



Standard Matrix Companion Descriptive Sentences



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Contents

- I. Safety
- II. Environmental Protection
- III. Trade Facilitation
- IV. Trade Promotion
- V. Vessel Construction
- VI. Vessel Operations
- VII. Federal Channels, Waterways and Sea Lanes
- VIII. Port/Modal Transfer Infrastructure
- IX. Security
- X. Research and Development
- XI. Human Resources

CMTS Compendium Matrix Descriptive Sentences



SAFETY

National Oceanic and Atmospheric Administration: NOAA provides foundational positioning, weather forecasting, mapping, charting, and observing services for navigation safety and efficient marine operations. NOAA integrates these services and data to provide tools for emergency response, assessing vulnerability, adaptation planning, and daily and long-term planning and management. These include: weather and ice forecasts, navigational surveys and charts, Physical Oceanographic Real-Time System (PORTS®) and National Water Level Observation Network (NWLON) observing systems, and the Environmental Response Management Application (ERMA). NOAA also facilitates commerce after severe weather or major disasters by conducting seafloor sonar surveys used by authorities to reopen ports and harbors to commerce and allow vessels to return safely to port

The U.S. Army Corps of Engineers: USACE is responsible for the operation and maintenance of the Nation's waterway system to ensure efficient and safe passage of commercial vessels. Through its Navigation Data Center (NDC) and the NDC's Waterborne Commerce Statistics Center, the Corps operates and maintains a variety of navigational databases that are available to government agencies and the public to ensure more economically sound navigation projects.

Navy: The U.S. Navy is committed to safety and relies on naval leadership, teamwork, continuous improvement, customer focus, and personal integrity to preserve resources and improve combat readiness by preventing mishaps and saving lives. This is accomplished through comprehensive safety programs, both afloat and ashore, feedback from the Fleet, analysis of mishap trends, safety surveys, unit assessments, and hazard reports, as well as, evaluation of emerging safety technology and processes in government and private industry.

The Bureau of Ocean Energy Management: BOEM reviews offshore oil and gas plans for the incorporation of best practices and safe planning for operations and siting of facilities. Additionally, BOEM is responsible for the leasing of conventional and renewable energy and mineral resources on the OCS, and for operation of renewable energy development projects.

Bureau of Safety and Environmental Enforcement: BSEE is responsible for the development and enforcement of standards and regulations to enhance operational safety and environmental protection for the exploration and development of offshore energy resources on the U.S. Outer Continental Shelf (OCS). In response to the Deepwater Horizon explosion and resulting oil spill in the Gulf of Mexico, the Obama Administration launched the most aggressive and comprehensive reforms to offshore oil and gas regulation and oversight in U.S. history. The reforms, which strengthen requirements for everything from well design and workplace safety to corporate accountability, are helping ensure that the United States can safely and responsibly expand development of its energy resources.

Department of Justice: DOJ represent the United States in disputes over alleged safety violations by U.S. actors, and recommend, where appropriate, changes to rules or procedures in operation of vessels and/or U.S. facilities to enhance safety.

Bureau of Labor Statistics: BLS Injuries, Illnesses, and Fatalities (IIF) program provides annual information on the rate and number of work related injuries, illnesses, and fatal injuries, and how these statistics vary by incident, industry, geography, occupation, and other characteristics.

Occupational Safety and Health Administration: OSHA Under the OSH Act, employers are responsible for providing a safe and healthful workplace. OSHA's mission is to assure safe and healthful workplaces by setting and enforcing standards, and by providing training, outreach, education and assistance. Employers must comply with all applicable OSHA standards. Employers must also comply with the General Duty Clause of the OSH Act, which requires employers to keep their workplace free of serious recognized hazards.

The U.S. Coast Guard: USCG in partnership with other federal agencies, state, local, and tribal governments, marine industries, and individual mariners, improves safety at sea through mishap prevention, search and rescue, and accident investigation. The Coast Guard: inspects commercial vessels, mobile offshore drilling units, and marine facilities; maintains aids to navigation; establishes and promulgates navigation Rules of the Road; licenses commercial vessel crews; serves as National Recreational Boating Safety Coordinator; and is the lead agency for maritime search and rescue in U.S. waters.

SAFETY

Federal Emergency Management Agency: FEMA The Integrated Public Alert and Warning System (IPAWS) is a modernization and integration of the nation's alert and warning infrastructure that will save time when time matters, protecting life and property.

Office of the Secretary of Transportation: OST routinely reviews safety regulations proposed by USDOT operating agencies, and also reviews regulatory evaluations, to ensure consistency with the department's strategic goals, cost-effectiveness, and conformance with statutes.

Federal Highways Administration: The **FHWA** bridge inspection program regulations were developed as a result of the Federal-Aid Highway Act of 1968 (sec. 26, Public Law 90-495, 82 Stat. 815, at 829) that required the Secretary of Transportation to establish national bridge inspection standards (NBIS). The primary purpose of the NBIS is to locate and evaluate existing bridge deficiencies to ensure the safety of the traveling public. The NBIS regulations apply to all publicly owned highway bridges longer than twenty feet located on public roads.

Saint Lawrence Seaway Development Corporation: The **SLSDC** promotes navigation and workplace safety, security, and environmental protection by reducing vessel incidents and employee injuries, increasing protection of facilities, and preventing environmental incidents.

Maritime Administration: The mission of the **MARAD** Office of Safety is to promote and contribute to safety in the maritime industry through participation in national and international safety standards organizations and by contributing to and, in some cases, leading studies and demonstration projects that contribute to improved safety in the maritime industry

National Transportation Safety Board: The **NTSB** is an independent agency charged with determining the probable cause of transportation accidents and promoting transportation safety.

Environmental Protection Agency: EPA's Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) enables the revision of the National Contingency Plan (NCP). The NCP provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

ENVIRONMENTAL PROTECTION

Animal and Plant Health Inspection Service: APHIS is involved in invasive species programs of national and global concern. Human activity such as trade, travel, and tourism have all increased substantially, increasing the speed and volume of species movement to unprecedented levels. Invasive species are often unintended hitchhikers on cargo and vehicles.

Natural Resources Conservation Service: NRCS works with landowners through conservation planning and assistance designed to benefit the soil, water, air, plants, and animals that result in productive lands and healthy ecosystems. NRCS works with other Federal and State agencies involved in stormwater, dredge material disposal, and NEPA related reviews, and provides staff support for the Secretary of Agriculture on the National Ocean Council.

Economic Development Administration: EDA makes catalytic, regionally-driven grant-based investments that promote job creation and economic prosperity in communities and regions suffering from economic distress. EDA funding can be used to support projects that develop and implement green products, processes, places, and buildings as part of the green economy. By encouraging environmentally-sustainable economic development, EDA helps to cultivate innovations that can fuel green growth in communities and regions across the country.

