



August 2022 - Info Expeditor

What's New?

- [President's Report: White House Envoy Meets with Port of Oakland Stakeholders](#)
- [WESCCON 2022 Preliminary Agenda Released; Register NOW!](#)
- [CBFANC President Urges All to Attend WESCCON 2022](#)
- [Truckers Outreach Meeting Held at Everport Oakland Terminal](#)
- [Spotlight on 2 Port of Oakland service provider partners, CBFANC members and WESCCON sponsors!](#)
- [Ag offers Tip of the Day for Hunting Trophy Importers](#)
- [CBP to Offer In-Person and Remote Brokers License Exam on October 26, 2022](#)
- [Oakland A's Choose NOT to Engage Local Community](#)
- [Will Ocean Carriers Lose Their Antitrust Exemption?](#)
- [AB5 and Climate Panic Threaten Independent Operator Trucking Industry](#)
- [OSRA Seminar to Focus on Supply Chain Issues](#)
- [PAEI, CBP CEE, and Altana AI Webinar to Include UFLPA Compliance Info](#)
- [Anti-Trust and Anti-Dumping Rules Affect Reefer Container and Chassis Manufacturers](#)
- [KEEP CALM, GET VACCINATED](#)

President's Report: White House Envoy Meets with Port of Oakland Stakeholders

Evey Hwang, CBFANC President



Evey Hwang, CBFANC President, Alba Wheels Up Inc.

Port of Oakland stakeholders and White House Supply Chain Envoy discuss exports, declining carrier services, equipment shortages, AB5, CARB, Rail service failures, etc.

On August 29, 2022, Oakland Port stakeholders met with White House Port and Supply Chain Envoy retired General Stephen Lyons. Gen. Lyons was accompanied by Elaine Travino, US DOT Senior Supply Chain Advisor, and Gustav Hein, DOT Director of Mid-Pacific Region--Office of Maritime & Intermodal Outreach, General Lyons listened to port challenges stemming from equipment issues and loss of sailings to Oakland.

Appreciation due to Our Man in DC Peter Friedmann and his AgTC members for the export focus of this meeting. CBFANC membership was represented along with export BCOs and trucking companies to share details about rolled bookings and loss of carrier services to Oakland. Exports are essential for Oakland as a 50/50 import/export port, yet attention gets sidelined by import congestions headlines. General Lyons heard from exporters faced with increased costs and loss of overseas markets. This discussion included the problem that lead time for export shipping dates have shifted from 1 week

- [WESCCON 2022--SAVE THE DATE](#)
- [OSRA Seminar--Untangling the Supply Chain](#)
- [PAEI, CBP CEE, Altana AI Seminar to Focus on Priority Trade Issues](#)
- [Customs Brokers License Exam October 26, 2022](#)
- [CBFANC Social Media](#)

WESCCON 2022--SAVE THE DATE

WESCCON 2022 to be held October 6 - 9, 2022, at Loews Coronado Bay Resort, San Diego, CA. [Click Here to Register](#)

More info can be found in articles to your right.

OSRA Seminar--Untangling the Supply Chain

OSRA seminar -- Untangling the Supply Chain. Sept 14th, 4 p.m. to 5 p.m. EDT
[see story for registration info](#)

PAEI, CBP CEE, Altana AI Seminar to Focus on Priority Trade Issues

PAEI, CBP CEE, Altana AI Seminar to Focus on Priority Trade Issues
Sept 15th, 11 a.m. to 12:30 p.m. PST.
[See story for registration info](#)

Customs Brokers License Exam October 26, 2022

CBLE to be held on October 26, 2022.
[Registration opens on August 29th and will close on September 26th. No late registration allowed.](#)
[See story for details and registration info.](#)

Events Around the Bay

- [P.A.E.I](#) - Professional Association of Exporters and Importers

to 4-6 weeks. In response, General Lyons asked BCOs for statistics on:

1. What in the BCOs queue to export from Oakland Port.
2. What percentage of exports have BCOs had to divert from Oakland, either due to routings, or reliability of Oakland (lack thereof)

The trucking and warehouse companies – PCC Logistics, Impact Transportation, Devine – gave equipment issue as top pain point. One trucking representative asked an obvious question: how can carriers sell services when they lack equipment, impose box rules and over-book? (This is additional to unreasonable Early Return Date to ingate Exports) Another trucker spoke about the lack of routing from Oakland of exports to South Asia markets--forcing trucking to route LA/LB. These service losses hurt Oakland Port and local drayage companies.

