

Minutes of Public Meeting

June 11 & 12, 2018

U.S. Department of Transportation
Federal Motor Carrier Safety Administration National Training Center
1310 N. Courthouse Road
Arlington, VA 22201

Table of Contents

June 11, 2018 3

 Call to Order & Roll Call 3

 Members Present 3

 Member(s) Absent..... 3

 MARAD/DOT Members Present..... 4

 Item 1: Welcome and comments from the MTSNAC Chairman..... 4

 Item 2: Briefing on the (draft) National Maritime Transportation Strategy (NMTS)..... 4

 Item 3: Welcome and Comments from the Maritime Administrator 5

 Item 4: Public Comments..... 7

 Item 5: Break for Lunch 7

 Item 6: Breakout Session..... 7

 Item 7: Adjournment 10

June 12, 2018 10

 Item 8: Call to Order and Roll Call 10

 Members Present 10

 Member(s) Absent..... 10

 MARAD/DOT Members Present..... 11

 Item 9: Welcome & Opening Statements..... 11

 Item 10: Re-focus of Subcommittees 11

 Item 11: Breakout Session..... 11

 Item 14 – Break for Lunch 13

 Item 15 – Reconvene and brief update reports..... 13

 Item 16 – Presentation of Service Awards 13

 Item 18 – Closing Remarks and Adjournment..... 13

 Certification and Approval..... 13

 Appendix 13

Minutes of Public Meeting

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
National Training Center
1310 N. Courthouse Road
Arlington, VA 22201

June 11, 2018

Call to Order & Roll Call

Jeffrey Flumignan, Designated Federal Officer (DFO), called the meeting to order at 9:50 a.m. and took roll call.

Members Present

John Baker – International Longshoremen’s Association
Richard Berkowitz – Transportation Institute
Gary Brown – Georgia Exports Company
Bethann Rooney (by phone) for Molly Campbell – Port Authority of New York & New Jersey
Kristin Decas – Port of Hueneme
John Graykowski – Maritime Industry Consultants
Daniel Harmon – Texas Department of Transportation
Jared Henry – Hapag-Lloyd USA, LLC
Gary LaGrange – Port of New Orleans
Gary Love (by phone) – FAPS, Inc.
Ryan McDonald for Griff Lynch – Georgia Ports Authority
Mike Mabry – Maritime Transportation System National Advisory Committee
William Pennella – Crowley Maritime Corporation
Cathie Vick for John Reinhart – Virginia Port Authority
Jonathan Rosenthal – Saybrook Corporate Opportunity Funds
David Libatique for Gene Seroka – Port of Los Angeles
Scott Sigman – Illinois Soybean Association
Sarah Froman for Karl Simon – U.S. Environmental Protection Agency
John Townsend – Honeywell Technology Solutions, Inc.
Robert Wellner – Liberty Global Logistics LLC
Thomas Wetherald – General Dynamics – NASSCO

Member(s) Absent

Gary Adams – Walmart Stores Inc
Robert Berry – International Shipbreaking Limited, LLC
Vanta Coda – Ports of Indiana
Gregory Faust – Washington State Ferry System
Peter Ford – SkyRock Advisors
Bill Hanson – Great Lakes Dredge & Dock Co.
Susan Hayman – Maritime Transportation System National Advisory Committee
Tim Hinckley – Maritime Transportation System National Advisory Committee
Lynn Korwatch – Marine Exchange of the San Francisco Bay Region

Jim Kruse - Center for Ports & Waterways, Texas A&M Transportation Institute
Mark Locker – Ohio Department of Transportation
James Lyons – Alabama State Port Authority Board
Jim Pelliccio – Port Newark Container Terminal
Torey Presti – National Shipping Agencies, Inc
Anne Strauss-Weider – North Jersey Transportation Planning Authority
Richard Suttie – California State Maritime Academy
Margaret Vaughan – Exporters Competitive Maritime Council
Thomas Wakeman – Center for Maritime Systems at Stevens Institute of Technology
Lisa Wieland – Massachusetts Port Authority
Brian Wright – Owensboro Riverport Authority