National Ocean and Atmospheric Administration: As part of NOAA's science, service and stewardship missions, the agency implements laws (under which it issues permits, grants or authorizations) that protect endangered and threatened marine life, marine mammals, and the ecosystems upon which they depend. In addition, the agency serves as Scientific Support Coordinators in spill response, and operates or maintains environmental planning and response tools such as the Environmental Response and Management Application (ERMA) and an Environmental Management System (EMS) (in accordance with Executive Order 13423).

The U.S. Army Corps of Engineers: USACE Regulatory Program implements one of the largest federal environmental missions through the restoration of ecosystems, construction of sustainable facilities, regulation of waterways, and the management of natural resources. Approximately 90,000 permits are issued through the Regulatory program each year to help restore degraded ecosystem structures and implement large-scale ecosystem restoration projects in locations such as the Everglades, the Louisiana Coastal Area, the Missouri River, and the Great Lakes.

Navy: U.S. Navy environmental policies and programs are designed to be effective, forward-looking programs that support naval operational readiness, improve our environment, protect natural and cultural resources, encourage technological innovation, and serve as a positive link to partnership with allies, neighboring communities and interested citizens.

Department of Energy: DOE is signatory to Presidential Policy Directive - 8 (PPD -8) formerly known as HSPD 8. Under PPD 8 five areas have been identified of which, DOE has been identified to play a role in all five (which can involve/impact maritime transportation and environmental protection): Prevention, Protection, Mitigation, Response, Recovery (hence, 5 National Frameworks, 5 Federal Interagency Ops Plans, 1 Preparedness Goal and 1 Preparedness System). DOE also has the responsibility to perform due diligence and provide recommendations to the EPA for the issuance of fuel waivers.

U.S. Fish and Wildlife Service: FWS is responsible for many aspects of environmental protection related to the MTS, including application of the Endangered Species Act, Marine Mammal Protection Act (for manatees, sea otters, walrus and polar bears), Migratory Bird Treaty Act, Fish and Wildlife Coordination Act, review of construction-related permits under the Clean Water Act and the Rivers and Harbors Act, plays a significant role in the control of aquatic invasive species and comments on NEPA documents; and through FWS and the National Park Service (NPS), acts as trustee in the event of a spill, vessel grounding or other action that may impact National Wildlife Refuge or National Park resources or Federal trust species under DOI jurisdiction.

Bureau of Ocean and Energy Management: BOEM's Office of Environmental Programs conducts environmental reviews, including National Environmental Policy Act (NEPA) analyses and compliance documents for each major stage of energy development planning. These analyses inform the bureau's decisions on the Five Year Program, and conventional and renewable energy leasing and development activities. Additionally, BOEM's scientists conduct and oversee environmental studies to inform policy decisions relating to the management of energy and marine mineral resources on the OCS. Nationally, BOEM's Environmental Studies Program has contracted for more than \$600 million dollars of studies throughout the coastal zone of the continental United States.

ENVIRONMENTAL PROTECTION

Bureau of Safety and Environmental Enforcement: BSEE is responsible for the development and enforcement of standards and regulations to enhance operational safety and environmental protection for the exploration and development of offshore energy resources on the U.S. OCS. BSEE reviews and approves Oil Spill Contingency Plans for offshore operations.

U.S. Geological Survey: USGS conducts extensive research programs that help provide the scientific basis for many of the environmental protection measures under the Department's authority.

Department of Justice: DOJ represents the United States and natural resource trustees in environmental damage litigation, specifically filing suit to recover for value of lost or damaged resources from oil spills, coral damage, and similar natural resource damages. In addition the U.S. DOJ brings criminal actions to enforce the Act for Prevention of Pollution at Sea (APPS), prosecuting vessel owners who violate laws against discharge of pollution

The U.S. Coast Guard: USCG plays a vital role in enforcing laws intended to protect the environment by safeguarding sensitive marine habitats, mammals, and endangered species. The Coast Guard also enforces laws protecting our waters from the discharge of oil, hazardous substances, and non-indigenous invasive species. The Coast Guard accomplishes this through education and prevention, law enforcement, emergency response and containment, and disaster recovery. Under the National Contingency Plan, Coast Guard Captains of the Port are the pre-designated Federal On-Scene Coordinators (FOSC) for oil and hazardous substance incidents in all coastal and some inland areas.

Federal Emergency Management Agency: FEMA's Environmental and Historic Preservation effort integrates the stewardship of environmental, historic, and cultural resources into FEMA's mission, programs, and activities; helps ensure that FEMA's activities and programs comply with federal environmental and historic preservation (EHP) laws and executive orders; and provides EHP technical assistance to FEMA staff, local, state and federal partners, and grantees and subgrantees.

Department of State: DOS, through its Bureau of Oceans and International Environmental and Scientific Affairs works to advance U.S. foreign policy goals in areas effecting environmental protection including climate change, renewable energy, resource scarcity, polar issues, and oceans policy, among others.

Office of the Secretary of Transportation: OST routinely reviews environmental regulations proposed by USDOT operating agencies to ensure consistency with departmental strategic goals, cost-effectiveness, and conformance with statutes.

Saint Lawrence Seaway Development Corporation: SLSDC is an active environmental leader serving in regional programs such as Green Marine, Great Ships Initiative, Great Lakes Waterways Management Forum, Ballast Water Working Group, and on the board of the Great Lakes Maritime Research Institute. Along with the International Joint Commission, the SLSDC facilitates the Great Lakes Ballast Water Collaborative, a stakeholder group that shares relevant information and fosters communication among the diverse interests engaged in the effort to reduce the risk of introduction and spread of aquatic invasive species

Maritime Administration: MARAD works with government and industry to develop policy and regulations and implement technologies for a variety of vessel discharges to water that include invasive species in ballast water, hull biofouling, and incidental releases. MarAd also partners with sister government agencies, academia, and industry to address national and international maritime air emission policy issues, perform studies, and apply technologies in real-world situations. Additionally, MarAd leads environmental planning and permitting for major marine infrastructure projects and continues to lead NEPA reviews and environmental impact analyses for all Agency actions and programs.

Treasury: The Office of Environment and Energy is responsible for Treasury's role in the G-20 commitment to phase out fossil energy subsidies. The office also manages environmental foreign assistance and supports the administration's domestic clean energy initiatives.

Environmental Protection Agency: EPA has authorities and responsibilities to address issues and develop regulations to protect air, water quality, land, marine conservation areas, and address stormwater, noise, air emissions, including through NEPA and other environmental reviews, permitting, oil spill response, developing and implementing best practices and encouraging sustainability, and participation in international conventions.

TRADE FACILITATION

Foreign Agricultural Service: FAS expands and maintains access to foreign markets for U.S. agricultural products by removing trade barriers and enforcing U.S. rights under existing trade agreements. FAS works with foreign governments, international organizations, and the Office of the U.S. Trade Representative to establish international standards and rules to improve accountability and predictability for agricultural trade.

Farm Service Agency: FSA ensure timely and economic provision of high-quality, safe food products to domestic and international humanitarian food assistance programs.

