



# ACTIONS AND ACCOMPLISHMENTS OF THE CMTS

August 1, 2023 – July 31, 2024

**Ms. Nicole LeBoeuf**

CMTS Coordinating Board Chair  
NATIONAL OCEANIC AND  
ATMOSPHERIC ADMINISTRATION

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

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

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## Message from the Chair

It is with pleasure that I served as the Secretary of Commerce's designee to lead the U.S. Committee on the Marine Transportation System's (CMTS) Coordinating Board (CB) from August 1, 2023, through July 31, 2024. I was honored to lead the CB in my role as Assistant Administrator for Ocean Services, representing the National Oceanic and Atmospheric Administration. I enjoyed the opportunity to enhance the existing interagency partnership in support of our marine transportation system (MTS).

I present to you the annual summary, highlighting the collaborative actions and accomplishments of this valuable interagency committee. During my term, my primary goal for CMTS was to "Cultivate a Climate-Ready Marine Transportation System." This goal aligns with the National Strategy for the Marine Transportation System: Cultivating a Resilient and Sustainable Blue Economy (2023-2028) and the 2023-2024 CMTS Work Plan, developed from Administration and member agency priorities. A key focus was expanding understanding of the value of the MTS and the role of federal MTS agencies through a number of outreach initiatives.

Highlights of CMTS accomplishments this past year include publication of the National Guidance for Responding to Munitions and Explosives of Concern in Federal Waters; assisting the Maritime Administration with the Mariner Work-Life Balance Symposium; conducting an initial assessment of federal port resilience capabilities; and issuance of a Request for Information to gather more information from ports, port users, and stakeholders on the usability of port resilience capabilities.

I extend my deepest thanks to Mr. Brian Tetreault, Acting CMTS Executive Director and Ms. Heather Gilbert, Deputy Director, for all they did to keep the CMTS moving full steam ahead during the interim between Executive Directors. Additionally, a big thank you to our interagency teams for their continuing dedication to the CMTS partnership and for a job very well done!

**Ms. Nicole LeBoeuf**  
CMTS Coordinating Board Chair (2023-2024)  
National Oceanic and Atmospheric Administration



**Ms. Nicole LeBoeuf, Assistant Administrator for Ocean Services and Coastal Zone Management, National Oceanic and Atmospheric Administration**



## Summary of Activities and Accomplishments

August 1, 2023 - July 31, 2024

- Published *Request for Information to Identify Barriers to Planning for Climate Resilience in U.S. Ports* in the Federal Register
- Published *National Guidance for Responding to Munitions and Explosives of Concern in Federal Waters*
- Published *Innovative Science and Technologies Toward Greater Sustainability: U.S. Committee on the Marine Transportation System 7<sup>th</sup> Biennial Innovative Science and Technology Conference Summary of Recommendations*
- Published *Federal Funding Handbook for the Marine Transportation System, Sixth Edition, March 2024*
- Co-Hosted a Mariner Work-Life Balance Symposium with the Maritime Administration
- Conducted a CMTS Supply Chain Policy Tabletop Exercise aboard the N/S Savannah
- Published *Port of Baltimore, Maryland: Supply Chain Policy Tabletop Exercise After Action Report*
- Presented at the TRB Transportation Resilience 2023 Conference on Extreme Weather and Climate Change Challenges
- Briefed the Federal Public Affairs offices on the CMTS Offshore Energy Facilitation National Guidance
- Briefed the Maritime Transportation System National Advisory Committee (MTSNAC) leveraging external experts to discuss the future of the maritime transportation system and port infrastructure.
- Hosted and published a CMTS Webinar on the Munitions and Explosives of Concern National Guidance
- Conducted two CMTS Munitions and Explosives of Concern National Guidance tabletop exercises
- Hosted the Joint Chiefs of Staff-CMTS Arctic Climate Security Meeting
- Hosted Federal Lunch & Learns: CMTS Lunch & Learn: Port Electrification; 60th Anniversary of the 1964 Good Friday Earthquake; Seasonal Event Matrix (SEM) Model
- Hosted and published the 10<sup>th</sup> annual CMTS Infrastructure Week Panel: Opportunities and Successes of Collaborative Port Funding
- Briefed the American Association of Port Authorities (AAPA) on current and upcoming CMTS projects
- Participated in the annual Maritime Operational Threat Response (MOTR) tabletop exercise
- Participated in the National Bering Strait Climate Research Area, Joint Bering Task Force (BTF)-Tribal Advisory Committee (TAC) Meeting
- Participated in the annual Capitol Hill Ocean Week to engage our partner agencies ocean activities related to the MTS.
- Participated in the National Harbor Safety Committee Conference to provide information on the CMTS Future of Navigation initiatives and the overall work of the CMTS.