MARAD/DOT Members Present

Jeffrey Flumignan, Designated Federal Officer, Maritime Administration
Lauren Brand, Associate Administrator for Ports & Waterways
Amanda Rutherford, Maritime Administration
Fran Bohnsack, Maritime Administration
Tim Pickering, Maritime Administration
Lori Schroeder, Maritime Administration
Martin Parker, Maritime Administration
Doug McDonald, Maritime Administration
Eric Gabler, Maritime Administration

Item 1: Welcome and comments from the MTSNAC Chairman

Chairman Mabry welcomed everyone and explained that the goal of these two days is to start formulating a work plan for the next committee. The subcommittee chairs met with the Maritime Administrator in May 2018 and presented him with the issues facing the industry. Dan Harmon added that the meeting went very well, and that the Administrator was receptive to the presentations. Everyone in attendance at that meeting concurred that the Administrator was very engaged, and the message was heard. Lauren Brand advised that the MTSNAC subcommittee work is being reorganized so that there will be more work for everyone at MARAD and MTSNAC both. She also reported that Capitol Hill wants the Ports Subcommittee to form a working group to study and analyze metrics of port capacity.

Item 2: Briefing on the (draft) National Maritime Transportation Strategy (NMTS)

Mr. Doug McDonald, Director, Office of Policy & Plans at MARAD, presented a briefing on the recently revised draft National Maritime Transportation Strategy document. He noted that the document has undergone extensive revisions since it first appeared in December 2015. However, the Vision, Mission and Guiding Principles are largely the same, but with a focus on those areas where DOT/MARAD has the lead role or a major role to play. The focus on this new draft is on:

- U.S. Merchant Marine
- U.S. Shipyards
- Maritime Labor
- Port Capacity and innovation

The NMTS has been restructured to reflect recent events and the Maritime Workforce Working Group suggestions have been added. The draft document is currently in circulation within DOT and will shortly enter interagency review. The hope is for a cleared document for presentation to Congress by the end of August. Then DOT and MARAD will use the document to guide, identify and prioritize actions.

After the briefing, there were several questions and comments. One member asked about the role of Congress. Mr. McDonald replied that Congress passed the Coble Act which required this study. Both the House and Senate subcommittees must approve the study after it is presented. Mr. Gabler of MARAD added that this latest version has additional input from the Secretary's office and the status of recommendations and actions has been updated to reflect this. Where DOT/MARAD does not have a lead role, the study defers to other agencies/departments. In this way, the document is less controversial. For example, the Committee on the Marine Transportation System (CMTS) put out a National Strategy for the Marine Transportation System in 2017. This NMTS is not duplicative of the CMTS strategy since the NMTS focuses more on the merchant marine, labor and issues not addressed by the CMTS strategy. Lauren Brand explained that the CMTS is a body of federal agencies to improve communication between agencies with various responsibilities for our Marine Transportation System. Mr. Gabler pointed out the NMTS complements the CMTS strategy. Mr. Mabry added that we can't focus on individual issues, but rather must focus on how they can be woven into the strategy. Lauren Brand said that the original NMTS was done in 2015. The major focus then was on containers. Now we have identified seven major types of commodities/ports. How best can we address this? Mr. Gabler responded that the study was expanded to include energy ports and offshore facilities. We need to recognize the diversity of our ports. Jonathan Rosenthal cautioned that we can't just focus on a product type, service or port, but rather a systems approach. We must be non-biased about ports. We can't let local constituent needs rule the day. Dan Harmon added that the government should not pick winners and losers, but instead identify different capabilities necessary for the nation. Local ports will address what is needed. David Libatique pointed out that the NMTS reflects what DOT should do and hopes that the CMTS will focus on port competitiveness. Gary LaGrange said that geography plays a big role for ports. Ports are creatures of habit, but now they are beginning to look at strategies due to dwindling available land for expansion. Scott Sigman added that the private sector wants flexibility to make decisions without government interference. There is also a critical need for accurate and timely data. Mr. McDonald concluded that each port serves key markets and must use the corridors which have unique infrastructure needs.

