



NGFA NEWSLETTER

A weekly update from the National Grain and Feed Association

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CEC Replay

A June 17, 2020 Virtual Event

Review, Revisit, Re-elevate

NEWS

USDA clarifies contract eligibility for producer payments under Coronavirus Food Assistance Program

By Max Fisher, Vice President of Economics and Government Relations

The U.S. Department of Agriculture's Farm Service Agency (FSA) today issued guidance on which types of contracts entered into by producers are eligible for payments under its Coronavirus Food Assistance Program (CFAP).

Signup for the program began on May 26.

FSA's guidance is designed to help producers determine whether they retained price risk on some or all of their grain inventory under various types of grain contracts entered into with buyers on or before Jan. 15 – a prerequisite for obtaining CFAP payments.

FSA's guidance, provided in the table below, contains CFAP-eligibility determinations for several common risk-management tools used by producers to market grain and oilseed production to commercial buyers, including grain elevators, feed mills and grain processors. Generally, FSA has ruled that if producers established a cash or futures price under a contract entered into with a buyer on or before Jan. 15, that portion of his or her inventory would be ineligible for CFAP payments. Importantly FSA is **not** basing CFAP payment eligibility on whether the producer retained or lost title to the commodity under these various contracts.

FSA’s Guidance on Marketing Contract Eligibility for CFAP	
Type of Contract in Existence on or before Jan. 15, 2020	Explanation
Contracts Eligible for CFAP Payments	
Basis Contract	Producer locks in a basis leaving the future price to be set later. Producer delivers commodity without setting a sales price.
Basis Fixed Contract	
No Price Established	
Delayed Price	
Deferred Price Contract	
Contracts Ineligible for CFAP Payments	
Cash Contract	Producer receives a cash price for a commodity when sold.
Fixed Price Contract	
Forward Price Contract	Producer receives a cash price for a commodity based on a future delivery.
Cash Forward Contract	
Minimum Price Contract	Producer locks in the cash price and buys a call option to establish a minimum price. The net cash price will never be less than the original cash value minus the cost of the call option.
Option Contract	
Window Contract	
Hedge to Arrive	Producer locks in a futures price leaving the basis to be set later.
Futures Fixed Contract	
Futures Contract	

When signing up for CFAP, producers are required to provide for each eligible commodity the total 2019 production and the eligible inventory as of Jan. 15. Eligible grains and oilseeds include barley, canola, corn, durum wheat, hard red spring wheat, millet, oats, sorghum, soybeans and sunflowers. Producers may apply for assistance at their local FSA office; applications will be accepted through Aug. 28.

More information on CFAP can be found in the [May 22nd NGFA Newsletter](#). NGFA will continue to keep members updated on this and other federal policies and programs implemented in response to the COVID-19 pandemic in the Newsletter and in the COVID-19 section of its website.

House approves revisions to Paycheck Protection Program

The House on May 28, by an overwhelming 417-1 vote, approved significant revisions to provide more flexibility for businesses to utilize funds provided under the Small Business Administration's (SBA) paycheck protection program (PPP) in response to the COVID-19 pandemic.

The Senate is expected to consider the House-passed bill ([H.R. 7010](#)) when it reconvenes next week. Rep. Thomas Massie, R-Ky., was the lone House member to oppose the bill.

Under the House-passed bill, the current requirement that businesses spend 75 percent of loan funds obtained through the PPP on payroll would be reduced to 60 percent, making the remaining 40 percent available to pay for other business expenses, such as rent, utilities, mortgage interest, vendor contracts and other necessary business costs. However, Sen. Marco Rubio, R-Fla., expressed concern that the House bill's requirement that 60 percent of the loan amount be spent on payroll still is too high, and faulted House bill language that he believes could be interpreted as not allowing forgiveness of any of the loan amount if the 60 percent threshold is not met – deficiencies he said he would try to rectify when the Senate considers the measure. Currently, businesses that spend less than 75 percent on payroll still can have a portion of the loan forgiven.