[Evey's article continues here..](#)

WESCCON 2022 Preliminary Agenda Released; Register NOW!

PCC



SOLUTIONS TO SURVIVE UNCERTAINTIES FACED BY BROKERS AND FORWARDERS: West coast longshore contract; supply chain backlogs in China; CBP forced labor enforcement; retailers slashing orders; trucking costs and so much more every day!
WESCCON 2022 will give unparalleled insight into what the future holds. October 6 - 9, 2022, Loews Coronado Bay Resort, San Diego CA.

Register now and book your hotel room before they sell out!

[Register Now!](#)

[View Preliminary Agenda](#)

CBFANC President Urges All to Attend WESCCON 2022

Evey Hwang, CBFANC President

- www.paei.org.
- [OWIT NC](#) - Organization of Women in International Trade Check website for updates
- [Monterey Bay International Trade Association \(MBITA\)](#) - Monterey Bay International Trade Association Check Website for updates
- [Norcal W.T.C.](#) - The Northern California World Trade Center Check Website for updates
- [PTA](#) - Pacific Transportation Association Check Website for updates

CBFANC Social Media

Please connect with us!

Twitter - [@cbfanc](#)

LinkedIn - [CBFANC](#)

Facebook - [CBFANC](#)

DIAMOND SPONSORS



WESCCON 2022: Schedule and preliminary agenda is out! Strong registration numbers so hotel space is selling out! **With this fast-paced year, you can't afford to miss WESCCON 2022!**

Meet the new leaders of federal agencies that you must deal with; hear how NVOCCs, forwarders, customs brokers are dealing with:

- Supply Chain in Crisis – how to cope
- Protecting forwarders/brokers from Detention & Demurrage
- China-US Tariffs – new challenges
- eCommerce – deminimis -- keeping customs brokers relevant
- Role of the Customs Broker in the 21st Century
- ACE migration - the saga continues
- Port congestion: Demurrage, Detention, Per Diem
- Ships burning, cargo insurance?
- Customs Brokers, keeping Southern Border commerce flowing
- ocean carriers still consolidating?
- Updates on trade negotiations,
- CBP enforcement,
- And much more!

WESCCON is possible with the members of the five Pacific Coast Council associations (Seattle, Portland, San Francisco, Los Angeles and San Diego) in collaboration with Peter Friedmann and his Federal Relations team. If you are a professional member of CBFANC and considering attending, register soon! Information and

Registration: <https://www.pacificcoastcouncil.org/wescon>

Pacific Coast Council

Making a difference in Trade Facilitation

Truckers Outreach Meeting Held at Everport Oakland Terminal

Sung Wook (John) Lee, CBFANC Board Member, SW Logistics



Evergreen Lines, Everport-Oakland and Port of Oakland held a TRUCKERS OUTREACH MEETING AT EVERPORT TERMINALS SERVICES (OAKLAND) on Aug 17, 2022. **CBFANC was represented by our President Evey Hwang, and John SW Lee** along with most trucking firms operating in Oakland, and owner operators.

Present were the Everport (Oakland) management. Evergreen is unique amongst the carriers in that they own and operate their own terminals in US West Coast. It is a corporate strategy based on their minor status as a country that does not have diplomatic relations with USA due to the ONE CHINA policy.

Evergreen/Everport imported 3 new cranes that can service the new larger vessels. One of them is operational now and the rest should be in service by end of this year. Evergreen would like to bring in larger vessels into Oakland but the problem is that currently the Everport-Oakland is inundated with import containers that are not getting picked up during their free time.

This congestion is due to import container not getting picked up in a timely manner and new larger vessels calling the terminal will create more congestion at Everport Oakland and the meeting was to let the importers and trucker community know the current problems and how to address throughput.

Agenda of the meeting included:

- ETS' appointment system including grace periods beyond / outside of appointment time periods as well as the issue of missed appointments, their adverse impact and steps that may be taken to reduce their number.
- Truckers preferred restricting access to appointment system for a day for truckers that abuse the appointment system
- Ways in which to reduce wait/queuing time outside of the Terminal, including increasing the use of underutilized second-shift capacity to serve, and the leveraging of pre-lodging dual transactions to speed the processing of trucks at the gate.
 - More Truckers, Warehouses need to increase hours and or weekends
 - E-Modal is underserving the trade community as the software is inadequate and lacks visibility.
- ETS beginning to receive export reefers, with some limitations, during the second shift.
- The opportunity for attendees to raise other items of concern or interest.



