

WPMA MARKETER MEMBERS - WE NEED YOUR VOTE!**WPMA NEEDS THE VOTE OF EVERY MARKETER MEMBER!**

At the June 13, 2014 WPMA Board Meeting, the Board of Directors voted to revise the WPMA Articles of Incorporation and Bylaws. The Articles revisions will clean up some grammatical issues and clarify the different classes of Membership. The Bylaws revisions will clean up grammatical issues, change the title of the Executive Director to Chief Executive Officer, define committees, add Section 12 (Operational Agreements between WPMA and the state associations), and revise the amendment process requiring 2/3 vote of the entire membership, to requiring 2/3 vote of the WPMA Board of Directors.

Each member has been sent an email with instruction on where and how to vote. If you have not received this email please contact the WPMA offices. (Associate members are not voting members of WPMA.)

WPMA HAS PARTNERED WITH STRATEGIC VALUE MEDIA - ADVERTISING OPPORTUNITIES

WPMA has partnered with Strategic Value Media in providing advertising opportunities in a new Buyers Guide section of the December issue of the WPMA magazine. Anyone with questions about advertising in this section can contact Jack Thompson at 704-280-8610 or by email at jthompson@svmmedia.com.

TEMPORARY HIGHWAY BILL PASSES CONGRESS, PRESIDENT TO SIGN

This week, Congress sent a \$10.8 billion highway funding bill to the President which will keep the Highway Trust Fund (HTF) solvent through May 2015. The final bill will stop federal officials from beginning to delay payments on August 1 to states for road and bridge construction projects. The President is expected to pass the legislation.

Most significant to petroleum marketers, the bill maintains the language passed by the House and fought by PMAA that would transfer one billion dollars from the Leaking Underground Storage Tank (LUST) Trust Fund, leaving only \$400 million. Petroleum marketers have supported the LUST Fund and have paid \$3.8 billion in LUST taxes since its inception. In 2012, Congress included a provision in the Highway bill that raided the LUST Trust Fund of \$2.4 billion dollars and moved it to the Highway Trust Fund. While PMAA opposed this provision, Congress could have lessened the blow by including language which would have required that future revenue collected for the LUST Fund is used for its intended purpose. Now Congress is nearly depleting the LUST fund, this time taking one billion of the remaining \$1.4 billion from the fund.

PMAA believes the LUST Fund should be solely used to support UST leak prevention and remediation programs. PMAA is also concerned that states might increase tank fees to account for the LUST Fund shortfall. Raiding another one billion dollars from the fund will cripple important programs and ultimately harm marketing companies who have paid the tax and built the fund over the past 25 years. If the fund isn't being used for its intended purpose, the fee should be eliminated.

The Senate passed the final bill last night by a vote of 81-13. This was one of the last votes before lawmakers left for a five-week Congressional recess.

PMAA PARTICIPATES AT DOE BIOMASS 2014 CONFERENCE**PMAA Requests Meeting with White House over RFS**

On Wednesday, PMAA participated in the Department of Energy's (DOE) Biomass 2014: Growing the Future Bioeconomy which featured a segment on expanding ethanol use in our nation's fuel supply. Again, PMAA highlighted its concerns that higher ethanol blends will not fulfill the RFS corn-based ethanol mandate due to existing underground storage tank (UST) infrastructure incompatibility, weak consumer demand for the product and motorist misfueling concerns. Existing underground storage tank (UST) infrastructure is not certified by Underwriters Laboratories (UL) which significantly inhibits a retailer's ability to legally sell higher ethanol blends. Even though EPA has given the green light for 2001 and newer vehicles to use E15, the auto manufacturers have not, which gives petroleum marketers plenty of concern regarding potential misfueling.

Meanwhile, PMAA requested a meeting with the White House in a letter regarding its concerns with the RFS. The letter specifically highlighted compatibility concerns and the lack of demand for E85. Click [here](http://www.pmaa.org/weeklyreview/attachments/Ltr_Podesta_RFS_Concerns_PMAA.pdf) (http://www.pmaa.org/weeklyreview/attachments/Ltr_Podesta_RFS_Concerns_PMAA.pdf) to read the letter.

SENATE SUBCOMMITTEE EXAMINES FMCSA CHANGES TO 34-HOUR RESTART RULE FOR CDL DRIVERS

On Tuesday, the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security held a hearing over truck safety. Testifying before the Subcommittee were Anne Ferro, administrator of the Federal Motor Carrier Safety Administration; Joan Claybrook, consumer co-chair of Advocates for Highway and Auto Safety; Major David Palmer of the Texas Department of Public Safety, past president of the Commercial Vehicle Alliance; William Dawson, UPS freight driver; and Dave Osiecki, executive vice president and chief of national advocacy for the American Trucking Association.

A potential Federal Motor Carrier Safety Administration (FMCSA) proposed rulemaking was discussed which would increase the minimum levels of financial responsibility for motor carriers. PMAA is concerned that raising insurance minimums is shortsighted due to lack of evidence to suggest that it will improve safety performance. Additionally, FMCSA's own data shows that less than 0.2 percent of truck-involved accidents result in damages that exceed the current requirements. PMAA intends to file comments against raising the insurance minimum for petroleum marketers.