Ms. Brand suggested that the group transition to the topic of shipyards, which is the Administrator's personal passion. Tom Wetherald pointed out that the NMTS does a good job in summarizing those issues which the Defense Department has been looking at: strategic sealift capacity, the declining merchant marine population, and the shipbuilding industry. But then he posed a question: What does MARAD want from MTSNAC? What should we focus on? William Pennella responded that we need to move into the high schools to introduce the industry to our young people and begin training them for careers in the maritime industry.

Item 3: Welcome and Comments from the Maritime Administrator

RADM Mark Buzby, (USN, Ret.), Maritime Administrator, joined the group and thanked them for the work they had done. He noted that he recently visited the SS John W. Brown, a WWII

Liberty ship, which is docked in Baltimore. While there he met a ninth- grade student from New York who was talking about the future of the Philadelphia Shipyard. This young man seemed very well informed on maritime issues. The Administrator is planning to address other High School Maritime academies later this year. He noted that this is not an easy career path for young people. He also told the group that MARAD needs a new school ship for the maritime academies in 2018 and a second one in 2019. He also said that the NMTS is now with OMB and initial signals on its progress are good. He said that in international trade MARAD is gaining more traction for increased U.S.-Flag vessels and there may very well be more bi-lateral trade agreements for specific commodities with a 40/40/20 split for the carriage of these commodities with our trading partners. The 2021 Budget request has been delivered to the Secretary. It includes new initiatives to generate more U.S.-Flag ships and more mariners with increased funding. He concluded by noting that MTSNAC's analytical support has been most important. He also noted that although some current members will not be returning to the new MTSNAC in the fall both he and Secretary Chao appreciate the work of everyone on the committee.

After his remarks, there were several questions and comments. One member asked what has changed since the 1990s. The Administrator replied that the ships are now older, and it is more difficult to maintain them. Many are not able to pass Coast Guard inspection. One member questioned whether the U.S. Merchant Marine Academy's recent move to three tracks in its curriculum would hurt the industry's ability to operate the new generation of vessels. The Administrator replied that all Kings Point graduates will still have unlimited licenses while not all state academy graduates will. Another member noted that Dr. Navarro (White House Director of Trade and Industrial Policy) is concerned about our NATO allies carrying their fair share of the military costs. Why not require our allies to use U.S.-Flag vessels to make up part of that deficit? The Administrator said that the Administration is looking into this. One member asked if there was much collaboration between the government and the private sector to finance new vessel building. The reply was that the primary focus is on government funding. Private entities have proposed Build and Lease packages.

Ms. Denise Krupp, a member of the public and representing the American Heritage Community, suggested that MARAD work with the Heritage Museums around the country to highlight the importance of the maritime industry. The EPA representative stated that EPA sees an opportunity to champion green technologies and hoped that the government can be a leader in this area. The Administrator replied that sustainable shipping is important to MARAD and is pursuing areas such as improved ballast water systems. MARAD is also standing up its R & D Program with Kings Point as the hub, and the state academies feeding into it. Another member asked when the new Kings Point superintendent will be in place. The Administrator replied that the position notice has been posted and is closing in July. MARAD is now putting together a job review panel. The goal is for a Change of Command Ceremony by late August. One member noted that for the maritime industry to appeal to the younger population, we need to find out from the young man whom the Administrator met in Baltimore what helped him get excited about the maritime field. The Administrator replied that when asked where he wanted to go to school the young man said Fort Schuyler (State University of New York Maritime College). A concern raised by one member was how to ensure that jobs will still be there in the future considering growing automation in the field. The Administrator felt confident that although there was increased automation on the ships, trucks and terminals, skilled people will still need to direct these activities. Another member asked how the Administration would avoid GATT

challenges to the shipbuilding and ship revitalization bill proposed by Rep. Garamendi of California. RADM Buzby replied that he has discussed this with the Congressman, but that the bigger challenge is to find entities and trade routes to operate and use these newly automated ships. One member noted that the NMTS mentions areas under the purview of other federal agencies. How best can we encourage them to accept the recommendations of the NMTS? Mr. Gabler replied that navigation issues have been removed from the draft document and it now focuses on areas germane to DOT and MARAD. The goal is to focus on intermodal issues under direct DOT authority. Are federal advisory committees at other agencies working together on this? Mr. McDonald replied that they are, but more coordination is still needed. This effort is like a three-legged stool: Congressional committees, federal agencies, and local entities.

