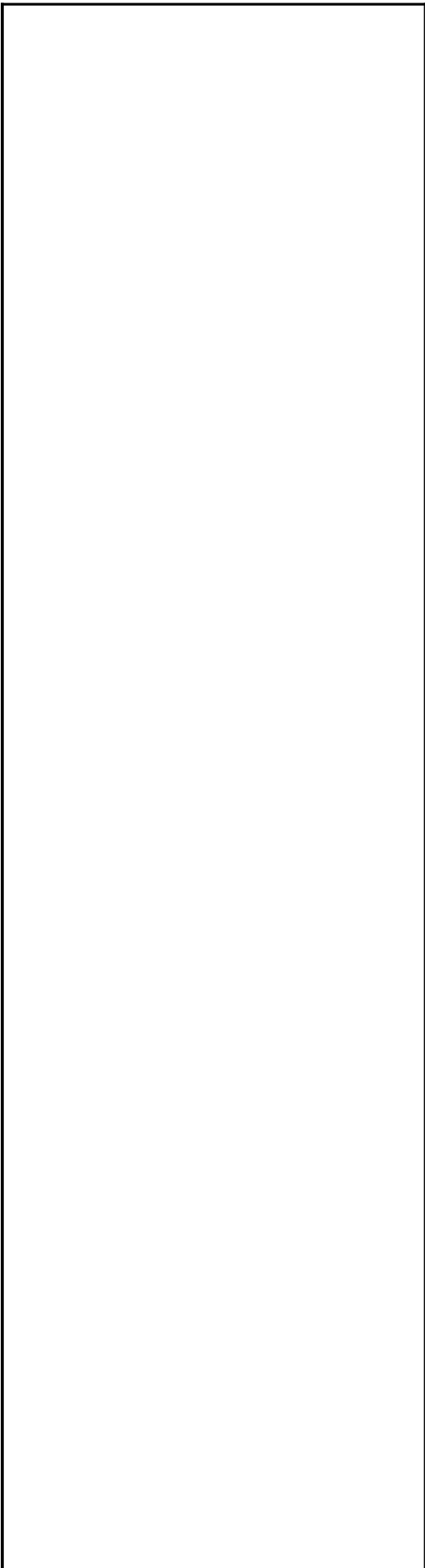


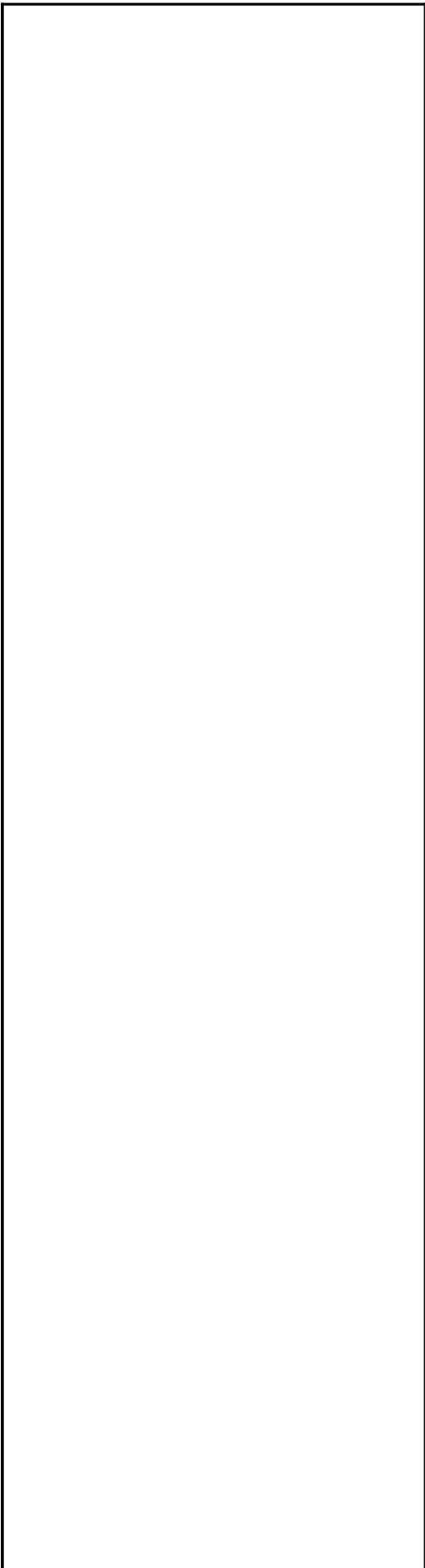


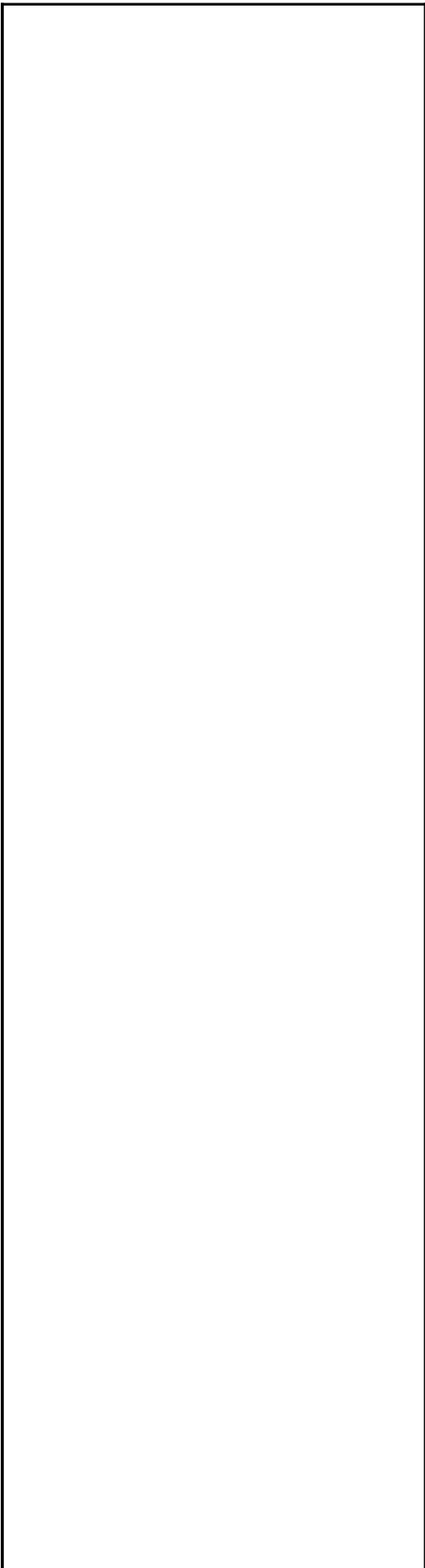


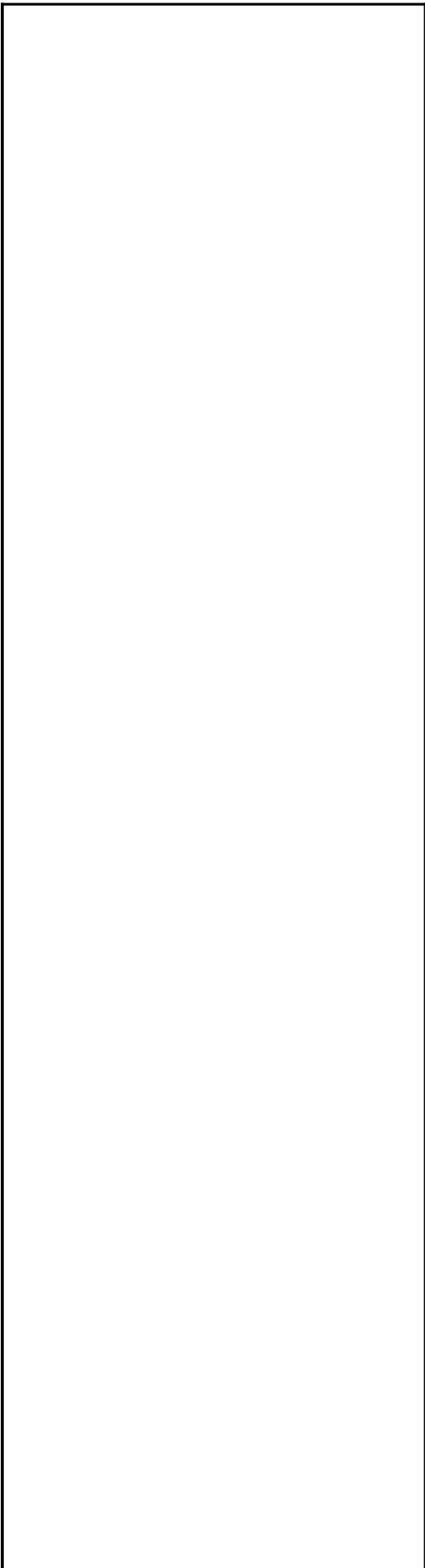


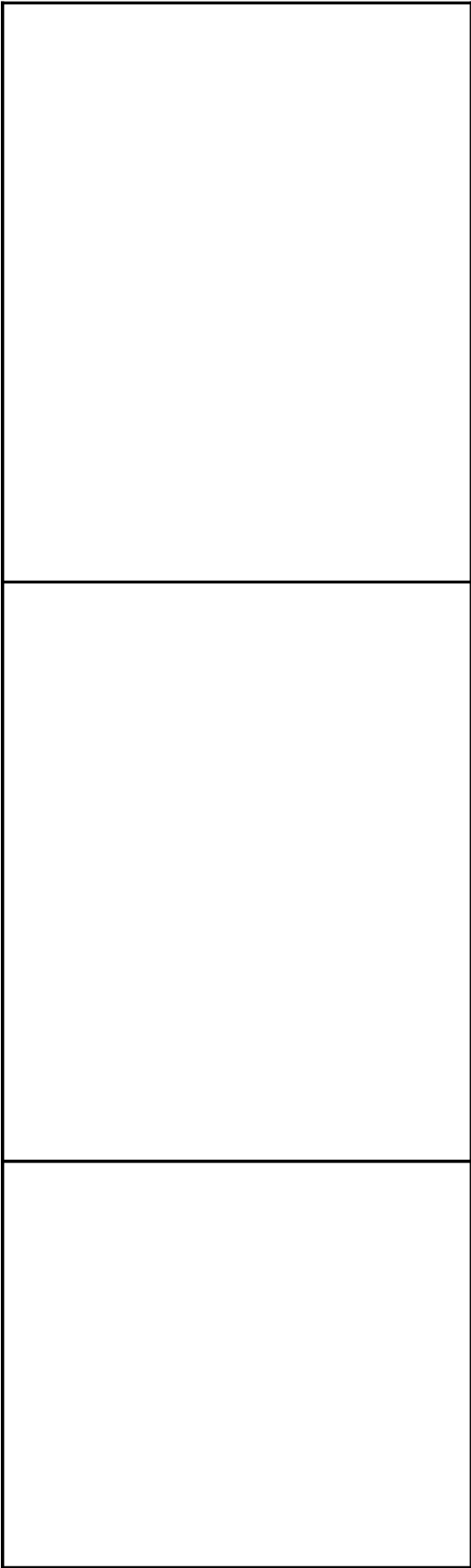
46 U.S.C. § 50307

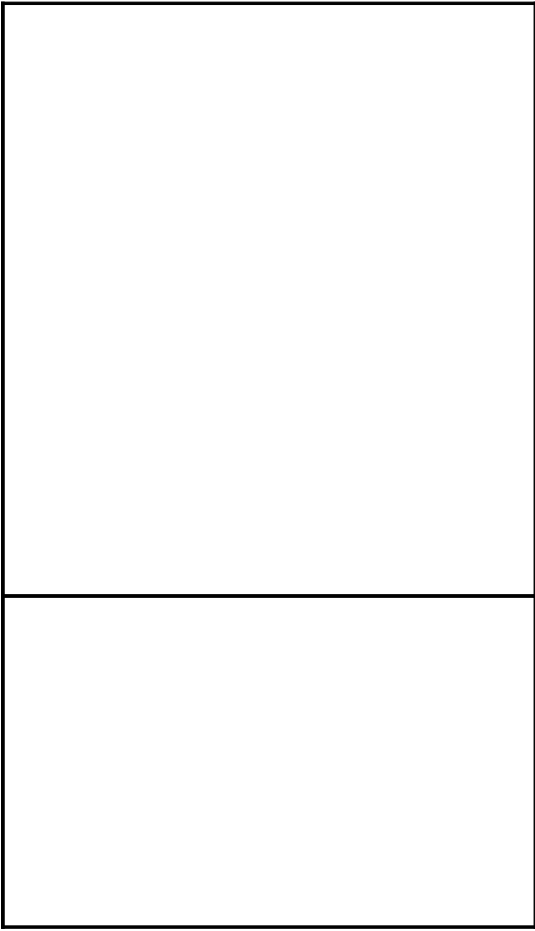












FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation
Cross-Cutting	Data

FUNCTION/PROGRAM

Trade Policy and Enforcement

Market Analysis

Authoritative Data Collection

Historical Data

Data Analysis

Treasury

X

X

X

X

X

Authority

Act of Congress, 2 SEP 1789; Act of 3 MAR 1791; Act of 8 MAY 1792; Act of 18 MAY 1792, chapter 28; Act of 22 NOV 1814; Act of 3 MAR 1817, chapter 45; Act of 15 MAY 1820, chapter 43; Act of 1 MAY, 1820, chapter 50; Act of 15 MAY 1820, chapter 50, with the Enemy Act of 1917, as amended; the International Emergency Economic Powers Act, as amended

Act of Congress, 2 SEP 1789

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Safety
Cross-Cutting	Data

FUNCTION/PROGRAM	NTSB
Accident Investigations	X
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X

Authority

Since 1967, the NTSB has investigated accidents in the aviation, highway, and railroad modes, as well as accidents related to the transportation of hazardous materials.

NTSB investigators travel throughout the country and to every corner to investigate significant accidents and develop factual records and safety recommendations with one aim—to ensure that such accidents never happen again.