The House-passed bill also would:

- Give businesses receiving PPP loans 24 weeks from the date of loan origination – or until the end of calendar 2020 – whichever comes first, to use the loan funds and still qualify to have the loans forgiven. Currently, loan recipients are required to spend the funds within eight weeks, and by no later than June 30.
- Ease the certification requirements for employers for documenting their efforts to rehire workers. Under the House measure, employers would be required to “demonstrate” they have not been able to rehire furloughed or “similarly qualified” employees on or before Dec. 31 or “demonstrate” an inability to return to the same level of business activity they had prior to Feb. 15. Sen. Rubio also was critical of this House provision, alleging that it is too broad and could incentivize employers not to rehire workers.
- Give businesses five years, instead of the current two years, to repay loans if they are unable to meet the program's requirements. Further, the bill clarifies that borrowers would not be required to begin repaying loan amounts until the SBA determines whether the loan can be forgiven.
- Allow loan-recipient businesses to delay payment of employer payroll taxes.

The PPP allows companies with 500 or fewer employees to seek loans of up to \$10 million from commercial lenders, which currently are forgivable if companies use 75 percent of the loan to keep employees on the payroll for eight weeks or hire back furloughed workers before receiving loan funds. Congress on April 23 enacted a COVID-19 relief package that included an additional \$320 million to replenish the PPP, whose initial \$350 billion in funding provided by Congress under the Coronavirus Aid, Relief and Economic Security (CARES) Act enacted in late March had been exhausted. As of May 27, SBA said more than 4.4 million PPP loans totaling \$510.5 billion had been approved, leaving about \$130 billion still available.

The NGFA last week joined 135 other national trade organizations in a U.S. Chamber of Commerce-led letter urging Congress and the Trump administration to change the PPP to provide additional flexibility to businesses in utilizing the loan amounts. Among other things, the letter called for: 1) repealing the current requirement that 75 percent of loan funds be used exclusively for payroll; 2) extending the current eight-week period for calculating loan forgiveness (currently, loan recipients are required to keep employees on the payroll for eight weeks); and 3) extending the current June 30 “safe harbor date” for rehiring and restoring pay to furloughed workers.

In other COVID-19-related developments this week:

- **NGFA Joins in Urging Vice President Pence to Coordinate Consistent, Cross-Agency Guidance on COVID-19 Workplace Safety:** The NGFA on May 26 joined 18 other national agribusiness associations in encouraging Vice President Mike Pence to lead a multi-agency effort to provide clear and consistent guidance on appropriate workplace safety practices to protect employees from contracting the virus that causes COVID-19. “Far better than most public officials, you understand that food and agriculture industries have amazing diversity,” the [letter](#) said. “With a broad array of inconsistent, sometimes conflicting advice to achieve a COVID-19-safe workplace in various settings, well-intentioned public health officials at the state and local levels are prone to impose requirements inconsistently and, sometimes, in a manner that is more disruptive of essential business operations than the best scientific information would warrant.”



The organizations requested that Pence bring together appropriate federal agencies and stakeholders to “provide better clarity on recent (Centers for Disease Control and Prevention and Occupational Safety and Health Administration) guidance regarding actions food and agriculture businesses should take to provide a COVID-19-safe workplace.” The letter also suggested that specific food and agriculture sectors have the option of seeking “segment-specific guidance, as needed, based on unique workplace safety concerns.”

- **House Subcommittee Conducts Hearing on COVID-19 Employee Health Protection:** The House Education and Labor Committee’s Workforce Protection Subcommittee conducted a [hearing](#) to examine the Occupational Safety and Health Administration (OSHA) and National Institute for Occupational Safety and Health’s (NIOSH) approach to protect workers from workplace exposure to COVID-19. During the 3.5-hour hearing, OSHA Principal Deputy Assistant Secretary Loren Sweatt and NIOSH Director John Howard were grilled by subcommittee Democrats about the alleged need for the administration to develop and issue an emergency temporary standard (ETS) in response to the pandemic. Congressional Democrats envision such a standard encompassing health care workers, first responders, and “other employees at occupational risk of exposure,” including workers employed by businesses that remain open while the COVID-19 national emergency remains in place, thereby giving the standard broad applicability. The HEROES Act legislation, which passed the Democrat-controlled House on May 15, would require OSHA to establish such a standard and authorize \$100 million for such purposes.