Animal and Plant Health Inspection Service: APHIS develops agricultural cargo clearance regulations and manuals used by Customs and Border Protection inspectors. APHIS works with Federal and State agencies on trade policy and enforcement.

Agricultural Marketing Service: AMS administers programs that facilitate the efficient, fair marketing of U.S. agricultural products, including food, fiber, and specialty crops.

Bureau of Industry and Security: BIS administers and enforces controls on the export of commodities, software and technology to protect U.S. national security and foreign policy interests, including various items used in maritime activities. These controls cover vessels going to certain embargoed countries.

The U.S. Census Bureau: Census has a significant role in trade facilitation. In partnership with other agencies, the U.S. Census Bureau developed an Export Compliance Program to educate companies on export reporting requirements and best practices. In addition, the U.S. Census Bureau is responsible for the maintenance and development developed the free-Internet based filing system, AESDirect. This system was designed for small to mid-size companies looking to report mandatory export information electronically. The U.S. Census Bureau has established numerous export training videos and blogs, to provide valuable insight into the export process. The U.S. Census Bureau also created the GoGlobal seminar program to educate companies new to exporting.

International Trade Administration: ITA strengthens the competitiveness of U.S. industry, promotes trade and investment, and ensures fair trade through the rigorous enforcement of our trade laws and agreements. ITA works to improve the global business environment and helps U.S. organizations compete at home and abroad.

National Oceanic and Atmospheric Administration: NOAA To promote U.S. economic interests through the provision of industry and trade services, NOAA implements fisheries trade monitoring/catch documentation schemes mandated by multilateral regional fisheries management organizations.

U.S. Fish and Wildlife Service: USFWS is responsible for permitting many aspects of fish and wildlife imports and exports, and has the responsibility for inspecting shipments that contain fish or wildlife (other than commercial seafood). Wildlife shipments are generally required to come through designated ports of entry to facilitate inspection.

Department of Justice: DOJ The federal government is a large shipper of food cargoes to impoverished nations. DOJ represents the Agriculture Department in ensuring those cargoes reach their destination intact.

The U.S. Coast Guard: USCG's primary role in trade facilitation is the provision of essential navigation services, including placement of Marine Aids to Navigation and Vessel Traffic Services. Additionally, Coast Guard Captains of the Port (COTP), have authority over maritime commerce.

U.S. Customs and Border Protection: CBP will facilitate about \$2 trillion in legitimate trade this year while enforcing U.S. trade laws that protect the economy, the health and the safety of the American people. We accomplish this through close partnerships with the trade community, other government agencies and foreign governments

CMTS Compendium Matrix Descriptive Sentences

TRADE FACILITATION

The Department of State: DOS, through the Bureau of Economic and Business Affairs and its Office of Trade Policy and Programs (TPP), advances U.S. trade policy objectives by opening new American export opportunities through global, regional and bilateral trade initiatives - including free trade agreements (FTAs) and the World Trade Organization (WTO). In partnership with agencies across the federal government, TPP works to maximize the benefits of open markets for global economic development, address and resolve trade disputes, strengthen intellectual property enforcement, and improve access for U.S. goods and services abroad.

Office of the Secretary of Transportation: OST has been working with USDOT operating agencies, the Department of Commerce, and the Department of Agriculture to facilitate U.S. exports. OST has a contract under way to quantify export flows for commodities identified by DOC as critical exports, to determine whether bottlenecks exist that might increase costs or impede traffic flows, and to identify remedies.

Saint Lawrence Seaway Development Corporation: SLSDC Bi-national (U.S.-Canadian) St. Lawrence Seaway annual trade missions to foreign countries permit marine transportation professionals to facilitate enhancement of commerce via this waterway shortcut to North America's manufacturing and agricultural heartland markets by addressing potential shipper queries about the Great Lakes Seaway System.

Maritime Administration: MARAD is responsible for coordinating and directing studies, surveys, and investigations of port and intermodal facilities, including recommending improvements in their operation and new locations and types of facilities and equipment that make the entire transportation system more efficient and productive.

Treasury: The Office of Trade and Investment Policy seeks to promote open trade and investment policies internationally and for the United States. The Office works with other U.S. government agencies to determine U.S. policy on international trade and investment issues; to support multilateral rules to reduce export financing subsidies; and to negotiate trade and investment agreements, including free trade agreements and bilateral investment treaties (BITs).

Federal Maritime Commission: FMC reviews and monitors agreements among ocean common carriers and Marine Terminal Operators (MTOS), confidentially filed service contracts, service arrangements between Non-Vessel Operating Common Carriers (NVOCCs), and foreign government-owned or controlled carrier rates, charges, and rules other charges. FMC licenses shipping companies, investigates complaints against MTOS, ocean common carriers, NVOCCs, ocean shippers and ensures that cruise lines maintain financial responsibility to pay claims for death, injury or failure to sail and agreements.

Environmental Protection Agency: EPA and its partners have been working on several projects to examine and explain the impact of shipping, port locations and waste management, develop MARPOL ANNEX VI--regulations for the prevention of air pollution from ships, among other issues related to the marine transportation industry.

TRADE PROMOTION

Foreign Agricultural Service: FAS partners with 75 cooperator groups representing a cross-section of the U.S. food and agricultural industry and manages a toolkit of market development programs to help U.S. exporters develop and maintain markets for hundreds of products. FAS also supports U.S. agricultural exporters through export credit guarantee programs and other types of assistance.

Farm Service Agency: FSA supports domestic farm commodity programs through accurate price discovery of program crops and effectively manages Commodity Credit Corporation (CCC) interests and commodities.

Animal Plant Health Inspection Service: APHIS promotes the health of U.S. agriculture in the international trade arena, APHIS develops and advances science-based standards with trading partners to ensure America's agricultural exports, worth more than \$50 billion annually, are protected from unjustified restrictions.

Agricultural Marketing Service's: AMS Transportation and Marketing Programs, Transportation Services Division serves as the expert source for economic analysis on agricultural transportation from farm to markets. As part of USDA, we inform, represent, and assist agricultural shippers and government policymakers through: market reports, regulatory representation, economic analysis, transportation disruption reports, technical assistance, outreach to stakeholders, responding to inquiries.

International Trade Administration: The U.S. Commercial Service is the trade promotion arm of the U.S. Department of Commerce's International Trade Administration (ITA). U.S. Commercial Service trade professionals in over 100 U.S. cities and in more than 75 countries help U.S. companies get started in exporting or increase sales to new global markets.

Department of Energy: DOE Under HSPD 7, DOE has been identified as the Sector Specific Agency (SSA) for the energy sector. As the SSA, DOE works with other Federal Agency to maintain situational awareness of relevant issues that affect industry/trade promotion such as those surrounding the Arctic Passageway and its impacts on the reliability, survivability and resiliency of the energy sector.

Office of the Secretary of Transportation: OST's Office of Policy in 2010 negotiated a Memorandum of Understanding with the Department of Commerce, pledging the two departments to work together to promote U.S. exports and increase awareness of the importance of supply chain economics to the U.S. economy.

