

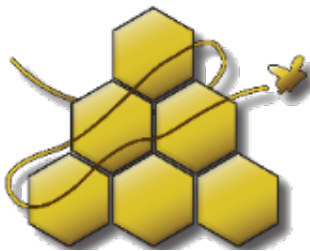
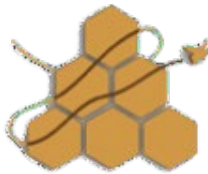


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LATEST NEWS

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AHPAnet.com



***American Honey
Producers Association***

**Donating to the antidumping fund is classified as legal
fees for your business and qualifies as a business
expense!**

**The good fight isn't over yet
We still need your support**

On April 21, 2021, the American Honey Producers Association (AHPA) and Sioux Honey Association (SHA) filed petitions with the ITC and DOC for relief from dumped imports of raw honey from Argentina, Brazil, India, Ukraine, and Vietnam. The American Beekeeping Federation (ABF) also supports the trade cases.

On May 18, 2021, the DOC published a notice initiating the investigations in the Federal Register, with estimated dumping margins of 9.75 to 49.44 percent for Argentina, 83.72 percent for Brazil, 27.02 to 88.48 percent for India, 9.49 to 92.94 percent for Ukraine, and 47.56 to 138.23 percent for Vietnam.

DOC is scheduled to issue preliminary determinations of dumping in mid-November, at which point preliminary duties will go into effect, and importers will be obligated to begin paying cash deposits at the time of importation.

On June 4, 2021 the U.S. International Trade Commission (USITC) unanimously determined that there is a reasonable indication that unfairly traded imports of raw honey from Argentina, Brazil, India, Ukraine, and Vietnam are injuring the U.S. industry producing raw honey.

Today's unanimous decision means that the ITC will continue to investigate the injury inflicted on the U.S. raw honey producers by low-priced imports, and the U.S. Department of Commerce (DOC) will investigate the extent to which imports from the five countries are being sold below fair value in the U.S. market.

We truly appreciate all of the donations that we have received to cover legal fees.

The good fight isn't over yet, and we still need your support.

To donate to the Antidumping Fund, please contact

Cassie Cox: cassie@ahpanet.com

281-900-9740

Or donate on our secure website: <https://www.ahpanet.com/donations-1>



Apimondia Cancels Russia Congress

The Executive Board of Apimondia voted unanimously this week to cancel the Apimondia Congress planned for September 2022 in Ufa Russia. We condemn the invasion of Ukraine by Russia.

Please know that we heard all your voices during these trying days.

We are looking forward to organising a great Apimondia Congress in Santiago Chile in 2023, when beekeepers and researchers from every nation will once again be able to meet. We may organise some Symposia prior to the Congress: please follow our website for updates.

We appreciate your continued support of Apimondia.

Sincerely,

Jeff Pettis
Apimondia President
www.apimondia.org

California Bee Breeders Association

The California Bee Breeders Association supports the AHPA in their efforts to stop dumped imports of raw honey and its harmful effects on our industry. At their January 19th meeting, the CBBA voted unanimously to donate \$4,000 to the anti-dumping fund. The CBBA encourages other groups and individuals to continue their backing of the AHPA and anti-dumping efforts.



[USDA](#) has announced the five newly appointed or reappointed board members for the National Honey Board, who will each serve a three-year term beginning January 1, 2022, through December 31, 2024.

We are pleased to welcome:

Tom Sargeantson, Sunland Trading, Inc., New Canaan, CT (Importer Member, Reappointed)

Mindy Ryan Tharp, Barkman Honey, Hillsboro, KS (First Handler Member, New Appointee)

Jeff Caley, Dutch Gold Honey, Lancaster, PA (First Handler Alternate, New Appointee)

Matt Halbgewachs, Sweet River Honey, Driftwood, TX (Producer Member, New Appointee)

Darren Cox, Cox Honey of Utah, Mendon, UT (Producer Alternate, Reappointed)

The 10-member National Honey Board is composed of three first handler representatives, three importer representatives, three producer representatives, one marketing cooperative representative and their respective alternates.

We thank these new and returning members for working on behalf of the honey industry.

Are you interested in serving on the National Honey Board or know someone who would be great? Please click [here](#) to apply. All board member nominations are made by qualified national organizations and selected by the USDA Secretary. For a list of current board members, click [here](#). Please email questions to honey@nhb.org.



