



**Chicago Customs Brokers  
& Forwarders Association**

We are dedicated to insuring that The Chicago Customs Brokers and Forwarders Association maintains a high level of professionalism, provides educational seminars for our members to the best of our ability and furthers the relationships we have developed with Customs and Border Protection, and the outside agencies locally and on a national level.

## From the President's Desk

### JOHN MORGAN

Well, we have returned from our trip to Washington, DC attending the Government Affairs Conference (GAC), hosted by the National Customs Brokers & Forwarders Association of America (NCBFAA) in September. Once again this was a very informative and exhilarating experience for all.

Thanks to the collaborative efforts of 16 attendees from the Chicago area we were able to cover 33 separate appointments with various congressional and senate offices from Illinois, Wisconsin and Ohio. The Chicago Team was comprised of the following individuals, John Cizek, Colleen Clarke, Jason & Katherine Cunningham, Lisa Gingerich, David Jordan, Scott Larson, Michelle Lucaccioni, Robert Macher, John Morgan, Catherine Patterson, Mary Peglow, Jane Sorensen, Merit Tremper, Lisa Waller, and Brian Walsh. Let us all Congratulate them on another **Job Well Done!**

As a result of our lobbying efforts, an extension of the authorization for the Ex-Im Bank was approved shortly after our departure. Although only temporary in nature for now, we sincerely hope this extends to full authorization at a later date. It always makes you feel a little better when something you lobbied for actually gets approved.

Copies of all three position papers we presented to all of the offices visited are included in this newsletter.

**A SPECIAL THANKS TO** Jason Cunningham of Sonnenberg & Cunningham and his staff for all of the hours spent in arranging all of these appointments for us.

Always a highlight of this event are the Forwarding Committee and Customs Committee meetings held on Wednesday as a wrap up to the conference. What makes them special is that they are attended by FMC and Customs officials in Washington with open dialogue between them, the committee and audience members. Perhaps you may wish to give some thought to attending next year's event with us and have a chance to voice your opinions.

Sincerely Yours,  
John P. Morgan  
President – C.C.B.F.A.

### *In This Issue*

- 1** *President's Letter*
- 2** *From the Membership Committee*
- 3** *2014 Transportation Night/Government Affairs Conference*
- 4** *Highlights of the RAC Meeting*
- 6** *First Timer at GAC*
- 7** *Discuss FDA Import Communication*
- 10** *Legislative Committee*
- 11** *Modernizing the Logistics of Trade*
- 13** *The Trade Agenda*
- 16** *The Ex-Im Bank*
- 18** *An Elfin Holiday*
- 20** *Board Members*



## From the Membership Committee

**Dear Valued Members,**

Membership renewal is nearly upon us! We hope you are enjoying the news we bring to you, the wonderful Golf Outing and Holiday Party, as well as our training and scholarship efforts! We wanted to let you know that due to increasing costs associated with running our organization, we will have a small increase of \$25 this year, bringing Annual Membership to \$250 per year from the current \$225. This is the first increase since 2011, when we increased the membership fees to fund a newly created scholarship program. That increase was a pass-through fee to fund that program. This program will remain in place and \$ 25 of each member's dues will be directly transferred to the scholarship program. We continue to provide educational seminars at no-cost to members. We also want to remind you that many of these seminars are accredited and earn attendees CCS and/or CES points!

We thank you for your continued support and look forward to seeing you at the upcoming Holiday Party!

Sincerely,

The Membership Committee

# 2014 Transportation Night Event

Please see the included pictures displaying our New and Improved banner for the association that was unveiled at the Transportation Night event on October 8, 2014.

You were represented by David Pasco, Leonard Lesiak, John Morgan, Robert Macher, John Cizek and Lorrie Roddy to man the table and answer any questions attendees may have had. Many thanks to our hard working volunteers!

The event was well attended by approximately 200+ individuals and provided a great opportunity for networking with many in the transportation industry.

Best Regards,  
John P. Morgan  
President – C.C.B.F.A.



# Government Affairs Conference 2014

## Chicago Team

Standing (left to right): Jason Cunningham, Brian Walsh, John Cizek, Mary Peglow, David Jordan, Scott Larson and Lisa Waller.

Seated (left to right): Lisa Gelsomino, Robert Macher, John Morgan and Colleen Clarke.

Not Pictured: Katherine Cunningham, Jane Sorensen, Merit Tremper, Catherine Patterson, Lisa Gingrich and Michelle Lucaccioni.