## Strengthen the Interagency Unity of Effort

The CMTS 2023-2028 *National Strategy for the Marine Transportation System: Cultivating a Resilient and Sustainable Blue Economy* states the CMTS is a “highly productive and effective interagency maritime policy coordinating committee designed to address a range of issues including navigation safety, U.S. Arctic marine transportation, data management and system performance, resilience, and enhancement of the health, welfare and diversity of the MTS workforce, among many issues.”

This effectiveness was showcased in the aftermath of the collapse of the Francis Scott Key Bridge on the Patapsco River. Federal Agencies, alongside local and state agencies, worked around-the-clock to come to Baltimore’s aid. The tragedy resulted in the loss of six lives and the immediate closure of the shipping channel leading into and out of the Port of Baltimore. Reopening the Patapsco River channel was critical to the U.S. economy, with the closure having lasting impacts on U.S. trade routes.

In particular, numerous agencies that directly responded to the incident participated in the CMTS Supply Chain Disruption tabletop exercise held in September 2023, which coincidentally included the collapse of the Key Bridge as part of the port closure scenario. Following the collapse, the CMTS reconvened the participants in the exercise and reviewed the lessons learned and compared them to the actual incident for further insights. All member agencies that participated in the response and recovery effort benefited from the interagency coordination that is part of the day-to-day work of the CMTS.



## Advance the Recruitment, Retention, and Diversification of the MTS and Mariner Workforce

The Mariner and MTS Workforce Integrated Action Team (IAT) - which includes the Mariner Mental Health Working Group, the Recruitment and Retention Task Team, and the Military to Mariner Task Force – focuses on key issues affecting the MTS workforce, in particular workforce health and wellbeing, and challenges with recruitment and retention.

On April 16, 2024, the CMTS, in conjunction with the Maritime Administration (MARAD), hosted the inaugural Mariner Work-Life Balance Symposium.



MARAD has been working to improve safety at sea for mariners and to foster, promote and develop the maritime industry to meet the nation's economic and national security needs. There is currently a workforce shortage of mariners and one of the barriers that has been identified is the issue of work-life balance in the industry. The Mariner Work-Life Balance Symposium brought together government, industry, labor, and other interested parties to talk through possible opportunities to facilitate change over time. The Symposium consisted of several panel discussions for subject matter experts to discuss various issues related to mariner work-life issues, along with break-out sessions where participants were asked to generate actionable and implementable ideas to address the issues raised. Collectively, these conversations provided a comprehensive overview of some of the key issues facing mariners, and highlighted some critical issues such as isolation, stress, fatigue, stigma, and the lack of mental health resources among mariners. These conversations once again highlighted the need for attention and action by mariners, companies, Federal agencies, and academia.

The Recruitment and Retention team continued to work together to address the key issues facing the mariner population. The National Oceanic and Atmospheric Administration (NOAA) implemented their new shore leave policy, and Military Sealift Command (MSC) is actively working to find new and innovative ways to both recruit and retain mariners. One such item is the new MSC Resilience Program, which is given to all new employees and addresses all things from mental health coping skills to planning a future with MSC. MSC has found great success with this program and is working on expanding the program to the ships.

The Mariner Mental Health Working Group continued to refine the "Call to Action to Support Mariner Mental Health" white paper. An initial document was developed in 2022-2023, however due to the ever-changing climate in regard to mariner mental health, the working group chose to significantly rewrite the document to reflect the current needs and issues facing our Mariners. This revised document will be published in late 2024.

