

## **U.S. Committee on the Marine Transportation System (CMTS)**

### **Arctic Integrated Action Team**

### **Terms of Reference**

**Title:** This interagency body will be known as the U. S. Arctic Marine Transportation System (MTS) Integrated Action Team (Arctic IAT).

**Scope:** In accordance with the CMTS Charter, the Arctic IAT is a permanent team created to develop and implement improvements to the U.S. Arctic MTS and to facilitate cross-federal agency coordination to strengthen the marine transportation system in the U.S. Arctic region in the areas of safety, security, reliability, and economic and environmental sustainability. The Arctic IAT is long term and will continue to focus on Arctic MTS issues in U.S. Arctic waters. Its work will be complementary to, and not duplicative of, ongoing federal activities in U.S. Arctic waters.

**Objectives:** The Arctic IAT will endeavor to identify opportunities for federal interagency collaboration and coordination of strategies, activities, and policies that will improve the Nation's Arctic MTS. This includes the facilitation of cross-agency coordination on Arctic MTS issues supporting the implementation of U.S. Arctic directives and recommendations including to:

- ensure that the Arctic MTS is aligned with national security priorities relevant to the U.S. Arctic;
- protect the U.S. Arctic environment;
- promote environmentally sustainable natural resource management and economic development in the region;
- support safe, secure, and reliable marine navigation;
- support maritime commerce;
- enable a communication system to support safety of life and emergency response; and
- address and advocate for MTS safety and environmental response requirements and capabilities.

**Background:** The U.S. Committee on the Marine Transportation System (CMTS) formally recognized the importance of improvements to Arctic marine navigation in its *“National Strategy for the Marine Transportation System: A Framework for Action”* (July 2008).

Congress, in the Coast Guard Authorization Act of 2010, directed the CMTS to coordinate the establishment of domestic transportation policies in the Arctic to ensure safe and secure maritime shipping.

In response to the Arctic Council’s *Arctic Marine Shipping Assessment* (2009), the Arctic IAT developed a report on the MTS in the Arctic. The subsequent report, *U.S. Arctic Marine Transportation System: Overview and Priorities for Action*, was approved by the CMTS Coordinating Board in June 2013. The report provides detailed background information on the necessary maritime components of a U.S. Arctic MTS and makes recommendations that build on the Arctic Marine Shipping Assessment.

In response to a directive in the *National Strategy for the Arctic Region Implementation Plan* (2014), the CMTS was directed to manage three MTS-related actions:

- Action 1.1.1: *A 10-Year Projection of Maritime Activity in the U.S. Arctic Region* (2015).
- Action 1.1.2: *A Ten-Year Prioritization of Infrastructure Needs in the U.S. Arctic* (2016).
- Action 1.1.3: *Recommendations and Criteria for Using Federal Public-Private Partnerships to Support Critical U.S. Arctic Maritime Infrastructure* (2017).

On September 21, 2016, the CMTS Coordinating Board approved *Resolution to Enhance Coordination of Federal Maritime Activities and Outreach to Alaska Native Tribal Governments and Alaska Native Organizations in the U.S. Arctic*. The resolution seeks to capitalize on CMTS collaboration to enhance interagency communications between the arctic region and Washington D.C. based agency representatives to coordinate and improve the efficiency of engagement and outreach efforts to the U.S. tribes related to maritime issues.

**Membership and Organization:** The Arctic IAT is comprised of CMTS members with Arctic-related equities, responsibilities, and interests. Arctic IAT membership is open to all CMTS member departments, agencies, and White House offices. The work of the Arctic IAT is to continue until such time as it is disbanded by the CMTS Coordinating Board.

**Team Roles and Responsibilities:** Members of the Arctic IAT will:

- represent their federal agencies and organizations in an open, collaborative forum;
- with appropriate notice, meet at the call of the Arctic IAT co-leads and CMTS Executive Secretariat staff;
- fund the costs of their participation and help identify resources to support Arctic IAT activities, as appropriate;
- establish and participate in collaborative studies, projects, technical meetings, conferences, and demonstrations to advance the purpose and activities of the Arctic IAT as appropriate and to the extent that resources are available; and
- document, post, and exchange information in a timely manner.

