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MIRAGE ROOM BLOCK EXTENDED UNTIL JANUARY 23RD!

If you are planning to attend the WPMA 2013 Trade Show and Convenience Store Expo then now is the time you should book your rooms. **The WPMA room block has been extended to January 23, 2013.** Go to <http://www.wpma.com/national-convention> and click on the Mirage link or call 1-800-499-6311.

OUTGOING TRANSPORTATION LEADER CALLS FOR SALES TAX ON MOTOR FUELS

On Thursday, John Horsley who is the director of the American Association of State Highway and Transportation Officials (AASHTO), called for an end to the current per-gallon motor fuels tax and replace it with a sales tax on fuel to fund the depleting Highway Trust Fund (HTF). The last time the motor fuels tax was raised was in 1993, where the tax represented 17 percent of the cost of a gallon. Today it's near five percent. In recent years, Congress has transferred money from the U.S. Treasury to the HTF to keep it afloat. Transportation officials note that the HTF will run out of operating revenue within the next few years and Congress will be tasked with finding a solution to the issue.

Many lawmakers have different ideas to fix it. Senate Environment and Public Works Committee Chairwoman Barbara Boxer (D-CA) has advocated for the current 18.4 cpg gasoline tax to be indexed for inflation while even conservative Senator Tom Coburn (R-OK) has said motor fuels taxes need to be raised. Other lawmakers have flirted with the idea to apply a vehicle miles traveled (VMT) tax on highway users, where drivers would pay for the amount of driving instead of the amount of gas they buy. However, conservatives and civil rights groups are opposed to VMT since it would lead to an invasion of privacy due to monitoring systems that would calculate mileage. Even some governors are reviewing their states' motor fuels taxes. Recently, Virginia Gov. Bob McDonnell (R) proposed a sales tax to pay for roads on everything but motor fuels.

It's unlikely that Congress will address the HTF in 2013, however, PMAA's Motor Fuels Committee stands ready to review any motor fuels tax overhaul proposal.

EPA FINAL RULE REQUIRES USE OF 15-PPM DIESEL IN LARGE STATIONARY GENERATORS

The Environmental Protection Agency issued a final rule this week that requires large stationary emergency generators used to generate electricity during power outages to use 15-ppm ULSD after January 1, 2015. The rule applies to stationary combustion ignition, reciprocating internal combustion engines (CI RICE) with a site rating of more than 100 brake HP and a displacement of less than 30 liters per cylinder that operate or are contractually obligated to be available for more than 15 hours per year (up to a maximum of 100 hours per year) for emergency demand response or that operate for local system reliability. The rule will affect commercial emergency generators which are used in industrial, medical, agricultural, oil and gas production, and power generation facilities, etc.

Currently, CI RICE generators are typically supplied with reserve fuel oil or other high sulfur distillates. The use of stationary emergency generators as part of emergency demand response programs help prevent grid failure or blackouts by allowing these engines to be used for limited hours in specific circumstances of grid instability prior to the occurrence of blackouts, according to the EPA. The agency said requiring the use of ULSD will reduce emissions of air toxics, particulate matter, and sulfur dioxide.

The requirement takes effect Jan. 1, 2015, although any fuel purchased before that date can be used until it is depleted.

FEDERAL APPEALS COURT DENIES REQUEST TO RECONSIDER E15 CHALLENGE

This week, a federal court denied petitions from several big name trade associations to rehear their case from an August 2012 ruling that said the groups lacked legal standing to pursue a challenge to EPA's approval of E15 for 2001 and newer vehicles. Petitioners included the American Petroleum Institute (API), the American Fuel & Petrochemical Manufacturers (AFPM), the Alliance of Automobile Manufacturers (AAM), and many food industry groups.

API, AFPM, and a host of food industry associations claimed that EPA's E15 approval would harm their members. However, Chief Judge David Sentelle wrote, in his opinion, that the groups lacked legal standing because they didn't prove that E15 would cause injury or immediate harm to their operations. Auto groups said that E15 would damage engines subjecting them to liability while API and AFPM argued that the Renewable Fuels Standard (RFS) would eventually force their member companies to supply E15 to avoid hitting the "ethanol blend wall." Food groups argued that E15 would require more corn crop to be diverted to ethanol production which would increase the cost of corn, and, ultimately, the cost of food. The appeals court dismissed their arguments on the basis that EPA's E15 approval is not a mandate, but simply permits them to offer the fuel.

HOUSE PASSES SUPERSTORM SANDY RELIEF

PMAA's Disaster Task Force Meets

Earlier this week, the House approved a Superstorm Sandy relief package totaling \$50.7 billion by a close vote of **228-192**. **When combined with the \$9.7 billion flood insurance portion which passed two weeks ago, the House** relief package now aligns itself with the Senate approved package from the 112th Congress. However, before final passage of the House bill, conservative lawmakers sought to offset the cost of the Sandy relief bill with a 1.63 percent cut to discretionary spending but efforts ultimately failed. The Senate is expected to approve the House Sandy relief bill next week and the President has signaled he will sign the bill into law.

Overall, the relief package provides: \$11.5 billion for FEMA's emergency disaster relief fund including for repair, replacement and restoration of storm related damage; \$16 billion for HUD's Community Development Block Grant (CDBG) Fund disaster assistance; \$86 million for AMTRAK/Rail system repairs; \$520 million for SBA's Disaster Loan Program; five million dollars for the LUST Trust Fund; and two billion dollars for DOT's Federal Highway Administration Emergency Relief Program (emergency and permanent repairs to damaged federal aid highways).

Meanwhile, PMAA's new Emergency Planning and Response Task Force, led by Mississippi's Philip Chamblee, held its first call today. The Task Force members have a lengthy list of objectives and goals aimed at better information, communication and processes before, during and after the occurrence of national disasters.

WPMA 2013 NATIONAL CONVENTION & CONVENIENCE STORE EXPO SPONSORS February 19-21, 2013 • Mirage • Las Vegas, Nevada



2013 WESTERN PETROLEUM MARKETERS CONVENTION & CONVENIENCE STORE EXPO LAS VEGAS, NEVADA



Start planning now to attend the 2013 WPMA Convention and Convenience Store Expo. It will be held at the Mirage in Las Vegas, Nevada. Mark your calendars for February 19-21, 2013.

Access the WPMA National Convention page by scanning the QR code on the left with your smart device.

MARK YOUR CALENDARS FOR UPCOMING EVENTS IN 2013

February 27, 2013 – Utah (UPMRA) Day on Capitol Hill - Utah Capitol Building - Salt Lake City, Utah

May 9-10, 2013 – NPM&CSA Big Dogs' Shootout – Red Rock Hotel & Casino – Las Vegas, Nevada

June 4-6, 2013 - Montana (MPMCSA) Convention - Holiday Inn Grand - Billings, Montana

June 17-20, 2013 - Washington (WOMA) Convention - Suncadia Lodge - Cle Elum, Washington

July 31-August 2, 2013 - Idaho (IPM&CSA) Convention - Sun Valley Resort - Sun Valley, Idaho

August 27-28, 2013 – New Mexico (NMPMA) Convention – Albuquerque Marriott Pyramid North, Albuquerque, NM

September 12-13, 2013 - Utah (UPMRA) Convention - Zermatt Resort - Midway, UT

Petro Pete: "As I watched the dog chase his tail, I thought, "Dogs are easily amused." Then I realized I was watching the dog."

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