CAROL (Case Analysis and Reporting Online) allows you to search investigation reports and safety recommendations data across all modes.

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FEDERAL MTS Areas	MAJOR CATEGORIES
	Trade Facilitation
Cross-Cutting	Data
	Regulatory Mission

FUNCTION/PROGRAM

Trade Policy and Enforcement

Market Analysis

Authoritative Data Collection

Historical Data

Data Analysis

Regulation (Air, Water, Land)

Shipping Regulation

FMC
X
X
X
X
X
X
X
X

Authority

Enforce prohibitions of the Shipping Act (Chapter 411 of Title 46), Section 41101, the Merchant Marine Act of 1920 (46 U.S.C. §§ 42101 – 42109), and the Shipping Practices Act of 1988 (46 U.S.C. §§ 42301 – 42307)

The FMC's Bureau of Trade Analysis (BTA) reviews agreements and concerted activities of ocean common carriers and marine terminal operators under the standards of the Shipping Act of 1984.

FMC's Bureau of Trade Analysis (BTA) gathers data to conduct systematic surveillance of ocean common carrier and MTO activity and commercial conditions in the U.S. liner trades

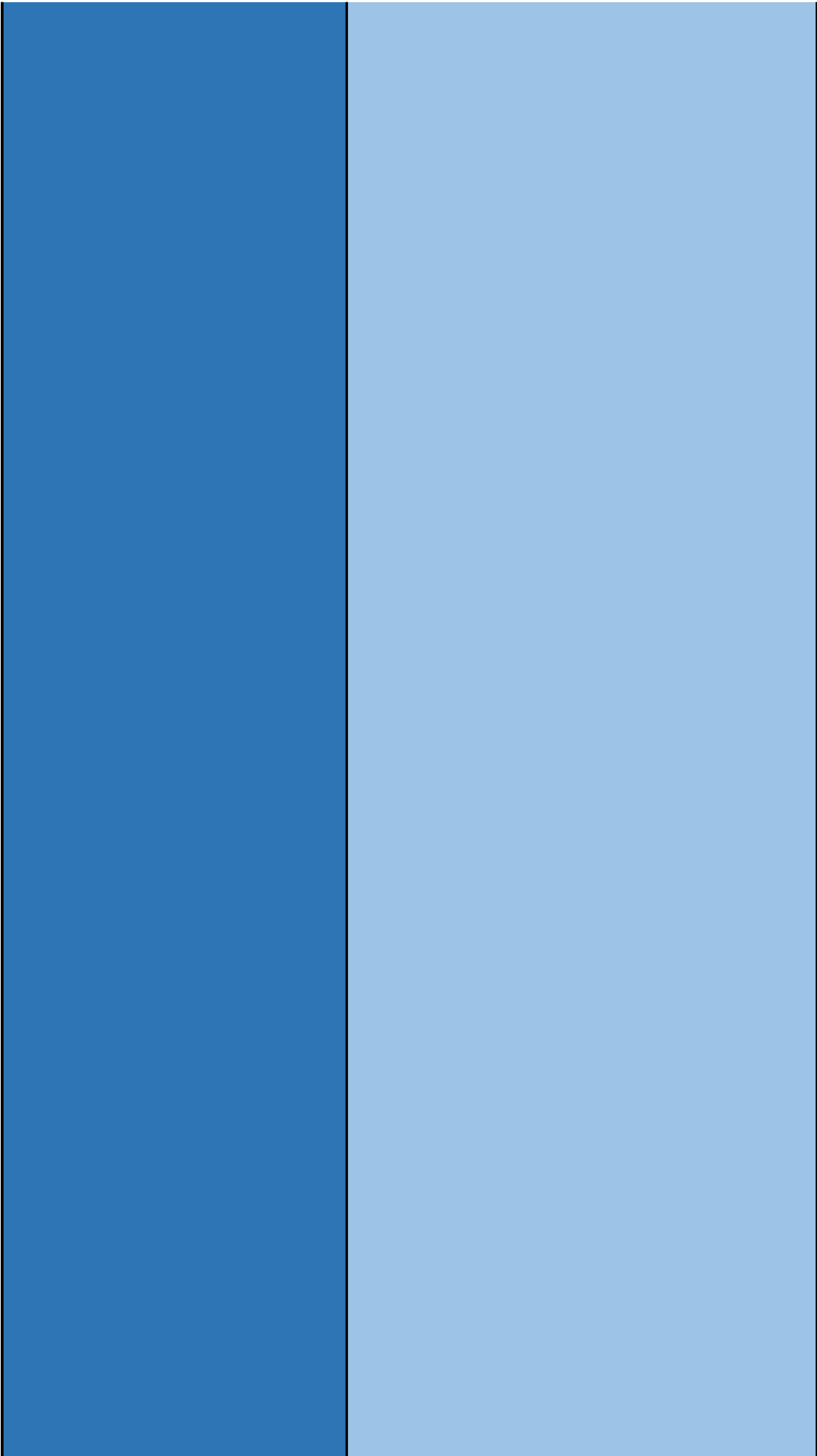
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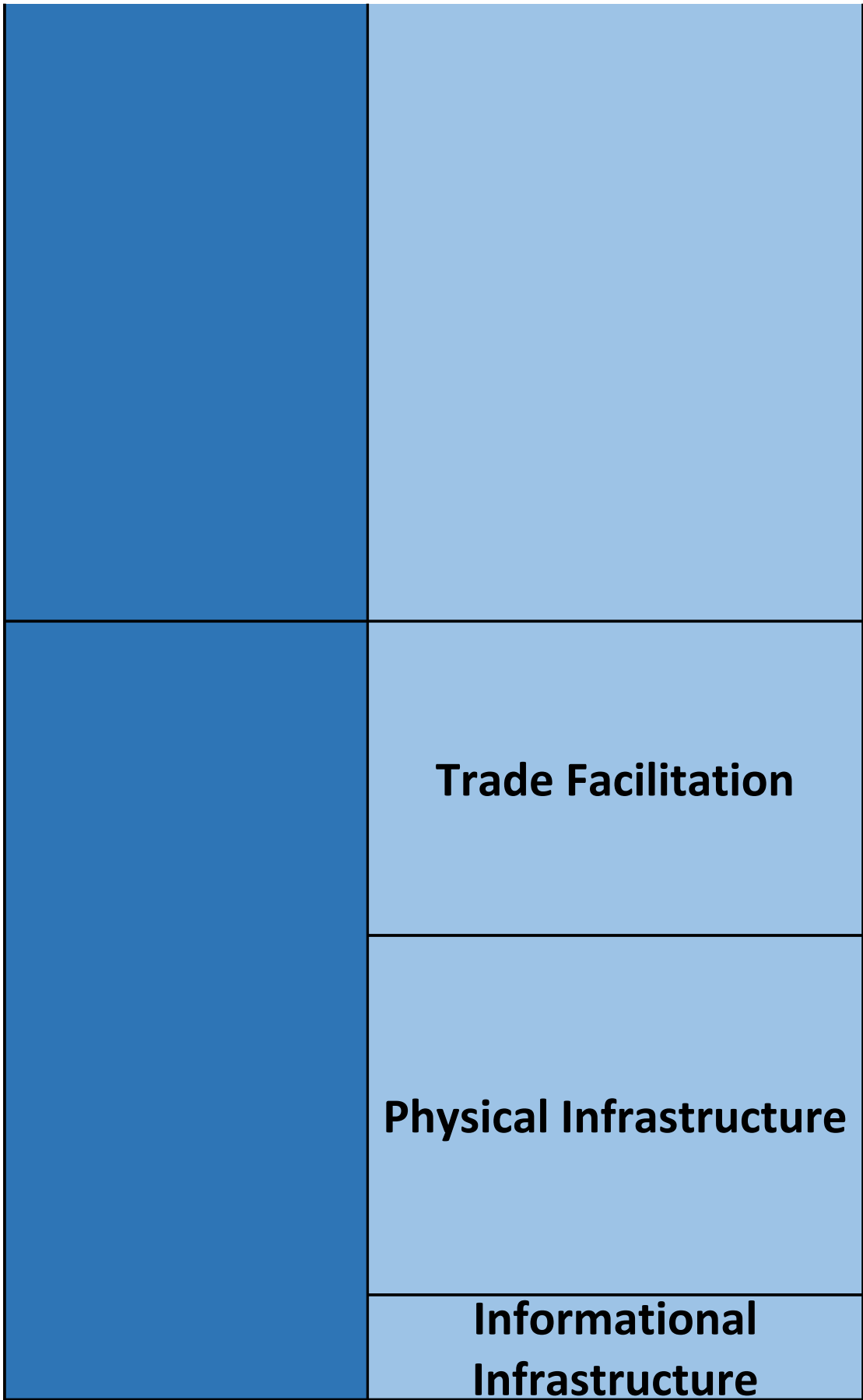
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FEDERAL MTS Areas	MAJOR CATEGORIES