**Governance:** Participation in the Arctic IAT is voluntary and Arctic IAT decisions are to be made by a consensus-based approach to set priorities and all related decision-making activities, in accordance with CMTS approved Governing Operations and Procedures. The co-leads will be determined by the Arctic IAT membership. Members may organize themselves in sub-groups to address specific issues. To the extent possible, the CMTS Executive Secretariat will provide staff assistance.

**Communications:** The Arctic IAT co-leads and CMTS Executive Secretariat staff will call and conduct Arctic IAT meetings and be responsible for providing Arctic IAT status reports on its performance to the CMTS Coordinating Board and the CMTS Executive Director. Summary reports of Arctic IAT meetings and deliberations are also to be provided to Arctic IAT members and interested CMTS member agency representatives.

Members are encouraged to inform their organizations of the Arctic IAT's activities and to promote interagency collaboration, as appropriate. Members should communicate freely and frequently keep fellow members as fully informed and engaged as possible.

## **U.S. Committee on the Marine Transportation System (CMTS) Future of Navigation Integrated Action Team Terms of Reference**

**Title:** This interagency body will be known as the CMTS Future of Navigation Integrated Action Team (FutureNav IAT).

**Scope:** The FutureNav IAT will focus on interagency policy coordination and program development and delivery to enhance navigation within the U.S. Marine Transportation System (MTS). The FutureNav IAT will facilitate the implementation of the CMTS's e-Navigation Strategic Action Plan. E-Navigation is a critical component of the MTS infrastructure, and essential for enhancing MTS safety, efficiency, reliability, security, and environmental soundness. FutureNav IAT scope may also include issues such as aids to navigation, navigation safety regulations, advanced Marine Safety Information services (eMSI), and other emerging technologies. Although not a standards body, the FutureNav IAT may liaise with outside entities regarding standards applicable to their work. Additionally, the FutureNav IAT's aperture must be global in scope, and will require collaboration between inland, coastal, offshore and international policies and activities.

**Objectives:** To facilitate the coordinated and integrated collection, processing, and dissemination of navigation data and information to provide services to stakeholders, eliminate duplication, and enhance the reliability, efficiency, and safety of our waterways and ports.

The FutureNav IAT work plan will include policies and activities to:

- Identify existing e-Navigation capabilities, including e-Nav related test beds and pilot projects;
- Identify the range of e-navigation users;
- Enhance e-Navigation Systems interoperability;
- Facilitate the expansion of e-Navigation to achieve coverage throughout the inland, coastal, and offshore regions of the marine transportation system;
- Evaluate the appropriate implementation of e-Nav systems and the proper mix of e-Navigation systems and traditional aids to navigation and navigation services;
- Develop and deliver interagency integrated eMSI applications;
- Coordinate interagency policies and programs regarding the future of navigation;
- Clarify roles and responsibilities of government, NGOs, technical standards organizations, and industry; and
- Align US and international Navigation efforts

**Background:** Advances in marine technologies over the last decades have been rapid and substantial. However, in many cases, these advances occurred piecemeal, resulting in a collection of purpose-built systems for vessel and land-based applications that often do not operate in an integrated manner. In 2012, the CMTS Coordinating Board established the CMTS e-Navigation IAT, noting that e-Navigation is not a specific system or equipment. E- Navigation is a comprehensive set of standards, guidelines, regulations, and data formats that enable a more integrated marine navigation information environment.

The e-Navigation Strategic Action Plan outlines how the CMTS will facilitate e-Navigation concepts and activities in a cross-agency manner, coordinated with industry and other stakeholders, in support of a safer, more reliable, more efficient marine transportation system that is environmentally sound. The e-Navigation IAT was chartered to develop a work plan to implement the Strategic Plan. As its successor, the Future of Navigation IAT will continue this important work. It will consider additional work items that may be beyond the scope of the e- Navigation Strategic Action Plan.

**Membership and Organization:** Membership is open to all CMTS member Departments, agencies, and White House offices that wish to participate and are willing to work in an open, collaborative team. Due to the ongoing nature of its work, the Future of Navigation IAT shall be a permanent subgroup of the CMTS. The IAT comprises senior-level staff who can represent their CMTS member Departments, agencies, or offices with electronic navigation-related interests. The members may organize into additional Task Teams to address specific topics and include non-federal expertise as appropriate.

