



July 13, 2023

75th Annual Meeting September 24-26



Registrations to date for the 75th anniversary annual meeting are strong and we encourage you to register today. This event will be held at the Virginia Beach Oceanfront Marriott. The program will recognize many of those who have given their time and efforts to build and grow your association over the years. Monday will feature an address from Virginia Attorney General Jason Miyares, an educational session on investing in your business from Federated Insurance, and our annual open forum issue group addressing the ongoing effort to ban fossil fuels and the activities of those seeking to electrify everything in the Commonwealth. Tuesday's session will be devoted exclusively to one of the most important issues facing the industry in its history – a proposed change to Virginia law to classify jobber distributors as major oil company refiners. There will also be plenty of time for networking with industry colleagues at Sunday's reception and banquet, a tour and tasting at the Cavalier Hotel's distillery (separate admission) and a Monday evening oceanfront reception.

To register for the meeting, [click here](#). To reserve a room (starting at \$204/night) [click here](#).

To view a full meeting program, [click here](#).

Oppose Proposed Federal Menthol Ban

On April 28, 2022, the U.S. Food and Drug Administration (FDA) issued a proposed rule that, if implemented, would prohibit the sale of all cigarettes having menthol as a characterizing flavor.

- Currently, these proposed rules have no immediate impact on the ability to stock or sell menthol cigarettes.
- While this rulemaking effort is a multi-year and multi-step process, FDA is currently preparing to release the final draft rule. It is therefore critical to re-engage consumers on this matter so that they can register their concerns and opposition to the rule.

Working with our manufacturing partners we will soon be weighing in to oppose this proposal and would encourage the membership and age 21+ Adult Tobacco Consumers ("ATC"), to

inform stakeholders about the proposed ban, is to [click here](#) where you can then add your information and send a pre-written letter.

Diverse Group of Industry Associations Urge President Biden to Reconsider Vehicle GHG Emissions Standards for 2027 and Beyond

From EMA

This week, EMA's 48 state and regional trade associations, along with the American Farm Bureau, American Fuel & Petrochemical Manufacturers, API, Clean Fuels Alliance America, Growth Energy, National Corn Growers Association, NACS, NATSO, Renewable Fuels Association, SIGMA, U.S. Chamber of Commerce and several other organizations urged the Biden Administration to reconsider its green house gas standards as proposed for light and medium-duty vehicles for model years 2027 and later. EPA projects that a potential outcome of the rule would require nearly 70 percent of all new light duty vehicle sales to be battery electric vehicles (EVs) by 2032. Unfortunately, the focus on EV production will fundamentally eliminate an opportunity to provide clean green liquid fuels such as renewable diesel, biodiesel, renewable gasoline, clean hydrogen and ethanol that immediately lower emissions not only for new vehicles, but for the vehicles currently on the road. In addition, the rule will limit consumer choice on cleaner internal combustion engines and threaten the viability and jobs of small business energy marketers around the country. [CLICK HERE](#) to read the letter. Even though automakers are committed to boosting EVs, many of them, as well as members on 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.

"Unfortunately, President Biden's aggressive attempt to electrify the transportation sector will 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.

Legal Challenges Playing Out

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. Whether California can blaze its own trail on combatting climate change also implicates the "major questions doctrine," which holds that courts should not defer to agencies on questions of "vast economic or political significance" unless Congress has provided explicit authority to the agencies. The appeals court will be asked to decide whether Congress authorized California in the Clean Air Act to regulate vehicle emissions to target a phenomenon like climate change which has a global cause and effect.

Additionally, EMA also joined as amicus curiae challenge to the National Highway Traffic Safety Administration's fuel-economy standards. EMA also endorsed the American Fuel & Petrochemical Manufacturer's (AFPM) comments regarding EPA's GHG standards for light-duty and medium-duty vehicles for model years 2027 and later last week. EMA urged the EPA to consider lifecycle emissions and a technology neutral approach when it comes to promoting policies to reduce emissions. Click [here](#) to read EMA's comments and check out fuelmatters.org for more information.

Thank You EMA PAC Contributors

Last month we wrote to the membership requesting your support of the Energy Marketers of America (EMA) Political Action Committee. EMA is a federation of state and regional petroleum marketing associations, and as a member of Virginia Petroleum and Convenience Marketers Association, you are automatically a member of EMA (formerly PMAA).

We depend on the EMA to provide us with important regulatory information emanating from federal agencies that can impede members' ability to compete and thrive in the challenging marketplace facing the industry in 2023. Additionally, EMA's staff are our voice in the halls of Congress, assuring that the concerns of independent petroleum marketers are heard by our congressmen and senators.

Political contributions are important because they allow EMA to serve you better. In addition to meeting requests from our Virginia delegation, the staff carefully targets congressmen and senators who are on key committees impacting petroleum related issues.

Federal requirements mandate that all contributions to the PAC are made with private funds. We hope that you will join your colleagues below in sending a **personal check for \$150.00** made out to "EMA PAC," and send to the office address, 7275 Glen Forest Drive, Suite 204, Richmond, Virginia 23226. We will be recognizing all contributors in upcoming editions of the Update. Thank you to those we have already received below:

Nancy Allen
Mark Anderson
Mike Andrews
Bob Claytor
Danny Cockerham
Julie DeShazo
Jim Emmart
Tim Hutchens
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