## Support a more Resilient MTS under Climate Change

### Maritime Innovative Science and Technology

In June 2023, the CMTS, in partnership with the National Academy of Science's Transportation Research Board (TRB), hosted the Seventh Biennial Maritime Innovative Science and Technology Conference, "Innovative Science and Technologies Toward Greater Sustainability" at the National Academies of Science in Washington, D.C. The conference summary, published in December 2023, highlights the rich content presented by various subject matter experts regarding green fuels, the regulatory environment of sustainability, decarbonization strategies, electrification of vessels, port electrification and associated infrastructure requirements, governmental fleet considerations, how government vessels will use and implement new technologies, and additional topics addressing general MTS sustainability.

The Maritime Innovative Science and Technology (MIST) IAT has co-sponsored six prior conferences (2010, 2012, 2014, 2016, 2018, 2021) with TRB. These conferences have contributed to the development of:

- The Strategic Action Plan for Research and Development (2011, 2017),
- The report on MTS performance measures (2012), and
- An investigation into innovative technologies to support a resilient MTS.

The MIST IAT is now planning the June 2025 Eighth Biennial MIST Conference. The theme is Innovating Science and Technologies to Improve Security and Safety of the MTS.

### Ocean Policy

On World Ocean Day, the White House announced that the Ocean Resource Management (ORM) Subcommittee of the Ocean Policy Committee (OPC) would develop a whole-of-government Ocean Climate Action Plan and a National Sustainable Ocean Plan. As a principal member of the OPC, the CMTS is committed to representing the interests of CMTS member agencies and incorporating issues impacting the MTS throughout the drafting process of both documents through engagement in the ORM working groups tasked with creating these plans.

The finalized *Ocean Climate Action Plan* (OCAP) was released in March of 2023, featuring current and planned ocean-based climate mitigation efforts from multiple federal agencies. The CMTS provided OCAP actions and comments related to acceleration of green maritime shipping efforts and reduced greenhouse gas emissions. CMTS continues to assist the OCAP Implementation Working Group in agency action reporting.

CMTS is an active participant in the National Strategy for a Sustainable Ocean Economy Working Group led by the OPC. On June 28, 2023, the White House Office of Science and Technology Policy (OSTP) and Council on Environmental Quality (CEQ) released a Request for Information for the development of this strategy. The CMTS role as a participant in the working group developing this strategy is to ensure that mariner workforce development, port resilience, Arctic transportation, and other MTS related issues are being properly reflected in the Strategy.

Additionally, CMTS is the lead for some actions under Pillar 3 of the National Strategy for the Arctic Region Implementation Plan which focuses on the sustainable economic development in Alaska. These actions include increasing coordination with the Port of Alaska to better prepare for increased Arctic shipping traffic, conducting an infrastructure security tabletop exercise, and developing a vessel projection report for the next-ten years.

## WHITE HOUSE CLIMATE SUMMIT APRIL 23, 2021

*The international shipping sector contributes approximately three percent of global greenhouse gas (GHG) emissions, and the sector's emissions are only projected to increase. In support of the global effort to keep within reach a 1.5 degree Celsius limit on global average temperature increase, and in support of global efforts to achieve net-zero GHG emissions no later than 2050, the United States is committing to work with countries in the International Maritime Organization (IMO) to adopt a goal of achieving zero emissions from international shipping by 2050 and to adopt ambitious measures that will place the sector on a pathway to achieve this goal.*

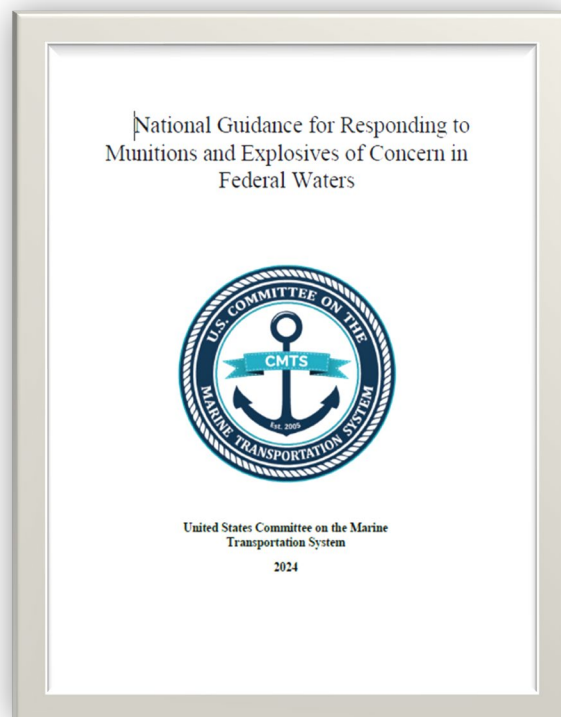
*FACT SHEET: President Biden's  
Leaders Summit on Climate*