# Highlights of the RAC Meeting

Washington D.C. - December 13, 2014

Each sub-committee chairmen gave a short status report of the current issues, problems and solutions of their committee.

## **USDA**

Rodolfo reports that USDA is not ready for ITDS at this time.

There have seen several local policy changes at the northern and southern border.

AG and AI Belong to CBP. The AG inspector has no discard authority nor can they quarantine shipments waiting release.

Debbie Benish and Sandra Scott both have a seat at the table with ITDS. This is good for NCBFAA and the local associations.

## **FCC**

Jim Szeliga had a meeting regarding RAD controlled toys. Data is usually sent in 25-30 days after import on a disc. There is no real targeting at the time of import. This raised a question from FCC if the flags are really important. They ( FCC ) state it is a problem for them to dedicate staff to keep them current. The committee felt it is their job and they should make sure the flags are in place. Especially in light of our electronic age of imports, some less experienced entry writers will be prone to miss the FCC data requirements without the flag reminder. A new simplified FCC form will be presented soon. This will require a regulatory change. The key focus on the new form is to bring alignment within FCC for implementation of ITDS.

Here is an interesting question. Would you think a ski jacket would require FCC ? Not generally, however if it is the high end quality there might be a RFID in the collar to locate the skier in an avalanche. Good example why the flags are necessary. The concern in removing the flags is who would be liable in the event an FCC regulated product was imported without the FCC declaration. The importer, the broker, both ? We do not want to be in the trick bag of penalties.

The most common problem at time of import is labeling. This is usually brought to light in a CBP exam. At least FCC is at the table with us (NCBFAA) regarding solutions.

## **FDA**

FDA is moving forward with ITDS. COAC has the current control on FDA issues with ITDS. In June a pilot program with Pharma was rolled out. Results will be forthcoming, on food products they are not even close. It is a long process. In some cases FDA recognizes trusted trader participants but not Ct-PAT. They should not be separate.

# Highlights of the RAC Meeting

## Washington D.C. - December 13, 2014

Some of the advantages of the detail they are hoping to receive in the pilot are: no recon exams, PEA's processed in 90 days, no inspection on TIB's and no desk review on TIB's.

Stay tuned for progress.

### **FSI pilot update.**

Amy stated the pilot has been going about 6 months. The amount of data to USDA is overwhelming. Derringer is a participant at the northern border. It takes several (sometimes 20-30) minutes per line. There are so many data elements that need to be keyed in. Meat data does not flow in a normal process. You basically have to rekey every data element supplied by the exporter so when the truck arrives all of the data is in place. Each different item (boneless pork, bone in pork, roast, rib, chop, etc.) requires a stand along line.

How can we guide the ITDS agencies so we are not responsible for all of the data?

Food safety inspection is not a condition of release. Goods are released by CBP and then the exam process begins. Isn't the information we are providing valuable in the quantifying of release? FDA, USDA, F&WL, and EPA have hold authority. We need to stay open-minded, maybe one release is not the answer.

Matt Brauner stated there are USDA hold issues in NY. Every shipment is put on hold. No pests found in any shipment. USDA headquarters had to get involved. The resolution took 6 months and lots of demurrage issues. USDA could not give a national directive on exams for pests.

**Natl. Highway Commission** is looking for more DOT information.



## First Timer at GAC, 2014

### By Cassie Patterson

“Decisions are made by those who show up.” There is strong debate about the origins of this quote from President Harry Truman to Aaron Sorkin. Regardless of the origin, it held strong with me as I attended NCBFAA’s Government Affairs Conference as a first timer. At the registration desk for the conference, I was handed a “First Timer” ribbon to be worn with my credentials. This ribbon helped everyone to recognize me as a new attendee quickly. All were very welcoming, friendly and helpful.

In addition to the warm welcome by all attendees, I had wonderful guidance along the way from all my fellow CCBFA colleagues. When it came time to visit Capitol Hill, Merit Tremper was my mentor. We had appointments with key personnel from five different offices of Congress. During our appointments, we provided position papers and discussed the points of various subjects such as Ex-Im Bank reauthorization, GSP, Miscellaneous Tariff Bill, Trade Promotion Authority and more.