**Team Roles and Responsibilities:** Members shall:

- With appropriate notice, meet at the call of the FutureNav IAT Co-Leads;
- Represent their federal agencies and organizations in an open, collaborative forum;
- Work on this multi-discipline, multi-agency team in conjunction with private sector interests to address the objectives defined in these Terms of Reference;
- Document, post, and exchange information promptly,
- Establish and participate in collaborative studies, projects, technical meetings, conferences, and demonstrations to advance the future of navigation for the MTS as appropriate; and
- Fund their participation costs and help identify resources to support IAT activities.

**Governance:** The FutureNav IAT shall be co-led by three CMTS agencies: NOAA, USACE, and USCG, and staffed by the CMTS Executive Secretariat. Participation in the FutureNav IAT is voluntary and decisions will follow a consensus-based approach to set priorities and determine activities, in accordance with CMTS-approved Standard Operating Procedures. Members may organize themselves in sub-groups to address specific issues.

**Communications:** The FutureNav IAT co-leads and CMTS Executive Secretariat staff will call and conduct meetings and be responsible for providing status reports on FutureNav IAT performance to the CMTS Coordinating Board, the CMTS Executive Director, and the CMTS Working Group. Summary reports of FutureNav IAT meetings and deliberations will be provided to members and interested CMTS member agency representatives.

Members are encouraged to inform their organizations of FutureNav IAT activities and to promote interagency collaboration as appropriate. Members should communicate within the IAT freely and frequently, keeping colleagues fully informed and engaged as possible.

## **U.S. Committee on the Marine Transportation System (CMTS) Mariner & MTS Workforce Integrated Action Team Terms of Reference**

**Title:** This interagency body under the CMTS will be known as the Mariner and Marine Transportation System Workforce Integrated Action Team (Workforce IAT).

**Scope:** To facilitate cross-Federal agency coordination to enhance the recruitment and retention of the federal and commercial merchant mariner workforce by addressing the various barriers to building and maintain a viable U.S. Marine Transportation System (MTS) workforce.

**Objectives:** The Workforce IAT will focus on:

- maritime workforce quality of life and mariner mental health,
- encouraging career advancement and professional development in MTS fields, and
- supporting federal outreach for recruitment and retention, to include engaging stakeholders on career opportunities in the MTS.

**Background:** The United States has long experienced a shortage of mariners, which affects the ability to crew ships related to military sealift and for commercial purposes. In September 2014, the CB approved the addition of a CMTS Military to Mariner Initiative (M2M) to the CMTS Work Plan. The M2M helped coordinate Federal efforts to facilitate the transition from military service to civilian employment in the U.S. Merchant Marine and/or other positions within the MTS. Recommendations from the M2M Task Force contributed to the 2018 Presidential Executive Order 13860 to support the transition of sea-service military personnel to credentialed mariner. Since then, a number of other task teams were stood up to look at maritime workforce quality of life, including the Recruitment and Retention Task Team and the Mariner Mental Health Task Team.

The COVID-19 pandemic placed extraordinary hardship on the marine transportation system (MTS) workforce, many of whom left the industry. But in many ways, the pandemic simply exacerbated existing challenges of recruiting and maintaining a viable merchant mariner workforce. In 2022, the CMTS Coordinating Board (CB) agreed that mariner and MTS workforce issues transcended the pandemic and were worthy of continued discussion, therefore establishing the Mariner and Marine Transportation System Workforce Integrated Action Team (Workforce IAT) as an umbrella IAT over task teams working on M2M, recruitment and retention and mariner mental health. These areas of focus are important to the work of the overall Workforce IAT.

**Membership and Organization:** Membership is open to all CMTS member departments, agencies and White House offices that can provide subject matter expertise and leadership to interagency discussion, communication, and/or actions in support of the MTS workforce. The co-leads of the Workforce IAT may invite other Federal agencies who are not currently a member of the CMTS, as appropriate.