## Support for an Efficient, Safe, and Secure Supply Chain for the MTS

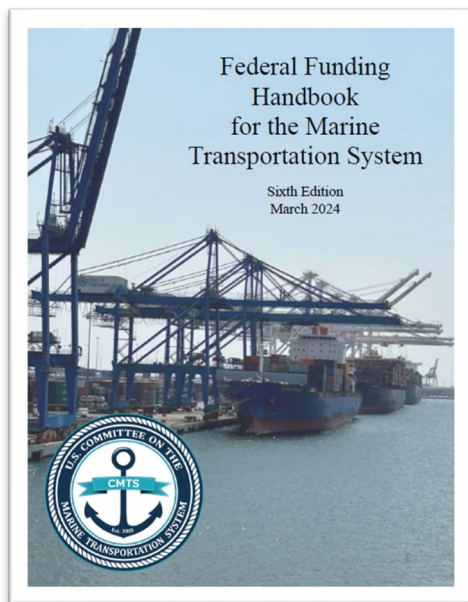
### Offshore Energy Facilitation Task Team

The Offshore Energy Facilitation Task Team (OEFTT) was established by the CMTS Coordinating Board to "support the Biden Administration's goal of providing 30 gigawatts of power from offshore wind by 2030 by pursuing and facilitating the development of federal guidance on the mitigation of "Munitions and Explosives of Concern within offshore energy leases on the U.S. Outer Continental Shelf."

This year the Team published the *National Guidance for Responding to Munitions and Explosives of Concern in Federal Waters*. This guidance resulted from initial conversations with Industry in 2021 on the topic. The guidance published by OEFTT was refined and tested during two tabletop exercises (TTX), one with federal Interagency partners and the second with representatives from the offshore wind industry. The TTX were completed with assistance from the Global Maritime Coordination Center (GMCC) Maritime Operational Threat Response (MOTR) team. With the guidance now published, it will become part of the GMCC MOTR Protocols.



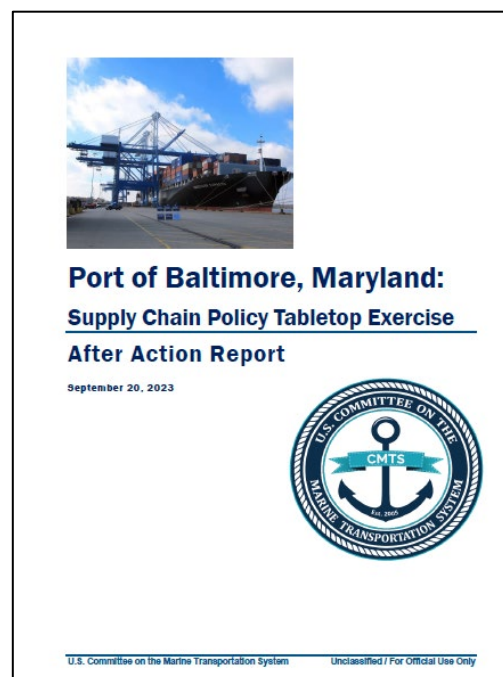
## Supply Chain and Infrastructure Integrated Action Team



The CMTS Supply Chain and Infrastructure Integrated Action Team (SCIAT) published the sixth edition of the Federal Funding Handbook for the Marine Transportation System in March 2024. This handbook details 95 authorized federal multimodal transportation programs that provide funding, financing, and technical assistance for MTS infrastructure investments and repairs. The 2023 Bipartisan Infrastructure Law created new funding opportunities that resulted in the need for an update to the handbook.

In September 2023, the SCIAT also hosted the third Supply Chain Policy TTX at the Port of Baltimore, Maryland. This Policy TTX tested agency response and recovery capabilities after supply chain disruption impacts.