We arrived a bit early for our meeting with the office of Congresswoman Tammy Duckworth, D-IL 8th District. While we waited, the Congresswoman quickly passed through the office while stopping to greet us with a warm smile and a firm hand shake. It was particularly special for me to meet her, as I live and work in her district.

Committee meetings were especially informative. These meetings discussed the finer points of the position paper topics as well as other subjects in development. A need for more volunteers for these committees was expressed at each of the meetings.

My experience as a First Timer was exciting and changed my perspective on our industry. In our daily lives as brokers, forwarders and experts in our field, it can be easy to get lost in a world of meeting KPIs, service goals and the like. Yet, it is the experts in the field that step forward to champion the causes as well as the legislation that shapes our industry. The first step is just showing up.

## Discuss FDA Import Communication Suggestions and Ideas Tuesday, September 30th

Led by - Lisa Misevicz FDA (Public Affairs, Regulatory Affairs)

Panel - Lisa Gingerich Coppersmith

Joanna Dragowska Expeditors

Frank Reale Merck

Janet Westadt Hospira

David Uhlrich Abbott

Cindy Loose FDA (Imp/Ops HQ)

Theresa Thompson FDA (Program Analyst, Audit)

Bonnie Imlay FDA (previously with CBP) Web construction, etc

This meeting was arranged to allow a discussion of issues and concerns regarding our interaction and procedures as brokers and importers with FDA. We made suggestions in a number of areas that we felt would be beneficial in streamlining certain processes and communication as a whole. They also advised us of things that they are doing to improve their communication and outreach to our industry. Listed below are some of the things that were discussed.

\* **National Newsletter** - They are in the process of putting together a newsletter that highlights different areas/topics.

(Possibly Quarterly)

- ITACS Updates
- ACE Updates
- Registration Deadline
- Open to other suggestions.....

\* **Customer Service Center** - They believe there is a definite need for this so anyone can freely contact them with general questions, etc. Does a General Mailbox seem useful? Not really - most people feel that when they send something to a general email it falls into a "black hole". We agree that one point of contact at each port is the best, this could be included in the National Newsletter.



## Discuss FDA Import Communication Suggestions and Ideas

### Tuesday, September 30th

- \* **Navigating FDA's website** - We brought up that this has been a critical issue for many of our customers as well as us as brokers, etc. There is a lot of information on the site but navigating through it is extremely time consuming and in many ways is very general when you finally find the "area" where you need to be. We asked if they could make it more concise and narrowed down to specific commodities, etc. so what we're looking for is easier to find and doesn't include a lot of extraneous information to go through to get there. They will look into this.
- \* **PREDICT** - why can't we get our scores? Awaiting answer.
- \* **Detention Notices** - can FDA automate them? We need to receive them timely. They will look into it.
- \* **ACE** - Very limited information has been put out for what to expect by Spring of 2015. We suggested this would be a good topic on the website and in the National Newsletter.
- \* **ITACS** - There are questions as to whether or not it is being used properly. It's only as good as the information that is being put into it. Is it being updated properly?
- \* **Product Code Builder** - How often is it updated? We couldn't get an answer on this but they are looking into it.
- \* **FDA Staff email "out of office"** - They are now current with this and you should receive a bounce-back if the person you are contacting is out of the office. Please let Lisa Gingerich know if this is not the case.
- \* **Webinars** - We suggested the possibility of having the webinars and seminars that FDA offers be separated having 1 for New Importers and 1 for others as a "Referesh" or "Updated" course. We all agreed that the Webinars and Seminars are quite valuable and would love to continue seeing more of them.
- \* **Pain Points** - This term was used by Lisa to represent the more "sensitive" issues that we've experienced;
  - Need much quicker responses when shipments are held. We'll give you what you need but if we don't know we must ask.
  - Different things required at different ports. This has to be resolved.



## **Discuss FDA Import Communication Suggestions and Ideas Tuesday, September 30th**

It was an excellent meeting and much was discussed. Time will tell with regard to any changes/improvements that are made from the things that we discussed but they are making the effort.

They are also having on-going meetings internally to find ways to improve processes and communication and will update periodically. We will continue to have these types of meetings so as to assure that attention is being given to all areas of concern. It's important that our members continue to pass their concerns on to our group so that we may follow up on their behalf if they feel they need our assistance.