Entry-Level Driver Training Requirements for CDL Applicants

The new Entry-Level Driver Training (ELDT) regulations require that all entry-level drivers of commercial motor vehicles (CMVs) receive training from a provider listed on FMCSA's Training Provider Registry.

Beginning February 7, 2022, to be eligible to take required skills or knowledge tests, commercial driver's license (CDL) applicants must have completed applicable entry-level driver training from a registered training provider. The FMCSA's ELDT Applicability Fact Sheet is [linked here](#).

ATA's Vice President of Safety Policy, Dan Horvath has put together a document, [linked here](#), including information regarding training requirements and some frequently asked questions.

ELDT EXCEPTIONS

From FMCSA - "ELDT EXCEPTIONS. The ELDT regulations do not apply to individuals that are not required to have a CDL as outlined in 49 CFR part 383, or for whom the state

has waived the CDL skills test.”

[From Final ELDT Rule, December 2016, under “1. Applicability of the ELDT Requirements”](#)

“Under the NPRM, the following categories of drivers, who are currently excepted or may, at the State's discretion, be excepted from CDL requirements, would also be excepted from the ELDT requirements: (1) Drivers excepted from the CDL requirements under § 383.3(c), (d), and (h), which includes individuals who operate CMVs for military purposes, farmers, firefighters, emergency response vehicle drivers and drivers removing snow and ice, and drivers of “covered farm vehicles”; (2) drivers applying for a restricted CDL under § 383.3 (e) through (g); and (3) veterans with military experience who meet the requirements and conditions of § 383.77.”

“FMCSA Response: The ELDT requirements established in today's rule are aligned with the existing CDL requirements in part 383. The final rule does not create any new exceptions. Therefore, any individual who is currently excepted from taking a skills test in order to obtain a Class A or Class B CDL or a P or S endorsement would not be subject to the final rule.”

PART 383 - COMMERCIAL DRIVER'S LICENSE STANDARDS; REQUIREMENTS AND PENALTIES

(d) Exception for farmers, firefighters, emergency response vehicle drivers, and drivers removing snow and ice. A State may, at its discretion, exempt individuals identified in [paragraphs \(d\)\(1\), \(d\)\(2\), and \(d\)\(3\)](#) of this section from the requirements of this part. The use of this waiver is limited to the driver's home State unless there is a reciprocity agreement with adjoining States.

(1) Operators of a farm vehicle which is:

(i) Controlled and operated by a farmer, including operation by employees or family members;

(ii) Used to transport either agricultural products, farm machinery, farm supplies, or both

to or from a farm;

(iii) Not used in the operations of a for-hire motor carrier, except for an exempt motor carrier as defined in [§ 390.5 of this subchapter](#); and

(iv) Used within 241 kilometers (150 miles) of the farmer's farm.

(f) Restricted CDL for certain drivers in farm-related service industries.

(1) A State may, at its discretion, waive the required knowledge and skills tests of [subpart H of this part](#) and issue restricted CDLs to employees of these designated farm-related service industries:

(i) Agri-chemical businesses;

(ii) Custom harvesters;

(iii) Farm retail outlets and suppliers;

(iv) Livestock feeders.

(2) A restricted CDL issued pursuant to this paragraph shall meet all the requirements of this part, except [subpart H of this part](#). A restricted CDL issued pursuant to this paragraph shall be accorded the same reciprocity as a CDL meeting all of the requirements of this part. The restrictions imposed upon the issuance of this restricted CDL shall not limit a person's use of the CDL in a non-CMV during either validated or non-validated periods, nor shall the CDL affect a State's power to administer its driver licensing program for operators of vehicles other than CMVs.

(3) A State issuing a CDL under the terms of this paragraph must restrict issuance as follows:

(i) Applicants must have a good driving record as defined in this paragraph. Drivers who have not held any motor vehicle operator's license for at least one year shall not be

eligible for this CDL. Drivers who have between one and two years of driving experience must demonstrate a good driving record for their entire driving history. Drivers with more than two years of driving experience must have a good driving record for the two most recent years. For the purposes of this paragraph, the term good driving record means that an applicant:

(A) Has not had more than one license;

(B) Has not had any license suspended, revoked, or canceled;

(C) Has not had any conviction for any type of motor vehicle for the disqualifying offenses contained in [§ 383.51\(b\)](#);

(D) Has not had any conviction for any type of motor vehicle for serious traffic violations; and

(E) Has not had any conviction for a violation of State or local law relating to motor vehicle traffic control (other than a parking violation) arising in connection with any traffic accident, and has no record of an accident in which he/she was at fault.