Unfortunately, this TTX scenario later became a real-world event. As a result of a container ship allision on March 26, 2024, Baltimore's Francis Scott Key Bridge (FSK) collapsed, resulting in loss of life and cutting off access to nearly all terminals within the Port of Baltimore. After the immediate response calmed, the CMTS facilitated two meetings of federal agencies responding to the FSK collapse. The goal of these meetings was to review the outcomes from the 2023 TTX against the real-world response and identify potential policy and/or response gaps or challenges. Needs and gaps include the need for an economic impact metric of supply chain disruptions, a full list of what data sets are available and where they can be found, a safe and secure platform for the sharing of information, and a way to monitor the elasticity of the MTS with respect to cargo diversion.



For the tenth consecutive year, the CMTS hosted a sit-down conversation during United for Infrastructure Week on the Opportunities and Successes of Collaborative Port Funding with the American Association of Port Authorities (AAPA), the Port of Virginia, and MARAD. CMTS Acting Executive Director Brian Tetreault, moderated a virtual Zoom panel with John Bressler (AAPA), Andrew Sinclair (Port of Virginia), and Peter Simons (MARAD). United for Infrastructure Week is a collaborative effort by businesses, civic groups, organizations, and other infrastructure stakeholders to bring awareness to the importance of infrastructure in our nation.

## Maritime Data Integrated Action Team

In the National Defense Authorization Act of 2021, the CMTS authorizing language was amended to mandate development of specific conditions and performance measures for the MTS. In support of this effort, the CMTS Maritime Data Integrated Action Team (Data IAT) has outlined several federal measures that will be used for future reports to Congress on the state of the MTS. These measures are broadly categorized into seven groups: economic impacts; safety and security; environmental stewardship; system assets, capacity, and reliability; funding; travel; and resilience. The Data IAT reviewed the provenance, timeliness, periodicity and latency, and relevance of these measures to the required MTS Conditions and Performance Measures report. The Data IAT is also developing use cases to demonstrate how these measures reflect the conditions and performance of the MTS. A draft report is under development, with completion and submission to Congress planned for 2025.

The Data IAT continues to address the recommendations of the 2019 report *Enhancing Accessibility and Usability of Automatic Identification System (AIS) Data: Across the Federal Government and for the Benefit of Public Stakeholders*. Activities include developing requirements for a national hull database and increasing access to AIS data and analysis capabilities.

The Data IAT also provides support to other CMTS IATs as needed. The OEFTT has asked the Data IAT to assist with defining the workflow to capture data related to MECs that can be maintained and updated in the MarineCadastre, a repository for maritime data hosted by the Bureau of Ocean Energy Management (BOEM) and NOAA.

## Maritime Resilience Integrated Action Team

Over the past few years, the CMTS Maritime Resilience Integrated Action Team (RIAT) focused on studying the response and resilience of the MTS after major hurricanes. The RIAT is now studying climate resilience as it relates to ports. The RIAT worked with the CMTS Coordinating Board Chair and the Executive Secretariat to develop a request for information (RFI), which was published in July 2024. RIAT members identified and developed a list of existing federal guidance, resources, tools, and funding programs related to port resilience. Members were able to identify over 50 resources, which were used to create the RFI. RIAT members provided guidance for, and review of the questions included in the RFI.

The goal of the RFI was to identify gaps in resilience-related areas and potential challenges or barriers to use of the existing resources.

The RFI was used to collect information on how knowledgeable relevant parties are of existing port resilience guidance, if the guidance is being used, and to identify possible gaps in guidance. This initiative was socialized at the AAPA POWERS summit and NOAA's Hydrographic Services Review Panel Federal Advisory

Committee meeting in late spring 2024, and the initial findings will be presented at the AAPA Annual Conference and Expo in October 2024.