Item 4: Public Comments

Mr. Flumignan announced that there were no requests for public comments but there were a few announcements. The first was from Ms. Denise Krepp, representing Flagship Olympia Foundation. She noted that the Maritime Heritage Community is on MARAD's side. She encouraged the group to use maritime museums as venues for its meetings. In addition, she recommended that members go out and speak to local high school students about the employment opportunities in the maritime industry.

Jonathan Rosenthal announced that California, which is the fifth largest economy in the world, is in the midst of a gubernatorial race. The Democrat candidate is Gavin Newsome who supports supply chain strategies. There is an event in July/August in Southern California that Mr. Newsome is hosting to discuss these strategies and all MTSNAC members are invited to attend.

Item 5: Break for Lunch

Members broke for lunch.

Item 6: Breakout Session

After the lunch break the group reconvened. Ms. Lauren Brand reviewed the tentative meeting dates for the remainder of 2018 and all of 2019:

September 12-13, 2018
January 23-24, 2019
March 13-14, 2019
June 5-6, 2019
September 25-26, 2019

She then requested that the group begin work on the problem statement for the soon-to-be formed three subcommittees: **Ports, Domestic Shipping and International Shipping**. MARAD is asking MTSNAC to develop and refine these problem statements for the Administrator. She also suggested that the group invite a speaker for the next meeting to address the interests of millennials to better find out how the industry can attract more young people to the field.

Mr. Flumignan then outlined what areas each new subcommittee would address:

Ports – productivity and surface transportation issues

Domestic Shipping – Marine Highways, Great Lakes, Inland Waterways, and Energy Transportation

International Shipping – U.S. -Flag oceangoing fleet, mariner workforce, and marine insurance

Ms. Brand then announced that the Bureau of Transportation Statistics (BTS) Port Performance Working Group was not able to fully address the mandate given them by Congress due to the lack of funding. So BTS put together a snapshot of the top 40 U.S. ports. The Senate Commerce Committee then asked MARAD to relook this issue. As a result, David Libatique and Ryan McDonald will lead a new working group, to be called the Port Corridor Capacity and Predictability Working Group. This group has a six- month deadline to report back to the Senate Commerce Committee. The working group will use the MTSNAC Ports Subcommittee corridor recommendations as a baseline. This will help to establish performance measurements. The working group will attempt to address the following three questions:

- 1) What is a maritime corridor?
- 2) How can we support these corridors?
- 3) How can we establish predictability?

Jonathan Rosenthal asked if the goal is to get investment in these corridors. The private sector needs strong leadership to select corridors and raise funding for them. Strong heads are needed to break glass and disrupt the status quo. Ms. Brand responded that Washington should not dictate to the states and regions. That is best left up to them. A lively discussion ensued on this topic. Mike Mabry introduced the concept of predictability vs. velocity. Velocity is speed with direction. Predictability drives shipper inventory. Richard Berkowitz noted that the Freight Mobility Office in Washington State has criteria for these.

There were several suggestions/questions which the group posed for this working group. Among them:

- How can the government cut red tape and reduce the time for completing projects?
- There are always winners and losers, so it is important to figure out how best to mitigate opposition and loss.
- We should be careful of over-reliance on data.
- A good starting point is with non-attainment areas.
- There is a great concern with market dis-equilibrium

David Libatique pointed out the goal of the ports subcommittee was to develop a rational way to identify and assess the performance of maritime gateways. But instead of developing port-specific performance measurements, we should look at corridor performance. But how can we quantify corridor performance? How does a gateway or set of ports perform? The ports subcommittee recommendations will be presented to the Secretary. Robert Wellner noted that this is like a field of dreams. Build it and they will come. He strongly feels that MTSNAC needs more shippers in the mix. There was also concern of how corridors will mesh with state freight plans. Mike Mabry then provided a brief explanation of the difference between output and input. Output focuses on how to get things done instead of what goes into the equation.

Local management is best poised to resolve issues – not the government. The ultimate intent of the Senate Committee is to inform future policy and future solutions to these types of problems.