Sung Wook (John) Lee, SW Logistics, CBFANC Board member

[The story continues here...](#)

Spotlight on 2 Port of Oakland service provider partners, CBFANC members and WESCCON sponsors!

Evey Hwang, CBFANC President



WESCCON Golf and Diamond sponsors



Pictured (left to right): Jorge Gomez, Operations Manager; Mike Minardi, Business Development Manager; Daniel Serrato, Business Development Manager; Eduardo Ortega, Operations Manager; Luis Corral, Facility Manager; Ramona Alegado, Customer Service Supervisor; Leo Lopez, Director of Operations and; Winthrop Thomas, Customer Service Supervisor

PCC Logistics – CES, CFS and warehouse services for Port of Oakland – is again graciously sponsoring golf and is a Diamond sponsor for WESCCON 2022. Recently PCC Logistics opened their Centerpointe Property at 1300 Maritime St, Oakland, CA 94607. The 466,000 sq ft location is in the overweight corridor and a major commitment by PCC Logistics toward providing additional port services such as transloading, warehousing, trucking, temperature controlled and 3PL services. Make sure to connect with Brandon McDonnell, Leo, Ramona, Daniel, and Eduardo at WESCCON golf event and exhibit hall.



WESCCON Gold Sponsor



Pictured above: Ron Cancilla, President, Impact Transportation LLC

Impact Transportation LLC – CFS, USDA Fumigation Site, warehousing and trucking –is CBFANC member and WESCCON gold sponsor. Celebrating 18 years, Impact recently opened a “front office” at 530 Water Street, Port of Oakland building. Also located in the overweight corridor, we have Ron’s dedication to thank for our fumigation site(!). Stop by Friday night hospitality suite at WESCCON and say hello!

Ag offers Tip of the Day for Hunting Trophy Importers

Courtesy: Lori Azzopardi, CBFANC Board Member, EFI Logistic



Tip of the day from USDA

We have encountered numerous hunting trophies being shipped from parts unknown to the US with non-complaint Solid Wood Packing Materials SWPM in the air environment. Typically, the crates are made of lumber bearing non-compliant ISPM 15 marking. This creates major delays to the imports since most shipments will be rejected.

The following link navigates to a WPM Trade Outreach material.

https://www.cbp.gov/sites/default/files/assets/documents/2018-Oct/Web%20Vers%20%20October%202018%20WPM_TradeOutreach%20%28003%29.pdf

Even more information can be found here: <https://www.cbp.gov/border-security/protecting-agriculture/wpm>

Pages 21-22 illustrates what a proper stamp should include. Deviations can result in a rejection.

This information pertains to any shipment with solid wood packing material. We see a lot of issues in the sea cargo environment as well.

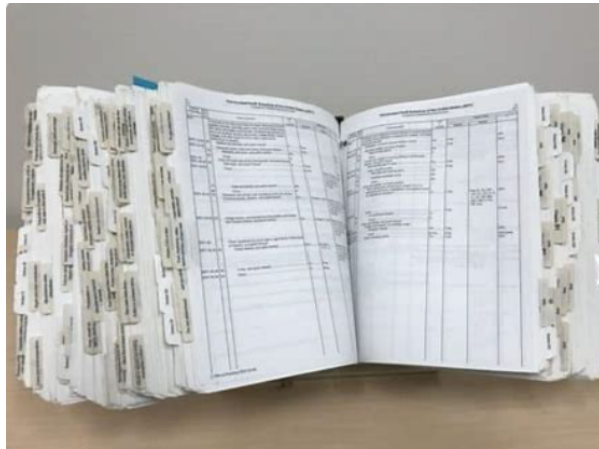
Importers should insist their supplier are using properly marked SWPM to reduce the chance of delays and costly re-exports.



Lori Azzopardi, EFI Logistics, CBFANC Board member

CBP to Offer In-Person and Remote Brokers License Exam on October 26, 2022

NCBFAA courtesy Chris Kammer, CBFANC Exam Chair



CBP Offers Remote and In-Person Customs Broker License Exam on Oct. 26

Customs and Border Protection (CBP) on Aug. 29 announced that it will offer both a remote proctored exam delivery option and in-person testing option for the Oct. 26 Customs Broker License Exam (CBLE).

Registration will open Aug 29th and close on Sept. 26. CBP said late registration requests will not be accommodated.

