

FUEL YOUR BUSINESS GROWTH at WPMAEXPO 2024



The WPMAEXPO is back in 2024 and we're excited to announce that **booth reservations** are now open! Don't miss out on this opportunity to showcase your products and services to a diverse audience of industry professionals. Our expo is the perfect platform to fuel your business growth and connect with potential customers and partners. Book your booth today and secure your spot at the premier fuel marketing event of the year.

SECURE YOUR BOOTH TODAY

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



UPDATE ON THE CREDIT CARD COMPETITION ACT

Before getting into this week's federal update, we wanted to flag an update on the "Credit Card Competition Act of 2023," which Senators Richard Durbin (D-IL) and Roger Marshall (R-KS) were pushing to include as an amendment to the Senate's National Defense Authorization Act (NDAA) this week. As you know, the legislation, which was introduced in the U.S. House and Senate, would simply require credit cards issued by the largest U.S. banks have at least two unaffiliated card payment networks available to process transactions. Unfortunately, Senators Durbin and Marshall were unable to secure a vote on the amendment, however, they have been assured from Senate leadership that they would receive a vote on their bill later this year. The banks are using every single tool possible to prevent this important legislation from getting to the floor and threatening that credit card rewards will disappear. In a [new research paper](#) released last week, global payments consulting firm CMSPI estimated that credit card rewards would be reduced by less than one-tenth of 1 percent "at most" if the legislation becomes law.

Congress left town for August recess today and will return to Capitol Hill after Labor Day. Therefore, EMA encourages you to continue your outreach over August recess when members will be at home to let them know that you want them to cosponsor/support this important legislation.

[URGE LAWMAKERS TO COSPONSOR S. 1838/H.R. 3881](#)

INSIDE THE BELTWAY UPDATE

Meanwhile, Senate Appropriators marked up all 12 of its funding bills and sent them for floor consideration for the first time since 2018. On the same subject, the House has hit a few major roadblocks since they decided to massively cut spending (beyond the caps agreed to between Speaker McCarthy and President Biden) while also including some politically charged policy amendments, which makes overall House consideration somewhat tough. As a result, House Republican leadership is punting, and will wait until September to deal with Appropriations.

On Thursday, the House Energy and Commerce Committee approved three bills which EMA fully supports to preserve consumer choice for cars and trucks. The three bills: (1) H.R. 1435, The Preserving Choice in Vehicle Purchases Act; (2) H.R. 4468, The Choice in Automobile Retail Sales Act of 2023; and (3) H.R. 4469, The No Fuel Credits for Batteries Act of 2023 were

passed out of committee along party lines. We will continue to monitor their progression through the House, though it's important to note that any partisan House legislation will face an uphill battle when it reaches the Democratically controlled Senate.

Separately, the Senate Environment and Public Works (EPW) Committee favorably reported legislation to reauthorize the diesel emissions reduction program for five years and the House Energy and Commerce Committee favorably reported the Preserving Choice in Vehicle Purchases Act, which would restrict a state's ability to limit the sale of vehicles with internal combustion engines. This comes after the EPA allowed California to set its own heavy-duty truck emissions standards—something that would be blocked if this bill becomes law.

While Members of Congress and their teams were packing up for the next month, several trucking and truck-related groups came to Washington to catch members before they left town. The group, which included members of the American Trucking Association, National Association of Truck Stop Operators, and National Motor Freight Traffic Association, met with the White House to encourage the Administration to invest more in charging infrastructure for EV trucks and they also met with members of the House and Senate to urge repeal of the federal excise tax on trucks and trailers. They also discussed the EPA's emissions rulemaking.

With August recess upon us, we expect news out of Congress to grind to a halt, but that doesn't mean the Administration is shutting down, and we'll continue to monitor all developments and keep you apprised over the coming week.