(ii) Restricted CDLs shall have the same renewal cycle as unrestricted CDLs, but shall be limited to the seasonal period or periods as defined by the State of licensure, provided that the total number of calendar days in any 12-month period for which the restricted CDL is valid does not exceed 180. If a State elects to provide for more than one seasonal period, the restricted CDL is valid for commercial motor vehicle operation only during the currently approved season, and must be revalidated for each successive season. Only one seasonal period of validity may appear on the license document at a time. The good driving record must be confirmed prior to any renewal or revalidation.

(iii) Restricted CDL holders are limited to operating Group B and C vehicles, as described in [subpart F of this part](#).

(iv) Restricted CDLs shall not be issued with any endorsements on the license document. Only the limited tank vehicle and hazardous materials endorsement privileges that the

restricted CDL automatically confers and are described in [paragraph \(f\)\(3\)\(v\)](#) of this section are permitted.

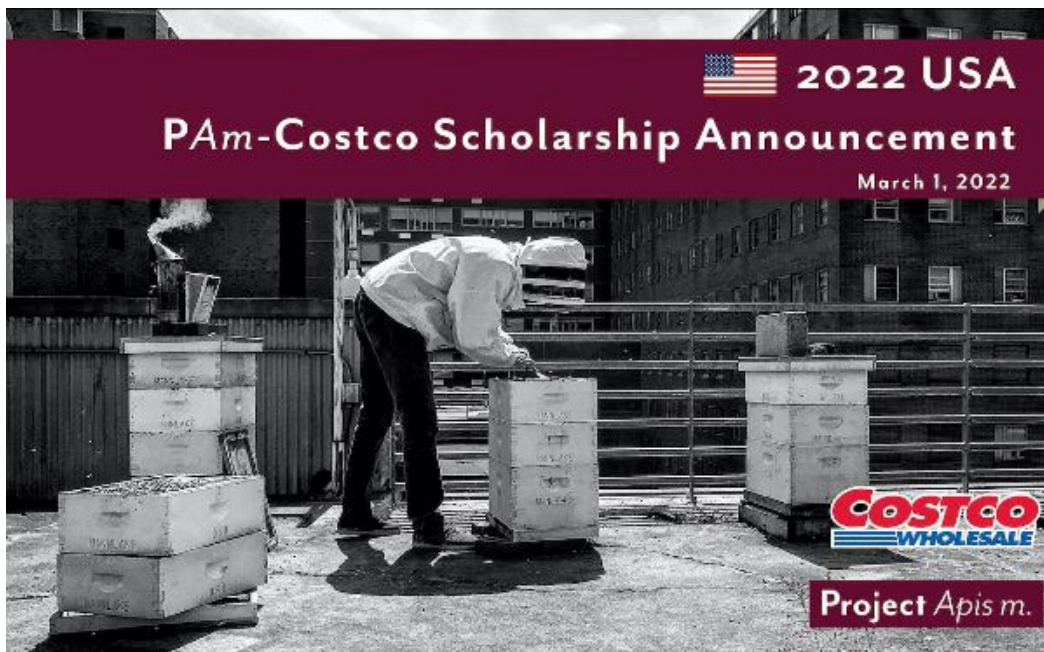
(v) Restricted CDL holders may not drive vehicles carrying any placardable quantities of hazardous materials, except for diesel fuel in quantities of 3,785 liters (1,000 gallons) or less; liquid fertilizers (i.e., plant nutrients) in vehicles or implements of husbandry in total quantities of 11,355 liters (3,000 gallons) or less; and solid fertilizers (i.e., solid plant nutrients) that are not transported with any organic substance.

(vi) Restricted CDL holders may not hold an unrestricted CDL at the same time.

(vii) Restricted CDL holders may not operate a commercial motor vehicle beyond 241 kilometers (150 miles) from the place of business or the farm currently being served.

(h) Exception for drivers of “covered farm vehicles.” The rules in this part do not apply to a driver of a “covered farm vehicle,” as defined in [§ 390.5 of this chapter](#).

[Entry Level Driver Training Exceptions.pdf \(trucking.org\)](#)



2022 PAm-Costco Scholarship Awards for Honey Bee Health

Scholarship: In 2013 Costco and Project Apis m. (PAm) launched the first PAm-Costco Scholarship

Program. Costco has an admirable commitment to sustainability, and is a champion supporter of honey bee research, recognizing it as an investment to ensure an ethical and sustainable food supply.

