

**IN THE UNITED STATES BANKRUPTCY COURT
FOR THE SOUTHERN DISTRICT OF TEXAS
HOUSTON DIVISION**

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In re: : **Chapter 11**
:
HI-CRUSH INC., et al., : **Case No. 20-33495**
:
Debtors.¹ : **(Jointly Administered)**
:
----- X

**AFFIDAVIT OF PUBLICATION OF THE NOTICE OF ORDER
ESTABLISHING NOTIFICATION PROCEDURES AND APPROVING
RESTRICTIONS ON CERTAIN TRANSFERS OF STOCK OF THE
DEBTORS IN THE WALL STREET JOURNAL**

¹ The Debtors in these cases, along with the last four digits of each Debtor’s federal tax identification number (where available), are: Hi-Crush Inc. (0530), OnCore Processing LLC (9403), Hi-Crush Augusta LLC (0668), Hi-Crush Whitehall LLC (5562), PDQ Properties LLC (9169), Hi-Crush Wyeville Operating LLC (5797), D & I Silica, LLC (9957), Hi-Crush Blair LLC (7094), Hi-Crush LMS LLC, Hi-Crush Investments Inc. (6547), Hi-Crush Permian Sand LLC, Hi-Crush Proppants LLC (0770), Hi-Crush PODS LLC, Hi-Crush Canada Inc. (9195), Hi-Crush Holdings LLC, Hi-Crush Services LLC (6206), BulkTracer Holdings LLC (4085), Pronghorn Logistics Holdings, LLC (5223), FB Industries USA Inc. (8208), PropDispatch LLC, Pronghorn Logistics, LLC (4547), and FB Logistics, LLC (8641). The Debtors’ address is 1330 Post Oak Blvd, Suite 600, Houston, Texas 77056.



AFFIDAVIT

STATE OF NEW JERSEY)
) ss:
CITY OF MONMOUTH JUNCTION, in the COUNTY OF MIDDLESEX)

I, Andrew Introne, being duly sworn, depose and say that I am the Advertising Clerk of the Publisher of THE WALL STREET JOURNAL, a daily national newspaper of general circulation throughout the United States, and that the notice attached to this Affidavit has been regularly published in THE WALL STREET JOURNAL for National distribution for

1 insertion(s) on the following date(s): JUL- 16 -2020

ADVERTISER: HI-CRUSH INC.

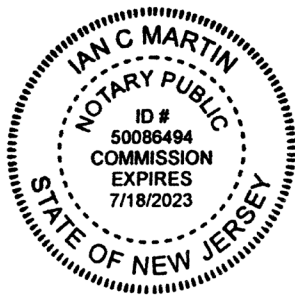
and that the foregoing statements are true and correct to the best of my knowledge.



Sworn to
before me this
16 day of July
2020



Notary Public



BUSINESS NEWS

Red Bull Replaces Top U.S. Executives

By CHARITY L. SCOTT

The maker of Red Bull energy drinks has replaced its top U.S. executives amid internal tensions over the closely held company's response to the Black Lives Matter movement.

Red Bull GmbH, the Austrian company that makes the drink, said Stefan Kozak, its North America chief executive, and Amy Taylor, its North America president and chief marketing officer, have left the company.

Red Bull didn't give a reason for the changes, which were announced in an internal memo.

Ms. Taylor had been working on diversity and inclusion efforts within the company with Mr. Kozak's support for several years but was met with opposition when she began advocating for Red Bull to be more overt in its support of racial justice in the past month.

Some U.S. employees had recently raised concerns about what they considered the company's inaction on the Black Lives Matter movement and about a racist slide that was in a presentation given at a company event in February.

"We reject racism in every form, we always have, and we always will," the company's board said in a statement to The Wall Street Journal. "Red Bull has always put people and their dreams and accomplishments at its core and values the contribution of each and every person—no matter who they are."

Companies from sneaker maker Adidas AG to tech giants like Facebook Inc. have faced pressure from employees to do more to confront racism and promote diversity, as social activism over the police killing of George Floyd moves deeper into the workplace.