## Legislative Committee

### **NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOCIATION OF AMERICA: 2014 GOVERNMENTAL AFFAIRS CONFERENCE (“GAC”).**

#### **M. Jason Cunningham—Sonnenberg & Cunningham, Ltd.**

#### **Fall 2014**

On September 16, 2014, members of the CCBFA joined forces in Washington DC with NCBFAA brokers from across the United States to lobby members of Congress regarding laws and issues that are important to Brokers, Freight Forwarders, and their clients.

John Morgan, (W.E.S.T. Forwarding Services), Mary Peglow, Scott Larson (MOL Logistics), Merit Tremper (RIM Logistics), Colleen Clark (Roanoke Trade), John Cizek (Weiss-Rohlig), Brian Walsh ( Barnes, Richardson, and Colburn), Lisa Waller (BDG International), Lisa Gingerich (Coppersmith), Lisa Gelsomino (Avalon Risk Management), Michelle Lucaccioni (Navigators), Dave Jordan, (Roanoke), Colleen Clarke (Roanoke), Jason Cunningham (Sonnenberg & Cunningham, Ltd.), Katherine Cunningham (S&C, Ltd), Jane Sorensen (Ceva Logistics) and Robert Macher of Avalon Risk Management met with over 30 Congressional offices from Illinois, Wisconsin, and Ohio on Capitol Hill in Washington DC to discuss pending Free Trade Agreements, the Customs Reauthorization Bill, GSP renewal, and Trade Promotion Authority renewal.

Every office with which we met has since received a follow-up letter stressing the importance of these issues to CCBFA members in their districts. Please do not hesitate to contact your own Representatives to tell them that you live in the district and support these issues. Contact the undersigned for any assistance or materials.

The CCBFA Legislative Committee maintains regular contact with the Senators and Representatives in Congress who represent Illinois and Wisconsin throughout the year, and our members are recognized as experts regarding trade logistics, systems-based risk analysis, interfacing with governmental agencies, and commercial realities of trade.

The CCBFA Legislative Committee appreciates any comments that you may be able to provide on proposed legislation. Please contact the CCBFA Legislative Director, Jason Cunningham – 312-899-1100 or via email at [mjc@CustomsTradeLaw.com](mailto:mjc@CustomsTradeLaw.com).



## Modernizing the Logistics of Trade: An Enhanced Role for the Customs Broker

Developments in how government and the private sector interact in the conduct of trade have launched an explosion of new ideas about streamlining the process and enhancing homeland security in 2014. Intermediaries, like the customs broker, the ocean freight forwarder, the non-vessel operating common carrier (NVOCC) and the indirect air carrier (IAC), lie at the heart of trade logistics. For our industry, it is a time of enormous challenge; a time to think about how we can best serve our clients, the importer and exporter; and a time to lead trade in innovative new directions while adapting to those demands.

**CBP and the Other Government Agencies Come On-Line:** A principal catalyst was the issuance of the Executive Order mandating completion of the International Trade Data System (ITDS) by December 2016. The EO effectively mobilized the 47 government regulatory agencies that feed into Customs and Border Protection's processes for approving the import and export of commercial goods. Not only must they come on line with CBP's Automated Commercial Environment (ACE), but they must develop policies and operations necessary to making the "single window" a reality. FDA, for example, will receive data through ACE, evaluate its consistency with the agency's health and safety regulations, and decide whether to "green light" movement of cargo into U.S. commerce, electronically.

**Supply Chain Logicians are Key:** On a parallel path, an influential report of the Stimson Center, a non-profit security and trade policy organization, concluded inter alia that ITDS would "improve supply chain performance, reduce costs and harmonize risk assessment processes." At the same time, the Stimson Report described Logistics Service Providers as the "connective tissue" among a disparate universe of global participants. These providers must play a prominent role in implementing trade policy for the future, the experts concluded. Customs brokers and other intermediaries are at the core of this responsibility.

**Enhancing the Broker's Role in Facilitating Trade:** A customs broker is a private sector, licensed entity whose "customs business" is regulated closely by U.S. Customs and Border Protection. This relationship is premised on the belief that the broker can be an extension of CBP in gathering accurate trade data for processing transactions, provide some level of assurance and confidence in the bona fides of thousands of importers and exporters, and be subject to the strict standards of expertise and integrity demanded of that license. As we move closer to the changes that implementation of ACE will create, the industry is looking at ways to preserve the value that licensure brings to CBP. Fewer licensed brokers is not a sound strategy for modern risk management and CBP will be asked



## Modernizing the Logistics of Trade: An Enhanced Role for the Customs Broker

to work with the National Customs Brokers and Forwarders Association of America (NCBFAA) to provide the needed incentives to brokerage firms to maintain and, indeed, to increase the number of licensed brokers.