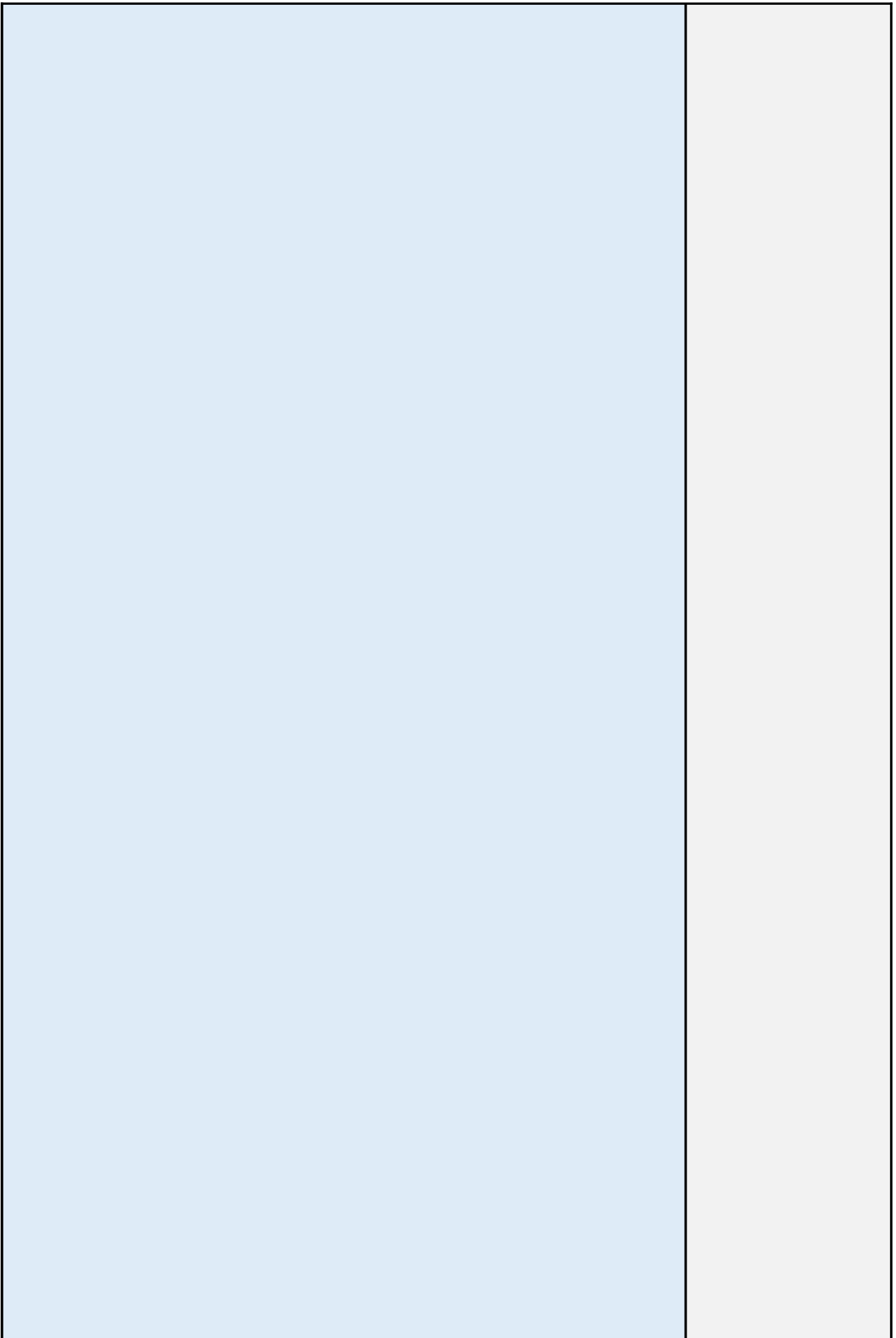


National Security	Security
Cross-Cutting	
	Data
	Regulatory Mission

**International
Participation and Tribal
Nations**

Resilience

FUNCTION/PROGRAM	EPA
Dredge material disposal	X
Invasive species	X
Marine Conservation Areas	X



Noise and Emissions	X
Oil Spill Response	X
Trade Policy and Enforcement	X
Market Analysis	X
Marketing and Promotion	X
Offshore and Deepwater Ports	X
Physical Observations	X

Port Operations - International	X
Environmental Protection	X
Environmental Observation	X
Automation	X
Real-time Data	X
Historical Data	X
Data Analysis	X
Regulation (Air, Water, Land)	X
Shipping Regulation	X

Tribal Consultation	X
Environment	X
International Maritime Organization	X
Arctic Council	X
Tribal Engagement	X
Standards	X
Sustainability	X

Authority

USACE relies on EPA's ocean dumping criteria when evaluating permits (including those for implementing federal projects involving) the transportation of dredged material for the purpose of dumping it into ocean waters. MPRSA permits and federal permits for the dumping of dredged material are subject to EPA review and concurrence. (<https://www.epa.gov/ocean-dumping/ocean-disposal-dredged-material>)

EPA's Great Lakes National Program Office coordinates with other partners (including state, and other local partners) to restore and maintain the Great Lakes Basin. The program includes a focus on detecting, preventing and controlling invasive species (while also restoring habitat to protect native species) through the Great Lakes National Program Initiative. (<https://www.epa.gov/aboutepa/about-great-lakes-national-program-initiative>)

General Permit: Appendix G- Waters Federally Protected Wholly or in Part for Public Purposes, which specifically addresses requirements for vessels discharging into protected waters.

The Vessel Incidental Discharge Act (VIDA) requires EPA to develop national standards for performance for incidental discharges (similar to the discharges in the EPA 2013 Vessel General Permit (VGP)) by December 2020. (<https://www.epa.gov/vessels-marinas-and-ports/vessel-incidental-discharge-act-vida>)

Section 312 of the Clean Water Act sets out the principal framework for regulating sewage discharges from vessels and is implemented jointly by the Environmental Protection Agency (EPA) and the U.S. Coast Guard. The Act requires vessels to use equipment that treats or holds the sewage (marine sanitation devices) in areas where the discharge of sewage from vessels is not allowed (no-discharge zones). The Vessel Incidental Discharge Act (VIDA) requires EPA to develop national standards for incidental discharges (similar to the discharges in the EPA 2013 Vessel General Permit) by December 2020. (<https://www.epa.gov/vessels-marinas-and-ports/vessel-incidental-discharge-act-vida>)

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EPA's Office of Transportation and Air Quality protects the environment from air pollution and greenhouse gas emissions from mobile sources and the environment by advancing clean fuels and technology, and encouraging business practices that minimize emissions. By the authority of the Clean Air Act OTAQ's mission is to reduce emissions from all mobile sources.

EPA is the lead federal response agency for oil spills occurring in inland waters. EPA's oil spill prevention program includes the Spill Prevention, Control, and Countermeasure (SPCC) and the Facility Response Plan (FRP) rules. The SPCC rule helps prevent the discharge of oil into navigable waters or adjoining shorelines. The FRP rule requires facilities to submit a response plan and prepare to respond to a worst-case threat of a discharge. (<https://www.epa.gov/oil-spills-prevention-and-control> regulations)

EPA's trade team participates in the interagency trade policy process and environment.