EMA VOTES AGAINST PROPOSED ASTM STANDARD ON PROFESSIONAL UST INSPECTOR QUALIFICATIONS

EMA this week cast a negative ballot on a proposed ASTM standard that could result in the mandatory use of professional inspectors to conduct a visual inspection of secondary containment areas for UST sumps prior to required integrity testing under federal UST regulations. The use of professional inspectors to conduct visual inspections of sump containment is not required under current federal UST regulations. EMA successfully fought against professional inspector requirements in the 2015 EPA UST amendments so that marketers could perform sump containment inspections and testing in-house, as a cost saving measure. EMA was also able to win approval of a [low liquid level integrity test for sump containment](#) in the 2015 UST amendments that limits liquid testing to the area below penetration points that are difficult and expensive to make liquid tight.

While the ASTM E3225-20 proposed standard would not be binding, many states incorporate ASTM standards as regulatory requirements. The standard was initially approved by ASTM in 2020 as a visual test for sump containment testing. The standard would have required a professional inspector with sophisticated optical equipment to conduct the integrity test. However, the EPA refused to recognize the ASTM visual integrity test because the federal regulations allow only vacuum or hydrostatic integrity testing for sump containment. Now, ASTM has reintroduced the standard as a visual integrity inspection procedure prior to conducting a liquid integrity test. In effect, the proposed standard simply changed the visual integrity test to a visual integrity inspection prior to hydrostatic testing; adding a costly inspection procedure that marketers can do under current UST regulations with the naked eye. The proposed standard also recommends stringent qualification for inspectors, including; two years of UST installation or system compliance experience; inspector training and examination requirements; 8 hours of annual continuing education applicable to UST systems; experience testing at least 50 sumps annually, at a minimum of 25 different locations; maintaining one million dollars in professional liability insurance and disqualification of owners and operators from conducting inspections due to conflict of interest.

ASTM standards are adopted by consensus which requires EMA objections to be addressed before a final standard is issued. EMA will report on developments as they occur.

BIDEN ADMINISTRATION OPENS APPLICATIONS FOR STATES AND TERRITORIES TO IMPLEMENT \$8.5 BILLION FOR HOME ENERGY REBATES

The U.S. Department of Energy (DOE) announced yesterday it is accepting applications for state and territory implementation of the two Home Energy Rebate programs created by the Inflation Reduction Act. These programs provide \$4.3 billion for state energy offices to provide rebates for home energy efficiency retrofits resulting from the implementation of a home energy efficiency retrofit that is calibrated to historical energy usage for a home consistent with BPI 2400, for purposes of modeled performance home rebates. Contractors may receive \$200 per home worked on that is in an "underserved community."

Additionally, the IRA provided \$4.275 billion for qualifying electrification home rebate projects. This provision is part of the Biden Administration's efforts to have electricity be the only energy that American households use. These include \$8,000 for a heat pump, \$1,750 for a heat pump water heater, \$4,000 for an electric load service center, and \$2,500 for electric wiring, capped at \$14,000 total. This would narrow or even eliminate the gap between installing a heat pump and all electric system and replacing a boiler or furnace. However, this is sharply limited by income standards. If household income is greater than 150 percent of the area median household income, credits will not be available. For households that are between 80 and 150 percent of median household income, credits are limited to 50 percent of the project cost, and for households with less than 80 percent of median income, it can cover 100 percent.

[Click here](#) for more information.

AUTOMAKERS ANNOUNCE JOINT PLAN TO OPEN 30,000 EV CHARGING STATIONS NATIONWIDE

Major automakers this week announced plans to nearly double the network of fast electric vehicle charging stations nationwide. The plan is designed to lessen consumer “range anxiety” over the lack of sufficient and reliable EV charging stations necessary to go on longer trips without fear of running out of charge. The plan calls for adding 30,000 fast chargers in urban areas and along highways, according to a joint statement by General Motors, Honda, Hyundai, Kia, BMW Group, Mercedes-Benz Group and Stellantis N.V.

