

PREPARED STATEMENT OF PAUL ANDERSON  
BEFORE THE UNITED STATES SENATE COMMITTEE ON  
COMMERCE, SCIENCE, AND TRANSPORTATION  
OCTOBER 23, 2007

Mr. Chairman,

Thank you for scheduling this hearing today. It is an honor and a privilege to appear before you and the distinguished members of the Commerce, Science, and Transportation Committee. I would like to express my sincere gratitude to my Senator Bill Nelson for his introduction to the Committee.

At this time I would like to introduce my family:

My mother and father, Capt. Perry Anderson, Retired United States Marine Corps and distinguished veteran and his loving wife Ann. Mom and Dad thank you for all of your support, love and encouragement. My wonderful wife Sarah and our newest member of the Anderson clan, Jordan. I also want to recognize Commissioner Hal Creel who used to work on this committee, former Commissioner Ming Hsu and many of the staff from the agency. Thank you all for your support.

As the independent regulatory agency responsible for overseeing ocean borne transportation in U.S. foreign commerce, the Federal Maritime Commission works to ensure a fair and competitive environment in which carriers, shippers, and other stakeholders can operate with a minimum of government intervention, while being protected from unfair foreign shipping practices. Working within its statutory framework, the

Commission has developed a regulatory system that allows for necessary oversight with minimal disruption to the efficient flow of U.S. foreign commerce.

As this Committee knows first-hand, maritime shipping is a dynamic and changing industry. During the past five years, the number of 20 foot containers coming into United States ports in containers has increased dramatically, from 11 and one-half million TEUs in 2001, to almost 20 million TEUs in 2006. This rapid increase in trade volume has highlighted the need to address improvements to our Nation's transport infrastructure. In addition, since September 11, 2001, we have recognized the importance of securing our ocean transportation system, while maintaining the free flow of trade.

While the FMC is not on the front line of ensuring the security of our ocean borne commerce, we are committed to helping to helping front-line security agencies ensure the safe and efficient movement of cargo to and from the United States. In this regard, the Commission's oversight of ocean common carriers, marine terminal operators, and its licensing and bonding of ocean transportation intermediaries ("OTIs"), is a vital link in the effort to protect our Nation's seaports.

During my career I have worked in several regulated industries, including nine years in the maritime sector with an international, diversified transportation company. This experience, combined with leadership in education, economic development, and community service, has prepared me for my current role as FMC Commissioner, and has given me an understanding of the issues facing the private sector in the maritime transportation business.

I have had the opportunity to learn first-hand the importance of our maritime transportation system to our Nation's economy.

If confirmed by the Senate, I will continue to work to fairly and objectively fulfill the Federal Maritime Commission's statutory responsibilities, while making every effort to listen to Commission stakeholders in order to reach balanced and well-informed decisions.

Thank you, Mr. Chairman and distinguished Senators on the Committee and your staff, for your time and consideration. I appreciate the opportunity to appear before you today. If confirmed, I look forward to working with you and your staff as the Commission fulfills its statutory responsibilities. I will be happy to answer any questions that you may have for me at this time.