



CHRONOLOGY OF THE U.S. FEDERAL MTS INITIATIVE

Mid-1990's various reports such as from the National Research Council, Marine Board called for improvements to the Marine Transportation System (MTS).

September 1996 *Intertanko* study called for actions by Federal agencies to improve the safety and environmental protection of U.S. ports, and for improved coordination of the Nation's various waterway management systems. It proposed a holistic approach to the marine transportation system – MTS.

May 1997 Lillian Barrone, NY-NJ port director presentation before the Federal Waterways Research and Development Coordination Conference, called for a restructuring of the roles and responsibilities which have traditionally governed the development and management of waterway infrastructure. She also called for Federal agencies to pursue productive relationships and partnerships with the maritime community.

1997 - Transportation Secretary Rodney Slater sponsored a series of seven regional listening sessions at port cities across the country. Stakeholder's voiced concern for:

- aging infrastructure, inadequate channels and congested intermodal connections;
- the need for a safe and environmentally sound world-class waterway system;
- the need to improve U.S. competitiveness and national security through coordination and cooperation among all MTS stakeholders;
- a nation that is lacking an MTS vision; and,
- a MTS that is viewed as a collection of smaller independent systems, which lacked national focus.

September 17-19/1998, Transportation Secretary Rodney Slater hosted a National Conference on the MTS in Warrenton, Virginia. Based upon the input from the listening sessions, the purpose of the national conference was to develop a shared vision for the MTS and to discuss ways to improve the public and private coordination of MTS activities. In addition, the need to assess the current state of the MTS to was discussed to support the development of a MTS vision.

1998 USCG reauthorization provision enacted to establish a Federal Interagency Task Force to assess the adequacy of the Nation's marine transportation system.

1999 MTS Report submitted to Congress. The report was a comprehensive assessment of the MTS including 150 recommended actions in seven strategic areas. Report provided reviews of current trends and pressures on the MTS, and identified gaps and issues. Report also called for the establishment of an Interagency Committee on the Marine Transportation System (ICMTS) to improve federal agency coordination, and a Marine Transportation System National Advisory Council (MTSNAC) to advise the Secretary of Transportation and improve coordination between MTS stakeholders and the federal government.

April 2000 – May 2005 ICMTS established in April 2000 with the approval of an interagency MOU as recommended in the 1999 Report to Congress to implement the recommendations in the MTS Report to Congress, and to facilitate communication among federal agencies to develop strategies to minimize or eliminate duplicated efforts. ICMTS' accomplishments during its five year existence included establishing working relations with MTS stakeholders through a MTS federal advisory committee, the MTS National Advisory Council. In addition, it developed a comprehensive set of MTS policy papers and sponsored many significant MTS awareness initiatives.

May 2000 MTSNAC established as recommended in the 1999 Report to Congress to advise the Secretary of Transportation on MTS matters.

Transportation Research Board of the National Academies published *The Marine Transportation System and the Federal Role* in 2004

September 20, 2004, U.S. Commission on Ocean Policy fulfilled its mandate to submit recommendations for a coordinated and comprehensive national ocean policy to the President and Congress. The Commission's final report, "[An Ocean Blueprint for the 21st Century](#)," contains 212 recommendations addressing all aspects of ocean and coastal policy. The 16 members of the Commission call on the President and Congress to take decisive, immediate action to carry out these recommendations, which will halt the steady decline of our nation's oceans and coasts.

December 17, 2004 In response to the Commission's findings and recommendations, the President issued an executive order establishing a Committee on Ocean Policy as part of the Council on Environmental Quality and released the U.S. Ocean Action Plan.

December 2004 U.S. Ocean Action Plan issued as a required response to the recommendations of the U.S. Commission on Ocean Policy (Public Law 106-256). Plan contained a directive by the President to establish a cabinet-level interagency committee on the MTS. Purpose of the committee was to improve federal agency coordination to promote the safety, security, efficiency, economic vitality, environmental sound integration, and reliability of the US Marine Transportation System (MTS) for commercial, recreational and national defense requirements. Coordination also included budget and regulatory activities that impact the MTS.

July 11, 2005 The new “cabinet-level” Committee on the Marine Transportation System (CMTS) met for the first time.

August 11, 2005 The Charter for the CMTS unanimously agreed to and adopted by the CMTS members who included 12 Departments and 2 independent agencies.

July, 2006 The Executive Secretariat for the CMTS is established with a dedicated director and staff support to the CMTS provided by MTS agencies and housed within the Department of Transportation.

July, 2008 The National Strategy for the Marine Transportation System: A Framework for Action is approved by the CMTS, chaired by DOT Secretary Mary Peters.

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