WPMA weekly update

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Thank You for Making the IPM&CSA Convention a Success

A sincere thank you to everyone who helped make the **2026 IPM&CSA Convention** such a memorable event. We are grateful to our attendees, exhibitors, sponsors, and silent auction donors, whose support and participation created valuable opportunities to learn, network, and strengthen our industry.

Your generosity, engagement, and commitment are what make this event possible year after year. Whether you attended educational sessions, showcased your company on the trade show floor, sponsored an event, donated an auction item, or connected with fellow industry professionals, your contributions made a meaningful impact.

Thank you for being part of the IPM&CSA family. We appreciate your continued support and look forward to seeing you again at future association events!

The following information provided by:

EMA-Energy Marketers of America

EMA Regulatory Alert: **PHMSA Finalizes Broad Hazardous Materials Deregulatory Package**

On August 4, 2026, PHMSA published sixteen final rules aimed at reducing paperwork, authorizing electronic compliance, and folding long-standing special permit relief into the Hazardous Materials Regulations. Most relevant actions for marketers take effect **September 3, 2026.**

Changes With the Most Immediate Value

Electronic emergency response information. Carriers and facilities may now maintain required emergency response information electronically rather than in hard copy. The information must remain immediately available to employees, inspectors, and responders. PHMSA warns that a dead battery, failed device, or absence of cellular service will not excuse noncompliance. Marketers should confirm dependable offline access before discarding paper backups.

Electronic PHMSA registration certificates. Drivers may carry the PHMSA hazardous materials registration certificate — or another document displaying the registration number — in electronic or paper form, produced on request. Paper copies in every vehicle are no longer required.

Electronic-only registration payments. PHMSA is eliminating payment by paper check. Registration fees must be paid electronically through DOT's online system; ACH remains available, so payment is not limited to credit cards. Companies still renewing by check must revise procedures before their next filing.

Residue IBC exception (SP 21478). Qualifying "empty" intermediate bulk containers holding only residue, moving for reconditioning, remanufacture, or reuse, may travel without conventional shipping papers, placards, and UN identification numbers. A paper or electronic document must still accompany the load stating, "Residue IBC(s)" and the number of IBCs per hazard class or division. Limits apply to container capacity, residue quantity, materials, and destination. This may cut costs on returns of lubricant, additive, and chemical IBCs — but it is not a general exception for partially filled containers.

Smaller limited quantity marking. For qualifying highway, rail, and most vessel shipments, the limited quantity marking may be reduced to 25 mm by 25 mm and incorporated into the shipping label. Not authorized for air, radioactive materials, international vessel shipments, or overpack exteriors. Relevant to packaged c-store products, aerosols, and automotive chemicals.

Farmer security plan threshold. The gross receipts threshold rises from $500,000 (2005 dollars) to $825,000 (2025 dollars), with future inflation indexing. Farmers below the threshold are exempt from the security plan requirement and in-depth security training — but not from ordinary hazmat training. Estimated $5.7 million in annualized savings. Relevant to agricultural customers hauling fuels, fertilizers, and pesticides.

Special Permits and Packaging

Packaging manufactured under a valid DOT manufacturing special permit may remain in service for its useful life even if the permit expires, is not renewed, or the holder ceases operations, provided the packaging stays qualified, marked, maintained, and properly used. Renewal applications may now be filed any time before expiration rather than at least 60 days out, with continuation protections preserved.

By adopting SPs 12412 and 11646, PHMSA now permits discharge of specified materials from certain drums, IBCs, and portable tanks while still on the vehicle, subject to qualified attendance, bonding and grounding, no manifolding, and secured hoses and outlets. Critically for EMA, PHMSA expressly excluded petroleum distillate fuels. The explicit exclusion means this new regulatory flexibility cannot be used as authority for on-vehicle discharge of those fuels in mobile refueling scenarios. Companies seeking to perform mobile fueling of gasoline/diesel would still need to comply with other applicable rules (or seek separate authorizations if available) and cannot rely on this codified exception.

PHMSA also adopted SP 14175 (10-year requalification for specified DOT 3A/3AA cylinder bundles) and SPs 21287 and 21379 (streamlined transport of refrigerating machines using low-flammability refrigerants).

