

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



Inside the Beltway Update

Over the past ten days, Congress has faced mounting pressure to end the government shutdown, with little tangible progress toward reopening.

Democrats insist that any funding bill include an extension of expiring Affordable Care Act (ACA) premium tax credits, calling it a non-negotiable step to avert a “healthcare crisis.” Republicans counter that negotiations should resume only after the government reopens, with the House remaining in recess to increase pressure on Senate Democrats. The effects of the shutdown continue to spread - roughly 750,000 federal employees are furloughed, while others such as air traffic controllers and TSA officers are working without pay, prompting reports of staffing shortages and operational strain. Controversy arose over an Office of Management and Budget memo suggesting furloughed workers might not receive back pay. Congressional leaders from both parties swiftly rejected that interpretation, reaffirming legal guarantees of compensation. However, Congress has yet to present a unified front on whether the military will receive pay if the government is still shutdown on October 15.

While Speaker Johnson is steadfast on keeping House Republicans out of DC until the government reopens, the Senate has moved on a few matters unrelated to government funding. This week, Senate Democrats recently failed for a second time this year to end President Donald Trump’s national energy emergency. Sponsored by Senators Tim Kaine (D-Va.) and Martin Heinrich (D-N.M.), the measure sought to end what Democrats characterize as an abuse of emergency powers benefiting the fossil-fuel sector. Democrats cited rising energy costs and the cancellation or delay of clean energy projects as proof that Trump’s stance hurts American consumers. The emergency allows federal agencies to fast-track approvals for domestic energy and infrastructure projects aligned with the Administration’s priorities. While such emergencies expire after one year unless renewed, Congress is required to review them every six months.

With an ongoing standoff on Capitol Hill continuing, the Trump Administration is grappling with funding shortfalls for numerous agriculture and food programs. This week, President Trump postponed announcing billions in farm trade relief, citing the shutdown as the cause of delay. The package, intended to offset economic harm from the Trade War and China’s suspension of U.S. soybean purchases, was expected to total roughly \$14 billion. However, only about \$4 billion remains in the regular payment account, prompting USDA to seek an additional \$12–13 billion from internal funds. The delay underscores the Administration’s continued focus on agricultural support, particularly for biofuel producers. Upcoming regulatory decisions, such as the 2026–27 Renewable Volume Obligations (RVOs) and reallocation rules, are expected to reflect that priority. President Trump is anticipated to raise the issue of soybean exports directly with President Xi Jinping during their planned meeting at the Asia-Pacific Economic Cooperation forum later this month.

EMA Regulatory Reminder: Federal Push to Enforce English Proficiency for CDL Drivers Gains Traction

A renewed federal focus on English language proficiency for commercial drivers is reshaping the regulatory landscape for the U.S. trucking industry. Following the issuance of President Trump’s Executive Order 14237 on April 28, 2025, the Department of Transportation (DOT) and the Federal Motor Carrier Safety Administration (FMCSA) have begun actively enforcing rules requiring English proficiency for holders of Commercial Driver’s Licenses (CDLs). While the rules themselves are longstanding, enforcement had previously been inconsistent. The renewed attention has implications across multiple sectors, including fuel distribution, where operations depend on a shrinking pool of qualified commercial drivers.

The Executive Order directs FMCSA to rescind previous guidance that had allowed a more lenient approach to English-language requirements. Inspectors are now instructed to conduct all roadside interactions in English. Drivers who cannot follow basic instructions, respond appropriately to communications, or read standard highway signs may face immediate out-of-service (OOS) violations. According to FMCSA data, over 1,200 drivers have already been placed out of service due to insufficient English proficiency, with the majority employed by U.S.-based carriers. The Western and Southern regions have reported the highest number of such violations to date.

