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FEDERAL MARITIME COMMISSION

September 25, 2008

Karen V. Gregory
Assistant Secretary
Federal Maritime Commission
800 North Capitol Street, NW
Washington, DC 20573

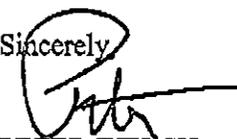
Dear Assistant Secretary Gregory,

I am writing today at the suggestion of A.N. Deringer, Inc., a family-owned Vermont company that is at the forefront of the customs brokerage and freight forwarding industry. As non-vessel operating common carriers, A.N. Deringer and similar companies purchase space aboard ocean vessels and then sell that space to shippers in a highly competitive marketplace.

Due to an antiquated regulation, however, freight forwarders must publish and update the terms of their contracts after-the-fact. To file information about a contract after-the-fact only adds enormous expense and inefficiency. It also provides little value to the shipping public, as customers seldom review the tariff. It seems clear to me that the publication requirement is out of step with a modern ocean transportation environment.

The National Customs Brokers and Forwarders Association of America, Inc. (NCBFAA), has filed a petition to exempt ocean transportation intermediaries from this onerous requirement, an exemption that has already been provided to ocean carriers. Please note my support for the NCBFAA petition by incorporating this letter in the record, and I look forward to your prompt response.

Sincerely,



PETER WELCH
Member of Congress

PW/cg