The U.S. EV network currently has approximately 32,000 chargers as of July, according to the U.S. Department of Energy (DOE). The first stations are expected to be open by summer 2024. Currently, fast chargers use direct-current (DC) electricity and can charge an EV battery to 80 percent from empty in 20 minutes to an hour, much faster than the four to 10 hours it would take a “Level 2” charger. About 77 percent of the 142,000 EV chargers in the United States are Level 2 chargers, while about 22 percent are fast DC chargers according to the DOE. However, both Level 2 and DC fast chargers have proved unreliable as drivers increasingly report encountering broken equipment and confusing payment methods. A recent national survey found that 1 in 5 EV owners who visited an EV station could not charge, due to system malfunctions.

EMA'S FALL MEETING AT THE NACS SHOW 2023 REGISTRATION IS NOW OPEN

EMA will hold its Fall Meeting in conjunction with the NACS Show on October 2-3 at Courtland Grand Hotel, Trademark Collection by Wyndham (formerly Sheraton). The EMA meeting will begin with a New Attendee Orientation mid-afternoon on October 2 followed by the Federal Legislative Update. NACS/EMA Reception Salute to State Association Executives (all EMA members are welcome) will follow at Georgia World Congress Center Hunter Club Lounge. On the morning of October 3, there will be a Buffet Breakfast followed by Region and Committee Meetings. The EMA Board of Directors meeting is scheduled after the Distinguished Service Award Luncheon honoring Arkansas Marketer Steve Turner exclusively sponsored by EMA Board of Directors Council Partner Federated Insurance.

[CLICK HERE FOR EMA FALL MEETING AT THE NACS SHOW INFORMATION!](#)

***Please note that the NACS Show registration is separate from EMA's Fall Meeting registration.*

EMA MEMBERS CODE FOR NACS SHOW 2023 REGISTRATION

Please register for the 2023 NACS Show in Atlanta, Georgia from October 3 – 6 and use the EMA NACS Show Registration Code below.

EMA Registration Code

EMANS2023

[CLICK HERE TO REGISTER FOR THE NACS SHOW!](#)

Questions registering? Contact NACS Show registration customer service at nacs@maritz.com or 469-513-9489, Monday-Friday, 9:00 a.m. – 5:00 p.m. EST, for assistance.

TIRED OF DELAYED IRS TAX REFUNDS?

Recently, the Energy Marketers of America (EMA) announced an exclusive member service agreement with ThinkTrade, an IRS authorized e-filing service provider and a BBB accredited company with A+ rating, enabling safe and secured filing for taxpayers. ThinkTrade will grant EMA member companies a 15 percent discount off ThinkTrade's e-filing services through a dedicated landing page to prepare, file and pay federal excise tax returns on IRS Forms 720, 8849 and 2290.

**[CLICK HERE FOR MORE INFORMATION ABOUT THINKTRADE
AND EMA'S LANDING PAGE TO FILE TAXES](#)**

EMA JOINS DISASTER RESPONSE PANELS IN FLORIDA

This week, EMA participated in the Florida Petroleum Marketers Association's Sunshine Expo Hurricane Panel to discuss EMA's role in disaster response and the EMA Disaster Fuel Response Program.

Other panelists represented Florida's Division of Emergency Management, the American Petroleum Institute (API), the Florida American Truckers Institute, and the National Association of Truck Stop Operators (NATSO). An overview from Florida's Division of Emergency Management was provided, as well as what was learned from Hurricane Ian and the fuel and power challenges that came from the destructive hurricane, as well as how Ian affected the reopening of convenience stores. These topics provided for an informative discussion on how our industry can prepare even better for the next severe weather event.

Panelists also explored how to respond if there was a direct Hurricane hit on Jacksonville and the Florida Everglades. These issues led to rich discussion addressing the needs of the industry from the state and the needs of the state during a destructive hurricane.