Aerial view of the Port of Miami. Credit: iStock

***"The impact of this project to advancing the U.S. as 'one navigational system' cannot be underestimated. It also highlights the importance of our interagency collaboration and partnerships through the CMTS."***

***CMTS Coordinating Board Chair Major General William "Butch" Graham, 2022-2023.***

To keep RIAT members apprised of ongoing interagency efforts, RIAT monthly meetings include presentations on MTS resilience-related work. Recent topics include the National Resilience Plan (Igor Linkov, U.S. Army Corps of Engineers (USACE)), the Infrastructure Resilience Planning Framework (Jevon Daniel, Cybersecurity and Infrastructure Security Agency), and NOAA's Navigation Response Branch (Tim Osborn, NOAA). Future presentation topics will encompass the U.S. Coast Guard's (USCG) Coastal Hazards Analysis, Modeling, and Prediction System, and the Federal Emergency Management Agency's National Resilience Guidance.

## Future of Navigation Integrated Action Team

In October 2022, the CMTS Future of Navigation IAT (FutureNav) released a harmonized geospatial dataset of national waterways (Waterway Harmonization), in order to support maritime navigation safety and efficiency. With the completion of this project, the FutureNav Team adjusted its focus to the S-100 Universal Hydrographic Data Model (S-100). This data model was developed by the International Hydrographic Organization (IHO) to cater to future demands for digital navigation service and products. The IHO's supporting framework document is intended to aid development of digital products and



services for hydrographic, maritime, and geographic information system (GIS) communities. Each of the U.S. federal agencies with navigation responsibilities – primarily (USCG, NOAA, USACE, and the National Geospatial-Intelligence Agency-- have a specific role within this development. The FutureNav IAT is working with each agency to communicate its respective status of S-100 implementation, along with current obstacles and future challenges.

To aide in this dialogue, the FutureNav IAT played an active role in the development of the 2nd Joint IHO/IALA Workshop on S-100/S-200. This workshop was held in Annapolis, MD in September 2024. A range of subject matter experts covered updates on S-100 and S-200 and various Hydrographic Offices and Aids to Navigation (AtoN) Competent Authorities shared their experiences, views, and opinions. Following these presentations, working group sessions will be held with a focus on identifying gaps in the S-100 series data, S-201, 124, and 125 development and S-98 interoperability and Marine AtoN portrayal from the operational, technical, and training perspective. The outcomes from this workshop will be taken back to the Future Nav IAT so it can work together to address those items relevant to U.S. federal agencies.

## **Appendix I: Integrated Action Teams and Task Teams**

### **Arctic Marine Transportation Integrated Action Team**

#### **IAT Leads:**

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

#### **Participating Agencies:**

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

#### **Purpose:**

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

#### **Value:**

Warming conditions and reduction in the extent of sea ice cover in the Arctic are creating new opportunities and challenges in the U.S. Arctic region with respect to marine transportation. Ensuring a safe and efficient U.S. MTS in the Arctic is essential to meeting the Nation's environmental, economic, development, and national security objectives.

## Future of Navigation Integrated Action Team

### **IAT Leads:**

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

### **Participating Agencies:**

Maritime Administration  
National Geospatial-Intelligence Agency  
National Oceanic and Atmospheric Administration  
National Transportation Safety Board  
U.S. Army Corps of Engineers  
U.S. Coast Guard

### **Purpose:**

The CMTS Future of Navigation IAT facilitates the modernization and provision of navigation services, including the coordinated and integrated collection, processing, and dissemination of navigation data and information to provide services to stakeholders, eliminate duplication, and enhance the safety, reliability, and efficiency of our waterways and ports.

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

### **Value:**

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

## Maritime Data Integrated Action Team

### **IAT Leads:**

Bureau of Transportation Statistics  
Maritime Administration  
U.S. Army Corps of Engineers

### **Participating agencies:**

Bureau of Ocean Energy Management  
Bureau of Safety and Environmental Enforcement  
Bureau of Transportation Statistics  
Federal Highway Administration  
Maritime Administration  
National Oceanic and Atmospheric Administration  
Transportation Security Administration  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Energy  
U.S. Department of Transportation, Office of the Secretary  
U.S. Navy

### **Purpose:**

The purpose of the Maritime Data IAT is to serve as the CMTS's body of experts to facilitate discovery, access, and sharing of data related to the MTS. The IAT's efforts include facilitating the identification, archiving, linking, and integration of authoritative data among agencies with equities in maritime data. The goal of these efforts is to assist CMTS member agencies in their analysis related to the MTS and making timely and well-informed decisions to meet agency mission objectives.