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EPA is involved in the licensing and environmental review process for projects located in the Federal waters offshore Texas and Louisiana and is also involved in the issuance of air permits for projects offshore in Federal waters based on the regulations that would otherwise be applicable to the nearest adjacent state as the state or local requirements are applicable and not inconsistent with the Deepwater Port Act. (<https://www.epa.gov/caa-permitting/air-permitting-offshore-act-projects-south-central-region>)

EPA, in partnership with other Federal, state, and local partners, provides air quality information through AirNow.gov.

EPA works bilaterally with select government partners on port operat

EPA promotes the use of cleaner conventional and alternative advanced providing DERA grants to save fuel and reduce emissions from marine technologies used through this grant program include: retrofits, rep engines and idle reduction technologies (e.g. Shorepower for ocean g

Takes lead in promoting the inclusion of marine mammals and protect Ocean Observing System (GOOS) observations and evaluates environ development of recommendation in its oversight role.

EPA's Office of Transportation and Air Quality is engaged in ongoing c and US DOE about the future of transportation, including automation

EPA, in partnership with other Federal, state, and local partners, prov through AirNow.gov, including (near) real-time air quality data and fo

EPA, in partnership with other Federal, state, and local partners, prov through AirNow.gov, including historical data.

EPA's Ports Initiative Clean Air Practices at Ports Interactive Map bring examples of emissions reductions activities and port-wide planning p quality. EPA also compiles and releases the National Emissions Invent emissions from commercial marine vessels and other vessels within t years.

EPA's Office of Resource Conservation and Recovery implements the and Recovery Act (RCRA), the federal law that creates the framework management of hazardous and non-hazardous waste

The VGP affects shipping traffic patterns due to requirements for ball proposed VIDA standards contain similar requirements.

EPA conducts tribal consultations when necessary. Most recently for regulations.

EPA's Diesel Emissions Reduction Act (DERA) Program funds grants, in vessels and engines, that protect human health and improve air quality emissions from diesel engines.

EPA participates on the US delegation to the Marine Environment Protection Commission in relevant subcommittee, intercessional, and correspondence group as an advisor on air and water pollution issues.

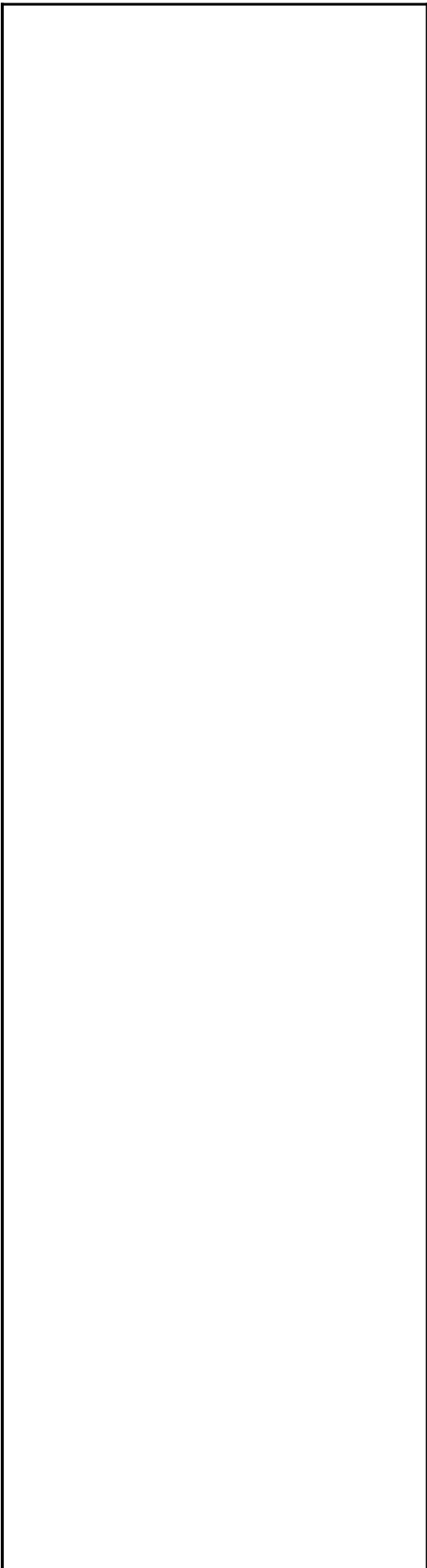
EPA plays a key role in Arctic Council discussions.

EPA coordinates with Tribes through the National Tribal Air Association on NTAA Mobile Sources Workgroup meetings as well as monthly Policy Council meetings with all Tribes on regulatory actions and voluntary programs related to the marine transportation system to ensure adequate consideration of tribal perspectives.

EPA participates in discussion on IMO discussions on standards

EPA will take the actions necessary through climate adaptation planning for ongoing and future climate change to ensure the Agency continues protecting human health and the environment, including through its marine transportation system.

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FEDERAL MTS Areas	MAJOR CATEGORIES
Cross-Cutting	
	Data

FUNCTION/PROGRAM	CDC
Mariner Welfare	X
Occupational Safety	X
Authoritative Data Collection	X
Historical Data	X
Data Analysis	X

Authority

42 CFR Chapter 1, Subchapters F and G include provisions for data collection in the event of infectious disease on vessels porting in the U.S., as well as health research

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42 CFR Chapter 1, Part 71: data are collected as part of required reporting of diseases and deaths prior to porting at US ports.

Data have been collected under 42 CFR Chapter 1, Part 71, and are maintained

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FEDERAL MTS Areas	MAJOR CATEGORIES

**Innovative Science and
Technology**

Cross-Cutting

Regulatory Mission

**(Grants, Loans,
Direct) Marine
Transportation System**

Resilience

FUNCTION/PROGRAM	MMC
Marine Conservation Areas	X
Noise and Emissions	X
Oil Spill Response	X
Fisheries, Mammals, and Wildlife	X
Environmental Protection	X

Environmental Observation	X
Regulation (Air, Water, Land)	X
Shipping Regulation	X
Tribal Consultation	X

Environment	X
Arctic Council	X
Tribal Engagement	X
Sustainability	X

Authority

The Commission evaluates and provides recommendations on effective areas marine mammals in its oversight role under the Marine Mammal Protection Act (MMPA)

In its MMPA oversight role the Commission reviews permits and Incidental Authorizations, and regulations to authorize activities with potential impacts and provides guidance on mitigating impacts

Response to stranded or debilitated marine wildlife (including marine mammals) part of oil spill response. The Commission assists in real time response and making recommendations to improve assessment and monitoring of impacts and develop priorities for research and restoration efforts.

The Commission evaluates and provides recommendations on marine mammals in its oversight role under the Marine Mammal Protection Act (MMPA)

The Commission evaluates and provides recommendations on marine mammals and ecosystem protection in its oversight role under the Marine Mammal Protection Act (MMPA)

The Commission takes the lead in promoting the inclusion of marine species in the Global Ocean Observing System (GOOS) observations and environmental observations in its development of recommendations.

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In its MMPA oversight role the Commission reviews permits, Incident Authorizations, and regulations to authorize coastal and marine activities that take marine mammals and provides guidance on mitigating impacts.

In its MMPA oversight role the Commission reviews proposed regulations for vessel speed and shipping routes as well international or voluntary measures for vessel-strikes or disturbance of marine mammals and provides guidance on impacts.

The Marine Mammal Commission engages in ongoing consultation and is consistent with duties to further interests of Alaska Natives whose lives are dependent on marine mammals, consistent with the goals of conserving marine mammals.

The Marine Mammal Commission research grant program considers the support of marine mammal conservation, protection, research, and management, and includes the interactions between marine mammals and shipping.

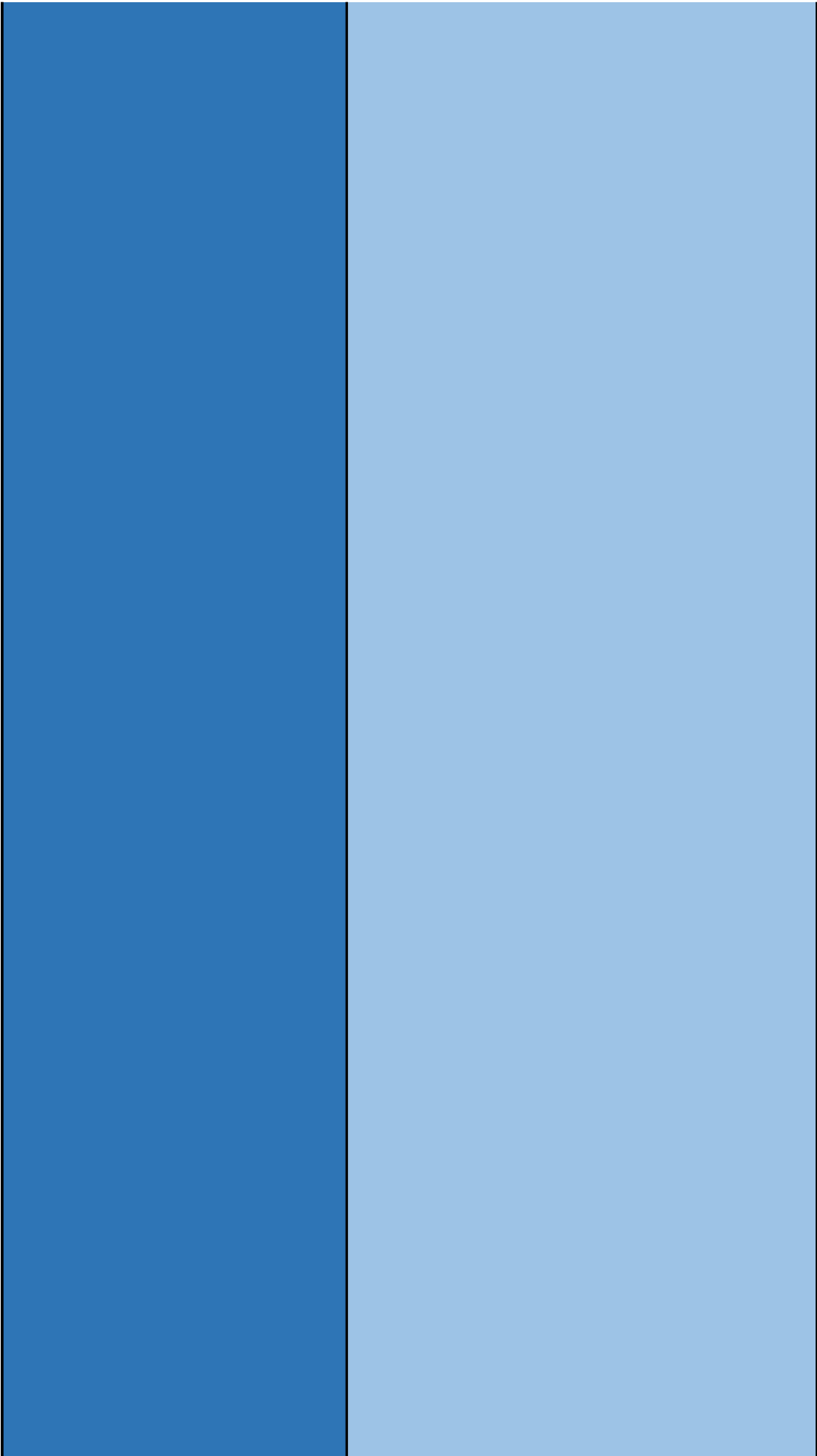
The Commission participates in the Arctic Council Conservation of Arctic Flora and Fauna working group and the Circumpolar Biodiversity Monitoring Program.