The remote proctored option for Oct. 26, however, will be available to a limited number of examinees, CBP said. Remote proctoring allows the examinee the opportunity to take the CBLE in their home, or another private location if their test environment meets all identified conditions and requirements and passes a diagnostic test prior to registration. The required conditions, requirements and diagnostic test are included on CBP's [Customs Broker License Examination page](#).

"With remote proctoring, the proctor will observe the examinee via the computer camera throughout the exam, from sign-in through exam completion," CBP said.

The remote proctored exam delivery method will be offered on a "first-come-first-serve" basis until full. If you are not interested in the remote proctored exam delivery, or the remote proctored exam delivery is full, the Oct. 26 exam will continue to be available at in-person testing sites, CBP said.

For more information, visit CBP's [Customs Broker License Examination page](#) and navigate to the Remote Proctored CBLE section.

Any questions regarding this announcement may be directed to the Broker Management Branch of CBP's Office of Trade at brokermanagement@cbp.dhs.gov.



Chris Kammer, CBFANC Board Member, Access Supply Chain Service

Oakland A's Choose NOT to Engage Local Community

East Oakland Stadium Alliance



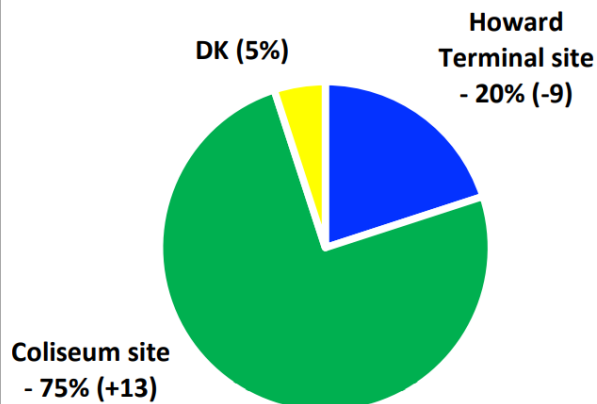
AND THIS PROJECT WILL COST TAX PAYERS HUNDREDS OF MILLION OF DOLLARS!

The Howard Terminal project has spanned almost four years, and yet the A's have failed to adequately bring community groups and individuals to the table, let alone provide commitments to community benefits. And community organizations like EBASE are now publicly calling out the A's saying, "If the Athletics want to development on Howard Terminal, they need to be ready to invest in the city of Oakland. That means investing in jobs and affordable housing for Oaklanders with the influx of money they are receiving

through revenue sharing for this development project" ([EBASE Twitter feed](#)).

The false narrative that Howard Terminal will be privately funded is all but over, with [Front Office Sports' Owen Poindexter reporting](#) the "city would handle off-site infrastructure like roads, train tracks, and bike paths, totaling an estimated \$350 million." The A's are also relying on pulling in money from even larger tax bases: "... if the Howard Terminal deal reaches the finish line, it will likely be with a push from public money from larger piles, namely California and the U.S. government."

Below find the results of a recent voters poll taken in Oakland, asking local citizens if the Oakland A's should develop at their current Coliseum location or at Howard Terminal.



Will Ocean Carriers Lose Their Antitrust Exemption?

AgTC



Ocean Carrier Profits + Consolidation

Carrier Antitrust Exemption Scrutinized on Both Sides of the Atlantic

In Europe and Washington DC, politicians not resting: ocean carriers making unprecedented profits, continuing to consolidate, even as exporters and importers suffer from shipping delay, disruption, costs, arbitrary charges (detention, demurrage, etc.)

"As the European Commission begins its review of the liner Consortia Block Exemption Regulation [what we here in the US call 'ocean carrier antitrust immunity'] to decide if it should be extended after it expires in April 2024, the commissioners will no doubt take this growing profit imbalance into consideration."

"Earnings for the medium and small lines typically increased

by between 100% and 700% between 2019 and 2021, by contrast, the top 10 carriers increased their profits by between 1,000% and nearly 6,000%." www.theloadstar.com

Here in DC, Congressman Costa and 9 bi-partisan Representatives have introduced the [Ocean Shipping Antitrust Enforcement Act HR 6864](#) to end the ocean carriers' current exemption from US antitrust law. Important for AgTC members to know that Congress recognizes that something is wrong when carriers continue to profit while their constituent exporters continue to suffer

AB5 and Climate Panic Threaten Independent Operator Trucking Industry

Richard Eber, courtesy SW Lee



In another part of the galaxy in the port of Oakland, business was halted for a week by independent owner operator truckers who the State of California is attempting to put out of businesses. Under Assembly Bill AB-5 thousands of these individuals who move cargo in and out of port areas would be forced to trade their independence for benefits to be administered by a corporate power structure.

