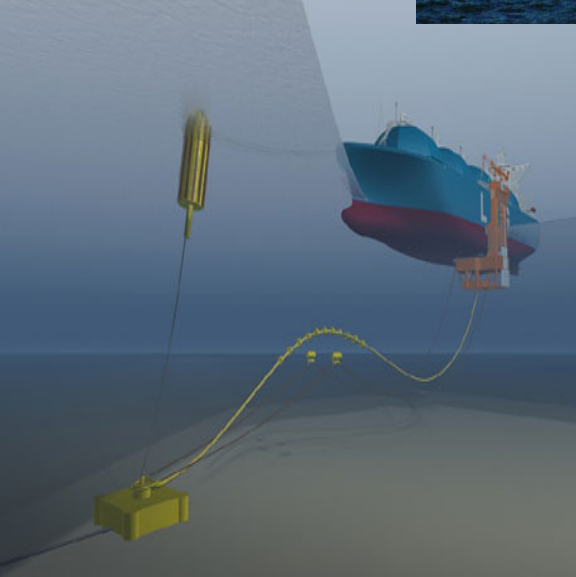
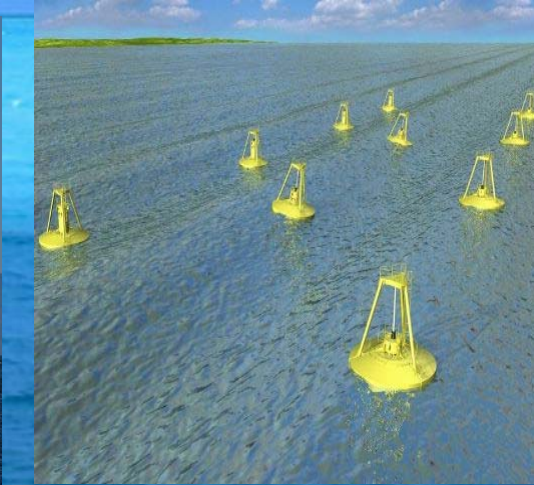




# Interagency Ocean Policy Task Force







# Recent Interagency Efforts

- President Obama set up the Interagency Ocean Policy Task Force in June 2009.
- Direction - deliver a national ocean policy and framework for marine spatial planning.
- Participants - over 20 Federal agencies made up the Task Force.
- Input - dozens of workshops and meetings; 38 “expert roundtables” and stakeholder sessions; six national public hearings in diverse regions.
- Status – Task Force recommendations currently under final Administration review.

# Vision Statement

An America whose **stewardship** ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, **safe** and productive, and **understood** and treasured so as to promote the well-being, prosperity, and **security** of present and future generations.







# National Priority Objectives for the Ocean, Our Coasts, and Great Lakes

- Four priority objectives to improve the way we do business:
  - ✓ Ecosystem-based management
  - ✓ **Coastal and marine spatial planning**
  - ✓ **Inform decisions and improve understanding using sound science**
  - ✓ Coordinate and support regional management across agencies
- Five areas of special focus:
  - ✓ Resiliency/adaptation to climate change and ocean acidification
  - ✓ Regional ecosystem protection and restoration
  - ✓ Water quality and sustainable practices on land
  - ✓ Changing conditions in the Arctic Ocean
  - ✓ Ocean observation, mapping, and infrastructure





# Improved Governance Structure





# What is Coastal and Marine Spatial Planning?

- Regionally developed
- Comprehensive and transparent
- Based on sound science
- Identifies areas most suitable for various types of activities
- Provides public policy process for determining ocean use and protection





# Why Coastal and Marine Spatial Planning?

## Why?

- Promote more efficient use of ocean resources and space
- Lack of clear national policy direction, confusing and overlapping jurisdiction, fragmented laws
- Oceans currently managed by over 140 different Federal laws and implemented by 18 different Federal agencies

## Drivers







# A Regional Framework for CMSP

- Regional Planning Bodies created with Federal, State, and Tribal membership
- RPB's develop plans based on regional priorities and extensive stakeholder input
- Nine proposed regions, aligning with large marine ecosystems and existing structures
- Regional plans build on existing CMSP efforts (e.g., ocean observing organizations, State plans)





# R & D : MTS within CMSP Context

- Consider MTS R&D within broader context of CMSP R&D – (e.g., impacts as part of greater cumulative effects within ecosystem)
- Provide scientific and technical support for CMSP Regional Assessments that will inform decisions on regional ocean use priorities, including MTS
- Develop better data management, integration and delivery systems, including real-time data to support MTS safety, and improved data on long-term MTS needs regionally and nationally
- R&D to support and improve MTS value proposition among competing uses (socio-economic, environmental)





# MTS Conference Questions

## 1. Near and long term vision of MTS

MTS is fully integrated into broader national transportation systems and marine spatial plans, is safe and secure, and meets US economic and environmental goals.

## 2. Drivers

- Increasing US maritime trade and shipping traffic
- New and increasing coastal and ocean uses, some with specific siting requirements
- Demands for increased efficiency in national transportation systems
- Decreasing government funds for infrastructure





# MTS Conference Questions

## 3. Research and development initiatives

- Understand and address MTS environmental impacts, including within context of cumulative use impacts on ecosystem
- Greener MTS
- More efficient integration of MTS into broader national transportation systems
- Improved forecasting of long term ocean changes and MTS impacts
- Improved data integration, management, analysis, and dissemination of user friendly products to support MTS (emphasis on real time)
- Better understanding of socio-economic impacts of MTS (value proposition)
- Means to improve coordinated national port planning process to support MTS efficiency and resiliency