### **Value:**

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

## Mariner and MTS Workforce Integrated Action Team

### **IAT Leads:**

Maritime Administration  
U.S. Coast Guard

### **Participating agencies:**

Centers for Disease Control and Prevention  
Maritime Administration  
Military Sealift Command  
National Geospatial-Intelligence Agency  
National Maritime Intelligence-Integration Office  
National Oceanic and Atmospheric Administration  
Occupational Safety and Health Administration  
Office of Naval Intelligence  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Energy  
U.S. Department of State  
U.S. Department of Transportation, Office of the Secretary  
U.S. Department of the Treasury  
U.S. Environmental Protection Agency  
U.S. Navy  
U.S. Transportation Command

### **Purpose:**

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

### **Value:**

Facilitation of cross-Federal agency coordination will enhance the well-being and quality of life of mariners and the MTS workforce. These efforts will foster resilience of the workforce in the face of major issues such as the Covid-19 pandemic, improve DEI or maritime employment, and bolster recruitment and retention of the MTS workforce.

## Maritime Innovative Science and Technology Integrated Action Team

### **IAT Leads:**

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

### **Participating Agencies:**

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

### **Purpose:**

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

### **Value:**

A coordinated research and development strategy will enable the Nation to address marine transportation infrastructure challenges efficiently, meet increasing freight demand, promote safety in and security of the MTS, and address the environmental impacts of the MTS.

## Maritime Resilience Integrated Action Team

### **IAT Leads:**

National Oceanic and Atmospheric Administration  
Cybersecurity and Infrastructure Security Agency

### **Participating Agencies:**

Bureau of Safety and Environmental Enforcement  
Bureau of Transportation Statistics  
Cybersecurity and Infrastructure Security Agency  
Federal Aviation Administration  
Federal Emergency Management Agency  
Federal Highway Administration  
Federal Maritime Commission  
Maritime Administration  
National Geospatial-Intelligence Agency  
National Oceanic and Atmospheric Administration  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Homeland Security  
U.S. Department of the Interior  
U.S. Department of Transportation, Office of the Secretary  
U.S. Environmental Protection Agency  
U.S. Navy  
U.S. Transportation Command

### **Purpose:**

The Maritime Resilience IAT (RIAT) was established to focus on cross-Federal agency knowledge co-production and governance to incorporate the concepts of resilience into the operation and management of the U.S. MTS. For the purposes of this team, resilience is defined as the ability to prepare and plan for, resist, recover from, and more successfully adapt to the impacts of adverse events.

### **Value:**

The RIAT seeks to affect future resilience policy and aid in delivering enhanced resilience programs through identifying, coordinating, and leveraging complementary Federal investments and activities related to MTS resilience.

## Offshore Energy Facilitation Task Team

### **IAT Leads:**

Bureau of Safety and Environmental Enforcement  
U.S. Coast Guard

### **Participating Agencies:**

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

### **Purpose:**

The Offshore Energy Facilitation Task Team (OEFTT) was formed in response to a request from the Bureau of Safety and Environmental Enforcement to bring together agencies to develop guidance on the mitigation of discovered munitions and explosives of concern (MEC) on the seafloor by offshore energy developers. The OEFTT developed and published the first National Guidance for industry on this issue.

### **Value:**

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

## Supply Chain and Infrastructure Integrated Action Team

### **IAT Leads:**

U.S. Army Corps of Engineers  
U.S. Department of Treasury

### **Participating Agencies:**

Federal Aviation Administration  
Federal Emergency Management Agency  
Federal Highway Administration  
Federal Maritime Commission  
Federal Railroad Administration  
International Trade Administration  
Maritime Administration  
National Geospatial-Intelligence Agency  
National Oceanic and Atmospheric Administration  
National Maritime Intelligence – Integration Office  
Transportation Security Administration  
U.S. Army Corps of Engineers  
U.S. Coast Guard  
U.S. Department of Agriculture  
U.S. Department of Homeland Security  
U.S. Department of Transportation  
U.S. Department of Transportation, Office of the Secretary  
U.S. Transportation Command  
U.S. Department of Treasury  
U.S. Environmental Protection Agency

### **Purpose:**

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

### **Value:**

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