Meanwhile, subcommittee Republicans countered that the ETS would have a severe impact on small businesses and argued that a “one-size-fits-all” standard would be inappropriate. Further, subcommittee ranking Republican Bradley Byrne, R-Ala., noted that former OSHA Deputy Assistant Secretary Jordan Barab (now a senior adviser to committee Democrats) did not develop an ETS during the respective H1N1, Ebola, SARS and Zika virus outbreaks that occurred during his stint at the agency under the Obama administration. In addition, Byrne noted that the ETS proposal within the HEROES Act was developed without any input from Republican members of the full committee. Republican subcommittee members also noted that OSHA still can issue

citations to employers under the agency's general duty clause if an inspector believes that an employer is not addressing COVID-19 hazards in accordance with relevant guidance documents issued by the agency. Subcommittee Democrats countered that a standard is needed because the general duty clause (which obligates employers to provide a safe and healthful workplace) is not specific enough and because guidance documents are not mandatory.

During the hearing, subcommittee Democrats posed questions on OSHA's response to whistleblower complaints and inspection efforts, including at meat processing facilities. Sweatt responded that while the agency is focused on COVID-19, it also is continuing its mission of ensuring safe and healthful workplaces. She said the agency has received 1,364 COVID-19 whistleblower complaints as of May 26, and launched 10 ongoing investigations at meatpacking plants in the last week. All told, Sweatt said OSHA is conducting 58 ongoing investigations at meat processing facilities. She also asserted that Secretary of Labor Eugene Scalia strongly supports an employee's whistleblower rights and many businesses have made changes to their workplace safety policies as a result of such complaints.

In addition, Sweatt said OSHA has revised its recordkeeping requirements to help keep track of any employees that do become infected with COVID-19. NIOSH's Dr. Howard said it is very difficult to determine what is true occupational vs. community transmission of the virus. Howard also said establishing an ETS would be challenging given the evolving scientific understanding of the virus.

- **NGFA Joins in Opposing OSHA Emergency Temporary Standard for COVID-19:** The NGFA joined 57 other diverse national organizations in opposing the development of an emergency temporary standard by the Occupational Safety and Health Administration. In a [May 28 letter](#) to the House Education and Labor Committee's Workforce Protection Subcommittee prior to its hearing (see previous bulleted section), the NGFA and other members of the Coalition for Workplace Safety wrote that such a standard would be based on two false premises: 1) employers have no current enforceable obligation to protect employees from exposure to the virus that causes COVID-19, when in fact OSHA's general duty clause can be used to cite employers who disregard agency guidance on protecting employee health; and 2) a new OSHA standard would help employers protect employees from potential exposure, when in fact development of science-based guidance is more nimble and appropriate given the new and novel nature of the virus, on which scientific knowledge is evolving. "OSHA's current general duty clause plus guidance approach provides the agility needed in this crisis, where employers and employees are seeking the most accurate, up-to-date information regarding safe (workplace) practices," the groups wrote. "We also are concerned" that issuance of an emergency temporary standard would occur "prior to NIOSH and the Centers for Disease Control and Prevention collecting data and conducting research on workplace COVID-19 cases. This is exactly the reverse of how good workplace safety policy should be made."
- **Senate Democrats Introduce Bill to Assist Food Banks:** Senate Agriculture Committee ranking member Debbie Stabenow, D-Mich., joined by Senate Minority Leader Chuck Schumer, D-N.Y., and eight other Democrats, introduced [legislation](#) that would authorize up to \$2.5 billion in grants and reimbursements to assist food banks, schools and non-profit organizations in obtaining and distributing foodstuffs. Authorized purposes would include enhancing infrastructure for such entities to increase their capacity to serve people affected by the COVID-19 pandemic by increasing cold-storage and refrigeration capacity, enhancing transportation,

food purchases and creation of a new clearinghouse to connect farmers with food banks, schools and non-profit organizations, building upon the U.S. Department of Agriculture's existing farm-to-food- box program. Funds also would be available for grants, loans and loan guarantees for retooling "small-" and "medium-sized" food processors to upgrade machinery, add temporary cold-storage capacity and purchase personal protective equipment, COVID-19 testing equipment and sanitation supplies.