EMA Advocacy

These actions continue to reflect the Administration's broader appetite for reducing regulatory burdens across the transportation sector. EMA remains actively engaged with PHMSA to identify further opportunities to cut red tape and support safe, efficient fuel distribution for our marketers.

As we prepare to meet with senior PHMSA leadership this month to discuss placarding rules and other transportation issues, please send along any deregulatory ideas you'd like us to raise on the industry's behalf.

Inside the Beltway Update

Senators will gavel in at 11:30 a.m. today and confront a crowded agenda that stands between them and a five-week August recess.

Before the Senate moves to a floor vote on the bipartisan December 11 Continuing Resolution, it is expected to clear a package of 74 lower-level Trump administration nominees. Majority Leader John Thune (R-SD) originally saw the CR as a straightforward way to head off any October 1 shutdown risk, but the bill is now snarled in sharp disputes over hemp policy—as well as reconciliation maneuvers that have Democrats warning of a possible Republican end-run ahead of the recess. EMA supports a one-month delay of the hemp ban to give both sides more room to negotiate a deal.

Adding to the tension, Sen. Ted Budd (R-NC), joined by Sen. Pete Ricketts (R-NE), has filed an amendment to strip the hemp-delay language from the continuing resolution entirely. The Senate parliamentarian has reportedly ruled the amendment germane, meaning it could be adopted by a simple majority if brought to a vote. That significantly increases the prospect that the four-week delay could be removed before final passage of the CR.

Meanwhile, the long-awaited farm bill failed to advance out of the Senate Agriculture Committee this week, leaving another major agricultural priority unresolved before the recess. Included in the Senate farm bill was language to extend the year round waiver for E15. Unfortunately, negotiators could not bridge deep divides over a SNAP cost sharing provision with the states, with the measure ultimately falling short of the votes needed for markup.

The farm bill's collapse in committee adds to the sense of unfinished business hanging over the chamber as it prepares to leave town. All of this sets the stage for an extended session that could stretch late into the evening. It remains unclear whether Thune will also bring up the SAVE America Act, the voter-ID and proof-of-citizenship measure President Trump is pressing hard despite the bill's lack of 60 votes; the leader may still move it as a way to unify Republicans against Democrats rather than risk internal party friction.

Finally, three House Republicans — Reps. August Pfluger (R-TX), Jay Obernolte (R-CA), and Gary Palmer (R-AL) — introduced separate Congressional Review Act (CRA) resolutions of disapproval on Thursday to eliminate federal Clean Air Act waivers that permit California to enforce EV mandates. This coordinated effort marks the latest Republican push against such waivers, some dating to the Obama administration, following Congress's elimination of three Biden-era waivers last year and the Trump administration's call to repeal four more.

Rep. Gary Palmer's resolution targets a first Obama administration waiver authorizing California emissions mandates starting with model year 2009 vehicles. Rep. Pfluger's would revoke a Biden-era waiver supporting California's Advanced Clean Cars I program, which restricts vehicle emissions. Rep. Obernolte's aims to repeal a waiver enabling California to set emissions standards for small off-road engines, such as those in lawn mowers and golf carts. The Clean Air Act has long allowed California special authority to set different emissions standard than the federal government, with other states often adopting its standards, and the CRA provides a simple-majority mechanism to overturn such federal rules—a tool first applied to these waivers only last year.

This introduction builds on earlier Republican measures, including one by Rep. Harriet Hageman (R-WY) against the same 2009 waiver and another by Rep. John Joyce (R-PA) targeting a 2013 waiver for stricter standards through model year 2025, with Rep. James Gallagher (R-CA.) also planning a similar resolution. All four key sponsors serve on the Energy and Commerce Committee, which oversees the Clean Air Act, and the bills could advance to the floor after the August recess amid the administration's broader goal of removing remaining California EV mandates.

The Senate has also followed the House by introducing four CRA resolutions on Thursday aimed at repealing the California EV mandate. Four Republican senators—Cynthia Lummis of Wyoming, Eric Schmitt of Missouri, Pete Ricketts of Nebraska, and Jon Husted of Ohio—introduced the CRAs. Senator Schmitt's resolution targets a waiver from the first Obama administration authorizing California emissions mandates starting with model year 2009 vehicles; Senators Ricketts and Husted's resolutions would revoke the waivers enabling California's Advanced Clean Cars I program, which imposed progressively tighter standards through model year 2025; and Senator Lummis's resolution seeks to eliminate a waiver covering emissions rules for small off-road engines such as those in lawn mowers and golf carts.