Mr. Flumignan then asked the group to begin formulating a problem statement for the Port Corridor Capacity and Predictability Working Group. After much discussion, the group agreed on the following draft problem statement:

The U.S. needs a set of fair, uniform and data-driven systems approaches to assess the condition and performance of nationally significant maritime gateways. The collection and use of such data can support the prioritization of federal investments and policy development to enhance national economic competitiveness.

What criteria are needed to define a nationally significant maritime gateway?

- There is a commodity
- There is a natural route
- There are natural origins and destinations
- There must be an economic impact
- There must be redundancy and resiliency
- Must include National Multimodal Freight Analysis Framework (FAF) factors
- Must be a value metric

After a short break the group reconvened and began drafting a problem statement for the Domestic Shipping Subcommittee. This subcommittee will address coastwise shipping, marine highways and inland waterways. Some of the issues raised in the discussions were:

- Difficulty in making money in coastwise shipping
- Lack of buy-in from the unions, such as the ILWU
- Current road system is subsidized. How can we charge the appropriate rate to truck and rail?
- We need data that is more precise and that can tell us who pays what.
- There are some Container-on-Barge examples, but some are heavily subsidized, e.g., I-64

Mr. Flumignan began a facilitated discussion of issues. He started by asking what would happen if the government built a series of articulated barges to retain the nation's mariner and shipyard base, and gave them to an operator to manage? The response was that it could be done since there would be no capital building expenses for the operator/manager. What type of shippers would use this mode? Certainly, not large retail shippers like Walmart or Home Depot. One member thought that NVOCCs (Non-vessel operating common carriers) might use it. Another possibility might be a niche operator. A member of the public, Mr. Paul Bea, noted that a government-subsidized operation will not work. Instead we should focus on future transportation policy and how best to fund transportation in the future. Another member added that for such an operation to be successful the operator might also need some form of domestic "cargo preference" assistance. One member proposed adding a daily cap on the number of trucks on the road so shippers will find alternated ways to move their cargo, e.g., on free

government-built ships. Mike Mabry added that subsidies may not be necessary if we remove the current tax distortions between the transportation modes.

Item 7: Adjournment

The Chairman then adjourned the meeting for the day at 3:45 p.m. Discussion on this and the other problem statements will continue tomorrow with a start time of 9:30 a.m.

June 12, 2018

Item 8: Call to Order and Roll Call

Jeffrey Flumignan, the Designated Federal official (DFO) called the meeting to order at 9:42 a.m. and took roll call.

Members Present

John Baker – International Longshoremen’s Association
Richard Berkowitz – Transportation Institute
Kristin Decas – Port of Hueneme
Daniel Harmon – Texas Department of Transportation
Jared Henry – Hapag-Lloyd USA, LLC
Gary LaGrange – Port of New Orleans
Gary Love– FAPS, Inc.
Ryan McDonald for Griff Lynch – Georgia Ports Authority
Mike Mabry – Maritime Transportation System National Advisory Committee
Tom Saunders for Jim Pelliccio - Port Newark Container Terminal
William Pennella – Crowley Maritime Corporation
Cathie Vick for John Reinhart – Virginia Port Authority
Jonathan Rosenthal – Saybrook Corporate Opportunity Funds
David Libatique for Gene Seroka – Port of Los Angeles
Scott Sigman – Illinois Soybean Association
Karl Simon – U.S. Environmental Protection Agency
Anne Strauss Wieder - North Jersey Transportation Planning Authority
John Townsend (by phone) – Honeywell Technology Solutions, Inc.
Robert Wellner – Liberty Global Logistics LLC
Thomas Wetherald – General Dynamics – NASSCO

Member(s) Absent

Gary Adams – Walmart Stores Inc
Robert Berry – International Shipbreaking Limited, LLC
Gary Brown – Georgia Exports Company
Molly Campbell - Port Authority of New York & New Jersey
Vanta Coda – Ports of Indiana
Gregory Faust – Washington State Ferry System
Peter Ford – Ports America
John Graykowski - Maritime Industry Consultants
Bill Hanson – Great Lakes Dredge & Dock Co.