The Marine Mammal Commission engages in ongoing consultation and coordination consistent with duties to further interests of Alaska Natives whose lives are dependent on marine mammals, consistent with the goals of conserving marine mammals.

In its MMPA oversight role the Commission considers the resilience of marine mammal populations relative to anthropogenic activities, including coastal development and activities and looks for sustainable measures to accommodate human activities and species protection.

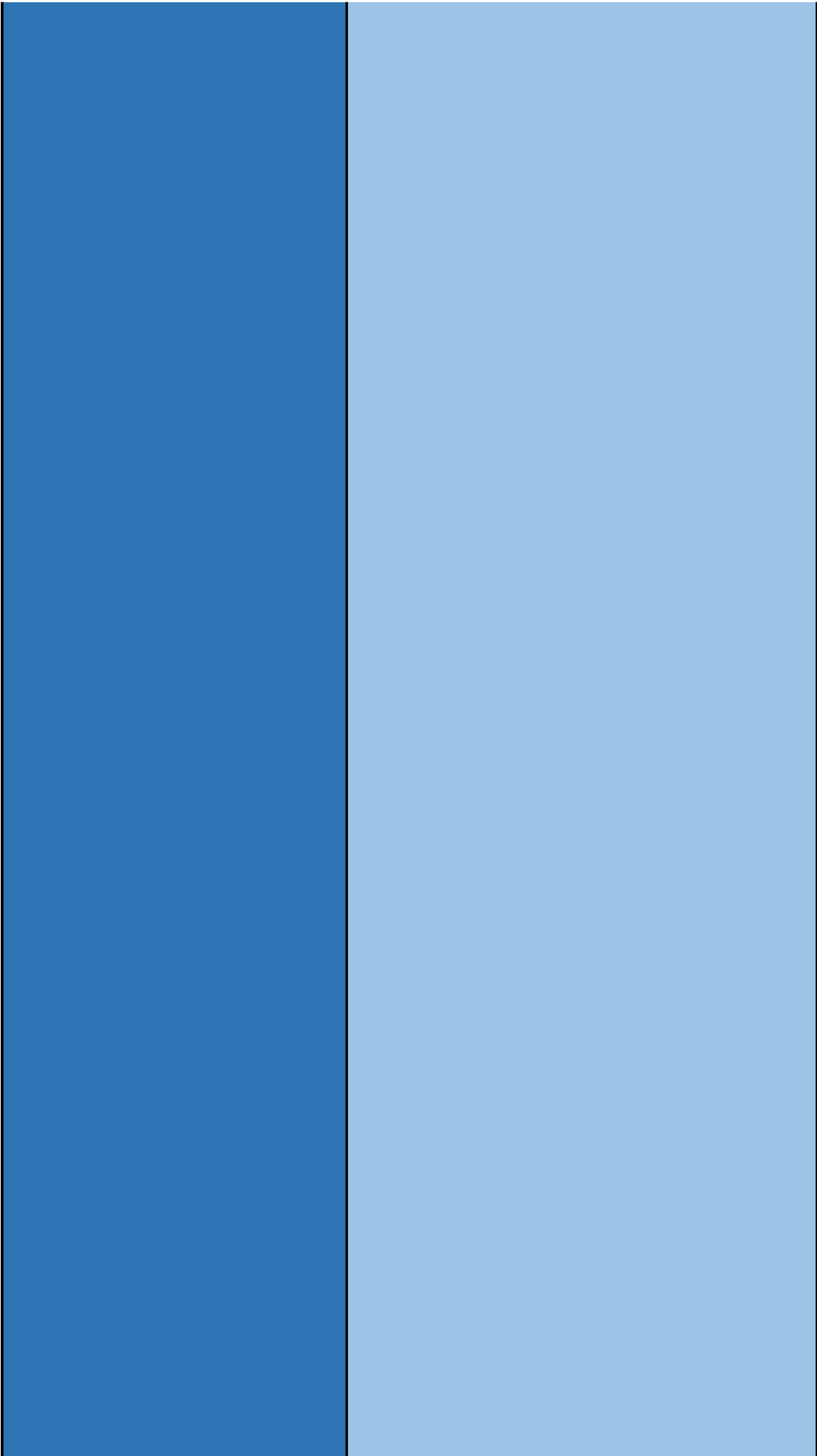
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FEDERAL MTS Areas	MAJOR CATEGORIES