Saint Lawrence Seaway Development Corporation: SLSDC promotes the St. Lawrence Seaway as a safe, reliable, cost effective means of transporting goods in diverse domestic forums such as conferences, workshops, business-to-business meetings, marine and transportation associations, in Highway H2O marketing efforts that include port visits, and at economic development events in all eight Great Lakes states and the provinces of Ontario and Quebec. The SLSDC undertakes proactive outreach and educational efforts at key marine events to leverage marketing opportunities for attracting new customers.

Federal Highways Administration: FHWA's Office of Innovative Program Delivery (IPD) provides tools, expertise and financing to help the transportation community explore and implement innovative strategies to deliver costly and complex infrastructure projects.

Federal Maritime Commission: FMC regulates the commercial practices of international ocean common carriers, marine terminal operators who serve them, ocean transportation intermediaries. FMC licenses ocean transportation intermediaries; is a repository for proof of cruise lines financial responsibility for non-performance and casualty; investigates and adjudicates complaints against regulated entities; and monitors foreign practices that affect shipping in the U.S. foreign trades.

TRADE PROMOTION

VESSEL CONSTRUCTION

The U.S. Coast Guard: USCG develops and enforces vessel construction standards, and reviews and approves plans for ship construction, repair and alteration. Standards include requirements for seaworthiness, fire protection, life-saving preparedness, safe navigation and pollution prevention.

U.S. Customs and Border Protection: To meet border security threats and challenges, **CBP's** Office of Air and Marine (OAM) deploys strategic and tactical aircraft and marine vessels to operating locations around the United States. OAM maintains a fleet of approximately 301 vessels. OAM vessels are broken down into three classes: Interceptor, Coastal Enforcement and Riverine.

Maritime Administration: MARAD The Federal Ship Financing Program provides for a full faith and credit guarantee by the United States Government to promote the growth and modernization of the U.S. merchant marine and U.S. shipyards.

The program, established pursuant to 46 USC Chapter 537, provides for a full faith and credit guarantee by the U.S. Government of debt obligations issued by (1) U.S. or foreign shipowners for the purpose of financing or refinancing either U.S. flag vessels or eligible export vessels constructed, reconstructed or reconditioned in U.S. shipyards and (2) U.S. shipyards for the purpose of financing advanced shipbuilding technology and modern shipbuilding technology of a privately owned general shipyard facility located in the U.S. The Program is administered by the Secretary of Transportation acting by and through the Maritime Administrator. Under the Federal Credit Reform Act of 1990, appropriations to cover the estimated costs of a project must be obtained prior to the issuance of any approvals for Title XI financing.

VESSEL CONSTRUCTION

VESSEL OPERATIONS

National Ocean and Atmospheric Administration: NOAA's research and survey ships compose the largest fleet of federal research ships in the nation, from large oceanographic research vessels to smaller ships responsible for charting shallow bays and inlets. The fleet supports a wide range of marine activities including fisheries research, hydrographic surveys, and ocean and climate studies.

Bureau of Safety and Environmental Enforcement: BSEE's regulatory authority extends to mobile offshore drilling units (MODUs) when they are either permanently or temporarily attached to the seabed of the U.S. OCS engaged in drilling or downhole operations.

Department of Justice: DOJ defends the interests of federal vessel operators against allegations of negligent operation, and participates in International Maritime Organization discussion of vessel operation tenets.

The U.S. Coast Guard: USCG engages in a variety of activities dealing with vessel operations from a prevention and response aspect. The U.S. Coast Guard maintains a national search and rescue response capability, enforces maritime law, conducts commercial vessel inspection programs, licenses mariners, develops navigation regulations, and serves as the National Recreational Boating Safety Coordinator. The Coast Guard is also America's voice in the International Maritime Organization (IMO), which promulgates measures to improve shipping safety, pollution prevention, mariner training, and certification standards worldwide.

U.S. Customs and Border Protection: CBP Container Security Initiative (CSI) is a program intended to help increase security for maritime containerized cargo shipped to the United States from around the world. CSI addresses the threat to border security and global trade posed by the potential for terrorist use of a maritime container to deliver a weapon.

Office of the Secretary of Transportation: OST has been working with MARAD and with the Office of Management and Budget and USAID to implement changes to the Cargo Preference program that will reduce its cost and make the cost more predictable.

Saint Lawrence Seaway Development Corporation: SLSDC is responsible for the operations and maintenance of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie (approximately 425 miles). This responsibility includes maintaining and operating the two U.S. Seaway locks located in Massena, NY, and vessel traffic control in areas of the St. Lawrence River and Lake Ontario.

Maritime Administration: MARAD assists with facilitating the work of the Ship Operations Cooperative Program and, along with other Federal agencies, is a member. Its purpose is to solve common ship operations problems and to develop products to satisfy the common needs of the members.

Environmental Protection Agency: EPA Section 312 of the Clean Water Act sets out the principal framework for domestically regulating sewage discharges from vessels, and is implemented jointly by the U.S. Environmental Protection Agency and the U.S. Coast Guard. Under section 312 of the Clean Water Act, vessel sewage is generally controlled by regulating the equipment that treats or holds the sewage (marine sanitation devices), and through the establishment of areas in which the discharge of sewage from vessels is not allowed (no discharge zones).

EPA's National Pollutant Discharge Elimination System (NPDES) vessels program regulates incidental discharges from the normal operation of vessels. Incidental discharges from the normal operation of vessels include, but are not limited to, ballast water, bilgewater, graywater (e.g., water from sinks, showers), and anti-foulant paints (and their leachate). These discharges may result in negative environmental impacts via the addition of traditional pollutants or, in some cases, by contributing to the spread of Aquatic Invasive Species.

EPA's NPDES program also addresses point source discharges to surface receiving waters, including to rivers, lakes, bays, estuaries, and coastal and ocean waters. EPA's NPDES program regulates discharges from normal operations from offshore oil and gas platforms.

VESSEL OPERATIONS

FEDERAL CHANNELS, WATERWAYS, AND SEA LANES

National Oceanic and Atmospheric Administration: NOAA is charged with surveying and charting the 3.4 million square nautical miles of the U.S. EEZ by the Coast and Geodetic Survey Act of 1947 and the Hydrographic Services Improvement Act of 1998 (as amended). NOAA delivers nautical charts and navigation products and collects hydrographic and shoreline data needed for coastal zone and emergency management, climate assessments, and coastal research. NOAA also provides support functions related to flood and drought, including fire weather, river forecasts, coastal environmental conditions, and water levels for navigation, including its Physical Oceanographic Real-Time System (PORTS), which improves the efficiency of maritime commerce through the integration of real-time geospatial information, forecasts, and environmental observations, i.e., currents, salinity, wind, air and water temperatures.

The U.S. Army Corps of Engineers: USACE is responsible for constructing, operating, and maintaining over 25,000 miles of navigation channels and 238 navigation lock chambers at 192 sites as well as maintaining 926 coastal, Great Lakes, and inland harbors. They also regulate water levels on inland waterways and provide national defense by supporting the efforts of the U.S. military.

