

April 14, 2023

Visit us online at wpma.com

WP-04-14-23



Mackenzie Campbell, Hunt & Sons and Fueling Nevada Director, Peter Krueger, at the Nevada Capitol to testify on legislation important to Fueling Nevada.

REGISTER NOW FOR UPCOMING EVENTS



Click [here](#) to see Schedule of Events for the Montana Convention held June 6-7 at Fairmont Resort in Fairmont, Montana

Choose your attendee type to register: [Attendee](#) or [Exhibitor](#)



Click [here](#) to see the schedule of events for the Washington Convention held June 19-21 at Suncadia Resort in Cle Elum, WA.

Choose your attendee type to register:
[Attendee](#) or [Exhibitor](#)



NOW OPEN! Registration for the UPMRA Summer Golf Classic held June 22 at Davis Park Golf Course in Fruit Heights.

Breakfast and Range Balls - 6:30 - 7:30 am
Shotgun Start, Scramble Format - 7:30 am
Lunch and Prizes awarded in Clubhouse - 12:30 pm

Click [here](#) to register.



Click [here](#) to see Schedule of Events for the IPM&CSA Convention held August 2-4 at Sun Valley Resort in Sun Valley, Idaho.

Choose your attendee type to register:
[Attendee](#) or [Exhibitor](#)

The following information provided by:
EMA-Energy Marketers of America



BIDEN ADMINISTRATION PROPOSES AGGRESSIVE FUEL ECONOMY STANDARDS

Legal Challenges in the Works

EPA unveiled stringent new tailpipe emission standards this week for model years 2027 to 2032, which could result in electric cars making up as much as 67 percent of new vehicle sales by 2032. A companion proposal from EPA is designed to have 25 percent of new heavy trucks be all-electric by 2032. Separately, the Department of Energy (DOE) proposed on Monday to revise how it determines “miles per gallon equivalent” or “MPGe” ratings for EVs.

EPA’s proposed auto emissions rule is more ambitious than President Biden’s previous target to ensure that half of new cars sold in 2030 would be EVs, and it is seen as synchronizing with California’s ban on the sale of new gasoline-powered cars in the State after 2035. The proposal still must go through public notice-and-comment before being finalized later this year.

Even though automakers are committed to boosting EVs, many of them, as well as Capitol Hill, are raising questions about the Biden Administration’s new approach, from securing critical materials needed for EV batteries, to the availability of EV charging stations and the ability of electric grids to meet power needs. China’s stranglehold on the critical minerals industry and [mining in Africa](#) is a major concern.

“The Energy Marketers of America (EMA) is concerned with the Biden Administration’s aggressive attempt to electrify the transportation sector because it would limit consumer choice on cleaner greener ICEs, increase Americans’ utility bills to subsidize a massive expansion of the electric grid for EV charging and threaten the viability and jobs of small business energy marketers around the country, whether they deliver gasoline and diesel or renewable fuels like ethanol, biodiesel and renewable diesel,” said EMA President Rob Underwood.

DOE’s proposal would drastically alter how it determines petroleum-equivalent fuel economy ratings for EVs and plug-in hybrids, thereby affecting automakers’ “Corporate Average Fuel Economy” or “CAFE” requirements. DOE’s proposal, if finalized, would lower the mileage ratings for EVs, compelling automakers to actually sell more EVs.

Legal Challenges in the Works

Legal challenges to both EPA and DOE’s proposals are likely. EMA is part of business groups and States who already have asked the courts to review EPA’s prior tailpipe emissions standards for model year 2025 and 2026 vehicles and the Agency’s reinstatement of California’s Clean Air Act waiver to issue climate-based vehicle emissions standards. Check out [fuelmatters.org](#) for more information.

FMCSA REVEALS UPCOMING RULES, STUDIES AND DATA COLLECTION ACTIVITIES AFFECTING ENERGY MARKETERS

The FMCSA held a stakeholder meeting for regulated parties on April 12 to announce plans for significant rulemaking proposals, in depth safety studies and data collections for 2023 and beyond, The FMCSA proposed rules, data collection activities and safety studies could have a significant regulatory impact on energy marketers. According to the FMCSA, upcoming proposed rulemakings will be announced for heavy duty vehicle speed limiters, automatic emergency braking systems, and a safety fitness rule to identify unfit motor carriers and safe integration.