Cost Savings Lift Insurer UnitedHealth

By ANNA WILDE MATHEWS AND DAVE SEBASTIAN

UnitedHealth Group Inc. saw profit rise sharply because of savings from surgeries, hospital stays and doctor visits canceled amid the coronavirus pandemic, but the company said that health care returned to near-normal levels in recent weeks.

The second-quarter results from UnitedHealth, parent of the largest U.S. health insurer, UnitedHealthcare, offer one of the broadest pictures so far of the pandemic's financial impact on the health sector.

UnitedHealth posted net income of \$6.64 billion, or \$6.91 a share, compared with \$3.29 billion, or \$3.42 a share, a year earlier. Adjusted earnings were \$7.12 a share. Analysts polled by FactSet, who had expected a boost, still hadn't predicted a financial windfall as big as the one UnitedHealth saw.

Across the country, elective surgeries paused for months this spring as hospitals and other health-care providers braced for surges of coronavirus patients.

The insurers' payouts for coronavirus care so far fall short of the savings they have accrued from all of the forgone procedures and routine care.

"When you shut down the nation's whole medical infrastructure, it's a massive decline in what UnitedHealthcare typically pays for," said Gary Taylor of JPMorgan Chase & Co.

◆ Heard on the Street: Virus bump is likely to last..... B12



More than 40% of the world's commercially caught tuna comes from the western and central Pacific Ocean. The StarKist dock in American Samoa.

VINCENT J. TOFLAU FOR THE WALL STREET JOURNAL

American Demand for Tuna Climbs

Companies struggle to keep up supply of fish as wholesale prices shoot up sharply

By LUCY CRAYMER

HONG KONG—Tuna fish has surged in popularity thanks to pantry loading during the coronavirus pandemic, but producers of the canned fish are dealing with higher prices and other challenges that are making it difficult to keep up with the increased demand.

Americans have been buying more canned tuna during the economic downturn, in part because it is one of the cheapest proteins on the market, costing as little as \$1 for a 5-ounce can. Bumble Bee Foods said sales of canned and pouched tuna jumped as much as 100% from mid-March to early April, while Costco Wholesale Corp. put limits on how many tuna containers a customer could purchase.

Even after the initial feeding frenzy, canned-tuna producers say sales for these products have remained significantly higher than a year earlier.

Companies have been able to keep retail prices steady for tuna so far, even though average wholesale prices for tuna were up 41% from a year earlier in the year through May after reaching decade lows

late last year, according to data from the Food and Agriculture Organization of the United Nations.

Prices vary depending on where the fish is bought.

Skipjack tuna purchased in Bangkok cost \$1,200 a metric ton in June, up 14% from December 2019 but down from a peak of \$1,500 in March, according to data from Thai Union Group, a global seafood-based food producer that owns the Chicken of the Sea canned-tuna brand.

Tuna has gone the opposite way of wholesale prices for other seafood, which have broadly declined due to sharp drops in restaurant demand.

The tuna industry has a long supply chain. Analysts say wholesale prices could remain elevated or trend higher in the coming months due to challenges of getting enough fish to meet the surge in demand.

More than 40% of the world's commercially caught tuna comes from the western and central Pacific Ocean, in the waters around tiny nations such as Tuvalu and Kiribati. The fish are then shipped to processing plants on islands in the Pacific, Asia or South America. Tuna is often canned in a third country before landing on supermarket shelves.

Tuna stocks have been ample this year, say food-industry analysts, but border controls and other supply-chain issues

are hampering production. Pittsburgh-based StarKist Co., which is owned by a South Korean conglomerate, processes and cans most of its tuna in American Samoa, a tiny territory that is closer to New Zealand than it is to the continental U.S.

The company has wanted to increase production, said Andrew Choe, StarKist's president and chief executive, but it has been unable to buy tuna from some of its regular suppliers during the pandemic.

Border restrictions and fishing-port closures at some neighboring Pacific islands—where StarKist often buys tuna—have prevented fishing

vessels from coming in and delivering their catch. Compounding matters, StarKist's plant on American Samoa recently encountered mechanical issues that took a while to fix, in part because the company had to charter a plane to fly in people to bring parts and do the repairs.

Then shipments of canned tuna to the continental U.S. were held up because the ship that services the archipelago broke down twice and had to be replaced.