### **Team Roles and Responsibilities:**

Members shall:

- Represent their federal agency and organization in an open, collaborative forum;
- Establish and participate in collaborative projects, technical meetings, webinars/workshops, and demonstrations to advance the purpose and activities of the Workforce IAT, as proposed and executed by the Workforce IAT;
- Provide staff assistance to the extent possible to the Workforce IAT;

- Participate and help identify resources and information to support IAT activities; and
- With appropriate notice, meet at the request of the IAT Chair/Co-Chairs.

**Governance:** The Workforce IAT shall be co-led by U.S. Coast Guard and Maritime Administration representatives, with membership from CMTS agencies and staffing by the CMTS Executive Secretariat. The Workforce IAT co-leads may establish additional subordinate working groups and/or task teams. Participation in the Workforce IAT is voluntary. Workforce IAT and subcommittee decisions shall be made by a consensus-based approach to set priorities and all related discussion and decision-making activities.

**Communications:** The co-leads of the Workforce IAT will call and conduct IAT meetings at least quarterly and be responsible for providing periodic status reports on its performance to the Coordinating Board and the Executive Secretariat Director. Summary reports of IAT meetings and deliberations shall also to be provided to and interested CMTS member representatives.

## **U.S. Committee on the Marine Transportation System Maritime Data Integrated Action Team Terms of Reference**

**Title:** This interagency body will be known as the CMTS Maritime Data Integrated Action Team (Maritime Data IAT).

**Scope:** The Maritime Data IAT will serve as the CMTS's body of experts with respect to the discovery, accessibility and sharing capacity of data related to the operation and governance of the MTS. The work of the Maritime Data IAT will include facilitating the identification, archiving, linking and integration of authoritative data from agencies with equities in maritime data. Access to interoperable and shareable authoritative data will assist CMTS member agencies in making timely and well-informed decisions that enhance the capabilities of the MTS as well as fulfill strategic analysis and reporting requirements.

**Objectives:** Consistent with Executive Order 13642, Making Open and Machine Readable the New Default for Government Information, the Open Data Policy (OMB M-13-13) and the National Strategy for Information Sharing and Safeguarding (December 2012), the CMTS Maritime Data IAT will assist CMTS-member agencies in achieving the following objectives:

- Encourage collective action through collaboration and accountability;
- Improve maritime data discoverability and accessibility through common standards and identify potential alignment with appropriate data framework(s);
- Optimize mission effectiveness through shared services and interoperability;
- Enhance informed decision-making through access to of authoritative data; and
- Support the other CMTS IATs' maritime data needs.
- Facilitate accessibility to existing maritime data products and the work products of the IAT by serving as an information-sharing hub, coordinating the location of datasets hosted externally by partner organizations or maintained directly by the CMTS.

**Background:** In 2012, the U.S. Committee on the Marine Transportation System (CMTS) was authorized by Congress to serve as a Federal interagency coordinating committee for the purpose of (1) assessing the adequacy of the marine transportation system (including ports, waterways, channels, and their intermodal connections); (2) promoting the integration of the marine transportation system with other modes of transportation and other uses of the marine environment; and (3) coordinating, improving the coordination of, and making recommendations with regard to, Federal policies that impact the marine transportation system.

CMTS member agencies are required to acquire, analyze, share and present MTS-related data in order to fulfill agency and mission requirements as well as the requirements set forth under the Government Performance and Results Act (GPRA). Pursuant to GPRA, CMTS member agencies must establish (1) the sources for the data; (2) the means to be used to verify and validate measured values; (3) the level of accuracy required for the intended use of the data; (4) any limitations to the data at the required level of accuracy; and (5) how the agency will compensate for such limitations if needed to reach the required level of accuracy.

Increased use of technologies has generated a vast amount of maritime data for collection, storage, and usage. The volume, velocity, and veracity with which this data is generated has resulted in differences in collection requirements and data formatting. Moreover, the lack of an overarching maritime data framework has limited the capability of this data to be shared between agencies. Identification and

sharing of authoritative data related to the MTS is vital to fulfilling the purposes of the CMTS and individual agency missions.

**Membership and Organization:** Membership is open to all CMTS member Departments, agencies and White House offices that wish to participate and are willing to work in an open, collaborative forum. The IAT shall be a permanent subgroup of the CMTS due to the ongoing nature of its work. Members may organize themselves in sub-groups (task teams) to address specific issues.