**Congress' Role:** At the same time, customs brokers must embrace change so that they can better serve their clients with streamlined processes and efficiencies. As trade becomes more complex and the challenges multiply, the role of the customs broker in facilitating the movement of cargo will only expand, especially assisting small to medium size enterprises advance into the international marketplace. Technology has advanced the art of logistics and sophisticated automated tools are the customs broker's best friend. ACE and ITDS are a partnered investment by CBP and customs brokers. They are the pathway towards a seamless supply chain. Congress must continue to authorize and fund ACE and ITDS, exercising careful oversight to make sure that funds are spent wisely and that these systems are completed on schedule.



# The Trade Agenda: Unfinished Business

When you talk about job creation and stimulating the economy, the first place to look is Congress' unfinished trade agenda. Trade has long been the engine that propels the economy and it remains so today. The following items are long overdue for action. In fact, many of the following issues were the subject of NCBFAA member lobbying at the last GAC and still await action by the Congress. Passage of these legislative initiatives will make a difference. This is just the beginning, of course. But these are the essential elements that will support U.S. companies seeking to sell to export markets, help U.S. workers looking for jobs and benefit consumers by keeping costs of merchandise down.

- **Customs Reauthorization:** Legislation in the House (H.R. 6642 in the 112th Congress) and the Senate (S. 662) contains important provisions to modernize trade processes and provide the tools to make customs facilitation and trade enforcement a priority. The House Ways and Means Committee and the Senate Finance Committee have worked hard over the past several years to develop and update these legislative proposals. NCBFAA has strongly supported passage of a robust customs reauthorization bill that provides firm direction to revitalize CBP's commercial trade facilitation and enforcement function, including:
  - Completion of the "core functions" (end-to-end electronic processing of customs entries) of the Automated Commercial Environment (ACE) and full participation by other agencies in the International Trade Development System (ITDS) to fulfill the promise of a single window interface to ACE for other government agencies with import or export data requirements, as stipulated by Executive Order 13659.
  - Revising House language that requires customs brokers to be accountable for importers under a vague, ambiguous standard, with harsh penalties for violations. Instead, Congress should support the collaborative dialogue now taking place between CBP and customs brokers to address that issue. Invigorating CBP's focus on commercial functions through structural refinements.
  - Modernizing the Duty Drawback program.
  - Leveraging the process now taking shape to promote the role of the customs broker in reaching, educating and acting for importers, including thousands of small and medium-size importers.



## The Trade Agenda: Unfinished Business



- **Water Resources Bill and Harbor Maintenance Fee:** For years, needed dredging and maintenance of our nation's ports has been neglected, despite the fact that importers pay a Harbor Maintenance Fee on each shipment. In fact, the Harbor Maintenance Trust Fund (HMTF), which collects around \$1.6 to \$1.8 billion per year yet spends only \$800 million for its intended purpose, runs a large surplus, while the backlog of port maintenance projects grows. NCBFAA was pleased earlier this year when Congress passed and the President signed the Water Resources Development Act, which included a provision to increase the percentage of HMTF collections that are spent on port maintenance and dredging to 67% in FY 2015, with incremental increases each year until 2025, when harbor maintenance spending must match revenue. Yet, shortly after passage of this hard-fought provision, an FY 2015 Corps of Engineers funding bill failed to appropriate the required level of fees for port maintenance. Only after an amendment was offered on the House floor by Representative Janice Hahn of Los Angeles was the proper funding level restored. Since the Senate has yet to act, this issue will resurface this fall when Congress attempts to complete the FY 2015 funding bill.
- It is critical for Congress to allow the Corps of Engineers access to user fees paid by importers for port dredging and maintenance. Only in this way can we ensure that the U. S. has the infrastructure necessary to compete in world trade.
- **Generalized System of Preferences (GSP) Renewal:** GSP expired July 31, 2013. The cost to U.S. companies –a significant proportion of which are small businesses – amounts to \$2 million per day in increased tariffs. For the smallest companies operating on slim profit margins, the cash flow burden of these duties is particularly detrimental, as are the administrative costs to government and industry. And, yet, there is longstanding, bipartisan consensus that GSP is a valuable program that should be extended. Congress knows that GSP helps lower the costs of raw materials or component parts for U.S. manufacturers, an important factor in keeping U.S. companies competitive in foreign markets and lowering the cost of finished products to U.S. consumers. GSP only applies to products where there is no U.S. production. Further delay in



# The Trade Agenda: Unfinished Business

renewing the program is bad for U.S. companies and U.S. workers. NCBFAA calls on Congress for action to renew GSP.

