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**NFPA STANDARDS COUNCIL REJECTS OVERLY RESTRICTIVE FIRE SAFETY RULES FOR EV CHARGING AT GAS STATIONS**

Recently, the NFPA Standards Council voted not to issue the proposed Tentative Interim Amendment (TIA) which would have added a new section to the 2021 edition of NFPA 30A (Code for Motor Fuel Dispensing Facilities and Repair Garages) regulating the placement of Electric Vehicle (EV) charging stations at motor fuel dispensing facilities. A TIA generally serves as an emergency recommended amendment to an existing NFPA standard that has not gone through the formal standard revision process. The TIA failed to achieve the necessary support of the Technical Committee on both its technical merit and emergency nature when balloted prior to submission to the Standards Council. As a member of the Technical Committee, EMA submitted a “no” vote on the TIA.

As justification for its vote on the TIA and in public input on the TIA, EMA submitted detailed comments outlining its specific concerns with the proposal including provisions requiring setbacks from excluding property lines, buildings and other areas of a motor fueling facility. These concerns raised the potential for the unintended consequence of excluding motor fueling facilities from the opportunity to be part of the development of an EV charging infrastructure. Instead, EMA urged NFPA to wait to develop a EV charging installation standard during the normal 2024 revision cycle for NFPA 30A rather than through a temporary interim amendment. In this way, marketers would have sufficient time to comment and collaborate with NFPA on the standard so that it does not unduly restrict installation of EV chargers at retail gasoline stations.

NFPA 30A is currently in the midst of the 2024 revision cycle and is accepting public input on the proposed amendments to the 2024 edition of NFPA 30A which include proposed requirements for the installation of EV chargers at motor fuel dispensing facilities. EMA will be submitting comments on the EV charging and other proposals and will continue to work with the Technical Committee to prevent the adoption of overly restrictive requirements for EV charging.

**EPA PROPOSES NEW RFS RENEWABLE FUEL PATHWAY FOR CANOLA OIL USED AS DIESEL FUEL, HEATING OIL, JET FUEL AND LPG**

The EPA issued a proposed rulemaking this week to approve new Renewable Fuel Standard (RFS) pathways for biofuels that are produced from canola/rapeseed oil. Only biofuels meeting EPA threshold greenhouse gas (GHG) emission reductions are eligible for the RFS program. The EPA assessed the GHG emission from canola/rapeseed biofuels produced via hydrotreating for use as diesel fuel, heating oil, jet fuel, naphtha and LPG. The EPA found these fuel pathways meet the lifecycle GHG emissions reduction threshold of 50 percent required to qualify as advanced biofuels (D5 RIN) and biomass-based diesel fuel (D4 RIN).

Renewable diesel made from canola/rapeseed oil is a “drop-in” biofuel that is chemically the same as petroleum diesel, with excellent cold-flow properties and can be used in existing transportation vehicles at 100 percent replacement without blending. The new canola/rapeseed oil pathways would level the playing field among vegetable oils and fats in the biofuel market, give canola farmers new channels for their crops in times of surplus production and provide renewable fuel producers diversified feedstock options.

According to the EPA, approximately 200 million gallons of canola oil-based renewable diesel, jet fuel, naphtha, LPG and heating oil will be consumed in the United States during 2022. That volume will triple by the end of 2023. The Energy Information Administration expects total U.S. renewable diesel production will total 5.1 billion gallons per year by the end of 2024, up from just 600 million gallons in 2020.

**BIDEN ADMINISTRATION LAUNCHES NEW INITIATIVES TO ADDRESS NATIONAL TRUCK DRIVER SHORTAGE**

The Biden Administration is launching a new series of initiatives aimed at increasing the number of qualified CDL drivers available to motor carriers nationwide. The “Trucking Action Plan” (Plan) is designed to draw new CDL drivers into the profession and retain those currently employed in an effort to eliminate the current 80,000 driver shortfall nationwide. The Departments of Transportation and Labor will be spearheading the effort with specific driver recruitment and retention initiatives, stakeholder meetings, listening sessions and regulatory reform. The Plan will address an array of issues, including low pay, regulatory processing delays long hours that force drivers and potential applicants into other professions. The goal is to support and expand access to quality driving jobs that attract new drivers, according to the Administration. Click [here](#) for the details.

## LAWMAKERS URGE VISA AND MASTERCARD TO CALL OFF PLANNED SWIPE FEE INCREASES

Recently Senate Majority Whip Dick Durbin (D-IL), Chair of the Senate Judiciary Committee, Senator Roger Marshall, M.D. (R-KS), and Representatives Peter Welch (D-VT) and Beth Van Duyne (R-TX) sent a bipartisan, bicameral letter to the CEOs of Visa and Mastercard urging the companies not to proceed with plans to raise their interchange fee rates.

In 2021, according to the Nilson Report, Visa and Mastercard charged merchants a total of \$77.48 billion in credit card fees and \$28.06 billion in debit card fees. These fees, the majority of which are interchange fees, are deducted out of transaction amounts for credit and debit card purchases and are ultimately borne by consumers in the form of higher prices for goods and services.

The *Wall Street Journal* [reported](#) that Visa and Mastercard are planning to increase their interchange fee rates later this month, after previously delaying fee increases in response to [letters](#) from Durbin and Welch. These planned fee increases reportedly will apply to a variety of types of transactions, including many types of online purchases as well as in-store purchases in retail settings. The Visa/Mastercard duopoly dominates the U.S. payment cards market, combining to hold about a 70 percent share of card purchase volume.