Trump Administration to Extend its Jones Act Waiver

The Trump Administration is preparing another extension of its Jones Act waiver to reduce the movement of oil and gas between U.S. ports as it seeks additional tools to ease pressure on gasoline prices. The Jones Act, enacted in 1920, requires that cargo shipped by water between U.S. ports travel on vessels that are built, owned, and registered in the United States and crewed by American workers. The White House first suspended the law for 60 days in mid-March and later extended the waiver by another 90 days in April. A White House official said discussions about a further extension remain active while the administration monitors how the existing waiver is being used.

Separately, American Petroleum Institute CEO Mike Sommers addressed political scrutiny of oil-industry profits. Responding to President Trump's recent criticism of Exxon Mobil and Chevron for "making too much money" while retail gasoline prices remain elevated, Sommers noted that the sector understands it may face attacks in an election year. He emphasized that "American consumers have to understand that during this time of high earnings, this is the time when we invest for future production going forward." He added that the industry is a "price taker, not a price maker," and pointed to the roughly five-month closure of the Strait of Hormuz as a key driver of elevated pump prices.

In legal news, the Supreme Court scheduled oral arguments for October 5, the opening day of its new term, in Suncor v. Boulder. The case will test whether federal law or the Constitution prevents cities, counties, and states from suing oil and gas companies over the costs of addressing climate change. The outcome could shape the viability of dozens of pending climate-related lawsuits against fossil fuel producers.

NOAA: Below-Normal 2026 Atlantic Hurricane Season Expected

The Atlantic hurricane season is expected to remain below-normal, typical during an El Niño that subdues activity, NOAA said Thursday.

Forecasters assign a 75% chance of activity falling below the average of 14 named storms (seven of them hurricanes). The outlook calls for 7–13 named storms (including the two already formed), 2–6 hurricanes, and 0–2 major hurricanes.

"When El Niño emerges, it usually becomes the dominant factor in total hurricane season activity, and this El Niño continues to get stronger every month," said Matthew Rosencrans, NOAA's lead hurricane season forecaster.

“Compared to a mature El Niño, other mechanisms play a smaller role in determining the number and intensity of tropical storms in the Atlantic basin.”

Even a quieter season can produce damaging storms, so communities should stay prepared.

EMA's Fall Meeting at the NACS Show 2026: October 5-6: Website and Registration Open!

Get ready for an exciting and productive EMA Fall Meeting, held alongside the NACS Show! Connect with industry leaders, gain valuable insights, and celebrate excellence at the Wynn Las Vegas!

Event Highlights:

- Oct 5, Afternoon: Kick off with a New Attendee Orientation & Federal Legislative Update to get up to speed on key issues.
- Oct 5, Evening: Join the EMA/NACS Reception Salute to State Association Executives at the Wynn/Encore Chopin Patio sponsored by Altria and PMI.
- Oct 6 Morning: Start your day with a Buffet Breakfast, followed by Region and Committee Meetings to collaborate and strategize.
- Oct 6, Afternoon: Celebrate at the Distinguished Service Award Luncheon, honoring former Kentucky/Ohio Marketer and EMA Past Chair Jeff Lykins, proudly sponsored by Federated Insurance. The EMA Board of Directors Meeting will follow.

Register now in the link below and be part of the EMA Fall Meeting at the NACS Show. We look forward to seeing you in Las Vegas! For more details, **visit the website**.

An invitation was sent to your inbox on July 16. Responding to the links on the invitation email is the recommended way to register. Sunday, October 4, 8 rooms are available, for Monday, October 5, 30 rooms are available, for Tuesday, October 6, 32 rooms are available and for Wednesday, October 7, 33 rooms are available so please do not delay in making plans click the link below! Members have access to all other hotels with availability in the block. If the general block has rooms, you will continue to see those options.

Click Here for EMA's Fall Meeting at the NACS Show Information!

Remember, the NACS Show registration is separate from EMA's Fall Meeting registration.