**Team Roles and Responsibilities:**

Members shall:

- represent their agencies and organizations in an open, collaborative forum;
- establish and participate in collaborative projects, technical meetings, conferences, and demonstrations to advance the purpose and activities of the IAT as appropriate;
- provide staff assistance to the extent possible to the IAT;
- participate and help identify resources to support Maritime Data IAT activities; and
- with appropriate notice, meet at the request of the IAT Co-Chairs.

**Governance:** The Maritime Data IAT shall be co-led by representatives from three agencies: U.S. Army Corps of Engineers, the Maritime Administration, and the Bureau of Transportation Statistics. The CMTS Executive Secretariat will provide staff support. Participation in the IAT is voluntary. IAT decisions are to be made by a consensus-based approach to set priorities and all related decision-making activities, in accordance with CMTS approved Governing Operations and Procedures.

**Communication:** The Co-Chairs of the Maritime Data IAT will call and conduct IAT meetings and be responsible for providing IAT status reports on its performance to the Coordinating Board and the CMTS Executive Director. Summary reports of IAT meetings and deliberations are also to be provided to IAT members and interested CMTS member agency representatives.

Maritime Data IAT participants are expected to keep their organizations fully informed of IAT activities, to invite participation from appropriate offices within their agencies, and to promote interagency collaboration as appropriate. Members should communicate freely and frequently to keep fellow members fully informed and engaged in the work of the Maritime Data IAT.

The Maritime Data IAT will provide regular reports to the CMTS Working Group and Coordinating Board as appropriate. It will also communicate its work, as appropriate, with marine transportation stakeholders. Such communication with external stakeholders shall be conducted under the authorities and roles of the agencies participating in the Maritime Data IAT.



## **U.S. Committee on the Marine Transportation System (CMTS) Maritime Innovative Science and Technology Integrated Action Team Terms of Reference**

**Title:** This interagency body will be known as the CMTS Maritime Innovative Science and Technology Integrated Action Team (MIST IAT).

**Scope:** The MIST IAT will seek to provide the CMTS with a strategic capability to identify, coordinate, develop, and implement innovative research, development, and technology (RD&T) to address the pressing challenges identified in CMTS strategic plans and other guiding documents and drivers. The MIST IAT will support CMTS member and partner agencies on identifying and facilitating multiagency research opportunities and effective use of government resources, with the goal of ensuring a robust, safe, efficient, reliable, and resilient U.S. Marine Transportation System (MTS). The MIST IAT will develop research, science and technology strategies that support the MTS and conduct the biennial science and technology conferences that bring focus to emerging needs and priorities.

**Objectives:** The MIST IAT will identify focus research areas that lend themselves to multiagency collaboration to enhance the MTS and provide value to the efficient and effective economic growth for our nation.

The MIST Implementation Plan shall be the overarching guidance document of the MIST IAT. This Plan will be built on collaboration, leveraging multiagency programs, and execution of multi-party studies, projects, and demonstrations. The MIST IAT will serve as a cross-cutting function among the CMTS IATs and will coordinate with and support other CMTS IATs requiring research and technology. This will include support for transitioning products for national deployment within both the public and private sector.

The MIST IAT shall:

- Maintain an interagency MIST team and where needed and appropriate, reach out to external stakeholders.
- Create an inventory of on-going and potential MTS-related RD&T programs that have interest in multiagency RD&T collaboration.
- Identify other governmental, private, and international research agendas that support or intersect with the CMTS research objectives, and opportunities that exist for collaboration.
- Hold meetings and stakeholder workshops that facilitate RD&T collaboration to ensure that RD&T supporting the National RD&T Strategic Plan includes federal, state, and private stakeholder contributions.
- Continue to track agency priorities to determine how they align with capabilities in meeting near term CMTS RD&T plan goals.
- Communicate results through open literature, technical meetings, and conferences, as appropriate.
- Periodically, make recommendations to the CMTS on MTS RD&T needs and priorities that address the CMTS National Strategic Plan needs.
- Convene a biennial conference involving the United States and international MTS community to raise public awareness, present and share the latest RD&T, and identify collaborative opportunities.
- Provide RD&T products to CMTS IATs to transition from RD&T to operational national integration and deployment.
- Pursue multiagency research opportunities such as an autonomous vessel and maritime technologies.