Investing in research that has real and practical impacts on the sustainability of honey bee health, honey production and crop production is the foundation of the PAm-Costco partnership. Sustainability is often defined in terms of resource management, but another component of sustainability is developing intellectual expertise by supporting those who will help solve problems in the future: tomorrow's bee scientists. The students who receive this PhD Scholarship award bring new energy, ideas, and expertise to the fold of scientists pushing the frontiers of bee health research. This award is an investment in the next generation of leaders to innovate and support beekeepers and pollinators.

This program, in the USA and Canada has awarded over \$740,000 USD and \$140,000 CAD to impressive up-and-coming bee researchers who are committed to a better future for bees. These scholars have made significant contributions and important discoveries through their research, been recognized with awards of merit, published peer-reviewed academic articles, and continue with dedication to solve the mysteries and challenges that bees and beekeepers face. The PAm-Costco Scholarship Program recognizes and supports outstanding graduate students to pursue research-based doctoral degrees in fields within the Project Apis m. mission of enhancing honey bee health while improving crop production.

Program: Open to candidates within a Ph.D. program in any Agriculture, Apiculture or Entomology department in the United States. The PAm-Costco Scholar will be involved in clearly identifiable and defined bee health issues.

Qualifications: Candidates must have a Bachelor's or Master's degree in a science or agriculture-related field. It is preferable that the candidate have some working experience with bees, and published papers in apiculture. The individual must demonstrate potential for significant achievements in honey bee health science and research, and a commitment to working in the field of honey bee research after completing graduate work.

Financial Support: Up to three years continuous support for graduate education and research will be provided in annual increments up to \$50,000, based on qualifications. In cases where a student is already receiving financial awards, the award amount will be determined on a case-by-case basis.

Application Deadline: Friday, April 1, 2022, midnight EST

Apply here:

<https://www.projectapism.org/project-apis-m-blog/project-apis-m-announces-the-2022-usa-pam-costco-scholarship>



DOL Plans to Make the H-2A Program Too Expensive for Many Farms to Use

By [David J. Bier](#)

The H-2A program provides work visas for seasonal or temporary foreign farm workers. In [my](#) paper on the program, I explained how complex the process already is, containing over

200 rules that farmers must follow to hire workers legally. Now the Department of Labor (DOL) is proposing to make it even more expensive and costly to hire legal farm workers in the midst of an [unprecedented labor shortage](#) and a dramatic increase in inflation, [particularly in the United States](#) and [especially for food](#). It is also attacking a program designed to prevent illegal immigration, while Border Patrol is recording record arrests at the southern border.

Currently, all H-2A workers, as well as any U.S. workers in comparable positions, must be paid the same Adverse Effect Wage Rate (AEWR)—the H-2A program's minimum wage—but under [the proposed regulation](#), several job types on farms will now have separate and higher AEWRs. The rule will both inflate the required wage rates and create a new massive administrative burden for all H-2A farmers to separately track every activity of every employee—H-2A and U.S. employees—on their farms to avoid violating these new wage rules. DOL also proposes to intentionally misclassify H-2A workers into higher wage occupations if they perform any job duties that could fit under that job category.

In [my paper](#), I explained how the AEWR already inflates H-2A wages:

DOL adjusts the AEWR annually based on a survey and uniquely classifies overtime, hazard pay, bonuses, performance incentives, and all other payments as wages. This inflates the [required] base hourly rate before adding these types of extra compensation for the following year. This inflated average rate then applies to all workers, pricing out H-2A and U.S. workers who had below-average wages. When these workers drop out, the surveyed wage is artificially inflated even further. Many farmers feel these procedures put the AEWR on an upward escalator that becomes more disconnected from reality each year. The average AEWR has grown about twice the rate of inflation....

The AEWR has other methodological problems. For instance, it is based on the average farm wage (which includes many high-end outliers) rather than the median wage, nor does it include the cost of mandatory benefits provided to H-2A workers and U.S. workers in similar jobs such as housing and transportation.

One purpose of the H-2A program is to prevent a farm labor shortage, and it has failed. The most important reason why is that the AEWR is set much too high, so farmers cannot afford to hire enough workers. The results are lost productivity, higher prices, and illegal

immigration.