The letter said in part, “We urge you to withdraw your plan to raise credit and debit card fees on American business owners and hard-working American families. As Americans are dealing with the highest rate of inflation in decades, your profits are already high enough and any further fee increase is simply taking advantage of vulnerable Americans.”

Full text of the letter is available [here](#).

## ANOTHER DEMOCRAT PRICE GOUGING BILL INTRODUCED

Yesterday, Reps. Val Demings (D-FL), Jerry Nadler (D-NY), David Cicilline (D-RI) and Kathy Castor (D-FL) introduced legislation “The Oil and Gas Industry Antitrust Act” which calls on the Federal Trade Commission (FTC) to conduct an investigation “to determine if the price of gasoline is being manipulated by reducing refinery capacity or by any other form of market manipulation or artificially increased by price gouging practices.” In conducting the investigation, the FTC may consider “the impact of mergers and acquisitions in the oil and gas industry, including mergers and acquisitions involving producers, refiners, transporters, and gas stations.” The FTC must report to Congress within 270 days of enactment a report on the investigation, plus long-term strategy for the Commission and Congress to address oil and gas markets during times of national or international crisis or emergency. Even if the House passes the bill, it is likely dead on arrival in the Senate.

## BIDEN RE-OPENS OIL AND GAS LEASES

On Monday, the Biden Administration published sales notices for oil and gas leases in June on public lands in six states. In its’ announcement, the Department of Interior said it would proceed with the sales, but with diminished acreage and steeper royalties for oil and gas companies. Still though, this is a sharp policy reversal for Biden and a step forward toward true energy independence. To read the entire article, [click here](#).

## CISA, DOE, NSA, AND FBI PUBLISH JOINT ADVISORY FOR ENERGY SECTOR

The Cybersecurity and Infrastructure Security Agency (CISA), Department of Energy (DOE), National Security Agency (NSA), and Federal Bureau of Investigation (FBI) released a [joint Cybersecurity Advisory](#) to warn that certain advanced persistent threat (APT) actors have exhibited the capability to gain full system access to multiple industrial control system (ICS)/supervisory control and data acquisition (SCADA) devices.

DOE, CISA, NSA, and the FBI urge critical infrastructure organizations, **especially Energy Sector organizations**, to review the advisory for specific products affected, implement the detection and mitigation recommendations to detect potential malicious APT activity, and harden their ICS/SCADA devices.

In addition to reviewing this joint advisory, CISA encourages critical infrastructure executives and senior leaders to review their “Shields Up” webpage at [www.cisa.gov/shields-up](http://www.cisa.gov/shields-up). Also, organizations should share information about [incidents and unusual activity](#) with CISA’s 24/7 Operations Center at [report@cisa.gov](mailto:report@cisa.gov) or (888) 282-0870.

## WEEKEND READS:

[Oil Trade Group Drafts Carbon-Tax Proposal That Could Raise Prices at the Pump](#)

[AFPM CEO—Fuel Waivers won’t Solve Energy Price Challenges](#)

[How a Wonky Metric Became the Proxy War on Climate Change](#)

## CASS FREIGHT INDEX INCREASES 0.6 PERCENT IN MARCH

Cass Information Systems reports that its Freight Index, which measures the number of shipments hauled, increased 0.6 percent in March above the same month of 2021. The index fell by 3 percent from February’s level. ACT Research’s Tim Denoyer said, “While a few points of softness in Q1 were due to omicron-related absenteeism, freight was slowing even before the war in Ukraine began.”

## EIA FORECASTS SUMMER DIESEL DEMAND UP 2 PERCENT

The Energy Information Administration's (EIA) Summer Fuels Outlook projects diesel demand will grow 2 percent in summer 2022 over 2021, putting consumption at 2019 levels.



**LOOK FOR ...** Hawaii, Idaho, Montana, New Mexico, Oregon, Utah, Washington, Member-at-Large, and Associate scholarship winner announcements in **MAY!**



## MARK YOUR CALENDARS FOR UPCOMING EVENTS

**April 25, 2022** – Hawaii (HEMA) Golf Tournament – Ko Olina Golf Club – Kapolei, HI

**May 5-6, 2022** – Nevada (NPM&CSA) Big Dogs – Las Vegas, NV

**June 7-8, 2022** – Montana (MPMCSA) Convention – Fairmont Hot Springs Resort – Fairmont, MT

**June 20-22, 2022** – Washington (WI/ED) Convention – Suncadia Resort – Cle Elum, WA

**June 23, 2022** - Utah (UPMRA) Summer Golf Classic - Stonebridge GC - West Valley City, UT

**July 17-19, 2022** – Oregon (OFA) Annual Convention – Sunriver Resort – Sunriver, OR

**August 3-5, 2022** – Idaho (IPM&CSA) Convention – Coeur d'Alene Resort – Coeur d'Alene, ID

**August 22-24, 2022** – New Mexico (NMPMA) Convention – Sandia Resort & Casino – Albuquerque, NM

**September 14-16, 2022** – Utah (UPMRA) Convention – Sheraton Park City Hotel – Park City, UT

**February 21-23, 2023** – WPMA Convention & Expo – Mirage Hotel– Las Vegas, NV

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***Petro Pete: “You say you want to bring me back to reality. You’re assuming I’ve been there before.”***

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