- Build and mentor a succession plan for an active RD&T community of professionals to support the marine transportation system.

**Background:** Today's MIST IAT was first established by the CMTS Coordinating Board in March 2009 as the Research and Development IAT to provide a crosscutting function among all the CMTS IATs. The MIST IAT has co-sponsored eight biennial conferences with the Transportation Research Board (TRB) since 2012. These conferences have contributed to the development of:

- The *Strategic Action Plan for Research and Development (2011)*;
- A report on MTS performance measures;
- Investigation into innovative technologies to support a resilient MTS; and
- The revised R&D strategy from an assessment to consider solutions for *Tomorrow's MTS (2016)*.

As part of consideration to implement the 2017 *MTS Research and Development Strategy*, the IAT name was changed to the MIST IAT.

**Membership and Organization:** The MIST IAT is comprised of CMTS members with MTS-related research and development equities, responsibilities and interests. Membership is open to all CMTS member departments, agencies, and White House offices. The work of the MIST IAT is to continue until it is disbanded by the CMTS Coordinating Board.

**Team Roles and Responsibilities:**

Members of the MIST IAT will:

- Represent their federal agencies and organizations in an open, collaborative forum;
- With appropriate notice, meet at the call of the co-leads or CMTS Executive Secretariat;
- Help identify resources to support MIST IAT activities, as appropriate;
- Establish and participate in collaborative studies, projects, technical meetings, conferences, and demonstrations to advance the purpose and activities of the IAT, as appropriate, and to the extent resources are available;
- Document, post, and exchange information in a timely manner;
- To the extent possible, the CMTS Executive Secretariat will provide support staff assistance to the IAT.

**Governance:** Participation in the MIST IAT is voluntary and decisions will follow a consensus-based approach to set priorities and all related decision-making activities. Members may organize themselves into sub-groups to address specific issues.

**Communications:** The MIST IAT co-leads or CMTS Executive Secretariat will call and conduct IAT meetings and be responsible for providing IAT status reports to the CMTS Coordinating Board. Summary reports of IAT meetings and deliberations will also be provided to IAT members and interested CMTS members.

Members are encouraged to inform their respective organizations on IAT activities and to promote interagency collaboration, as appropriate. Members should communicate freely and frequently keep fellow members as fully informed and engaged as possible and to communicate its work, as appropriate, with MTS stakeholders.

## **U.S. Committee on the Marine Transportation System Offshore Marine Transportation System Integrated Action Team Terms of Reference**

**Title:** This interagency body will be known as the CMTS Offshore Marine Transportation System (MTS) Integrated Action Team (Offshore IAT or OIAT).

**Scope:** The OIAT will support coordination of interagency marine transportation-related federal offshore activities.<sup>1</sup> These activities may include developing offshore energy, coordinating deepwater ports issues, identifying new and emerging issues, and other tasks as agreed upon by the members of the OIAT or as directed by the CMTS Coordinating Board.

**Objectives:** The OIAT will serve as the CMTS forum for high-level interagency discussion, communication, and/or actions supporting offshore MTS-related activities.

**Background:** The Offshore Energy Facilitation Task Team (OEFTT) was formed in 2021 and charged with developing national guidance to address munitions and explosives of concern encountered during offshore energy development. The *National Guidance for Responding to Munitions and Explosives of Concern in Federal Waters* has been completed and published. In March 2024, the CMTS Coordinating Board directed the CMTS Executive Secretariat to draft terms of reference for an IAT to make the OEFTT's work permanent and to address other offshore MTS related issues. The Maritime Administration also asked that the OIAT assist in the coordination and review of a Deepwater Ports Memorandum of Understanding.

**Membership and Organization:** Membership is open to all CMTS member departments, agencies, and White House offices that can provide subject matter expertise and leadership to interagency discussion. Members may invite other Federal agencies to support discussions and actions as appropriate.