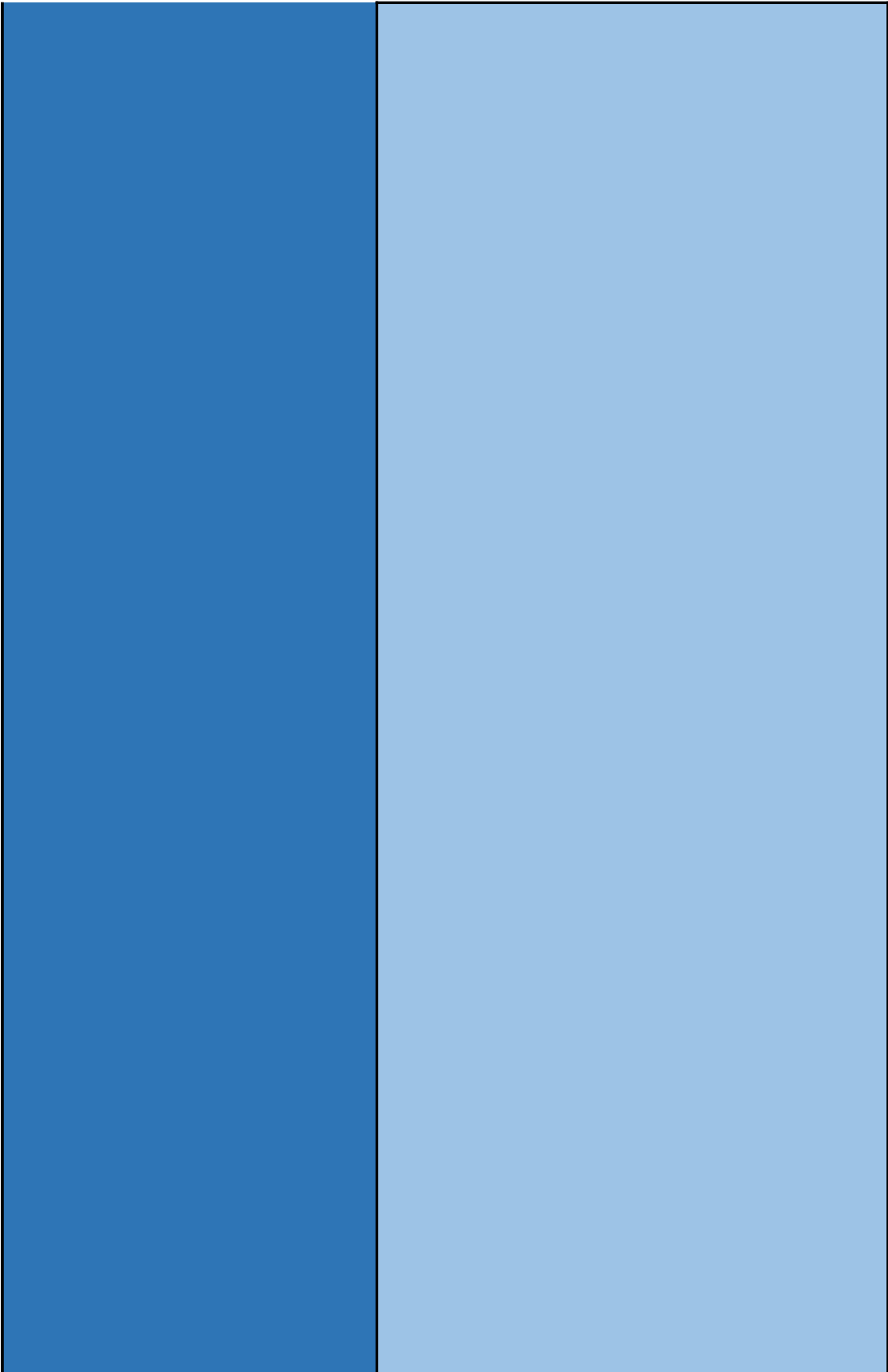
**Ensure
National
Security**

Security



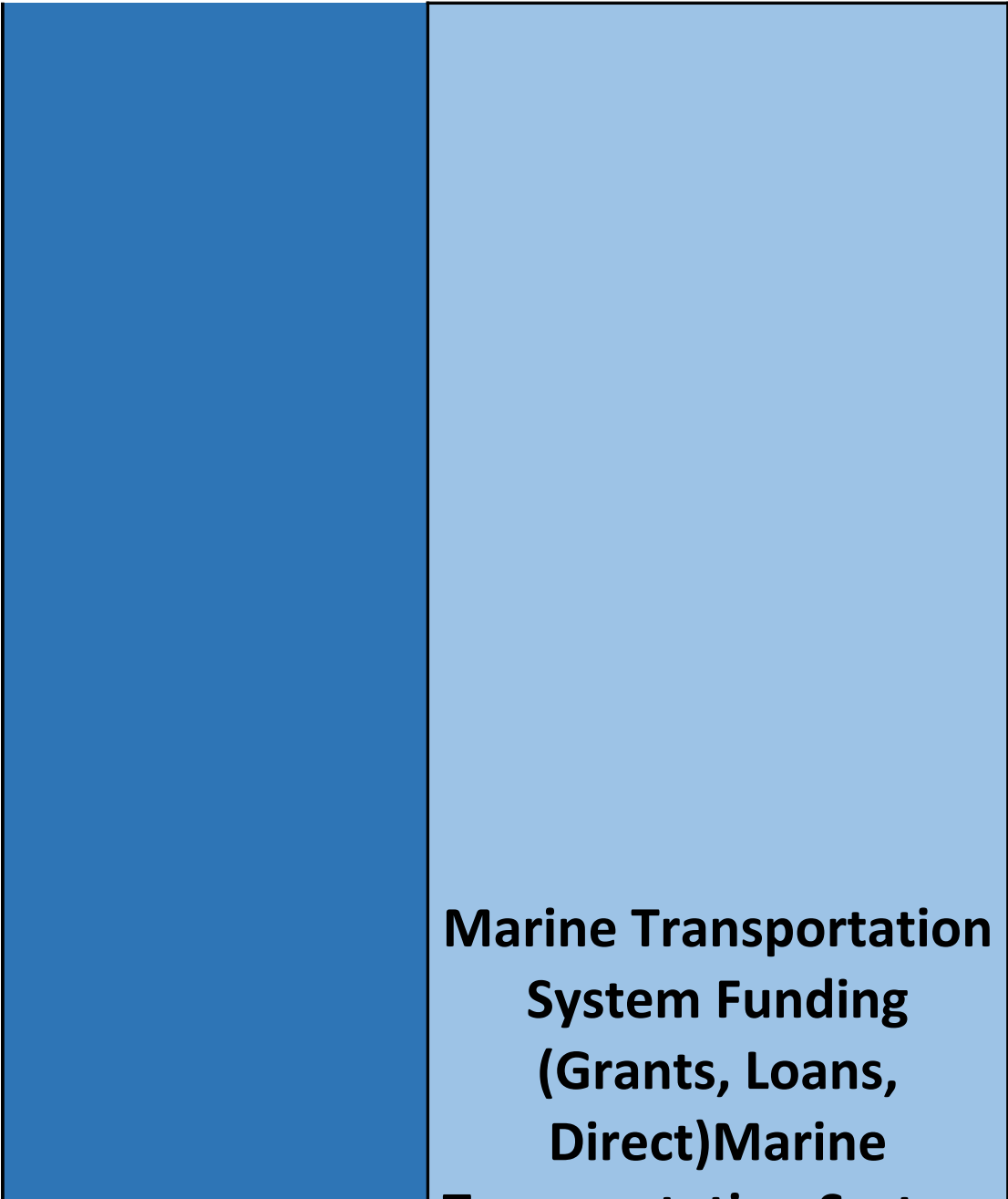


**Innovative Science and
Technology**



Data

Cross-Cutting



**Marine Transportation
System Funding
(Grants, Loans,
Direct) Marine**

**Transportation System
Funding
(Grants, Loans, Direct)**



Resilience

FUNCTION/PROGRAM	ODNI
	NMIO
Fisheries, Mammals, and Wildlife	X

Maritime Domain Awareness

X

Critical Infrastructure Protection

X

Cybersecurity

X

Automation

X

Authoritative Data Collection

X

Real-time Data

X

Security

X

Operations

X

Standards

X

Authority

NMIO's authority and role is on IUUF (Illegal, Unreported, Unregulated) specifically: The 2019 Maritime Security and Fisheries Enforcement Act required the creation of an Interagency Working Group to improve information sharing regarding counter-Illegal, Unreported, and Unregulated (IUU) fishing. The SAFE Act requires an Intelligence Community (IC) lead designated by the Director of Intelligence (DNI) to represent the IC on the Interagency Working Group. NMIO to fill this role. NMIO established the Maritime Intelligence Coordination Group to carry out the IC SAFE Act actions, and as a forum to improve information sharing regarding counter-IUU fishing. Authorities are derived from DNI designating NMIO as the IC coordination lead for Maritime SAFE Act [FY20 NDAA subtitle C – Maritime Security and Fisheries Enforcement]

The National Maritime Domain Awareness Plan (NMDAP) directs the government to identify and remedy policy, resourcing, and information sharing barriers, and to close or mitigate identified National MDA Challenges. To this end the NMDAP, under the authority of **Presidential Policy Directive 18 (PPD-18) and the National Strategy for Maritime Security (NSMS)**, chartered the MDA Executive Steering Committee (MDA ESC). This Committee, chaired by the NMIO Director, coordinates MDA policies, strategies, and initiatives. The MDA ESC meets regularly and reports to the National Security Council's (NSC) Maritime Security Interagency Policy Committee (MS-IPC). The MDA ESC provides forums, activities, and venues to engage the global maritime enterprise, and promote collaboration and maritime information sharing.

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Authorities are derived from **Executive Order 13636, Improving Critical Cybersecurity, and Presidential Policy Directive 21 (PPD-21), Critical and Resilience**. These directives require federal agencies to develop a participation in a technology-neutral cybersecurity framework, and to timeliness, and quality of the cyber threat information they share with sector.

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Radar-Over-Automatic Identification System (ROA) - NIM-Maritime (NIM) is in coordination with Naval Information Warfare Center-Pacific and various maritime stakeholders for the detection of non-transmitting “dark” vessels through the use of ROA which will be shared with shore-based authorities as AIS symbols. Authority and guidance are derived from several policy documents including **Presidential Policy Directive-18 - National Strategy for Maritime Security, the National Domain Awareness Act, the National Intelligence Strategic Guidance to NMIO, the National Strategy for Information Sharing and Safeguarding, and the 2019 National Intelligence Strategic Guidance to NMIO.**

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Regional Maritime Improvement Program (RMIP) – The NIM-Maritime (NMIO) RMIP effort is working to enhance the amount of real-time data shared with regional stakeholders across the federal, state, local, tribal, territorial, international, public, private, and academic communities. RMIP endeavors to identify, integrate, and share data from stand-alone maritime sensors with national MDA systems. Authority and guidance are derived from several policy documents including **Presidential Policy Directive-18 - Maritime Security, the National Strategy for Maritime Security, the National Domain Awareness Plan, National Intelligence Strategic Guidance to NMIO, the National Strategy for Information Sharing and Safeguarding, and the 2019 National Intelligence Strategy.**

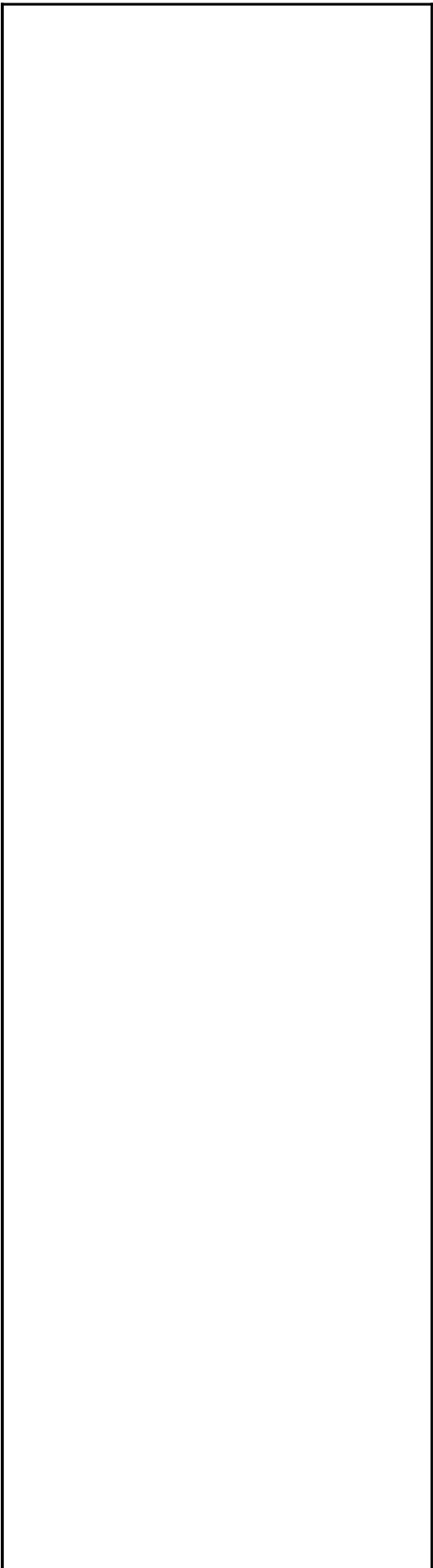
Regional Maritime Improvement Program (RMIP) – The NIM-Maritime seeks to enhance the security of U.S. maritime borders. It does so by stakeholders across the federal, state, local, tribal, territorial, international and academic communities to identify, integrate, and share data from sensors with national MDA systems. Authority and guidance are derived from U.S. policy documents that include **Presidential Policy Directive-18 - Maritime Security**, **National Strategy for Maritime Security**, the **National Maritime Domain Awareness Strategy**, **Director of National Intelligence Strategic Guidance to NMIO**, the **National Information Sharing and Safeguarding**, and the **2019 National Intelligence Community Assessment**.

