Unafraid to tackle today's and tomorrow's toughest challenges:

- Either Trump or Biden will be President - a realistic, non-political prediction of the differences for ag production, trucking, trade.
- What happens when ports can't handle all the cargo?
- ERD Survey reveals: ERD unreliability is undermining the entire export supply chain. The AgTC plan: if carriers can't provide ERD's early enough and not change them, we will find a way.
- Inbound ocean freight rates are through the ceiling – what should ag exporters expect?
- Demurrage and detention – increasingly disruptive and costly – is anyone writing the AgTC protections in their contracts?
- Chassis – the real reasons for the shortages; who’s fixing it? Do box rules matter? What will the FMC decide on the truckers’ claims for $1.8 billion from the ocean carriers?
- Where are our ag markets going to be next year? In 3 years?
- Will the tariff war with China continue?
- As ocean carriers pursue efficiency and profits, how to exporters fare?
- Is there a secret to getting the Carriers to waive demurrage, detention, per diem penalties and fees?
- Where are the empty containers?
- Carriers/terminals to truckers: pay the demurrage or get locked out.
- Does COVID travel on refrigerated ag? Are China’s phytosanitary restrictions/ additional documentation legitimate COVID safety concerns, or just tool to manipulate who get's to sell in China?
- Where will you be shipping ag next year? In 2022? In 5 years? Who will be your biggest markets?
- Getting States to move faster on APHIS Certifications
- Trucking Hours of Service – changes depend on who is elected.
- Rail, what does it take to get inland service? How to reposition containers?