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FOR IMMEDIATE RELEASE

Jim Blissitt III, McKenzie's Secured Transportation, Advocates for Vital Amendments to Illinois Cannabis Legislation

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Jim Blissitt III, an independent Social Equity Transporter and representative of McKenzie's Secured Transportation, is calling for significant amendments to Illinois cannabis legislation, addressing critical issues that impact the industry's growth and accessibility.

Commending the strides made by the Cannabis Regulation and Tax Act (CRATA) in enhancing cannabis accessibility, Mr. Blissitt highlights the need for further improvements. He proposes an exclusive privilege for 3rd party cannabis transporters, especially those of social equity status, to engage in home delivery.

The current restrictions on licensed Social Equity transporters to B2B transactions create a bottleneck in market accessibility and consumer convenience. Mr. Blissitt emphasizes the importance of allowing licensed transporters to deliver directly to consumers, enhancing accessibility and opening new economic opportunities for social equity transport licensees, thereby fostering growth in Disproportionately Impacted Areas (DIA) communities.

To address safety and compliance concerns, stringent regulations governing B2B transport should be applied to consumer deliveries, including measures such as age verification, secure transport protocols, and comprehensive record-keeping.

Mr. Blissitt also underscores the pressing need for policies related to the implementation of docking and overnight storage facilities for cannabis transportation. The absence of urgency in adopting such policies is highlighted as a threat to the success of social equity initiatives and the efficient operations of third-party transporters.

Additionally, he urges consideration of an increase in funding for cannabis transport companies through the DCEO social equity cannabis loan program. Past funding rounds have proven inadequate to offset delays in critical platforms and the slow operationalization of other social equity license types.

Concluding his call for amendments, Mr. Blissitt advocates for the implementation of a third-party mandate in cannabis transportation. This mandate, he argues, would ensure that existing growers and cultivators contract with a third-party transportation social equity licensee, preventing monopolization and promoting fair competition within the industry.

Jim Blissitt III, representing McKenzie's Secured Transportation, expresses sincere gratitude for the consideration of these vital matters and eagerly awaits follow-up actions from the legislators.

For media inquiries, please contact:

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See the actual correspondence below.

Dear Esteemed Members of the Illinois Legislature and fellow Cannabis Working Group stakeholders,

I trust this email finds you well. I am Jim Blissitt III, a truly independent Social Equity Transporter, representing McKenzie's Secured Transportation, and I write with a heartfelt plea for your pivotal role in shaping the future of cannabis transport legislation in our great state. Firstly, I commend your forward-thinking approach in enhancing accessibility for cannabis consumers through the Cannabis Regulation and Tax Act (CRATA). I also commend the successes we secured in the previous session abolishing transporter licensing fees and implementing a moratorium on new licenses. However, I propose a nuanced amendment to further streamline the delivery and transport system.

Specifically, I advocate for home delivery to become an exclusive privilege for 3rd party cannabis transporters, particularly those of social equity status who are already licensed in the state. The current restrictions limiting licensed Social Equity transporters to B2B transactions create a bottleneck in market accessibility and consumer convenience. Such an amendment will also legitimize the viability of these independent transport operators already existing and weathering the storm of cultivator monopolization of b2b cannabis transport.

Allowing licensed transporters to deliver directly to consumers not only enhances accessibility but also opens up new economic opportunities for social equity transport licensees, contributing to the development of Disproportionately Impacted Areas (DIA) communities. To address concerns of safety and compliance, I suggest applying stringent regulations governing B2B transport to consumer deliveries, ensuring age verification, secure transport protocols, and comprehensive record-keeping.

Moreover, I bring to your attention the pressing need for policies related to the implementation of docking and overnight storage facilities for cannabis transportation. The absence of urgency in adopting such policies jeopardizes the success of social equity initiatives and the efficient operations of third-party transporters.

In addition, I urge you to consider an increase in funding for cannabis transport companies through the DCEO social equity cannabis loan program. The past rounds of funding have proven inadequate

to offset delays in seed-to-sale tracking platforms and the slow operationalization of other social equity license types.

Lastly, I advocate for the implementation of a third-party mandate in cannabis transportation. This mandate would ensure that existing growers and cultivators contract with a third-party transportation social equity licensee, preventing monopolization and promoting fair competition within the industry.

Your advocacy has the power to influence key figures in Springfield, championing the cause of social equity and ensuring the success of cannabis industry players. By securing funding, enacting policies related to docking, overnight storage, home delivery, and endorsing a third-party mandate, you can significantly contribute to the growth and sustainability of social equity transport licensees.

I extend my sincere gratitude for your consideration of these vital matters and eagerly await your follow-up.

Sincerely,

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This correspondence was sent to the following members of the state legislature's cannabis working group.

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