Susan Hayman – Maritime Transportation System National Advisory Committee
Tim Hinckley – Maritime Transportation System National Advisory Committee
Lynn Korwatch – Marine Exchange of the San Francisco Bay Region
Jim Kruse - Center for Ports & Waterways, Texas A&M Transportation Institute
Mark Locker – Ohio Department of Transportation
James Lyons – Alabama State Port Authority Board
Torey Presti – National Shipping Agencies, Inc
Richard Suttie – California State Maritime Academy
Margaret Vaughan – Exporters Competitive Maritime Council
Thomas Wakeman – Center for Maritime Systems at Stevens Institute of Technology
Lisa Wieland – Massachusetts Port Authority
Brian Wright – Owensboro Riverport Authority

MARAD/DOT Members Present

Jeffrey Flumignan, Designated Federal Officer, Maritime Administration
Lauren Brand, Associate Administrator for Ports & Waterways
Amanda Rutherford, Maritime Administration
Fran Bohnsack, Maritime Administration
Lori Schroeder, Maritime Administration
Martin Parker, Maritime Administration
Jan Downing – Maritime Administration
Matthew Chambers – Bureau of Transportation Statistics
Michael Sprung – Bureau of Transportation Statistics

Item 9: Welcome & Opening Statements

Chairman Mabry briefed the membership on the meeting that the MTSNAC leadership had with the Administrator in May 2018. The meeting went very well, and the subcommittee chairs presented the recommendations from the four subcommittees – Ports, International Competitiveness and Global Trends, Marine Highways, and Education Awareness.

Item 10: Re-focus of Subcommittees

Chairman Mabry also announced that MTSNAC is undergoing a restructuring and in the future, instead of four subcommittees, it will have three – Domestic Shipping, Ports, and International Shipping.

Item 11: Breakout Session

Mr. Flumignan redirected the group's attention to continuing the development of the draft problem statement for the Port Corridor Capacity and Predictability Working Group which the members had begun the previous day. There were several comments from the membership. Among them was that there are no metrics in this draft problem statement. A discussion began over what metrics should be there. Predictability, variability, transit time and resiliency were mentioned as important metrics to be included. Ms. Brand suggested that an annualized metric may make sense, or even seasonal cargo flows. Mr. Flumignan asked if it were appropriate to tie ports to mega regions, such as Cascadia, Arizona Sun Corridor, Texas Triangle, Northern California, Southern California. Ms. Brand said that perhaps we should overlay ports on a mega

regions map. Susan Monteverde of the American Association of Port Authorities (AAPA) asked if non-MTSNAC members could participate on the working group. Ms. Brand responded that they could.

Mr. Flumignan reminded the group that Congress initially asked for a tool to inform policy. MARAD has promised a recommendation to help form policy, and not an online tool for real time use. He then asked if the U.S. has the capacity to ramp up its container flow in a short time. Jonathan Rosenthal responded that we have tons of capacity on Southern California freeways in the middle of the night. But we need systemic changes to use this capacity more efficiently. We need to do a better job of managing our existing assets. He added that airlines measure their capacity by ASM – Available Seat Miles. Ms. Brand asked if the working group should look at the consequences of the lack of predictability in the transportation system. Mike Mabry responded that we got significantly worse in certain corridors, so we need to measure the system to see if it stays in a plus zone of predictability. Cathie Vick emphasized that Congress needs to know where the best investments(s) should be made in infrastructure improvement. David Libatique reminded the group that in six months we will only get a very primitive tool. Paul Bea from the public said that one recommendation might be to give more resources to the USDOT Bureau of Transportation Statistics (BTS) for better data collection. Jonathan Rosenthal noted that the solution need not be complicated. With the advent of containerization there were no standards for the containers. The International Organization of Standardization (ISO) helped create standards. The government can do the same with data standards. Currently truckers and ports and operators can't communicate with each other due to a lack of standards.

After a short break the group reconvened, and Mr. Flumignan introduced Jan Downing of MARAD. Mr. Downing will be the staff liaison for the International Shipping Subcommittee. This subcommittee will focus on the recapitalization of the Ready Reserve Fleet (RRF), support for the commercial sealift fleet, and how to help reverse the trend of a diminishing U.S.-Flag fleet and strategic sealift.

