Committee on the Marine Transportation System

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Hydrographic Services Review Panel

Houston, TX

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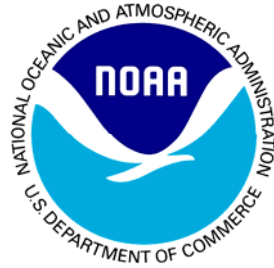
Outline

- ICMTS History
- CMTS Origins
- CMTS Charter Overview
- Current Activity
- Key Differences – ICMTS vs. CMTS

ICMTS History

- Established in 2000 by MOU, 18 agencies signed
    - MTSNAC also established
- Followed 1999 Congressional report by DOT "An Assessment of the U.S. MTS"
- Emphasis on conferences, outreach, awareness-building, studies and reports

ICMTS:
Obstacles to Success

- Lack of high-level involvement
- No accountability among agencies
- Lack of action-based, measurable outcomes
  - No resources dedicated to improving MTS
- Emphasis on strategy, process

Ocean Commission: CMTS Structure

- Congress should codify the ICMTS
- ICMTS placed under the National Ocean Council (NOC) Committee on Ocean Resource Management
- DOT Chair

Ocean Commission: CMTS Function

- Improve internal coordination
- Promote the integration of marine transportation with other modes of transportation and with other ocean and coastal uses
- Recommend strategies and plans for:
  - Informing the public
  - Devising short / long term funding scenarios
  - Matching federal revenues with funding needs
  - Delineating short- and long-term priorities

U.S. Ocean Action Plan: MTS introduction

- "The U.S. Marine Transportation System (MTS)… is a vital public-private partnership."
- "As the U.S. economy continues to expand and the Bush Administration pursues greater international trade liberalization, the importance of our marine transportation infrastructure will continue to grow."

U.S. Ocean Action Plan: CMTS Structure

- **Elevate the Interagency Committee on the Marine Transportation System.** The President directs the creation of a cabinet-level Interagency Committee on the Marine Transportation System (ICMTS).

U.S. Ocean Action Plan: CMTS Function

- Improve Federal MTS coordination and policies;
- Promote the environmentally sound integration of marine transportation with other modes of transportation and with other ocean, coastal, and Great Lakes uses;
- Develop outcome-based goals for the MTS and a method for monitoring progress towards those goals;
- Coordinate Federal annual budget requests and regulatory activities that impact the MTS;
- Recommend strategies and plans to maintain and improve the MTS.

CMTS Working Group

- Core group:
  - NOAA
  - Coast Guard
  - MARAD
  - Corps of Engineers

- Other partners:
  - EPA
  - Treasury
  - State

- End users:
  - USDA
  - TRANSCOM

CMTS Working Group: Early Challenges

- Who is interested?

- What is the purpose?

- What model?
  - NGATS / JPDO Model
  - CRTF Model

- What's different?

CMTS Charter: Parties

- Transportation
- Commerce
- Defense
- Homeland Security
- Treasury
- State
- Interior