Department of Energy: As the SSA, DOE works with industry to maintain situational awareness of the operational status of facilities impacting the energy sector. Therefore, DOE represents a point of contact for information regarding the operational status of facilities (oil/gas and power plants). For example, DOE can provide assistance during an emergency to vet the need/priority, when industry requests permission to transit a closed waterway in order to replenish their supply of feed stock.

U.S. Fish and Wildlife Service: FWS is responsible for many aspects of permitting related to channels, waterways and ports, including application of the Endangered Species Act, Marine Mammal Protection Act (for manatees, sea otters, walrus and polar bears), Migratory Bird Treaty Act, Fish and Wildlife Coordination Act, review of construction-related permits under the Clean Water Act and the Rivers and Harbors Act, and plays a significant role in the control of aquatic invasive species.

U.S. Geological Survey: USGS's National Streamflow Information Program provides real-time and historical data from over 3,500 stream and river gauges around the country – data that supports flood and other streamflow forecasting by the National Weather Service and other Federal agencies, and is used to calculate River Basin outflows, so that managers can account for the contribution of water from each of the Nation's 350 major river basins to the next downstream basin, estuary, ocean or the Great Lakes. This information can be crucial for operation of the inland waterways.

Department of Justice: DOJ represents the interests of the Corps of Engineers, NOAA and the Coast Guard in disputes over damage to federal rivers and harbor facilities, accelerating recovery of those facilities from damage and/or obstruction from accidents.

The U.S. Coast Guard: USCG is responsible for providing a safe, efficient, and navigable waterway system to support domestic commerce, international trade, and military sealift requirements for national defense. The Coast Guard provides: long and short-range aids to navigation; navigation schemes and standards; support for mapping and charting; tide, current, and pilotage information; vessel traffic services; administration of bridges over navigable waterways, domestic icebreaking to facilitate commerce; and technical assistance and advice.

Federal Emergency Management Agency: FEMA's Federal Insurance and Mitigation Administration (FIMA) works with communities across the Nation to help them analyze risks and prioritize their mitigation activities. More than 20,500 communities, working together with State and local agencies, actively manage their flood risk with flood hazard maps.

The Department of State: DOS, through the Office of Oceans and Polar Affairs (OPA) within the Bureau of Oceans and International Environment and Scientific Affairs, is responsible for formulating and implementing U.S. policy on international issues concerning the ocean and promoting the interests of the United States in ocean and polar affairs. OPA ensures adherence to international law reflected in the Law of the Sea Convention, including in particular freedom of navigation, maritime claims and boundaries and the extension of the U.S. continental shelf. OPA also is responsible for negotiation of bilateral and multilateral ocean and polar

FEDERAL CHANNELS, WATERWAYS, AND SEA LANES

agreements and leadership in international fora dealing with oceans and polar issues. OPA closely coordinates with other Federal agencies and interested stakeholders on such matters.

Office of the Secretary of Transportation: OST has been working with MARAD and with the Office of Management and Budget and USAID to implement changes to the Cargo Preference program that will reduce its cost and make the cost more predictable.

Research and Innovative Technology Administration (RITA)/Positioning, Navigation, and Timing (PNT): The RITA/PNT program is responsible for development of DOT positions on PNT and spectrum policy, including the protection of GPS and other important frequencies from harmful radio frequency interference and operational degradation. Since DOT serves as the lead civilian federal agency for PNT, RITA coordinates with other departments and agencies in development of the Federal Radionavigation Plan.

Saint Lawrence Seaway Development Corporation: SLSDC has the legal authority to regulate commercial navigation in the U.S. sectors of the St. Lawrence River under U.S. law and international treaty, with operational and maintenance control of the two U.S. locks and connecting channels.

Treasury: Funds raised by the Harbor Maintenance Tax are placed in a trust fund to be used for maintenance dredging of federal navigational channels. The Office of Economic Policy seeks to ensure that the funds are effectively used to maintain and improve the quality of these critical navigational channels.

Environmental Protection Agency: EPA and its federal partners, such as the U.S. Coast Guard, are working together and using their authorities to help address the environmental and economic threats associated with ship-related introductions of invasive species. EPA's Dredged Material Management Program supports environmentally responsible dredged material planning and management. Dredged material management includes development of environmental criteria, review of draft permits, testing dredged material to be disposed, consideration of alternatives to dredging and disposal options, ocean dump site designations, and site monitoring, and encouraging beneficial uses of dredged material. EPA also works closely with our partners at NOAA, USCG and DOS to represent U.S. interests at the IMO Council and its subsidiary bodies.

PORT/MODAL TRANSFER INFRASTRUCTURE

Economic Development Administration: EDA makes catalytic, regionally-driven, grant-based investments that promote job creation and economic prosperity in communities and regions suffering from economic distress. EDA's place-based investments can support numerous infrastructure projects that support ports, harbor, and waterway economic development activities (e.g., bulkhead development, harbor expansion, pier reconstruction).

National Oceanic and Atmospheric Administration: NOAA provides nautical charts, oceanographic products, and other services for the safe and efficient navigation of maritime commerce in U.S. waters. NOAA also provides marine weather forecasts and climate-related information (e.g., water and coastal projections) for these same areas and facilities needed to make decisions about safety of life, property, and the environment in often challenging operational conditions.

The U.S. Army Corps of Engineers: USACE provides support to port operations and the intermodal transport of goods through port deepening and dredging operations, as well as supporting and contributing to the informational infrastructure in coastal and inland harbors.

Department of Energy: As the SSA, DOE works with other Federal Agency to maintain situational awareness of the operation status of infrastructure such as ACOE Dams in order to properly assess/analyze in coordination with industry reliability, survivability and resiliency of the energy sector.

The U.S. Coast Guard: USCG is the principle enforcer of ports and waterways laws, regulations and security measures for harbors and ports within the U.S. and its territories. Service-providing field units include boat stations, aids to navigation teams, and prevention and response forces, such as: vessel inspectors, facility inspectors, port operations forces, communications centers, and mission controllers.

The Office of the Secretary: OST is tasked by the Map-21 Act with preparing a national freight strategic plan that will involve defining a national freight network. An important part of this network, specifically mentioned in the statute, will be "intermodal connectors" between major highways and ports and other intermodal transfer facilities.

Federal Highway Administration: FHWA The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

Maritime Administration: MARAD's Office of Infrastructure Development & Congestion Mitigation was established to assist with port, terminal, waterway, and transportation network development issues and to work with a variety of entities, including state, local, and territorial authorities and lead national efforts to reduce congestion on the Nation's highways and rails by promoting the use of waterways and ports. In addition MARAD administers the Federal regulatory process for the licensing, construction, operation and maintenance of offshore marine terminals as a safe and effective means for the import or export of oil or natural gas.

Federal Railroad Administration: FRA's Office of Policy and Program Development provides support, analysis and recommendations on issues such as: rail mergers and restructuring; economic regulation; rail economics; rail financial health; traffic patterns and network analysis; labor-management issues; freight data and operations; intermodalism; environmental issues; and international programs.