FMCSA’s planned research and data collection projects include:

- The need for increases in the minimal amount of financial assurance for motor carriers.
- A study on ways to detect commercial motor vehicle drivers attempts to avoid loss of their CDL license and endorsements due to failed roadside inspections and traffic and other legal violations.
- Research on the effectiveness of the Entry Level Driver Training rule and third-party testing vendors.
- Applying leading edge technology to roadside enforcement by conducting Level III inspections electronically without human interaction while vehicles are in motion. The FMCSA claims the technology will collect more data on drivers including CDL status and hours of service compliance, reduce traffic congestion at inspection points and save time for drivers and motor carriers. The agency will begin road testing the new inspection technology later this year.

WASHINGTON UPDATE

With Congress wrapping up its Easter recess, much of this week’s action – like last week – took place within the Administration. The biggest news was the Environmental Protection Agency’s (EPA) [release](#) of two rules that it says would “accelerate the

ongoing transition to a clean vehicles future and tackle the climate crisis” and would lead to two-thirds of new cars and trucks being electric by 2032. Interestingly, however, the EPA did not abide by the Obama Administration practice of meeting with industry groups before announcing this rule, instead just making the announcement. This has rubbed some opposition groups the wrong way and so it remains to be seen what the rules will ultimately look like when or if they become final. Accompanying this, the Department of Energy and EPA have proposed changes to how EV fuel economies are calculated, which would make it that much harder for gas-powered cars to compete. The Administration believes the changes would require automakers to increase the efficiency of their fuel-powered vehicles to maintain their current emissions outputs.

In that same vein, Rep. Troy Nehls (R-TX) introduced a [joint resolution](#) that, if enacted, would roll back a different EPA rule. The rule in question, which became final in January, would impose far stricter emissions requirement on new trucks beginning with the 2027 model year. This is a similar measure to the one Sen. Deb Fischer (R-NE) introduced in February. Also, two environmental groups - the Clean Air Task Force and the Natural Resources Defense Council – sent a letter to the U.S. Department of the Treasury arguing that the Inflation Reduction Act’s clean hydrogen tax credit should account for “additionality,” or additional clean energy generation. That it must be truly new, rather than providing flexibility for existing industries. This is at odds with energy industry stakeholders who argue that the whole clean hydrogen industry is too new to have such strict guidance, and that any extra red tape will curtail investment in the sector.

Congress returns to Washington, D.C. Monday with focus on addressing the debt ceiling. Meanwhile, House Republicans will continue their oversight of Biden Administration actions including the use of funds under the Inflation Reduction Act and Infrastructure Investment and Jobs Act.

WEEKEND READS

[Kinder Morgan's California renewable diesel hubs begin commercial operations | S&P Global](#)

[Growth Energy sues EPA over 'alternative compliance' offered to oil refineries | Agri-Pulse](#) (subscription required)

[Oil CEO calls Biden out for missing 'golden window' to replenish the US petroleum reserve: 'Really bad' | Fox Business](#)

EMA NEWS

Washington Conference and Day on the Hill May 10-12

Please Make Your Final Plans for Hotel Reservation and Registration Now

EMA’s annual Washington Conference and Day on the Hill will be held in Washington, DC from May 10-12 at The Mayflower Hotel. Our industry continues to have dozens of important legislative and regulatory issues to discuss and the Day on the Hill remains the primary focus of this conference for you to meet with your members of Congress and network with other marketers from across the country!

You can find all conference details by [CLICKING HERE](#) from how to make your hotel reservations, to viewing the conference schedule and registering with secure event payment processing.

Registrations must be received by April 28 to be included in our hotel guarantee.