"There have been a lot of complaints—rightly so—because they're not getting their products," said Mr. Choe, referring to retailers. He added that problems at the plant probably could have been easily and quickly fixed were it not for the pandemic.

For decades, the world's largest producers of canned tuna struggled to reverse falling sales and shed negative perceptions that their products were old-fashioned, pungent, high in mercury and environmentally unfriendly.

Then the pandemic occurred, and the 20th-century pantry staple became popular again. Thai Union, the owner of El Segundo, Calif.-based Chicken of the Sea, said in May that sharply higher sales of canned tuna during the first quarter helped the group achieve its best operating performance in years.

In March alone, sales of ambient seafood—which in-

cludes canned products—jumped 50%.

"People are asking, is this pantry-loading? Is this consumption? I would say, every pantry-loading leads to higher consumption. People are not just leaving that in their pantry. They are consuming it," Joerg Ayrlie, Thai Union's chief financial officer, said on a conference call. He also said the company has released videos with recipes for various types of tuna fish cakes and tuna pancakes.

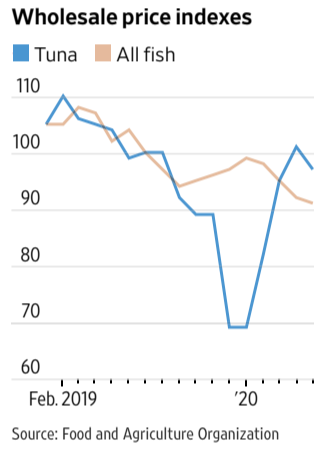
Darian McBain, Thai Union's global director of corporate affairs and sustainability, said the company expects demand for canned tuna to remain elevated, though not at the level it experienced earlier this year.

Chicken of the Sea had to close a canning facility in Lyons, Ga., for one day last month after a coronavirus outbreak at the plant. "It's our new normal," Dr. McBain said.

At a Bumble Bee Foods facility in Santa Fe Springs, Calif., the company has added Saturday shifts for workers to meet increased demand.

Todd Putman, Bumble Bee Foods' executive vice president and chief growth officer, said the company's tuna stocks are running low.

"The product is available; it's just a matter of getting it into the U.S.," Mr. Putman said. "Our supply chain is strained."



Source: Food and Agriculture Organization

Fiat Chrysler to Be Renamed Stellantis After PSA Merger

By NORA NAUGHTON

Fiat Chrysler Automobiles NV and PSA Group plan to call their combined company Stellantis upon completing a trans-Atlantic merger that would create one of the world's largest auto companies.

The new name has its roots in the Latin word "stello," meaning "to brighten with stars," the companies said Wednesday. It is cast in a font reminiscent of the futuristic style used by Tesla Inc. in its corporate logo.

The change marks the first time that Fiat and Chrysler won't appear in the parent company name, but they will live on as badges for individual brands. Likewise, brand names such as Jeep and Peugeot will continue.

"The stakes are high here," said Marcus Collins, a marketing professor at the University of Michigan. "A new name presents a clean slate, but you only have so many chances to reinvent yourself."

The two auto makers agreed to merge last year in a \$50 billion deal intended to help them leverage their global scale and advance new technologies for meeting tougher environmental regulations.

As the cost of doing business continues to grow for global car companies, collabo-



The names Fiat and Chrysler will live on as brand badges.

ration among traditional rivals has become a more attractive option.

Despite the fallout from the coronavirus pandemic, both Fiat Chrysler and PSA have said they are pressing ahead with the deal to combine and expect it to close early next year.

Chrysler, which was named after Walter Chrysler who founded the company in 1925, has endured as a corporate name for nearly a century and had survived previous mergers, including the failed DaimlerChrysler tie-up in the early 2000s.

Italy's Fiat traces its roots back to 1899 when the Italian

car company was founded by Giovanni Agnelli.

PSA Group, which is based in France, is the parent company for the makers of Peugeot, Citroën and other automotive brands.

The two companies became Fiat Chrysler Automobiles through a 2014 tie-up executed by then-Fiat CEO Sergio Marchionne, who took control of Chrysler out of bankruptcy. Mr. Marchionne died in 2018.

Company executives have said the two sides will have equal share in the newly formed company, and the deal will result in annual cost savings of about €3.7 billion (\$4.22 billion).

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