- **Miscellaneous Tariff Bill (MTB):** By suspending or reducing duties on specific products where there is no U.S. production of a like or competing product, the MTB allows U.S. companies to reduce costs on inputs, contributing to the competitiveness of U.S. manufacturers globally. Duty suspensions also help to keep prices of finished products affordable for consumers. In July 2013, House trade leaders reintroduced an MTB (H.R. 2708) that contains over 800 duty suspensions/reductions. H.R. 2708 provides broad benefits across the economy. The legislation was the culmination of a process with unprecedented transparency, including a public comment period and an in-depth analysis by the International Trade Commission. After this thorough and lengthy review, only noncontroversial bills with an annual revenue impact less than \$500,000 were allowed into the MTB package. It is long past time for Congress to approve this legislation.
- **Trade Promotion Authority (TPA) Renewal:** Trade Promotion Authority is the authority of the President to negotiate international trade agreements that Congress can approve or disapprove, but cannot amend or filibuster, under an expedited procedure. TPA is an essential tool for U.S. negotiators as they head into the final and most intense phase of the Trans-Pacific Partnership talks and as the Administration seeks to progress on a comprehensive U.S.-E.U. agreement. These bold new trade initiatives promise to tear down barriers to U.S. exports. Every President since Franklin D. Roosevelt has had trade negotiating authority – every President should have it. NCBFAA continues to urge Congress to move forward on bipartisan TPA in collaboration with the President.



## The Ex-Im Bank: An Important Tool in U.S. Exporters

The Export-Import Bank is a quasi-public agency that offers credit for the export of American manufactured goods, mitigating the risks often encountered in selling to foreign markets. Ex-Im does not compete with private sector lenders. Rather, it fills the gap when commercial financing is not otherwise available. The Ex-Im charter is due to expire September 30, 2014. While renewal of Ex-Im enjoys strong support, reauthorization of its charter has been delayed until now.

- **Why Does Reauthorization of the Ex-Im Bank Matter?** The answer is simple: exports! Access to foreign markets can grow small companies into big companies. Exports can reinvigorate entire communities through job growth. The Ex-Im Bank plays a vital role in making exports happen. In 2013, Ex-Im supported \$37 billion of U.S. sales to customers in other countries, supporting more than 3,600 U.S. companies (90 percent of whom are small businesses) and over two hundred thousand jobs in the U.S. On large projects, the Ex-Im Bank may provide low-cost financing for the foreign buyer of U.S. goods. For smaller contracts, the Ex-Im offers credit insurance - a critical resource for smaller manufacturers to sell to nations with less-developed legal and financial systems. Without the Ex-Im Bank, U.S. companies - large and small - would be at a significant disadvantage when competing for business in foreign markets. In today's tight credit market, Ex-Im financing very often means the difference between landing a foreign sale versus losing out to an overseas competitor.
- **Global Competitiveness:** There are almost 60 export credit agencies similar to Ex-Im in other countries around the world, working aggressively to support their domestic industries. European and Asian governments provide several times as much financing for their own exporters as we do. It would be a mistake to abandon U.S. exporters by ending the Ex-Im Bank.
- **The Cost To Taxpayers:** Ex-Im is one of the rare government entities that is not only self-sustaining, it actually makes money! In the last fiscal year, Ex-Im contributed more than \$1 billion to the U.S. Treasury, mostly through fees paid by foreign customers purchasing U.S. goods. While U.S. taxpayers are potentially at risk for the loans and loan guarantees of Ex-Im, the agency has a proven track record over its 80-year history, with a default rate of less than 2 percent - a target set by Congress.