Tom Wetherald noted the need to measure U.S. military requirements in millions of square feet of Roll On/Roll Off vessel capacity. Mr. Flumignan then provided a brief primer on the Defense Transportation System (DTS) for those members not familiar with the DTS. The DTS has three phases:

- 1) Pre-positioning vessels (managed primarily by the Military Sealift Command)
- 2) Surge – Use of the Ready Reserve Fleet (currently 46 ships)
- 3) Sustainment – Use of the U.S.-Flag commercial fleet (currently 60 ships) through the Maritime Security Program (MSP)

Mike Mabry noted that there is a deficiency in both equipment and personnel for both surge and sustainment requirements. Robert Wellner added that there is a need for predictability in government cargo for U.S.-Flag operators to survive. Mike Mabry interjected that the U.S. maritime industry currently is not competitive in the global economy. Tom Wetherald responded by asking what MARAD wants out of this subcommittee? To make us competitive in the global economy? Ms. Brand and Mr. Flumignan answered that in the next two years MTSNAC should make bold recommendations to the Secretary on all these issues.

Item 14 – Break for Lunch

Item 15 – Reconvene and brief update reports

Since the Administrator had arrived the Chairman briefed the Administrator on the group's progress. He reported that the morning discussion had focused on the Port Capacity and Predictability Working Group. He emphasized the need for the group to go to a high level in its analysis. Many people understand the reasons that the U.S. maritime industry is not competitive in the global marketplace and this needs to be addressed.

Item 16 – Presentation of Service Awards

RADM Buzby addressed the group and said that Secretary Chao sends her regards and thanks for the work of the committee. She is also very interested in the makeup of the new MTSNAC. The Administrator is very impressed with the subcommittee chair recommendations from the May meeting. The work of MTSNAC is important since MARAD doesn't have all the answers. Then RADM Buzby presented each member with a service award for their work on the committee, signed by Secretary Chao.

Item 18 – Closing Remarks and Adjournment

After the Service Award presentation Chairman Mabry thanked all the members for their great service and adjourned the meeting at 1:25 p.m.

Certification and Approval

I hereby certify that, to the best of my knowledge, the foregoing minutes are accurate and complete.

Mike Mabry

Joseph M. Mabry
Chairman, Maritime Transportation System National Advisory Committee
July 6, 2018

Appendix

- Appendix A – Meeting Agenda
- Appendix B – Draft NMTS presentation

U.S. Maritime Transportation System National Advisory Committee

<https://www.connectmeeting.att.com>

Meeting Number(s): (877) 336-1831 or (404)443-6397

Access Code: 3660788

U.S. Department of Transportation, Federal Motor
Carrier Safety Administration, National Training
Center, 1310 N. Courthouse Road, Suite 600,
Arlington, VA 22201-2508

Meeting Agenda Monday, June 11, 2018

- 9:30 AM Call to Order & Roll Call**
Jeff Flumignan, Designated Federal Officer
- Item 1 Welcome and comments from the MTSNAC Chairman**
Joseph “Mike” Mabry, Chairman, Maritime Transportation System National Advisory Committee
- Item 2 Briefing on the (draft) National Maritime Transportation Strategy**
Douglas McDonald, Director, Office of Policy & Plans
- Item 3 Welcome and Comments from the Maritime Administrator**
Mark H. Buzby, Maritime Administrator
- Item 4 Public Comments**
Jeff Flumignan, Designated Federal Officer
- Item 5 Break for Lunch**
- Item 6 Breakout Session – Breakout Rooms**
Staff Liaisons to facilitate breakout session and prioritize Issue Areas and Desired Outcomes
- Item 7 Reconvene and brief update report to Chair by subcommittee Chairs**
Joseph “Mike” Mabry, Chairman, Maritime Transportation System National Advisory Committee
- Item 8 Closing Remarks and Adjournment**
Joseph “Mike” Mabry - Chairman, Maritime Transportation System National Advisory Committee

U.S. Marine Transportation System National Advisory Council



National Maritime Strategy Update

June 11, 2018



Status of the NMTS

- The document has undergone extensive revision since the last briefing to MTSNAC in December 2015.
 - The 2015 draft document is obsolete.
 - It is now the “National Maritime Transportation Study (NMTS).”
- The vision, mission, and guiding principles are largely the same as before, but the NMTS now focuses on areas of maritime transportation in which DOT has the lead role or a major role.
- Specific areas of emphasis are the U.S. Merchant Marine, shipyards, maritime labor, U.S. port capacity and accommodation of large ships, and innovation.



