

**Statement of
William P. Doyle
Nominee for Federal Maritime Commissioner**

**Before the Committee on Commerce, Science, and Transportation
United States Senate**

May 10, 2012

Good morning Chairman Rockefeller, Ranking Member Hutchison, and members of the Committee.

I am honored to have the opportunity to appear before you this morning as President Barack Obama's nominee to serve as Commissioner on the Federal Maritime Commission, and I thank Chairman Lidinsky for his support. If confirmed by the Senate, I look forward to supporting the mission of the Federal Maritime Commission to promote a fair, efficient, and reliable international ocean transportation system, and to protect the public from unfair and deceptive practices.

Before I proceed, I would like to introduce my wife Amy Doyle, and our kids Lillian, Billy, and Katherine. I would also like to introduce my mother Virginia and father Dennis, as well as other family members and friends from Massachusetts, Pennsylvania, and Washington, D.C. Additionally, I would like to extend my gratitude to all of the members of maritime industry for their support.

I am a graduate of Massachusetts Maritime Academy, where I received a Bachelor of Science in Marine Engineering, and I am licensed by the U.S. Coast Guard as a Marine Engineer. I served aboard various ships as an officer in the U.S. Merchant Marine from 1992 until 2002. While in the Merchant Marine, I began law school at Widener University in Pennsylvania. I spent my winter and summer breaks of law school as an engineer on tankships, delivering jet fuel to Israel, running liquid sulphur between U.S. Gulf Coast ports, and serving on U.S. Ready Reserve Force fleet vessels in South Carolina.

For the past year I have served as the Chief of Staff for the Marine Engineers' Beneficial Association (MEBA). My experience as a Merchant Marine and at MEBA have allowed me to see personally how the United States relies on its maritime industry for both military and economic security. For more than 200 years, the US-flagged merchant marine has contributed substantially to U.S. economic vitality and independence, and helped to underpin America's position as a global power supporting trade and security. The maintenance of militarily useful vessels and skilled merchant mariners in peacetime provides an essential sealift capability that has been called on frequently by U.S. armed forces in times of war and in times of national emergency. A strong merchant marine also generates tens of thousands of American jobs and hundreds of millions of dollars in economic output for the nation. This background has impressed upon me how important it is that the Commission remain vigilant in carrying out its statutory mandates to protect the U.S. maritime industry against any harmful foreign shipping practices.

Prior to becoming Chief of Staff for MEBA, I served as Director of Permits, Scheduling & Compliance with the Office of the Federal Coordinator for Alaska Natural Gas Transportation Projects, where I was a lead negotiator on behalf of the federal government in securing cost recovery agreements with private sector national and multinational companies. I managed and directed coordination among approximately 24 U.S. federal agencies, numerous state agencies, and federal and provincial Canadian entities for the permitting and construction processes to build a large-diameter natural gas pipeline that would transport natural gas from Alaska's North Slope. In this role, I drafted the initial regulatory implementation plans for two separate multi-billion dollar natural gas pipeline projects.

I am eager to put my experience to work on behalf of the Federal Maritime Commission if confirmed by the Senate. One of the Commission's top priorities is working with stakeholders to significantly increase the export of goods, the vast majority of which move on ships. Significantly increasing exports will require continued coordination and cooperation between the government and the private sector. That coordination may be focused on increasing the availability of shipping containers for mid-continent agriculture and manufactured goods, and working with our overseas trading partners to rectify any limitations to waterborne export of goods and services.

I believe another top priority for the Commission is providing regulatory relief to support job growth and the economic recovery. I would also emphasize the Commission's effort to reduce court litigation between parties through its newly established Rapid Response Teams in its Office of Consumer Affairs and Dispute Resolution Services (CADRS). If confirmed, I will work with the Commission to find fast solutions to disputes between shipping lines and customers and ensure that cargo keeps moving. Each of these efforts support the Commission's role of protecting American exporters, importers, and consumers.

In closing, I again thank President Obama for his nomination to serve on the Federal Maritime Commission and the Committee for allowing me to appear before you this morning. I welcome any questions you may have.