Treasury: The Office of Economic Policy seeks to facilitate economically sound infrastructure investments that will relieve congestion bottlenecks, enhance safety and increase the efficiency with which goods and services are distributed throughout the broader U.S. economy. Within the port/modal transfer infrastructure space, monitoring/assessing the effectiveness of funding mechanisms such as TIGER and TIFIA is a key aspect of achieving this policy objective.

PORT/MODAL TRANSFER INFRASTRUCTURE

Environmental Protection Agency: EPA and its partners have been working on several projects to examine and explain the impact of shipping, port locations, and waste management, among other issues related to the marine transportation industry. Several hundred million cubic yards of sediment are dredged from waterways, ports, and harbors each year to maintain the nation's navigation system for commercial, national defense, and recreational purposes. Regulation of dredged material disposal within waters of the United States and ocean waters is a shared responsibility of EPA and the U.S. Army Corps of Engineers.

SECURITY

International Trade Authority: ITA participates for Department of Commerce in several NSS-led interagency homeland security committees that cover maritime security policy issues.

National Oceanic and Atmospheric Administration: NOAA helps communities, ports and mariners prepare and respond using a range of capabilities, including geostationary and polar-orbiting weather satellites, ocean- observing and coastal water-level monitoring systems, a fleet of ships and aircraft, and potentially lifesaving forecasts, observations and scientific information. NOAA ships also complete seafloor sonar surveys to help reopen ports following severe weather or a major disaster, and the agency's aerial surveys, Navigational Response Teams and Scientific Support Coordinators aid on-the-ground federal, state and local responders. NOAA Special Agents and Enforcement Officers also conduct complex criminal and civil investigations under marine conservation laws, board vessels fishing at sea, inspect fish processing plants, review sales of wildlife products on the internet and conduct patrols on land, in the air, and at sea.

U.S. Army Corps of Engineers: USACE is committed to lessening and mitigating the impact of natural and manmade disasters on people, communities, the economy and the environment through its security planning, force protection, and research and development disaster preparedness efforts. Corps built and maintained navigation systems and ports provide an effective means to deploy vital equipment, and Corps research and development facilities (e.g., the Engineer Research and Development Center) are providing other support by developing new methods of deployment, force protection measures, terrain analysis, and mapping equipment.

Navy: The U.S. Navy operating globally at the front line of our nation's efforts in war and peace, our Fleet protects the interconnected systems of trade, information, and security that underpin our own economy and those of our friends and allies.

U.S. Transportation Command: USTRANSCOM is the Department of Defense Single Manager for Transportation responsible for providing common-user air, land, and sea transportation, terminal management, and aerial refueling to support global deployment, employment, sustainment, and redeployment of U.S. forces.

Department of Energy: Under HSPD-7 and the National Infrastructure Protection Plan (NIPP), DOE was identified as Sector Specific Agency for the energy sector and in coordination with DHS; DOE is charged with enhancing the protection of its infrastructure (production, refining, storage and distribution of oil, gas, and electricity). As with most sectors, energy is linked and often dependent upon maritime transportation and the security (reliability, survivability and resiliency) of its infrastructure. The Secretary of Energy has the authority under the Federal Power Act to enable an interconnection among utilities to provide service to critical facilities and provide assistance in the resiliency of our national and its energy security.

The Bureau of Safety and Environmental Enforcement: BSEE works closely with the Coast Guard in monitoring security of offshore energy infrastructure.

Department of Justice: DOJ criminal division actively participates in investigations and prosecutions of threats to security of port and waterway facilities.

Transportation Security Administration: TSA Provides screening for special events, tests emerging technologies for screening operations, and catalogs infrastructure in a virtual reality format for security review.

The U.S. Coast Guard: USCG as the Nation's primary maritime law enforcement service, enforces, or assists in enforcing, federal laws and treaties on waters under U.S. jurisdiction, and other international agreements on the high seas. The Coast Guard's primary maritime security missions include Illegal Drug Interdiction, Undocumented Migrant Interdiction, Defense Readiness, and Ports, Waterways, and Coastal Security, including the inspection of marine terminal facilities and containers.

SECURITY

Federal Emergency Management Agency: FEMA through the National Incident Management System (NIMS) defines preparedness as "a continuous cycle of planning, organizing, training, equipping, exercising, evaluating, and taking corrective action in an effort to ensure effective coordination during incident response." This 'preparedness cycle' is one element of a broader National Preparedness System to prevent, respond to, recover from, and mitigate against natural disasters, acts of terrorism, and other man-made disasters.

U.S. Customs and Border Protection: CBP Securing America's borders from those that would do harm is CBP's top priority. It deploys the government's largest law enforcement work force to protect at and between ports of entry, supported by air and marine assets.

The Department of State: DOS, through its Bureau of Political-Military Affairs, leads U.S. foreign affairs engagement and provides policy direction in the areas of international security, security assistance, military operations, defense strategy and plans, and defense trade.

Office of the Secretary of Transportation: OST has been working with MARAD and with the Office of Management and Budget and USAID to implement changes to the Cargo Preference program that will reduce its cost and make the cost more predictable.

Maritime Administration MARAD: The mission of the Office of Security is to promote and contribute to security throughout America's marine transportation system. The Office of Security provides maritime security data support, maritime warnings and advisories for U.S.-flag vessels through the use of information technology.

Environmental Protection Agency: EPA and the U.S. Army Corps of Engineers share the responsibility of the regulation of dredged material disposal within waters of the United States and ocean waters. Several hundred million cubic yards of sediment are dredged from waterways, ports, and harbors each year to maintain the nation's navigation system for commercial, national defense, and recreational purposes. EPA chairs the interagency National Response Team and co-chairs all Regional Response Teams. EPA has the lead role of On Scene Coordinator for incidents affecting inland areas and waters. EPA coordinates and implements a wide range of activities to ensure that adequate and timely response measures are taken in communities affected by hazardous substances and oil releases.

RESEARCH AND DEVELOPMENT

The U.S. Census Bureau: Census conducts extensive research and development in economics and other social sciences, and creates new public-use data from existing data. There are several U.S. Census Bureau facilities throughout the United States (Research Data Centers), which provide secure restricted use/access to microdata for statistical purposes. Qualified researchers with approved projects can conduct research that benefits various programs.

International Trade Administration: The Manufacturing and Services (MAS) unit of the International Trade Administration (ITA) is dedicated to enhancing the export competitiveness of U.S. industry, expanding its market access, and increasing its exports. MAS industry experts and economists perform strategic research and analysis in order to develop sector specific strategies for increasing U.S. exports, shape and implement trade policy, and support President Obama's goal of doubling U.S. exports and increasing domestic employment.