- Agriculture
- Justice
- Labor
- EPA
- FMC
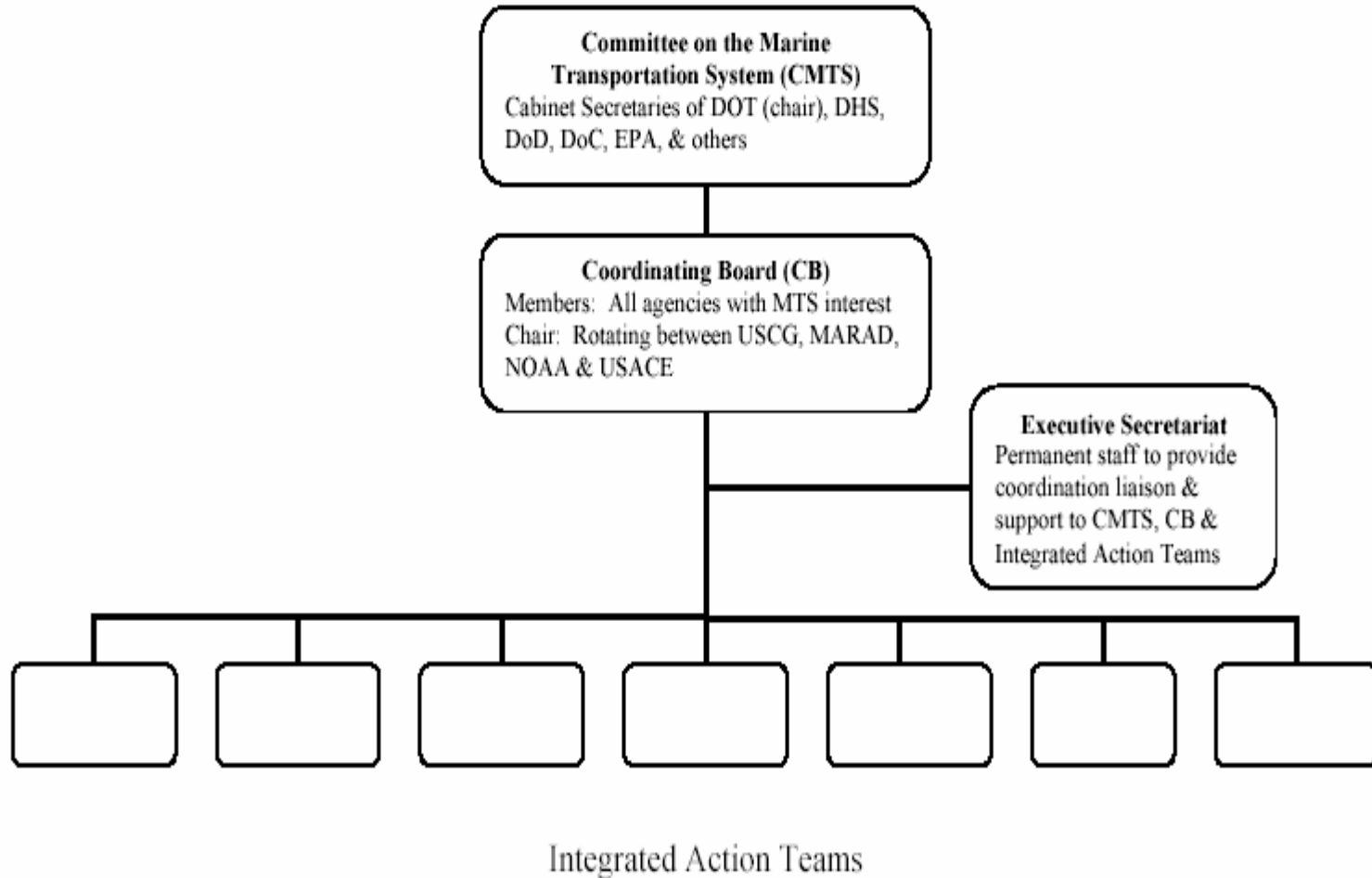- Joint Chiefs
- **OMB**
- **CEQ**

CMTS Charter: Purpose

- "To ensure the development and implementation of national MTS policies consistent with national needs and report to the President its views and recommendations for improving the MTS."

- Some central concepts:
  - Outcome-based goals
  - Budget coordination
  - Recommend strategies / implement plans

CMTS Charter: Structure

Committee on the Marine Transportation System (CMTS)
Cabinet Secretaries of DOT (chair), DHS, DoD, DoC, EPA, & others

Coordinating Board (CB)
Members: All agencies with MTS interest
Chair: Rotating between USCG, MARAD, NOAA & USACE

Executive Secretariat
Permanent staff to provide coordination liaison & support to CMTS, CB & Integrated Action Teams

Integrated Action Teams

CMTS Charter: Key Elements

- Cabinet-level
- Not subordinate to COP
- White House at the table
- DOT Chair

CMTS Work Plan

- Focus on assessment, strategy; long-term vision

- Emphasis on deliverables

- Proposed timetables

- Estimated resource requirements

- Identified partners

CMTS:
Challenges

- Continued support for resources
- Institutional change
- "Sharing" territory
- Action vs. process
- Engaging public input

ICMTS & CMTS: Key Differences

- Concept support:
  - Ocean Commission – non-partisan, external validation
  - Ocean Action Plan – Administration buy-in, emphasis on partnership and coordination

ICMTS & CMTS:
Key Differences

- Increased, high-level participation
  - White House participation – OMB, CEQ, Joint Chiefs at the table
  - USDA, TRANSCOM and other "end users"
  - DOT leadership
    - Secretary Mineta
    - Under Secretary Jeff Shane

ICMTS & CMTS: Key Differences

- Commitment to product- and outcome-oriented tasks to improve the MTS
  - Full-time staff support in the ES
  - Work plans, commitment from agencies
  - Agency champions – focus on accountability
  - Recognition of need for resources from agencies to do collaborative work, support ES

Questions?