

**Statement of
Mario Cordero
Nominee for Federal Maritime Commissioner**

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

November 30, 2010

Good afternoon Mr. Chairman, Ranking Member Hutchison, and members of the Committee.

I am honored to have the opportunity to appear before you this morning as President 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. I further support the intent of the Shipping Act, as amended by the Ocean Shipping Reform Act.

Before I proceed, I would like to introduce my wife Gloria Cordero. We have been married thirty-six years and Gloria has been a large factor in my personal success and achievements. We are blessed with two wonderful children, now of adult age and well into their respective professions. Our daughter Celine is a lawyer and our son Mario is an educator. We are also proud to have two grandchildren, Cruz and Santos, and a third is on the way.

I graduated from Santa Clara University School of Law and I am in my 30th year practicing law. For the past seven years I have served on the Board of Harbor Commissioners for the Port of Long Beach, having served one term as Board President and two terms as Vice-President. The Port of Long Beach is one of America's premier seaports and a leader in promoting international trade and environmental stewardship. The Port is also the second largest container port in the nation, and together with the Port of Los Angeles, the nation's largest port complex. The Port's gross operating revenue for fiscal year 2009 (a down year) was \$311.4 million. The value of trade that moves through the Port on an annual basis is estimated at \$120 billion. For year 2009, the Port handled in excess of 132 million tons of cargo. The Port supports 30,000 jobs in the City of Long Beach and an estimated 300,000 jobs in Southern California. In 2009, readers of Cargonews Asia named the Port of Long Beach as the best seaport in North America for the fifth consecutive year and the 13th time in the past 14 years.

My service at the Port of Long Beach has provided me with first-hand experience in the areas of international trade, goods movement, intermodal transportation, and marine terminal operations. The Port is a focal point of the nation's largest liner trade lane, the Trans-Pacific. In the global economy of today, it is paramount to have a strong and open dialogue with international carriers, shippers, and parties of interest in relation

to foreign commerce. In the scope of my duties as a Harbor Commissioner, I have engaged in numerous trade missions in Asia, Europe, and Latin America. These missions involved meetings with the major international vessel operating carriers in order to learn about issues related to logistics and cost.

In that capacity, I also helped to pioneer the Green Port Policy at the Port of Long Beach. The policy, which was formally adopted in January 2005 by the Board of Harbor Commissioners, was a bold step at the time, but today represents a mainstream approach in both the domestic and international maritime communities. In order for the U.S. to compete in the global market, it is essential to further efficient maritime operations and the corresponding goods movement transportation chain.

If confirmed by the Senate, I am eager to put my experience to work on behalf of the Federal Maritime Commission. The Commission's work is vital in assisting the economic recovery by facilitating international trade through the nation's ports, as well as supporting increases in the efficiency and sustainability of shipping and port operations.

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