National Oceanic and Atmospheric Administration: NOAA tests and evaluates new cartographic, hydrographic, and oceanographic systems in order to advance the science and processes used by NOAA for safe, efficient navigation and the utilization and protection of the coast. This includes the development of new sonar applications, side scan and multibeam techniques that can pinpoint the precise location of dangers to navigation, as well as discovering new ways to utilize information in the form of acoustic back-scatter. NOAA also conducts cutting-edge research and development in geophysics, including geodynamics and geodesy, with the goal to improve the collection, distribution, and use of spatial data.

U.S. Army Corps of Engineers: USACE's Engineer Research and Development Center (ERDC) is composed of seven laboratories that provide science, technology, and expertise in engineering and environmental sciences. A number of ERDC's laboratories support research and technology needs of the MTS, including the navigation program within the Coastal and Hydraulics Laboratory, and the Environmental Laboratory.

Navy: The U.S. Navy pursues revolutionary, game-changing capabilities for Naval forces of the future; matures and transitions S&T advances to improve existing Naval capabilities; responds quickly to current Fleet and Force critical needs; and maintains broad technology investments to hedge against uncertainty and to anticipate and counter potential technology surprise.

Department of Energy: DOE through its National Lab serves as major contributor to several research and development programs impacting maritime transportation. For example, DOE lead the effort of developing technology to assist in the response to Deepwater Horizon. DOE, through its National Labs provides assistance to other federal agencies in the use/development of model, tools and other technical capabilities. For example, Pacific Northwest National Lab has developed several maritime tools such as Risk, Reduction in Resource Allocation Model (3RAM) and Small Vessel Resource Allocation Model (SVRAM). These tools are currently being used by Washington State Patrol and the Washington State Ferry System.

The Bureau of Ocean Energy Management: BOEM is responsible for managing development of the nation's offshore resources in an environmentally and economically responsible way. Functions include: Leasing, Plan Administration, Environmental Studies, National Environmental Policy Act Analysis, Resource Evaluation, Economic Analysis and the Renewable Energy Program The Outer Continental Shelf Lands Act requires the Secretary of the Interior to conduct environmental studies to obtain information pertinent to sound leasing decisions as well as to monitor the human, marine and coastal environments. Nationally, BOEM's Environmental Studies Program has contracted for more than \$600 million dollars of studies throughout the coastal zone of the continental United States.

Bureau of Safety and Environmental Enforcement: BSEE's Technology Assessment & Research (TA&R) program supports research associated with operational safety and pollution prevention for the exploration and development of offshore energy resources on the U.S. OCS. This research program provides engineering support to the BSEE decision makers in evaluating industry operational proposals and related technical issues and ensuring that these proposals comply with applicable regulations, rules, and operational

RESEARCH AND DEVELOPMENT

guidelines and standards. This research program also investigates and assesses industry applications of technological innovations and promotes the use of the best available and safest technologies (BAST) in Bureau regulations, rules and operational guidelines.

U.S. Geologic Survey: USGS conducts extensive research programs, in the marine area often in partnership with NOAA, that help provide large amounts of basic scientific information that may be useful for MTS-related purposes; however, that is not usually the research objective.

The U.S. Coast Guard: USCG's research, development, testing and evaluation programs make vital contributions to the success of the MTS by providing new technologies to sustain critical mission capabilities. Examples include the processing of MTS data and statistics, maintenance of a comprehensive maritime and law enforcement database, and application of marine technology to ship construction regulations.

Office of the Secretary of Transportation: OST has been working with MARAD and with the Office of Management and Budget and USAID to implement changes to the Cargo Preference program that will reduce its cost and make the cost more predictable.

Research and Innovative Technology Administration (RITA)/Bureau of Transportation Statistics (BTS): RITA/BTS collects, analyzes, and disseminates maritime data and statistics relating to coastal, inland, and ocean water transportation. For instance, BTS manages the National Census of Ferry Operators (NFCO), which provides data on ferry operators, routes, terminals, and vessels.

Maritime Administration: MARAD has taken an increasingly active role in coordinating and promoting Agency wide research and development initiatives. In this regard, MarAd staff actively work with agencies and organizations that can provide R&D opportunities for the industry through R&D project solicitations. Specifically, staff participate in activities and provide input on solicitations to ensure that commercial maritime industry R&D needs are addressed.

Treasury: The Office of Economic Policy collects and analyzes data on a variety of topics as needed.

Environmental Protection Agency: EPA's Ocean Survey Vessel (OSV) Bold is EPA's only ocean and coastal monitoring vessel. The OSV Bold is equipped with state-of-the-art sampling, mapping, and analysis equipment, including: sidescan sonar, underwater video, and water and sediment sampling devices. Scientists have used the OSV Bold to conduct many different types of surveys, including: monitoring of ocean dredged material disposal sites and wastewater ocean outfalls, assessment of water quality in sensitive and important ecosystems, and evaluation of critical coral reef habitat. These surveys are performed in U.S. coastal waters, including the Atlantic and Pacific oceans, the Florida Keys, the Caribbean Sea, and the Gulf of Mexico. EPA, states, and tribes are conducting a series of surveys of the nation's aquatic resources. Often referred to as probability-based surveys, these studies provide nationally consistent and scientifically-defensible assessments of our nation's waters and can be used to track changes in condition over time. EPA was one of many agencies providing support to the U.S. Coast Guard-led federal response to the BP oil spill. EPA's monitoring and sampling activities provided the Coast Guard, states, and local governments with information about the potential impacts of the oil spill and response on human health of residents and aquatic life along the shoreline. Subpart J of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) directs EPA to prepare a schedule of dispersants, other chemicals, and oil spill mitigating devices and substances that may be used to remove or control oil discharges. EPA maintains the NCP Product schedule, which lists several types of products that are authorized for use on oil discharges.

HUMAN RESOURCES

National Oceanic and Atmospheric Administration: NOAA achieves its missions through the support of a highly-skilled and trained workforce, including experts in atmospheric and ocean sciences and related disciplines. Unique to NOAA is the NOAA Commissioned Officer Corps that operate NOAA's ships, aircrafts and provide cross-mission support.

U.S. Army Corps of Engineers: USACE is composed of over 20,000 civilian employees and over 290 military personnel who provide service to the nation by protecting and regulating the Nation's water supply and navigation needs. As part of its updated Navigation Strategic Vision, the Corps works to strengthen its navigation workforce through numerous developmental assignments, additional education opportunities, and certification and professional registrations to further develop strong navigation knowledge.

Navy: U.S. Navy Sailors and Civilians are diverse in experience, background and ideas; personally and professionally ready; and proficient in the operation of their weapons and systems. The Navy is committed to programs and policies that will be designed to reward performance, deliver career-long learning and development opportunities, and value service to the nation.

Department of Justice: DOJ attorneys regularly represent all federal maritime agencies in litigation over personal injury, employment disputes, and contract matters.

The Bureau of Safety and Environmental Enforcement: BSEE requires operators and their contractors to have a Safety and Environmental Management System that addresses the human factors in safe operations. BSEE has requirements for training and competency of operators and their crews and has established a National Offshore Training Center for its inspectors and auditors to keep them current on new technologies and processes.