## The Ex-Im Bank: An Important Tool in U.S. Exporters

- **Critics of Ex-Im:** Critics say Ex-Im Bank financing only goes to big companies, like Boeing or Caterpillar, calling it “crony capitalism.” Yet, they ignore the fact that a foreign buyer who utilizes Ex-Im Bank financing to purchase a jet airliner from Boeing is creating high quality jobs in America - not only at Boeing plants, but also among the thousands of suppliers who make the 100,000 parts that comprise a jet airliner. Would opponents prefer the foreign buyer to choose Airbus? And while the total dollar amount of Ex-Im financing goes for large projects, almost 90 percent of the transactions in fiscal year 2013 directly served small businesses. When it was last authorized in 2012, Congress tightened Ex-Im policies and procedures, providing strong oversight and transparency. Certainly, the bank is not perfect. If more reforms are needed, then let’s talk about how to strengthen it. In the meantime, we urge Congress to reauthorize the Ex-Im Bank before the September 30 deadline.

Visit <http://exportersforexim.org> for more detailed information about the Ex Im Bank and a state-by-state look at the companies whose exports are made possible by Ex Im.

**The Chicago Customs Brokers and Forwarders Association  
Board of Directors**

**Invite you to our annual holiday party:**

**An Elfin Holiday**

**Thursday, December 11, 2014**

**Avalon Banquets  
1905 East Higgins Road  
Elk Grove Village, IL 60007**

**Cocktails & Hors d'oeuvres: 5:30 p.m. to 6:30 p.m.**

**Dinner: 6:30 p.m. to 8:00 p.m.**

**Dancing to the diverse sounds of Dave & Aftermath, DJ:**

**8:00 p.m. to 11:00 p.m.**

**Appropriate dinner dance attire requested**

**Early Bird Registration until November 28, 2014!!**

**Members--\$65.00\* Non-Members--\$100.00\***

**\*\$5.00 of each ticket will go toward the CCBFA Scholarship Fund.**

**After November 28, 2014!!**

**Members--\$100.00 Non-Members--\$150.00**

**Due to contractual obligations with Avalon Banquets**

**\*\*Absolutely no reservations accepted after December 5, 2014\*\***

**Celebrate this holiday season with your friends and colleagues!**

**Please email you reservation to [2014holiday@ccbfa.org](mailto:2014holiday@ccbfa.org)**

**No later than November 28, 2014**

**Contact: Lorrie Roddy 630-787-5931**

**Reservation from on the back of this invitation**

**2014 "An Elfin Holiday" Reservation Form**

You may make a reservation by returning this form via email on or before

**November 28, 2014**

Email: **2014holiday@ccbfa.org**

**Reservations are not guaranteed until your check has been received!!!**

**Checks must be received no later than December 5, 2014**

**Please make check payable to CCBFA and mail to:**

**P.O. Box 66365  
Chicago, IL 60666**

**For more information or if you have questions, please call:**

**Lorrie Roddy 630-787-5931**

**Early Bird Registration until November 28, 2014!!!**

**Members Price: \$65.00 Non-Members: \$100.00**

**Reservations received after November 28, 2014:**

**Members Price: \$100.00 Non-Members: \$150.00**

**Due to contractual obligations with Avalon Banquets**

**\*\*Absolutely no reservations accepted after December 5, 2014\*\***

**Your Name: \_\_\_\_\_ Company Name: \_\_\_\_\_**

**Your e-mail address: \_\_\_\_\_**

**(For confirmation purposes!)**

**Check Number: \_\_\_\_\_ in the amount of \$ \_\_\_\_\_**

**Total number of attendees: \_\_\_\_\_**

**(Number of attendees requesting vegetarian selection \_\_\_\_\_)**

**I/We would like to be seated with: \_\_\_\_\_**

**(Please specify company name)**



# 2014 CCBFA Board Members

## Officers and Directors

President	John Morgan	<a href="mailto:jmorgan@westforwarding.com">jmorgan@westforwarding.com</a>
Vice President	Jane Sorensen	<a href="mailto:jane.sorensen@cevalogistics.com">jane.sorensen@cevalogistics.com</a>
Secretary	Robert Macher	<a href="mailto:rmacher@avalonrisk.com">rmacher@avalonrisk.com</a>
Treasurer	Salvatore Fragale	<a href="mailto:salvatore_fragale@baxter.com">salvatore_fragale@baxter.com</a>
Chairman	Mary Peglow	<a href="mailto:marypeglow@aol.com">marypeglow@aol.com</a>

## Committee Chairman and Other Board Members

By-Laws	Brian Walsh	<a href="mailto:bwalsh@brc-chi.com">bwalsh@brc-chi.com</a>
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# 2014 CCBFA Board Members

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Golf Co-Chair

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Holiday Party

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