### **Team Roles and Responsibilities:**

Members shall:

- Provide Federal subject matter expertise in an open, collaborative forum;
- Establish and participate in collaborative projects to advance the purpose and activities of the OIAT, as proposed and executed by the OIAT;
- Provide staff assistance to the extent possible to the OIAT;
- Participate and help identify resources and information to support OIAT activities; and
- With appropriate notice, meet at the request of the IAT co-leads.

**Governance:** The OIAT shall take guidance from the CMTS Coordinating Board and Working Group. The OIAT will be co-led by the Maritime Administration, the Bureau of Safety and Environmental Enforcement and the Bureau of Ocean Energy Management, with staff support from the CMTS Executive Secretariat. Participation in the OIAT is voluntary and OIAT decisions will follow a consensus-based

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<sup>1</sup> For the purpose of this TOR, "offshore" is defined as areas seaward of the boundary of state waters, in the United States Exclusive Economic Zone (EEZ) and on the Outer Continental Shelf (OCS) as defined by federal law.

approach to set priorities and determine activities, in accordance with CMTS-approved Standard Operating Procedures. Members may organize themselves in subgroups to address specific issues.

**Communication:** The OIAT co-leads and CMTS Executive Secretariat staff will call and conduct OIAT meetings and be responsible for providing status reports on OIAT performance to the CMTS Coordinating Board, the CMTS Executive Director, and the CMTS Working Group. Summary reports of OIAT meetings and deliberations will be provided to OIAT members and interested CMTS member agency representatives.

Members are encouraged to inform their organizations of OIAT activities and to promote interagency collaboration as appropriate. Members should communicate within the OIAT freely and frequently, keeping colleagues fully informed and engaged as possible.

## **U.S. Committee on the Marine Transportation System (CMTS) Supply Chain and Infrastructure Integrated Action Team Terms of Reference**

**Title:** This interagency body will be known as the CMTS Supply Chain and Infrastructure Integrated Action Team (SCIAT).

**Scope:** The SCIAT will serve as the CMTS forum for interagency discussion, communication, recommendations and actions in support of the U.S. Marine Transportation System (MTS) supply chain and supporting infrastructure. SCIAT efforts are intended to help inform a whole-of-government approach to federal infrastructure investment and add value with decision criteria, evaluation methods and assessment tools for practitioners in the public and private sectors. The SCIAT will work to identify challenges posed to the operation of the supply chain by external and internal forces including, but not limited to economics, capacity, marketplace drivers, and event-driven impacts. The SCIAT will communicate its observations and analysis to other CMTS IATs for cross-pollination and leveraging to benefit the MTS.

**Objectives:** The SCIAT will seek to improve interagency coordination on preparedness for, response to, and recovery from MTS infrastructure and supply chain challenges. The SCIAT will work to enhance communication on supply chain and infrastructure issues to build a more robust MTS.

**Background:** The SCIAT grew out of two predecessors: the 2012 Infrastructure Investment Integrated Action Team and the 2020 COVID-19 Impacts to the Marine Supply Chain group. Products of these earlier groups include several editions of the Federal Funding Handbook for MTS infrastructure investments and a substantial report on infrastructure investment conducted by the University of Maryland's Inforum. Recognizing that team calls focused on the MTS supply chain were useful, the CMTS formed a new working group to support interagency discussions around the MTS and associated supply chain analytics and marketplace impacts.

On July 21, 2021, the CMTS Coordinating Board approved the establishment of the SCIAT to consolidate interagency efforts on the marine supply chain and MTS infrastructure into a single action team.

**Membership and Organization:** The SCIAT is comprised of CMTS members interested in contributing and providing subject matter expertise to interagency discussion, communication, and/or actions in support of the MTS supply chain and infrastructure. SCIAT membership is open to all CMTS member agencies, ex officio members, and other federal agencies invited to participate.

### **Team Roles and Responsibilities:**

Members shall:

- Represent their federal agency and organization in an open, collaborative forum;
- Establish and participate in collaborative projects, technical meetings, webinars/workshops, and demonstrations to advance the purpose and activities of the SCIAT, as proposed and executed by the SCIAT;
- Develop of a yearly work plan to support the CMTS work plan;
- Provide staff assistance, to the extent possible, to the SCIAT;

- Participate and help identify resources and information to support SCIIAT activities; and
- With appropriate notice, meet at the request of the SCIIAT co-leads and CMTS staff.