Transportation Security Administration: TSA Federal Security Directors (FSDs) have responsibility for securing all transportation modes within their area of operations, not just the airports, and therefore serve on Area Maritime Security Committees and may be able to provide screeners and/or Federal Air Marshals if surge operations are necessary in a maritime venue.

The U.S. Coast Guard: USCG enhances maritime safety and security through the human factor of the MTS. The Coast Guard enforces crew standards through its U.S. mariner credentialing programs, and verifies foreign vessel and crew qualifications through its Port State Control program. Accident Causal factors are also studied and applied to development of regulation.

Office of the Secretary of Transportation: OST has been working with MARAD and with the Office of Management and Budget and USAID to implement changes to the Cargo Preference program that will reduce its cost and make the cost more predictable.

Maritime Administration: MARAD collaborates extensively with stakeholders from all transportation sectors and modes in order to accomplish its mission to improve and strengthen the U.S. Marine Transportation System. Through long range planning and analysis, the Maritime Administration's Office of Policy and Plans looks ahead and develops plans for integrating the Maritime Administration's activities with those of other appropriate government agencies as well as private sector marine transportation stakeholders.

Environmental Protection Agency: EPA Since the inception of EPA's diving program in 1984, more than 600 divers have been trained and have gone on to record more than 35,000 scientific dives with no serious injuries. EPA's diving program enables divers across the country to support Superfund, ocean dumping, research, and other important needs of the Agency.

HUMAN RESOURCES

Standard Matrix

Department and Agency Points of Contact:

Agricultural Marketing Service:

<http://www.ams.usda.gov/AMSV1.0/ams.fetchTemplateData.do?template=TemplateD&navID=ContactUs&topNav=ContactUs&page=ContactUs&acct=AMSPW>

Animal and Plant Health Inspection Service:

http://www.aphis.usda.gov/contact_us/

Bureau of Industry and Security:

www.bis.doc.gov

Exporter counseling line at 202 482-4811 for questions regarding the information on the website or if they are unable to find an answer to their questions on the website

Kathleen Barfield

Office of the Assistant Secretary for Export Administration Bureau of Industry and Security

202 482-1799

<http://beta-www.bis.doc.gov/index.php/about-bis/contact-bis>

Bureau of Ocean and Energy Management:

<http://boem.gov/About-BOEM/Contact-Us/Contact-Us.aspx>

(www.boem.gov).

Bureau of Labor Statistics:

<http://www.bls.gov/bls/contact.htm>

Bureau of Safety and Environmental Enforcement:

John Cushing, 703-787-1737, John.Cushing@bsee.gov

<http://bsee.gov/About-BSEE/Contact-Us/Contact-Us.aspx>

Bureau of Transportation Statistics:

http://www.bts.gov/programs/maritime_program/

Customs and Border Protection:

<http://www.cbp.gov/xp/cgov/toolbox/contacts/>

Department of Agriculture:

<http://usda.gov/wps/portal/usda/usdahome>

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Department of Energy:

[http://www.doe.gov/offices#Program Offices](http://www.doe.gov/offices#Program%20Offices)

<http://www.doe.gov/about-us/contact-us>

Department of Justice:

Peter Frost Peter.Frost@usdoj.gov

<http://www.justice.gov/>

Department of State:

<http://www.state.gov/>

<http://www.state.gov/e/eb/tpp/index.htm>

Department of Treasury:

<http://www.treasury.gov/about/organizational-structure/offices/Pages/Environment-and-Energy.aspx>

<http://www.treasury.gov/about/organizational-structure/offices/Pages/-Trade-and-Investment-Policy.aspx>

<http://www.treasury.gov/about/organizational-structure/offices/Pages/Economic-Policy.aspx>

<http://www.treasury.gov/connect/Pages/contact-us.aspx>

Economic Development Administration:

<http://eda.gov/contacts.htm>

Environmental Protection Agency:

<http://www.epa.gov/epahome/comments.htm>

Farm Service Agency:

<http://www.fsa.usda.gov/FSA/webapp?area=contact&subject=landing&topic=landing>

Federal Emergency Management Agency:

<http://www.fema.gov/contact-us>

Federal Highway Administration:

<http://www.fhwa.dot.gov/contact/>

Federal Maritime Commission: Office of the Secretary

Main Office: 202-523-5725

http://www.fmc.gov/about/phone_and_fax_contact_numbers.aspx

Federal Rail Administration:

<http://www.fra.dot.gov/Pages/1619.shtml>

Foreign Agricultural Service:

<http://www.fas.usda.gov/aboutfas.asp>

http://www.fas.usda.gov/marketdev_experts.asp

International Trade Administration:

<http://www.ita.doc.gov/contact.asp>

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202-366-7027

<http://www.noaa.gov/>

National Transportation Safety Board:

<http://www.nts.gov/pubmail/pubmail.aspx>

Occupational Safety and Health Administration:

http://www.osha.gov/html/Feed_Back.html

Office of the Secretary of Transportation (USDOT):

<http://www.dot.gov/office-of-secretary>

Research and Innovative Technology Administration:

<http://pnt.rita.dot.gov/>

Saint Lawrence Seaway Development Corporation:

<http://www.greatlakes-seaway.com/en/contact-us/slsc/index.html>

Transportation Security Administration:

Tanya Rawson

Office of Security Policy and Industry Engagement Transportation Security Administration

tanya.rawson@dhs.gov

(571) 227-3556

U.S. Army Corps of Engineers:

<http://www.ndc.iwr.usace.army.mil/about.htm>

POC: National Data Center, 703-428-9061

<http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx>

POC: Chief of Operations and Regulatory, 202-761-5903

Web address: <http://www.usace.army.mil/Missions/CivilWorks/Navigation.aspx>

<http://www.mvp.usace.army.mil/docs/InlandWaterways.pdf>

POC: Chief of Operations, 202-761-4689

<http://www.sac.usace.army.mil/?action=organization.mission>

POC: ERDC Coastal and Hydraulics Laboratory, chl-info@erdc.usace.army.mil

Web address: <http://www.erdc.usace.army.mil/>

POC: ERDC Director

<http://operations.usace.army.mil/nav/pdfs/NavStrategy.pdf>

POC: Public Affairs Office, 202-761-0011, hq-publicaffairs@usace.army.mil

U.S. Census Bureau:

<http://www.census.gov/#>

Omari Wooden (301) 763-3829 or omari.s.wooden@census.gov

U.S. Coast Guard:

United States Coast Guard (CG-5PW) Director, Marine Transportation Systems, 202-372-1532.

U.S. Fish and Wildlife Service:

www.fws.gov

www.fws.gov/le/businesses

U.S. Geologic Survey:

(www.usgs.gov)

(www.usgs.gov/water)

U.S. Navy:

<http://www.navy.mil/>

U.S. Transportation Command:

For MTS-related questions: Mr. Tom Parker, e-mail thomas.parker@ustranscom.mil

For all other questions: USTRANSCOM Public Affairs, (618) 220-4999

<http://www.transcom.mil/>