USDA updates African Swine Fever response plan

By David Fairfield, Senior Vice President, Feed

The U.S. Department of Agriculture's (USDA) Animal and Plant Health Inspection Service (APHIS) announced May 28 that it has updated its African Swine Fever (ASF) strategic plan and expanded it into a full response plan as part of the agency's ongoing efforts to strengthen capabilities in the event of an ASF outbreak.

The new plan — [*USDA APHIS ASF Response Plan: The Red Book May 2020*](#) — is a comprehensive response plan in the event the United States experiences an ASF outbreak. The plan incorporates and supersedes previous versions of USDA's [*ASF Disease Response Strategies*](#) and details important elements for an effective ASF response, including:

- USDA authorities and APHIS guidance specific to ASF.
- Control and eradication strategies for both domestic and feral swine.
- Specific response actions that will be taken if ASF is detected.
- USDA APHIS National Stop Movement guidance.
- Updated zone, area and premises designations specifically for ASF.
- Comprehensive information on feral swine management.

Significantly, the plan also discusses the threat posed by ASF, and includes a summary of the evaluated likelihood ratings of potential pathways for entry of the ASF virus into the United States, which are reflected in the following table.

Table 1-1. Summary of Evaluated Likelihood Rating by Pathway into the United States¹		
Pathway	Legal	Illegal
Live Pigs	Negligible, with low uncertainty	Negligible to low, with moderate uncertainty
Semen	Negligible, with low uncertainty	Low, with moderate uncertainty
Swine products and by-products	Negligible to low, with moderate uncertainty	High, with low uncertainty
Wildlife: Meat and Trophies	<Not reviewed>	Low to moderate, with high uncertainty
Feed (animal origin)*	Low to moderate, with high uncertainty	Negligible to low, with high uncertainty
Feed (plant origin)*	Negligible to moderate, with high uncertainty	Low, with high uncertainty

Feed (supplements)*	Negligible to low, with high uncertainty	<No data to evaluate>
Fomites	<Not reviewed>	Negligible to moderate, with high uncertainty
Regulated Garbage	Low, with moderate uncertainty	<Not applicable>
* Animal feed ingredients and fomites have the potential to be pathways associated with a moderate likelihood of ASFV entry, but there is high uncertainty because of the lack of data on transmission from these sources.		
¹ USDA APHIS CEAH (2019, March). Qualitative assessment of the likelihood of African Swine Fever Virus entry to the United States: Entry Assessment . Risk Assessment Team.		

As indicated in the table, the risk assessment designates illegal entry of swine products and swine by-products as having the greatest potential likelihood of introducing ASF virus into the United States. The rated likelihoods for feed as a potential ASF pathway range from low to moderate to negligible, depending upon the type of feed product; but USDA states there is a high uncertainty associated with these ratings given the lack of data on ASF transmission from feed sources.

USDA said it anticipates there will be updates to the ASF Response Plan as new capabilities and processes become available and additional test exercises are conducted.

FMCSA finalizes changes to hours-of-service rules

By Max Fisher, Vice President of Economics and Government Relations

The Federal Motor Carrier Safety Administration (FMCSA) has issued a final rule on changes to driver hours-of-service regulations, which contains reforms that will increase driver flexibility and facilitate the availability of truck transportation.

