

Farm to Fork

The Hall Report
A "when you need to know" industry advisory



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Charles "Shorty" Whittington

Charles "Shorty" Whittington Recognized for Leadership

In this issue of Farm to Fork, I am taking the opportunity to recognize one of the outstanding leaders in agricultural and the trucking industry.

Charles "Shorty" Whittington just completed a term as the Chairman of the Board of Board of Directors of the American Trucking Associations, the nation's largest trucking federation. Mr. Whittington was first commercial agricultural transporter (ag hauler) to ever be Chairman of the American Trucking Associations. He is an enthusiastic, tireless and passionate advocate for both the trucking industry and American agriculture.

Mr. Whittington is President of Grammer Industries in Grammer, Indiana, which transports anhydrous ammonia, propane and nitric acid. He is also President of Integrity Biofuels in Morristown, Indiana. Opened in 2006, Integrity was the first soy bean based biodiesel plant in Indiana. He also engages in equipment sales and real estate ventures.

He is a founding member and Past President of the Agricultural and Food Transporters Conference.

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Mr. Whittington is a graduate of Purdue University and a Distinguished Alumni of the Purdue School of Agriculture. He is also a recipient of the AgriVision Award awarded by the State of Indiana.

Mr. Whittington has been a strong and effective advocate for trucking and agriculture in the halls of Congress, with federal agencies, and has spoken all over the nation on safe trucking and the importance of agriculture to the national and international economy.

Coming from a small town in Indiana, where he still maintains his corporate headquarters, has given Mr. Whittington a continuing and everyday perspective on the needs of commercial agricultural transportation and the reality of risk taking and an entrepreneurial spirit in agriculture.

To "Shorty," congratulations on a job well done and his continuing commitment and advocacy for American agriculture and the trucking transportation so essential to the movement of agriculture commodities and inputs.

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Washington Notes

In Washington, Congress continues to deal with a large number of issues critical to the nation. The Highway Reauthorization Bill is still stalled and needs to be taken up by the House Ways and Means Committee to ascertain how to fund this half-trillion dollar legislation. One possibility is that many state legislatures, which convene in January, 2010, will enact increases in the gasoline and diesel taxes before the Congress can enact federal legislation. Since gasoline and diesel taxes have historically been the primary source of funding for the federal transportation system, it becomes of increasing concern that Congress will have to look at new and alternative funding mechanisms for funding America's antiquated and inadequate transportation infrastructure. It appears that passage of any transportation bill may well extend into 2010.

Another critical piece of legislation pending in Congress is the climate change bill which was recently introduced in the U.S. Senate. Of

significant interest to both the trucking and agricultural industries, there are many concerns that the cap and trade components of this legislation will not positively affect these two essential industries. This legislative battle will take up much of the congressional agenda, and will be another factor when considering passage of the transportation bill. According to the American Farm Bureau, in a report released by Senator Kit Bond of Missouri and Kay Bailey Hutchinson of Texas, under the climate change legislation already passed by the House, "America's farmers and ranchers would see an increase of \$550 million in fuel costs in 2020 and \$1.65 billion in 2050. Both agriculture and trucking would be seriously negatively affected by the magnitude of these transportation fuel costs, causing companies and farms to go out of business due to such significant increases in fuel costs

Both the highway bill and the climate change legislation are expensive, pervasive and complicated. It is important that the trucking and agriculture industries be informed and aware of the implications of these proposals on your company.

Remember, the world is run by those who show up.

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