What's Changed Since the Last Briefing

- The NMTS has been restructured to be more concise, reflect recent events, and express more commitment to action.
- The Strategic Goals have been restructured and each is now supported by well-defined Objectives.
- Stakeholder-suggested actions from the obsolete draft have been carried over to the NMTS and are listed by the Strategic Goals and Objectives to which they most pertain.
- Some new suggestions have been added based on the Maritime Workforce Working Group and other sources.
- Stakeholder-suggested actions that DOT is investigating or pursuing are now identified and highlighted.



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3

Maritime Transportation: A National Vision

“An innovative, competitive U.S. maritime system that enhances multimodal mobility and ensures our national and economic security in an increasingly globalized world.”



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4

Guiding Principles of a National Maritime Strategy

1. Maritime readiness is vital to national and economic security
2. A safe, modern, and efficient transportation system is essential to our economic wellbeing
3. Maritime transportation is an important component of the multimodal transportation system
4. The MTS must be resilient and flexible
5. Maritime transportation has the capacity to alleviate future traffic congestion
6. Better data, models, and tools for decision-making are needed
7. Financing programs must be improved
8. Cooperation and collaboration are critical
9. Innovation is the core strength of the United States and our competitive advantage
10. MTS participants must be good stewards of the environment



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5

National Maritime Strategy Goals

1. Strengthen U.S. maritime capabilities essential to economic and national security.
2. Ensure the availability of a U.S. maritime workforce equipped with 21st Century skills; Inspire and educate the next generation of mariners.
3. Improve ports and waterways to enhance safety, reduce congestion, and increase mobility throughout the U.S. maritime transportation system.
4. Expand capacity of U.S. international gateway ports to accommodate larger vessels.
5. Drive maritime innovation in information, automation, safety, reducing environmental impacts, and other areas.



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6

The Way Forward

1. The revised document is currently about to enter interagency review.
2. We hope to have a cleared document to deliver to Congress before the end of August.
3. Once the strategy has been cleared for public release, DOT and MARAD will use the document as a guide to identify and prioritize actions to ensure a competitive U.S. merchant marine and maritime transportation system in the future.
4. Questions?



U.S. Maritime Transportation System National Advisory Committee

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Access Code: 3660788

U.S. Department of Transportation, Federal Motor
Carrier Safety Administration, National Training
Center, 1310 N. Courthouse Road, Suite 600,
Arlington, VA 22201-2508

Meeting Agenda Tuesday, June 12, 2018

- 9:30 AM Call to Order & Roll Call**
Jeff Flumignan, Co-Designated Federal Official
- Item 9 Welcome & Opening Statements**
Joseph “Mike” Mabry - Chairman, Maritime Transportation System National Advisory Committee
- Item 10 Re-focus of Subcommittees**
Joseph “Mike” Mabry - Chairman, Maritime Transportation System National Advisory Committee
- Item 11 Breakout Session – Breakout Rooms**
Staff Liaisons to facilitate breakout session and prioritize Issue Areas and Desired Outcomes
- Item 12 Reconvene and Update to Chairman**
Joseph “Mike” Mabry, Chairman, Maritime Transportation System National Advisory Committee
- Item 13 Public Comments (if required)**
Jeff Flumignan, Co-Designated Federal Official
- Item 14 Break for Lunch**
- Item 15 Reconvene and brief update reports from Subcommittee Chairs**
Joseph “Mike” Mabry, Chairman, Maritime Transportation System National Advisory Committee
- Item 16 Presentation of Service Awards**
Mark H. Buzby, Maritime Administrator
- Item 17 Closing Remarks and Way Ahead**
Lauren Brand, Associate Administrator for Ports and Waterways
- Item 18 Closing Remarks and Adjournment**
Joseph “Mike” Mabry, Chairman, Maritime Transportation System National Advisory Committee