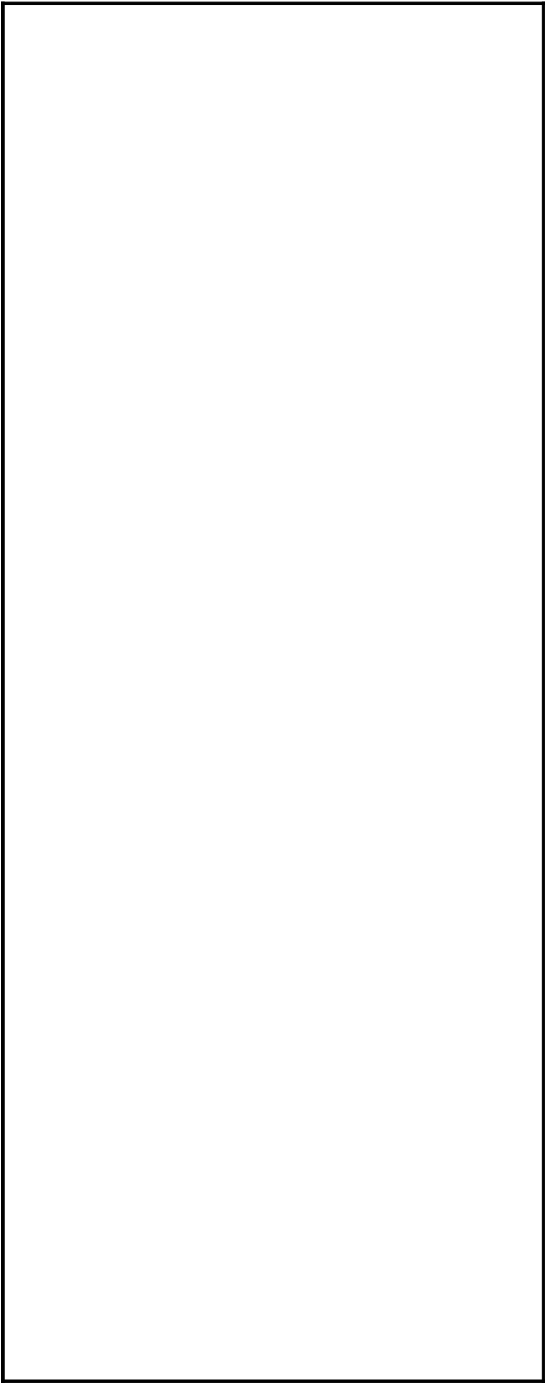
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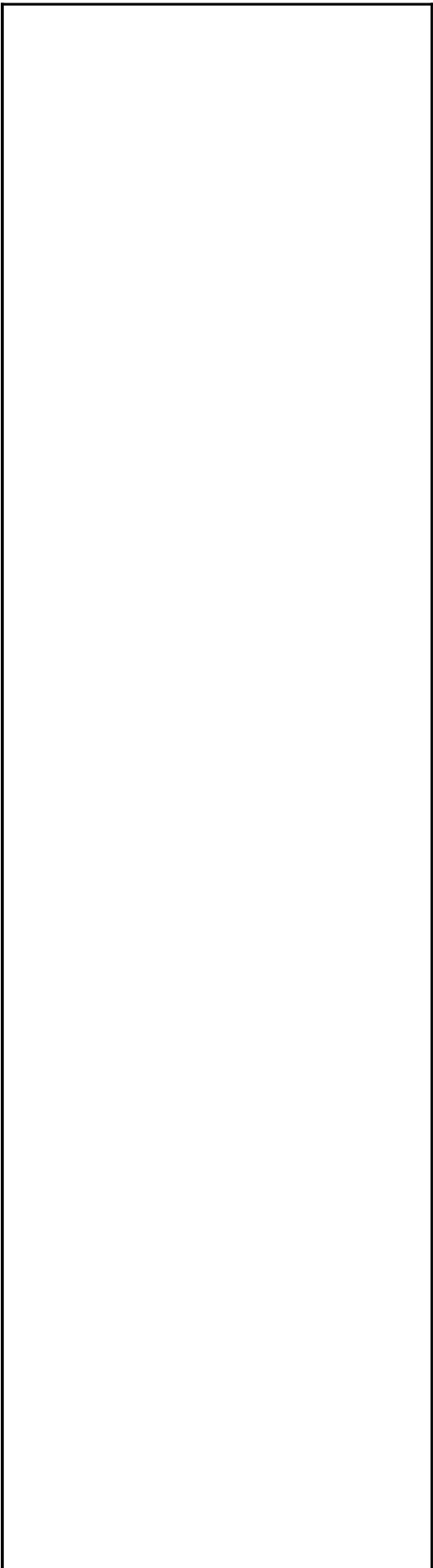
Regional Maritime Improvement Program (RMIP) – The NIM-Maritime effort is enhancing maritime operational pictures for regional stakeholders among the federal, state, local, tribal, territorial, international, public, private, and academic communities by integrating stove-piped sensor data into national MDA systems. Authority and guidance are derived from several key U.S. policy documents that include **Presidential Policy Directive-18 - Maritime Security, the National Maritime Domain Awareness Plan, Director of National Intelligence Strategic Guidance to NMIO, the National Strategy for Information Sharing and Safeguarding, and the 2019 National Intelligence Strategy.**

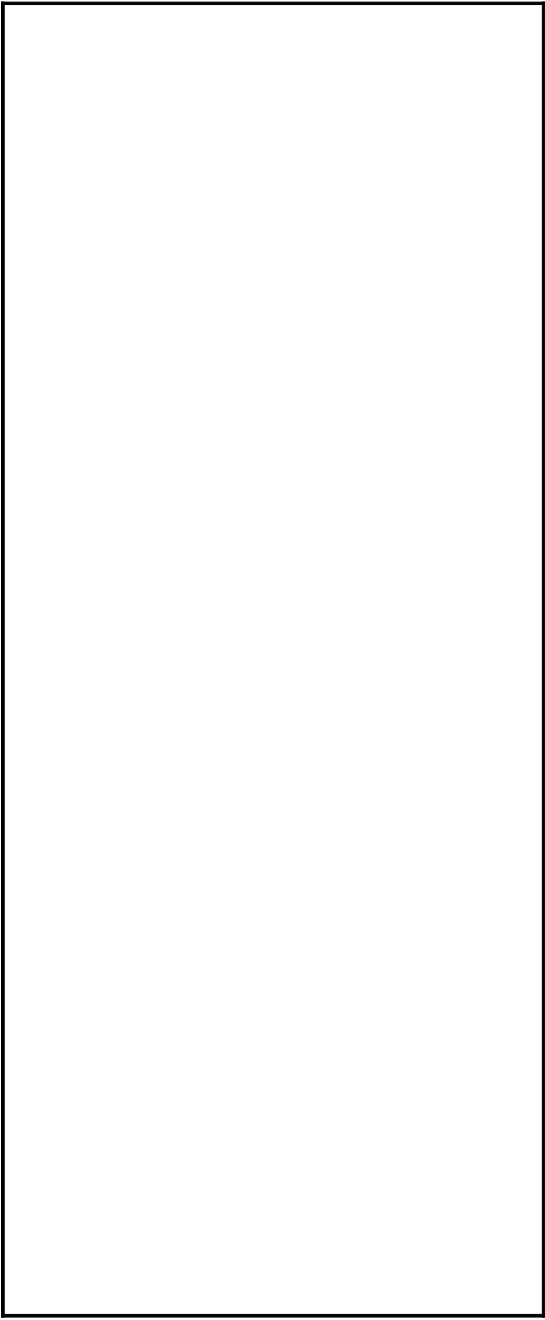
Port Digitization and MARSEC Accreditation – NIM-Maritime (NMIO) serves in an advisory capacity to the Maritime Security Alliance for Accreditation being led by the National Maritime Law Enforcement Academy. The alliance is focused on establishing accreditation standards for maritime security and is pursuing the creation of a digital twin of every U.S. port to evaluate cyber and physical security measures. Authorities are derived from Presidential Policy Directive – 18 (Maritime Security), the National Strategy for Maritime Security, the National Maritime Data Plan, the Director of National Intelligence’s Strategic Guidance to NMIO, and the Unifying Intelligence Strategy for Maritime.

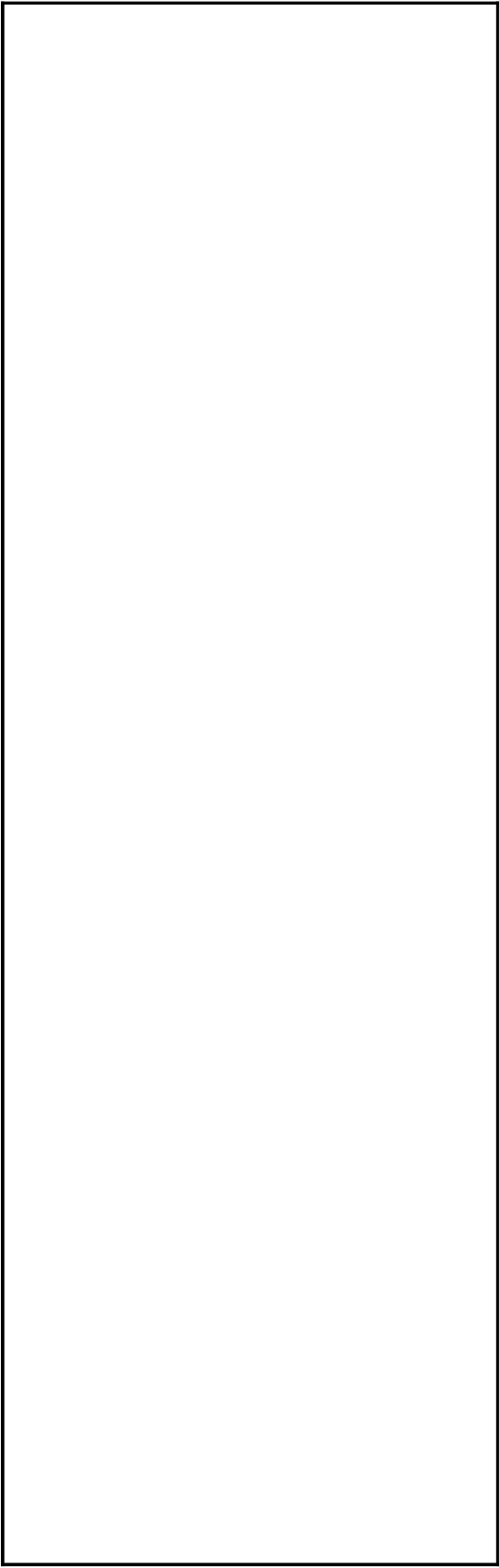
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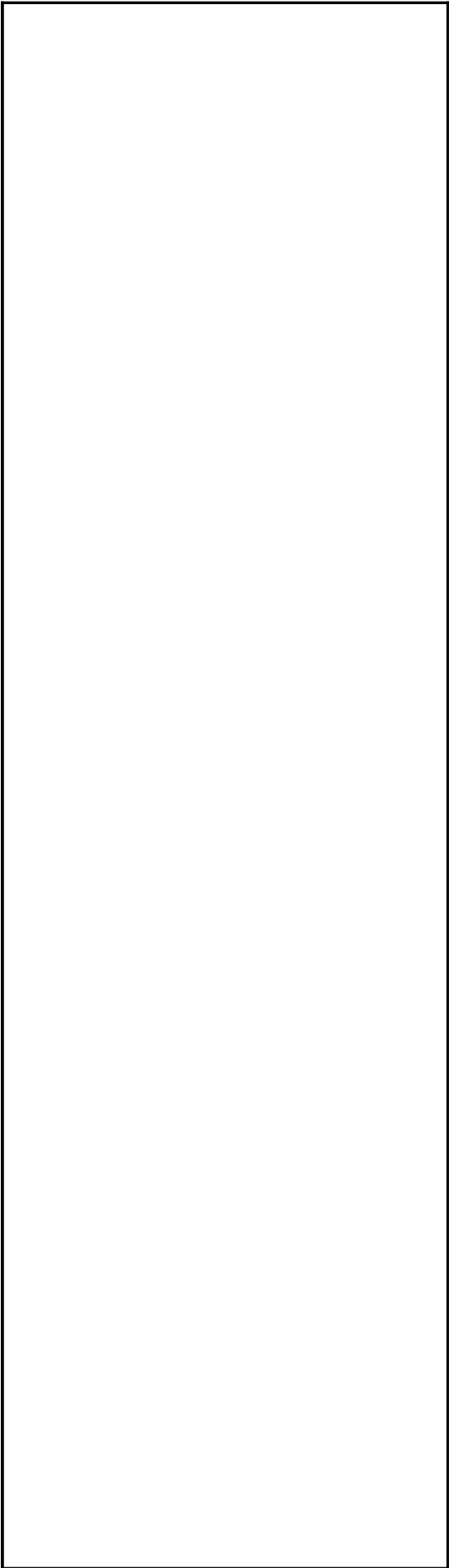