**Governance:** The SCIIAT shall be led or co-led by representatives from member agencies and staffed by the CMTS Executive Secretariat. Participation in the SCIIAT is voluntary. SCIIAT decisions are to be made by a consensus-based approach to set priorities and all related discussion and decision-making activities.

**Communication:** The SCIIAT co-leads and CMTS Executive Secretariat staff will call and conduct SCIIAT meetings and be responsible for providing status reports on SCIIAT performance to the CMTS Coordinating Board, the CMTS Executive Secretariat Director, and the CMTS Working Group. Summary reports of SCIIAT meetings and deliberations will be provided to SCIIAT members and interested CMTS member agency representatives.

Members are encouraged to inform their organizations of SCIIAT activities and to promote interagency collaboration as appropriate. Members should communicate within the SCIIAT freely and frequently, keeping colleagues fully informed and engaged as possible.

## **U.S. Committee on the Marine Transportation System (CMTS) Resilience Integrated Action Team Terms of Reference**

**Title:** This interagency body will be known as the CMTS Resilience Integrated Action Team (Resilience IAT or RIAT).

**Scope:** The RIAT will focus on cross-federal agency knowledge co-production and governance in order to incorporate the concepts of resilience into the operation and management of the U.S. Marine Transportation System (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.

**Objectives:** The RIAT will endeavor to identify opportunities for interagency collaboration and facilitate federal interagency strategies and activities that will enhance the resilience of the Nation's MTS. This includes the identification of short and long-term risks and vulnerabilities associated with natural and manmade incidents such as weather and flooding events and other environmental impacts, global and domestic market fluctuations, and human-induced disruptions. RIAT outcomes are intended to inform future resilience policy and aid in delivering enhanced resilience programs.

**Background:** The MTS is faced with the task of keeping marine transportation moving, business operating, and people working despite impacts from significant events and fluctuations in global and domestic markets. Any type of disruption to maritime commerce can have tremendous economic consequences. The interdependent nature of the marine transportation system and its physical and information infrastructures can lead to cascading failures and crises following disruptions across all modes in the supply chain. Incorporating resilience into long-term infrastructure and operational planning can lead to better economic performance of the Nation's transportation network. Resilience planning is critical to the health of our local, regional, and national economy.

On September 17, 2014, the CMTS Coordinating Board approved the establishment of the RIAT to coordinate agency co-leads and formally assess resilience within the MTS.

**Membership and Organization:** The RIAT is comprised of CMTS members with resilience-related research responsibilities, interests and/or expertise. RIAT membership is open to all CMTS member agencies, ex officio members, and other federal agencies invited to participate. The RIAT will continue as long as it provides value to its members and is productive in improving the resilience of the MTS until disbanded by the CMTS Coordinating Board.

### **Team Roles and Responsibilities:**

Members shall:

- Represent their federal agencies and organizations in an open, collaborative forum;
- With appropriate notice, meet at the call of the RIAT co-leads and CMTS Executive Secretariat staff;

- Fund the costs of their participation and help identify resources to support RIAT activities;
- Provide staff assistance to the extent possible to the RIAT. Establish and participate in collaborative studies, projects, technical meetings, conferences, and demonstrations to advance the purpose and activities of the RIAT as appropriate; and
- Document, post, and exchange information in a timely manner.

**Governance:** Participation in the RIAT is voluntary and RIAT decisions will follow a consensus-based approach to set priorities and determine activities, in accordance with CMTS-approved Standard Operating Procedures. Members may organize themselves in sub-groups to address specific issues.

**Communications:** The RIAT co-leads and CMTS Executive Secretariat staff will call and conduct RIAT meetings and be responsible for providing status reports on RIAT performance to the CMTS Coordinating Board, the CMTS Executive Director, and the CMTS Working Group. Summary reports of RIAT meetings and deliberations will be provided to RIAT members and interested CMTS member agency representatives.

Members are encouraged to inform their organizations of RIAT activities and to promote interagency collaboration as appropriate. Members should communicate within the RIAT freely and frequently, keeping colleagues fully informed and engaged as possible.