It is thought in Sacramento that such a move would increase tax revenues and encourage container haulers to join labor unions. Unlike Uber and Lyft who faced similar challenges by passing Proposition 22 in 2020. It maintained ride share employees as independent contractors.

Mom and Pop truckers lack the resources to pay lobbyists to do the same thing with the Legislature as ride share businesses. At this juncture drivers only way of fighting the State is by withholding their services to inform the public of their plight.

Apparently Governor Gavin Newsom doesn't especially care about truckers very much. In addition to trying to pressure them into joining unions, his green new deal policies have raised pollution standards in California that go well beyond what has been mandated by the Federal government. Such regulations have added to expenses for those providing transportation services. When the added costs of AB-5 are taken into account, Owner Operator Truck Drives are fearful they will be put out of business. This has already happened as many of those hauling containers to and from the ports have already thrown in the towel.



content by: richardebert.blogspot.com
text underlined by: editor

OSRA Seminar to Focus on Supply Chain Issues

30 YEARS
CONECT
Coalition of New England Companies for Trade
Promoting Free and Fair Trade Since 1991

NADEC
NATIONAL ASSOCIATION OF
DISTRICT EXPORT COUNCILS
Working for America's Exporters

CONECT, in collaboration with the NADEC, presents a timely webinar
UNTANGLING THE SUPPLY CHAIN
A bird's eye view of the current situation,
its challenges, and the way forward.

George Lauriat
Editor-in-Chief,
American Journal
of Transportation
Webinar Moderator

David F. Day
Chairman, Global Risk
Mitigation Foundation
Co-Chair, Trade Policy
Committee, NADEC

Peter Friedmann
Founder & Counsel,
CONECT, Executive
Director, AgTC
Agriculture
Transportation Coalition

William Marshall
Of Counsel, Grunfeld
Desiderio Lebowitz
Silverman & Klestadt

September 14, 4 pm - 5:00 pm EST

DATE: SEPTEMBER 14TH, 4 P.M. TO 5 P.M. EDT

Use this link for more information or to register:

<https://www.usaexporter.org/events/untangling-the-supply-chain-a-birds-eye-view-of-the-current-situation-its-challenges-and-the-way-forward/>

PAEI, CBP CEE, and Altana AI Webinar to Include UFLPA Compliance Info



The Professional Association of Exporters and Importers (PAEI), U.S.CBP Center of Electronics Excellence and Expertise (ECEE), and Altana AI.

DATE: SEPTEMBER 15TH, 11 A.M. TO 12:30 P.M. PDT

The Import Updates on Recent Trade Issues webinar is an overview session that will introduce the Electronics Center of Excellence and Expertise and its vital role and impact in the trade community. This session will also focus on the priority trade issues, trade remedies, best practices and information on UFLPA. This webinar also includes Altana AI (<https://www.altana.ai/atlas>) a knowledge graph tool to help track and monitor compliance risks.

- **CBP Import Updates on Recent Trade Issues Webinar**

- Centers of Excellence and Expertise – Mr. Alan Aprea
- Electronics Center – Director, Mr. Alan Aprea
- Electronics Center Divisions:
 - Partnership Division – Officer Sherry Ramirez
 - Enforcement Division – Officer Yolanda Benitez
 - Validation & Compliance Division – Officer Katie Woodson
 - Entry Validation & Compliance, BMO, and Financial Teams Division – Officer David Gault
- Best Practices
- **Altana AI: Forced Labor Mapping Tool**

Click this link for more details and registration information:
<https://www.paei.org/paei-events/cbp-import-updates-on-recent-trade-issues/>

Anti-Trust and Anti-Dumping Rules Affect Reefer Container and Chassis Manufacturers

Courtesy: Wall Street Journal, Aug 26, 2022



Maersk is dropping plans to sell its refrigerated container-making unit to China International Marine Containers (CIMC) after US regulators questioned the competitive impact of the sale. The US Justice Department said that the sale would have consolidated control of 90% of the world's supply of the cold-storage boxes in Chinese state-controlled hands.

Meanwhile, CIMC is the world's largest manufacturer of chassis, and it has been stymied in recent years by US antidumping tariffs on chassis. The tariffs effectively stopped the flow of Chinese-made chassis into the US and let CIMC to move its chassis making operations to Thailand.
 (above underlines: editor)

KEEP CALM, GET VACCINATED



[read more...](#)

CBFANC Newsletter - August 2022 - Info Expeditor