EMA Announces Washington Conference Speakers

EMA is pleased to announce the following speakers to address energy marketers attending EMA’s Washington Conference and Day on the Hill. Featured Speaker at Opening Session on Wednesday, May 10 between 2:00pm-2:30pm is Congressman Greg Pence (R-IN). [Click here](#) for Congressman Pence’s bio.

All EMA Committee Meetings will take place on Friday, May 12 from 8:30 am – 9:45 am at The Mayflower Hotel in Washington, DC. The Heating Fuels Committee will feature Jeff Carpenter of Higher Blends Infrastructure Incentive Program (HBIIIP) and Quincy Longacre of Buckeye Energy Services LLC. The Motor Fuels Committee will feature Jeff Carpenter of Higher Blends Infrastructure Incentive Program (HBIIIP) and Bill Fagan of Citgo Petroleum Corporation. The Convenience Store Committee will feature Matt Domingo of Reynolds American and Chris Semrau and Erick Wilde of Worldpay from FIS.

Speaker information is available [here](#).

EMA Journal Spring Issue Online Now

EMA Spring Journal is the current issue [online](#). EMA Journal’s Fall issue can be retained as a reference guide year-round by our members and you can take [the digital edition](#) with you wherever you go. Scroll to select the articles that catch your eye, then share the content with the icons at the top of your screen. Archived covers are handy on the left side of your browser or use our convenient search feature to find a

specific topic. If you prefer to read with pages that flip, select "page view" from the menu bar for a classic page-turner.



COMPLIMENTARY WEBINAR

Improving Driver Safety Using Telematics

Tuesday, April 18, 2023 (1:00 PM CST)

30 minutes | Complimentary | Advance registration required

In this session, CMT's Director of Marketing, Matt Fiorentino, will talk about how telematics helps protect you, your employees, and your business. He'll discuss the most frequent questions he hears from customers, including best practices and privacy. He'll also touch on how behavior change programs have helped reduce risk on the road and how you can offer similar programs for your employees.

WHO SHOULD ATTEND

- Operations Managers
- Owners/Operators
- Risk Managers
- HR Professionals



PLEASE NOTE UPCOMING DATES FOR WPMA EVENTS

April 19, 2023 - Treasure Valley PAC Golf Tournament - Ridgecrest Golf Course - Nampa, ID
April 27-28, 2023 - Nevada Big Dogs - Red Rock Hotel/Sienna Golf Course - Las Vegas, NV
June 6-7, 2023 - MPMCSA Montana Convention - Fairmont Hot Springs - Fairmont, MT
June 19-21, 2023 - WIED Washington Convention - Suncadia Lodge, Cle Elum, WA
June 22, 2023 - UPMRA Utah Summer Golf Classic - Davis Park Golf Course - Fruit Heights, UT
July 16-18, 2023 - OFA Oregon Conference - Sunriver Resort - Sunriver, OR
August 2-4, 2023 - IPM&CSA Idaho Convention - Sun Valley Resort - Sun Valley, ID
August 21-23, 2023 - NMPMA New Mexico Convention - Sandia Resort - Albuquerque, NM
October 25-27, 2023 - UPMRA Utah Convention - Hilton Garden Inn - St. George, UT

Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington
and Associate scholarship **2023 WINNERS** ...



\$4,000

SCHOLARSHIP

RECIPIENTS!



WPMA

Look for recipients to be featured in the **WPMA News Scholarship Magazine** coming this **AUGUST** SCHOLARSHIP FOUNDATION

Petro Pete: A recent study has found that women who carry a little extra weight live longer than the men who mention it.

© 2022 Western Petroleum Marketers Association - All rights reserved. No part of this work may be reproduced or copied in any form or by any means - graphic, electronic, or mechanical, including photocopying, recording, or otherwise. The information herein is also intended for the sole purpose of members of the Western Petroleum Marketers Association (WPMA). Any other use is strictly prohibited without the express written consent of the WPMA.

If you do not wish to receive information via fax or e-mail, please contact WPMA at: (801) 263-9762, Fax: (801) 262-9413, or e-mail: kimw@wpma.com Thanks.