Special EMA Members Code for NACS Show 2026 Registration

Using the **EMANS2026** code provides EMA with $100 for every retailer or marketer paid registration at any rate. **EMA encourages EMA state execs to promote and share with your state association's member companies. Click here for the flyer.**

**Please note that EMA State Execs are comped for NACS Show registration. Additionally, the NACS Show registration is separate from EMA's Fall Meeting registration.

Questions registering for NACS Show? 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.

Click Here to Register for the NACS Show

Weekend Reads
Oil Markets Price In an Iran Deal That Does Not Exist Yet | Oil Price

Pilot Program Update: FDA Authorizes 4 New Nicotine Pouches | U.S. Food & Drug Administration

Federated Insurance: It's Your Life

How Last Survivor Insurance Can Help Protect Your Estate

It's Our Business to Protect Yours

FEDERATED INSURANCE®

Over the years, you've worked hard to grow the **value of your business**, property, and other investments. When it's time to settle your estate, much of that value may be tied up in these assets, not in cash. If the total value of your estate exceeds filing thresholds set by the IRS or your state, estate taxes could take a large portion of it.[1]

To cover those taxes, your heirs might have to sell the assets you've spent a lifetime building. This issue can arise after the death of the surviving spouse, when estate taxes and final expenses become due.[2]

Benefits of a Last Survivor Life Insurance Policy

A last survivor life insurance policy can help. It covers two lives (usually you and your spouse) and pays out only after the second death. The death benefit from a last survivor policy can:

- Provide cash to cover estate taxes and settlement costs.
- Help protect your business from being broken up or sold.
- Prevent heirs from being forced to sell assets quickly.

Because the policy pays only once, it can be more affordable than buying two separate policies for the same purpose. It can also work with an Irrevocable Life Insurance Trust (ILIT) to keep proceeds outside your taxable estate and give you control over how funds are used.

A last survivor policy isn't for everyone. Since it doesn't pay after the first death, you may need additional coverage if income replacement or early liquidity is important. Your tax and legal advisors can help you decide if this type of policy can be a good addition to your **estate plan**.

Talk to your Federated® **marketing representative** for a referral to a member of Federated's network of independent attorneys to learn more or for additional information or to discuss this in further detail, please contact your **Federated** regional representative or EMA's National Account Executive **Jack West** at **507.455.5175** for any additional information or risk management questions.

This article is for general information and risk prevention only and should not be considered an offer of insurance or legal, financial, tax, or other expert advice. The recommendations herein may help reduce, but are not guaranteed to eliminate, any or all losses. The information herein may be subject to, and is not a substitute for, any laws or regulations that may apply. This information is current as of its publication date and is subject to change. Some of the services referenced herein are provided by third parties wholly independent of Federated. Federated provides access to these services with the understanding that neither Federated nor its employees provide legal or other expert advice. All products and services not available in all states. Qualified counsel should be sought with questions specific to your circumstances. *All rights reserved..*

At Federated Insurance, It's Our Business to Protect Yours®

SARAH WELLS - *OLYMPIAN*

WPMAEXPO Ladies Luncheon Speaker

Sarah Wells doesn't just talk about overcoming adversity, she hurdled it on the world's biggest stage. She even raced across deserts, mountains, and international airports on *The Amazing Race* -- proving once again that grit, adaptability, and a little bit of laughter go a long way.

Renowned for her practical strategies and compelling storytelling, Sarah empowers audiences to find their own excellence, transform challenges into opportunities for growth, and achieve lasting success.

Attendee Registration for the 2027 WPMAEXPO will open in September.

The Ladies Luncheon is a ticketed event.

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

WPMA NEWS CURRENT ISSUE

Click HERE for a previous *WPMA News* issue

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

EMA JOURNAL CURRENT ISSUE

REGISTRATION OPEN

Click on the event below to register

NMPMA Convention **Registration**

UPMRA Convention **Registration**

PLEASE NOTE UPCOMING DATES FOR EVENTS

Aug 18-19, 2026 NMPMA (New Mexico) Convention, Sandia Resort, Albuquerque, NM

October 27-29, 2026 UPMRA (Utah) Convention, Hilton Garden Inn, St. George, UT

February 16-18, 2027 WPMAEXPO, MGM Grand, Las Vegas, NV

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