

June 5, 2025

Chairman Louis Sola  
Commissioners Rebecca Dye, Daniel Maffei, Max Vekich  
Federal Maritime Commission  
800 North Capitol Street NW  
Washington, D.C. 20573

**Subject: NSAC Recommendation Approved for Submission to the Commission**

Dear Chairman Sola and Commissioners Dye, Maffei, and Vekich,

I am writing to inform you that the National Shipper Advisory Committee (NSAC) continues to advance its work with diligence and focus through our subcommittees and during our final public meeting held on June 4, 2025. At that meeting, the full committee reviewed, discussed, and unanimously approved the following recommendation for submission to the Federal Maritime Commission.

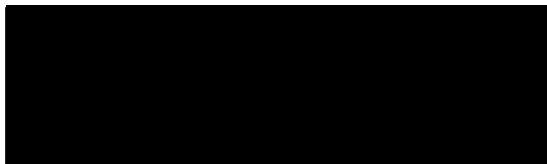
**Recommendation: Establishment of an Ocean Carrier Advisory Committee (OCAC)**

The NSAC strongly supports the creation of a parallel advisory body comprised of ocean carrier representatives. We believe such a committee is essential to facilitate dialogue on national freight system challenges and opportunities, and to collaboratively pursue industry-driven solutions that enhance the overall efficiency and resilience of the U.S. supply chain.

The full text of the recommendation is attached to the email accompanying this letter.

Should the Commission have any questions or require further information, please do not hesitate to contact me directly.

Sincerely,



Michael A. Symonanis  
Chair, National Shipper Advisory Committee  
Director, Strategic Network  
Louis Dreyfus Company

**Recommendation:** In accordance with Fact Finding 29, the Federal Maritime Commission (FMC) should establish an Ocean Carrier Advisory Committee (OCAC) comprised of all ocean container carriers serving the United States.

**Purpose:** Historically, US shippers could collectively engage with ocean carriers through various discussion agreements, which facilitated industry-level conversations on national ocean container opportunities, challenges, and priorities. With the dissolution of these agreements, shippers now face fragmented conversations that diminish efforts to identify common national interests and priorities. The OCAC will provide a platform for collective engagement, facilitated by the Federal Maritime Commission leveraging existing data, research, and analysis to discuss industry-based options to address long-standing national ocean container shipping issues.

**Broader Industry Engagement:** The primary relationship in ocean shipping is between the shipper and the ocean carrier through the contract of carriage. However, the engagement of ocean carriers can also bring in perspectives from ports, marine terminals, and railroads, especially for international through bills of lading. This broader engagement will widen the potential areas for focus and collaboration, addressing issues that span the entire supply chain and enhancing the overall efficiency and reliability of the ocean transportation system under FMC jurisdiction.

The OCAC will expand the Federal Maritime Commission platform for collective engagement, leveraging existing relationships, processes, data, research, and analysis to discuss industry-based options to address long-standing national ocean container shipping issues.

**Alignment with FMC Priorities:** The OCAC will support the new FMC Chair, Louis E. Sola, in enhancing the competitiveness and reliability of the U.S. ocean freight delivery system. The committee will also contribute to addressing supply chain congestion and ensuring compliance with recent regulatory changes, such as the final rule on detention and demurrage billing practices.

**Integration with NSAC Work:** The OCAC will collaborate with NSAC subcommittees on Data/Visibility, Fees & Surcharges, and Port Best Practices to ensure a coordinated approach to addressing industry challenges. Additionally, the OCAC will help the FMC meet its existing industry reporting obligations to Congress by providing regular updates on the state of maritime industry and expand to include data transparency and harmonization, as recommended by the NSAC in December 2024.

The FMC's reporting requirement to Congress is mandated by the Ocean Shipping Reform Act of 2022, which amends the Shipping Act of 1984. Specifically, 46 U.S.C. § 40101(2) requires the FMC to ensure an efficient, competitive, and economical transportation system in the ocean commerce of the United States.

This FMC-led collaboration will ensure the work between the OCAC and NSAC is focused on agency priorities and supporting oversight and initiatives fostering a competitive and efficient ocean transportation system for U.S. foreign commerce.

**Statutory Reporting Requirement:**

**Full Committee Vote:** Yay: 18 Nay: 0

Full Committee Signatory: \_\_\_\_\_

Mr. Michael A. Symonanis, Chair

Date: 06/04/2025

Full Committee Signatory: \_\_\_\_\_

Mr. Ken O'Brien, Vice Chair

Date:

6/4/25