WEEKEND READS

[Analysis: Bumpy road ahead for US gasoline demand and energy transition | Reuters](#)

[Rural States, Groups Tell EPA of Emissions Proposal Concerns | Transport Topics](#)

[Commercial Trucks Are a Key Part of EV Adoption. What's Holding Them Back? | Wall Street Journal](#)

[Biden's Energy Policy Confusion Continues | Forbes](#)

[EPA's New Rules May Short-Circuit The Grid | Oil Price](#)

[What Employers Should Know About the Updated Form I-9 | SHRM](#)

[Biden's clean energy goals have a union problem | Politico](#)

[In challenge to Tesla, automakers launch US EV charging network | Reuters](#)



EMA JOURNAL - The Official Publication of the Energy Marketers of America

Check out the EMA Journal anytime online by clicking [here](#).

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 the 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. The Journal recently adjusted to three issues per year.

COMPLIMENTARY WEBINAR

Discrimination and Harassment Prevention

Tuesday, August 15, 2023
11 a.m. CST

Webinar highlights:

Would your organization benefit from some simple tools to help mitigate the risk of discrimination and harassment claims?

Join this webinar to learn more about key steps employers can take today to evaluate their commitment to the prevention and successful resolution of discrimination and harassment claims.

These are steps you can take at no additional cost and can put into practice right away.

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This webinar is provided by Zyntra, a company wholly independent from Federated Insurance, with the understanding that neither Federated nor its employees provide legal or other expert advice.
Federated Mutual Insurance Company and its subsidiaries.



FREE WEBINAR: HOW TO KEEP YOUR UST INSPECTOR HAPPY
WEDNESDAY, AUGUST 9, 2023, 10-11 AM PST

Join the spirited gallery of panelists who will describe their secret formulas of success for passing a UST's compliance inspection. Hear from UST inspectors, service technicians, and operators about the do's and don't's of getting ready for and conducting yourself during a UST government compliance inspection. Attend this important webinar to avoid penalties, enforcement, actions, and red tag shut down.

Audience: Great for new UST operators and inspectors but also helpful for anyone who is interested in avoiding UST compliance enforcement.

Hosted by Ben Thomas, President of UST Training, the speakers include:
Ed Kubinski, OWL/Crompco, Plymouth Meeting, PA
Nicole Okino, US EPA, Philadelphia, PA
Don Reeves, Mascott Equipment, Portland, OR
Javed Surani, Your Environmental Specialist, Beaumont, TX
Jon Tuttle, Stinker Stores, Boise, ID
Brett Smith, MT DEQ, Helena, MT

Seating is limited. Click below to save your seat at this free webinar.
Questions? Call UST Training at (866) 301-8265

CLICK HERE TO REGISTER TODAY!



CLICK HERE FOR THE CURRENT ISSUE OF THE WPMA NEWS MAGAZINE

The **WPMA NEWS** currently serves EIGHT independent petroleum and convenience store associations.

In this publication you will find WPMAEXPO highlights, along with reports on legislative issues, policies, state highlights and upcoming events. You'll get the latest on national issues and regulations, Scholarship updates, featured Associate articles, Associate listings and more.

Interested in a previous *WPMA News* issue? Click [HERE](#).

PLEASE NOTE UPCOMING DATES FOR WPMA EVENTS

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

REGISTRATION IS OPEN FOR THE FOLLOWING EVENTS



NEW MEXICO CONVENTION

Click [here](#) to to see Schedule of Events for the NMPCSA Convention held August 21-23 at the Sandia Resort in Albuquerque, NM.

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



UTAH CONVENTION

Click [here](#) to to see Schedule of Events for the UPMRA Convention held October 25-27 at the Hilton Garden Inn, St. George, UT.

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

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



\$4,000

SCHOLARSHIP

RECIPIENTS!



WPMA
SCHOLARSHIP FOUNDATION

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

Petro Pete: What's the difference between ignorance and apathy? I don't know and I don't care.

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