These developments are accompanied by enhanced scrutiny of non-domiciled CDL holders, as well as a broader review of licensing regulations and enforcement procedures. In response, industry groups, including the American Trucking Associations,

have encouraged congressional consideration of codifying the Executive Order into law, standardizing English-language testing for CDL applicants, and ensuring uniform enforcement mechanisms.

For energy marketers and other businesses that rely heavily on commercial drivers, these changes highlight the importance of monitoring regulatory developments closely. While the FMCSA has yet to issue comprehensive revisions to inspection procedures and OOS criteria, it is clear that roadside inspections may increasingly assess English-language proficiency. Companies should consider reviewing internal policies and training programs to ensure drivers can meet current federal standards.

Practical steps for energy marketers and fleet operators may include:

- **Enhanced Training:** Provide drivers with opportunities to improve communication skills and familiarity with regulatory terminology or highway signage.
- **Documentation Review:** Ensure that all driver records, certifications, and compliance materials are up to date, reflecting adherence to English-language requirements.
- **Internal Audits:** Conduct routine checks to assess readiness for roadside inspections and identify potential gaps before enforcement actions occur.
- **Monitoring Updates:** Stay abreast of FMCSA guidance and industry best practices to navigate the evolving landscape.

At this stage, the regulatory focus is primarily on enforcement consistency rather than new legal requirements. Planning is key to compliance and driver retention. Organizations that proactively monitor developments, maintain clear internal standards, and provide targeted training will be better positioned to manage potential impacts on operations. EMA marketers should view this as an opportunity to strengthen overall compliance frameworks while staying responsive to further guidance or rulemaking from FMCSA.

Weekend Reads

[EIA hikes US oil output forecast, says oversupply will slash prices | yahoo!finance](#)

Federated Insurance Risk Management Academy Complimentary Webinar

Fire Prevention: Thursday, October 16, 2025, 1:00 PM Central Time

This presentation will explore common fire hazards in businesses across the nation. It will go over how different industries and operations can be at risk and highlight how to identify various fire hazards to help prevent them before they start.



What You Will Learn:

- Current Statistics and Trends
- Common and Special Hazards
- Spontaneous Combustion
- Thermal Runaway
- Safe Practices

Who Should Attend:

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

Please click link to REGISTER: [RMA Complimentary Webinar Invitation](#)

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 262.719.7750 for any additional information or risk management questions.

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



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

WPMA NEWS MAGAZINE 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 desired event below to register



WPMAEXPO [Registration](#)

PLEASE NOTE UPCOMING DATES FOR WPMA EVENTS

February 17-19, 2026 WPMAEXPO - MGM Grand - Las Vegas, NV

April 23-24, 2026 ECAN (Nevada) Big Dogs, Red Rock Resort, Las Vegas, NV

June 22-24, 2026 WOMA (Washington) Convention, Suncadia Resort, Cle Elum, WA

July 12-14, 2026 OFA (Oregon) Conference, Sunriver Resort, Sunriver, OR

Aug 5-7, 2026 IPM&CSA (Idaho) Convention, Coeur d'Alene Resort, Coeur d'Alene, ID



2026 WPMAEXPO KEYNOTE SPEAKER

TIM TEBOW

Tim Tebow knows what it takes to lead with purpose under pressure. From championship locker rooms to the boardroom, he challenges leaders and teams to rethink success—not by what they achieve, but by the impact they create.

Join us at the WPMAEXPO!

Keynote Session
February 18, 2026



Member Services



[Federated Insurance](#)



[NPP Discounts](#)



[In Our Backyard](#)

Convenience Stores Against Trafficking



[We Card](#)

Free training and printed materials



[TransForce](#)

Help finding drivers



[Hertz Car Rental](#)

Petro Pete: What happens when it rains cats and dogs? You have to be careful not to step in a poodle.

CLASSIFIED ADS

FOR SALE:

2007 Kenworth T800 with Polar tanks.
Approximately 775,000 miles.
Local deliveries, no long haul.
\$99,999.00
Call (208) 765-2266



© 2025 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.