FMSCA made the following changes:

- Increased the air-mile radius of short-haul trucking from 100-air-miles to 150 -air-miles and expanded the allowable work shift from 12 to 14 hours. However, the 11-hour limit on driving time was retained.
- Drivers, under certain adverse-driving conditions, will be permitted to extend their maximum driving window during which driving is permitted by up to two hours. This means that if drivers use the adverse-driving provision, their 14-hour clock becomes a 16-hour clock.
- Provided more flexibility for the 30-minute break rule. Under the 30-minute break rule, drivers have a window of eight hours to drive after their last off-duty period of at least 30 minutes. Before being allowed to drive again after this eight-hour window expires, the driver is required to take a 30-minute break. The rule change will allow the driver to satisfy the 30-minute rest break after eight hours of driving instead of eight hours on-duty. A driver can log the 30-minute break while loading, unloading, refueling, etc.
- Modified the sleeper-berth exception to allow drivers an extra option for complying with the daily 10-hours-off-duty requirement. Previously, a driver could meet this requirement by spending the full 10 hours in the sleeper-berth, or by spending eight hours off-duty followed by some driving and then two hours off-duty. The rule change adds the ability for driver to spend seven hours off-duty, followed by some driving and then three hours off-duty.

FMCSA's final rule is scheduled to take effect 120 days after it is published in the *Federal Register*, which is scheduled to occur on June 1. Therefore, the rule changes could take effect as soon as the end of September. The final hours-of-service rule can be found [here](#).

The NGFA has developed the following questions and answers to assist members in understanding the changes to the hours-of-service rules and their applicability:

1. Q: What are hours-of service regulations?

A: Hours-of-service regulations govern the number of hours truck drivers can drive and work. Generally, hours-of-service rules regulate the maximum number of hours that can be driven, specify mandatory break times and off times, and duty cycles.

2. Q: Where can the federal hours-of-service regulations be found?

A: The Federal Motor Carrier Safety Administration (FMCSA) oversees the federal hours-of-service rules, and the complete regulations can be found in [Part 395](#) Hours of Service of Drivers of the Federal Motor Carrier Safety Regulations.

3. Q: Where do hours-of-service regulations apply?

A: There are two different sets of regulatory provisions for hours-of-service: Interstate (federal) and Intrastate (state). A common misconception is that interstate commerce refers to vehicles themselves or the driver crossing state borders, but this is not the case.

Interstate commerce refers strictly to the transfer of goods, services and passengers across state borders. Drivers who are *not* involved in interstate commerce at all times are required to continue to comply with federal hours-of-service regulations for at least seven or eight days after they stop performing interstate commerce, depending upon the exact set of rules under which they operate.

Intrastate commerce refers to the transfer of goods, services and passengers that stay within the borders of one state. If a driver is operating *only* in intrastate commerce, the federal hours-of-service regulations do *not* apply. However, each state creates its own hours-of-service regulations for intrastate commerce drivers.

Vehicles transporting hazardous materials in large quantities, even during times in which they are not carrying any such loads, are required to comply with federal hours-of-service regulations.

4. Q: What are some of the major hours-of-service rules?

A: The following rules are particularly important:

- **14-Hour On-Duty Limit:** The 14-hour limit means that once a driver comes back on-duty after 10 consecutive off-duty hours, that driver cannot drive longer than 14 consecutive hours. This workday limit is the total number of hours a driver can work in a day and is designed to prevent driver fatigue. It consists of driving, rest limits, and

various off-duty breaks (e.g., getting lunch, mandatory rest limit, etc.). This 14-consecutive-hour driving window does not change, even if the driver goes off-duty to take a break or nap.