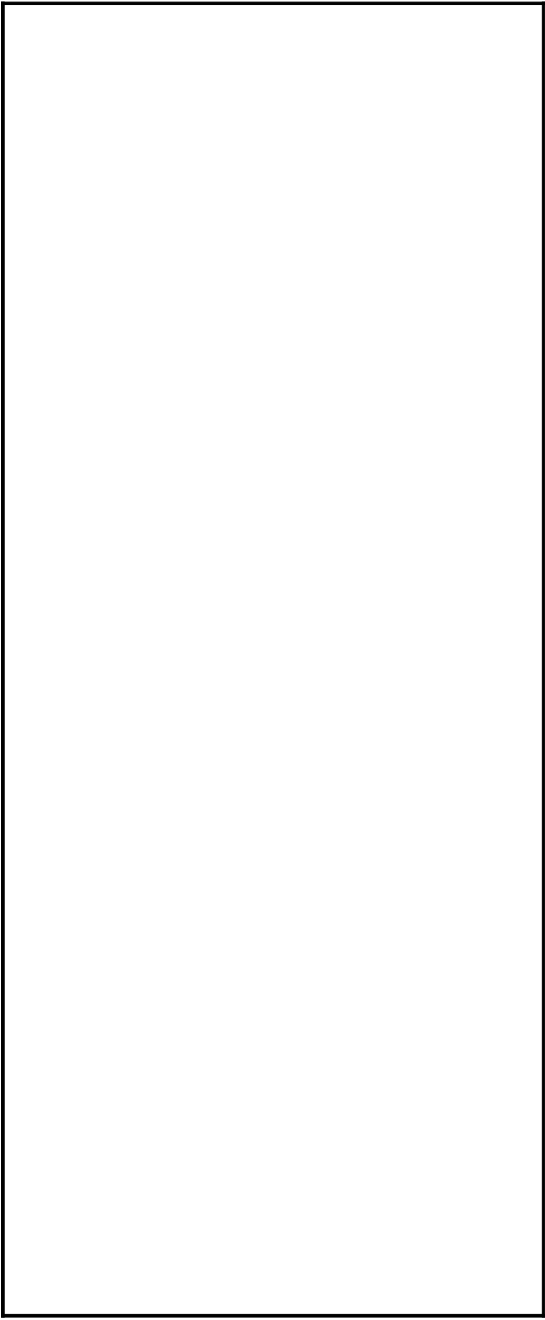


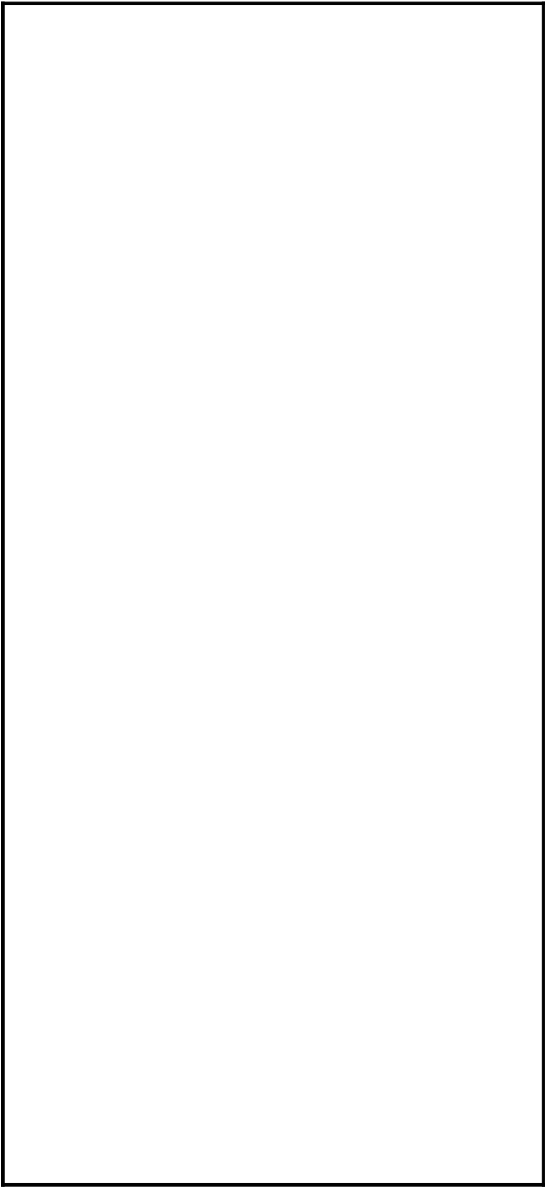


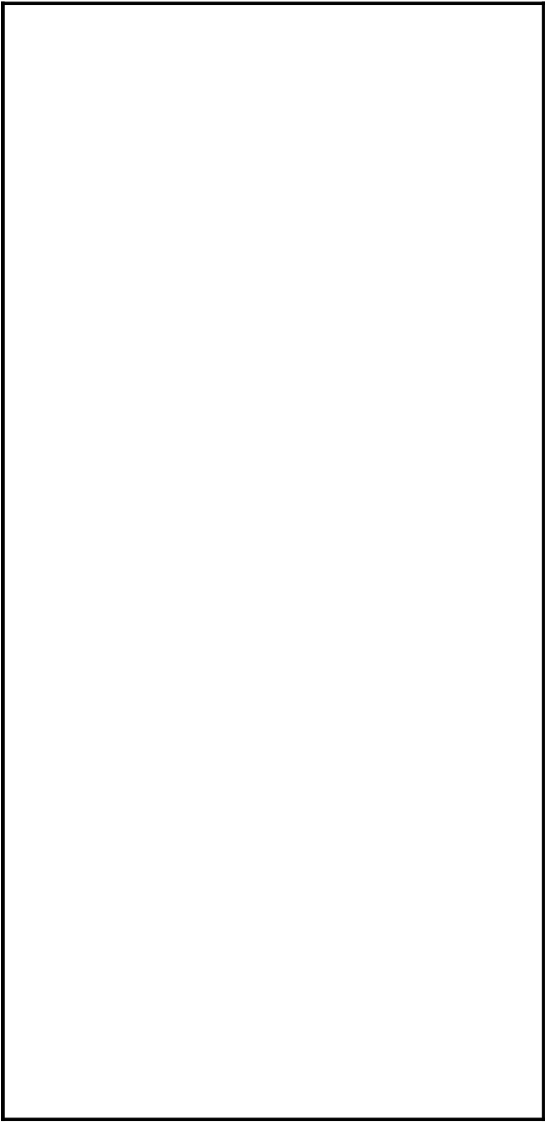












**FEDERAL
MTS Areas**

**MAJOR
CATEGORIES**

**Enhance
Safety**

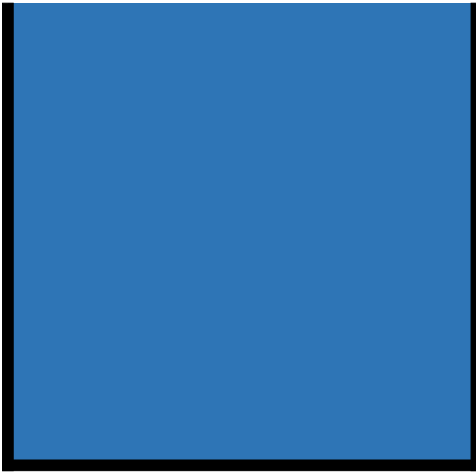
derations of the MTS, and coordinate marine transpo

**Protect the
Environment**

**Facilitate
Commerce**

**Ensure
National
Security**

Cross-Cutting



FUNCTION/PROGRAM	CMTS
ortation policy within the U.S. government. Any MTS-related issues or issues impacting the MTS can be propos	

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Authority

Coast Guard and Marine Transportation Act of 2012 as amended; USCG 2010; Ocean Policy Task Force Report; Ocean Action Plan; National Strategic Implementation Plan.

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