How DOL Plans to Raise H-2A Minimum Wages

Now DOL wants to make the AEWR even more problematic. The AEWR has so far been based on the regional average rate for field and livestock workers as determined by the U.S. Department of Agriculture's (USDA) Farm Labor Survey (FLS). The average of each state's AEWR reached a record \$15.03 in 2022. "Range" workers (e.g., shepherders) have a [special AEWR](#) of \$1,807.23/month in all states.

DOL now proposes to require separate wages for various specific types of farm work other than field and livestock positions. Farmers will have to pay higher wage rates if they want to hire workers who perform, for instance, construction tasks or truck driving. In addition, the USDA does not collect any data for Puerto Rico and Alaska, so they have always been subject only to the federal minimum wage. But DOL is now proposing to create new AEWRs using data from the [Bureau of Labor Statistics \(BLS\) Occupational Employment and Wage Statistics \(OEWS\) non-farm survey](#), which will increase the AEWRs in Puerto Rico and Alaska substantially: 31 percent and 117 percent, respectively.

These new special AEWRs will be based on the average rate paid to all construction workers, tractor trailer drivers, etc., as recorded in the [OEWS survey](#). In addition to having the same methodological issue as the FLS (e.g. including total compensation to estimate the average base wage rate), the OEWS adds a new problem: unlike the current FLS survey, it is the average for the occupation for [non-farm employers](#), not reflective of the wages for workers on farms. Thus, the switch to the OEWS fails to account for specific farm labor issues, contrary to the intent of the H-2A program.

The National Council of Agricultural Employers (NCAE) [notes](#) that DOL is pointlessly trying to attract employed truck drivers away from jobs that are "full-time, year-round, come with benefits, and the drivers usually start their day at 7 am, and are done by 4 pm" to seasonal jobs on farms with many non-driving tasks. If this works (which it won't), the strategy will make the truck driver shortage in the United States worse—at a time when it is reaching [catastrophic levels](#). DOL does not supply any evidence that these H-2A workers are having an "adverse effect" on any U.S. workers, and there is none.

There is another problem. DOL claims that the FLS does not include data on farm workers that, for instance, drive trucks. But that is not completely true. The FLS [says](#) that activities like “trips to buy feed or deliver products to local market” do qualify as agricultural work and are included in the survey. Assuming that these workers do receive a higher wage, DOL is now double counting. The presence of truck drivers raises the overall wage for field workers, and now DOL plans to also require an even higher wage for truck drivers using OEWS data collected away from farms.

Read the rest of the article here: https://www.cato.org/blog/dol-plans-make-h-2a-program-too-expensive-many-farms-use?utm_source=social&utm_medium=email&utm_campaign=Cato%20Social%20Share



Hello Honey Industry Partners!

We would appreciate your assistance spreading the word on our continuing research project. We are collecting samples of citrus blossom honey from locations in North America. There is a sample collection form included (download here: https://803a53c6-072b-4f8f-960b-bf8520169c2b.usrfiles.com/ugd/803a53_0bd8b373e75d4d7f98e8bb7e67f97fbb.pdf). We are requesting 118 mL/4 oz samples. Senders are not responsible for costs related to testing. These samples will be collected by QSI America and the testing will be used to support a future identity standard for citrus blossom honey.

Timing is a bit urgent to obtain samples this season. The sooner you are able to share this opportunity with your constituents, the better this project will be. Thank you for your support!

The USP Honey Expert Panel On behalf of
Norberto Garcia, Chair and
Gina Clapper, Senior Scientific Liaison with FCC and US Pharmacopeia

Please contact Gina with any questions or comments (gina.clapper@usp.org)



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281-900-9740

Or donate on our secure website: <https://www.ahpanet.com/donations-1>



AHPA App

As AHPA continues to work on behalf of all beekeepers, one of our initiatives is advocating with the FDA in Washington D.C. to update honey labeling guidelines. As part of this effort, we need your help to collect pictures of honey labels from around the United States. Our goal is primarily to find honey that is mislabeled according to current FDA guidelines. Secondly, we need examples of any labels which misrepresent country of

origin or are purposefully confusing to consumers so that we can advocate for positive changes and updates.

Search the App Store or Google Play for "AHPA app". We need to collect as many pictures from honey on the store shelf as possible. Please take a few minutes to help collect this data.

The materials and information included in this electronic newsletter are provided as a service to you and do not reflect endorsement by the American Honey Producers Association (AHPA). The content and opinions expressed within the newsletter are those of the authors and are not necessarily shared by AHPA. AHPA is not responsible for the accuracy of information provided from outside sources.