- **11-Hour Driving Limit:** Within the 14-hour workday, drivers only are permitted to drive their truck for a maximum of 11 hours after 10 consecutive hours of off-duty time.
- **60/70-Hour Limit:** The 60/70-hour limit governs how many hours a truck driver can work in a week. This limit is based upon a rolling seven- or eight-day period. In other words, drivers have a limited number of hours they can be on-duty per week. Drivers cannot drive after they have reached 60/70 hours of on-duty time in seven- to eight-consecutive days. The 60/70-hour limits reset after the driver has been off-duty for 34 consecutive hours.
- **34-Hour Restart:** Once drivers have worked a total of 60 hours during the previous seven days, they have hit their limit. They then must be off-duty for 34 consecutive hours before driving again.
- **Sleeper Berth Rule:** The sleeper berth refers to the cab in the back of the truck, which can contain a bed, desk, TV and refrigerator. Drivers can count the time spent in the sleep-berth toward their mandatory rest-limits or off-duty time. If drivers have 10-hours off-duty, they can spend the full 10 hours in the sleeper berth or they can take eight hours off-duty, followed by some driving and then two-hours of off-duty, which would count toward their total off-duty time. The new hours-of-service rule change adds the ability for drivers to take seven hours off-duty, followed by some driving and then three-hours off-duty.
- **Rest Breaks:** Rest time is the required break time for a driver after a certain number of hours worked. A driver is required to take a 30-minute break after eight-hours of driving. The new hours-of-service rule provides more flexibility for the 30-minute break rule by allowing the driver to satisfy the 30-minute rest break after eight hours of driving instead of eight hours on-duty. Thus, a driver now will be able to log the 30-minute break while engaging in activities associated with loading, unloading, refueling, etc.
- **Records of Duty Status (Logbook or Electronic Logging Devices):** To prove that the driver has complied with the hours-of-service rules, drivers must present roadside inspection officers with documented records of duty status, which must include:
 - ❖ 24-hour period grid
 - ❖ Date (day, month, year)
 - ❖ Total miles driven
 - ❖ Truck/tractor/trailer number
 - ❖ Name of carrier
 - ❖ Main office address
 - ❖ Driver's certification verifying logs
 - ❖ Name of co-driver
 - ❖ Time zone

- ❖ Total hours spent in off-duty, on-duty, sleeper berth and driving
- ❖ Shipping document number/name of shipper/name of commodity
- ❖ Annotations

The electronic logging device rule requires drivers that must comply with hours-of-service rules to use either an electronic logging device or an automatic on-board recording device to maintain records of duty status.

5. Q: What is the agricultural exception and how do drivers make use of it?

A: The agricultural exception exempts drivers from hours-of-service rules for the portion of the route that is within 150-air-miles of the origin. Drivers operating under the agricultural exception are **not** subject to the 11-hour driving limit, the 14-hour on-duty limit or even the requirement to maintain a time record or record of duty status so long as the driver remains within 150-air-miles of the origin.

Hours-of-service rules apply if the driver drives beyond the origin's 150-air-mile radius. This means there is an 11-hour limit on drive time and 14-hour on-duty limit, **for the portion of the route** that is beyond the origin's 150-air-mile radius. Time spent working within the 150-air-mile radius does not count toward the driver's daily and weekly limits.

The agricultural exception is only in effect during planting-and-harvest periods as determined by the applicable state. However, most states have declared their planting and harvest periods to apply all year, thus, in those states, the agricultural exception is always available.

Importantly, the agricultural exception is restricted to instances when a driver is transporting agricultural commodities, non-processed food, feed, fiber, livestock or farm supplies. Processed agricultural commodities do **not qualify** for the agricultural exception.

6. Q: What is the short-haul exemption and how do truck drivers make use of it?

A: The short-haul exemption enables drivers that operate within a 150-air-mile radius (this was 100-air-miles before the new hours-of-service rule change) to use a time record instead of a record-of-duty status. In addition, drivers using the short-haul exemption are not required to take a 30-minute break.

Importantly, the following hours-of-service rules apply to drivers using the short-haul exemption:

- Operate within a 150-air-mile radius of work-reporting location.
- Return to work reporting location at end of the workday.
- Limit driving time to 11 hours.
- Limit on-duty time to 14 hours (unless adverse driving conditions apply, in which case on-duty time may be extended to 16 hours under the new hours-of-service rules).
- Take at least 10 consecutive hours off between shifts.
- Maintain a timecard with start times, end times and total hours worked for the day.