Meanwhile, PMAA sent a letter in support of Senator Collin's (R-ME) bipartisan amendment to the 2015 transportation appropriation bill that would temporarily suspend new regulatory restrictions on the 34-hour restart provision under federal driver hours of service (HOS) regulations. The new regulatory restrictions were adopted last year by FMCSA. The amendment would suspend the new regulatory restrictions on the 34-hour restart for one year and require FMCSA to justify in a report to Congress how the changes enhance public safety. The 34-hour restart provision allows CDL drivers to restart the clock for their maximum hourly work week after a 34-consecutive hour rest period.

Originally, the HOS regulations allowed drivers to use the 34-hour restart without restrictions. However, the FMCSA adopted regulatory changes limiting use of the 34-hour restart to just once per week and requiring the restart to include two overnight rest periods between 1:00 AM and 5:00 AM. As a result of the FMCSA changes, depending on the time of day their final shift ends, drivers are now required to take more than 34 hours off duty before they can return to work. The change greatly reduces the flexibility petroleum marketers need to schedule drivers efficiently.

REGULATORY BUDGET ACT INTRODUCED

Reps. Steve Scalise (R-LA) and Doug Collins (R-GA) have introduced "The National Regulatory Budget Act of 2014," a bill that would mandate a budget for regulatory costs imposed annually by each agency. The bill is a companion to S. 2153, legislation introduced earlier this year by Senator Marco Rubio (R-FL).

The bills would require that Congress set the ceilings on regulatory costs budgets for the agencies and Congress would be required to submit the budgets no later than July 31 every year.

S. 2153 has 12 cosponsors, all Republican Senators. The bills are not expected to move this year.

NEW STUDY SUGGESTS ACCELERATED CORROSION OF UST SUMPS CAUSED BY ETHANOL

A National Institute of Standards and Technology (NIST) laboratory study has found accelerated corrosion in sump areas of USTs storing gasoline blended with 10 percent ethanol. The study was conducted after field inspectors reported incidents of accelerated corrosion of sump pump equipment in UST systems in nine states. These incidents are generally associated with the presence of bacteria which convert ethanol to acetic acid, a component of vinegar, according to the study.

Following up on the field inspection data, the NIST laboratory study suggests submersible pump casings made of steel or cast iron may need to be replaced sooner than expected. The NIST study confirmed corrosion damage similar to that seen on sump pumps by field inspectors. NIST researchers developed new test methods and equipment to study copper and steel alloy samples either immersed in ethanol-water solutions inoculated with bacteria, or exposed to the vapors above the medium—conditions mimicking those around sump pumps. Corrosion rates were measured over 30 days. The worst damage, flaky iron oxide particles covering corrosion, was found on steel exposed to vapors. Copper tubing also showed damage though at a much slower rate than steel and cast iron casings. However, the study concluded that stress corrosion cracking for bent copper tubing posed a risk for leaks.

A previous NIST study found that ethanol-loving bacteria accelerated pipeline cracking. The NIST test equipment developed for the study will be used in future studies of special coatings and biocides designed to prevent sump pump failures and leaks.

MARK YOUR CALENDARS FOR UPCOMING EVENTS

August 6-8, 2014 – IPM&CSA Convention – Coeur d'Alene Resort – Coeur d'Alene, Idaho

August 19-20, 2014 – NMPMA Convention – Marriott Pyramid North – Albuquerque, New Mexico

August 25, 2014 – HPMA Golf Tournament – Oahu Country Club Course – Oahu, Hawaii

September 10-12, 2014 – UPMRA Convention – Park City Marriott – Park City, Utah

August 5 – 7, 2015 - Idaho (IPM&CSA) Convention - Sun Valley Lodge - Sun Valley, Idaho

August 3 – 5, 2016 - Idaho (IPM&CSA) Convention - Coeur d'Alene Resort - Coeur d'Alene, Idaho

2015 WPMA CONVENTION & CONVENIENCE STORE EXPO – LAS VEGAS, NEVADA

Mark your calendars for February 17-19, 2015. Make plans now to attend the 2015 WPMA Convention and Convenience Store Expo. It will be held once again at the Mirage in Las Vegas, Nevada.

NPP A NEW WPMA MEMBER SERVICE

WPMA has partnered with NPP to provide members discounts on many products and services. NPP negotiates the rates, and makes them available to WPMA members. Membership with NPP is free, and there is no obligation to purchase. Discounts through Verizon, Expedia, Fastenal, Cradlepoint, and more.

Register Now: <https://associations.mynpp.com/myNPP/memberSavings.shtml?guid=RB3WUOFG>

WPMA MEMBER SERVICES



Petro Pete: “I wish conversations were like user agreements where I could skip to the end and just agree.”

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Classified Ads

FOR SALE:

Idaho Petroleum Equipment Inc. has two new Containment Solutions fiberglass fuel tanks for sale with warranty

One of each *12,000 Gallon and **6,000/6,000 Split 12,000 gallon double wall tanks
dry interstitial, 42” sump, non-water tight lid and includes deadmen straps

*12,000 Tank- \$11,972.40 ** 6,000/6,000 Split Tank - \$18,289.20

Contact Juan @ 208.724.3390 or ipejuan3@gmail.com

FOR SALE:

Lube Truck - 2004 Kenworth

- 500 hp Cummins
- 13 Speed
- Triple Rear Axle
- Tanks and Lift Gate

Located in Aberdeen, WA.

For pictures and more information contact
Kay Brown at kbrown@pweqf.com
or 801 232 4003