If a driver violates the short-haul exemption by driving beyond the 150-air-mile radius limit or exceeding the driving or on-duty time limits, the driver is required to maintain a record-of-duty status. If the driver violates the short-haul exemption more than eight days in a 30-day period, the driver is required to use an electronic logging device.

In addition, if a driver violates any short-haul-exemption rules before the 8th hour on duty, the driver is required to take a 30-minute rest break before driving beyond eight hours. If the driver violates the short-haul exemption after the eighth hour, the driver is required to take a 30-minute rest break prior to the 14th hour on-duty.

EVENTS



CEC Replay

A June 17, 2020 Virtual Event

Review, Revisit, Re-elevate

Review, Revisit and Re-elevate with NGFA's 'CEC Replay'

The NGFA will present a virtual conference – [CEC Replay](#) – on June 17 in partnership with *Grain Journal*.

NGFA members gathered almost six months ago in Indianapolis, Ind., for the 48th annual Country Elevator Conference and Tradeshow (“[Elevate Your Business](#)”). At this halfway point between last year’s and this year’s CEC in Kansas City, Mo., NGFA will offer an afternoon of session rebroadcasts, live Q&A with several session speakers, updates to information presented last December, and a chance to connect with fellow attendees, exhibitors and the CEC experience.

The CEC Replay webinar is free to attend and will feature:

- **Michele Payn**, principal of Cause Matters Corp., who led last year’s popular “Resiliency for Agriculture” breakout session, who will host a rebroadcast of her session, answer questions live, and provide updates to her mental health tool kit in the wake of COVID-19.
- **Seth Meyer**, research professor at the Food and Agricultural Policy Research Institute at the University of Missouri, who presented “2020 Grain Market Insights” at last year’s general session, will revisit his 2020 insights, assess how the market stands halfway through the year and provide his market perspectives for the remainder of 2020.
- And as a “sneak peek” for one of CEC December 2020’s engaging speakers, the virtual conference will close with **Kevin Van Trump**, president and founder of Farm Direction and the Van Trump Report.
- All this, plus Twitter challenges, trivia and a mini horse performance!

[Elevate your summer. Register here.](#)

SUPPLEMENTS

Around the Industry

Congratulations to **Lacey Seibert**, recently tapped by NGFA-member **Landmark Services Cooperative**, Cottage Grove, Wis., as vice president of its Grain Division, effective June 1, 2020. Seibert will lead the grain team focusing on strategic planning, business profitability and employee growth and development. She is no stranger to the NGFA, having served as a committee apprentice in 2017-17 and later as a member of the Country Elevator Committee. In addition, Lacey's husband **Jim** is NGFA's director of safety, education and training. Best wishes to Lacey, Jim and family as they make the trek from Oklahoma to Wisconsin and begin this new chapter!

Congratulations also are in order for **Christa Lachenmayr**, senior agricultural economist in the Division of Market Oversight at the Commodity Futures Trading Commission. In a May 28 statement, CFTC Chairman **Heath Tarbert** announced that Lachenmayr has been appointed CFTC's first official liaison to the U.S. Department of Agriculture. In this role, which will be a one-year rotating designation at the commission, she will serve as CFTC's main point of contact with USDA. Tarbert specifically mentioned that CFTC and USDA are collaborating closely to understand COVID-19-related factors that have a direct impact on market fundamentals. The NGFA has worked closely with Lachenmayr for several years on various futures policy and technical issues.

Extra Supplements

Pierre, S.D., Capital Journal: [Grain bin accidents and deaths rising due to poor crop conditions](#)

Feed Navigator: [NGFA praises US commodities watchdog's derivative markets rule, while highlighting holes in proposal](#)

World-Grain: [China grain industry rebounding](#)

The Guardian: ['Unstoppable': African swine fever deaths to eclipse record 2019 toll](#)

S&P Global: [Souring U.S./China relations could have big impacts on energy, agriculture trade](#)

NBC News: [Amid the pandemic, hog farmers face a crisis: Too many pigs, nowhere to go](#)

Washington Post: [Land O'Lakes CEO Beth Ford on challenges in farming during pandemic](#) (Video)

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