



**October 24, 2024**

**SE Petro Food Expo- March 5-6, 2025  
Exhibit Space Sold Out as is Headquarters Hotel**

Members are reminded to make plans to attend the 2025 edition of the SE Petro Food Expo at the Myrtle Beach Convention Center. Next year's event will be held March 5-6. Rooms are still available at many hotels close to the convention center but the Headquarters Sheraton hotel is sold out. The event will begin with educational sessions on March 5 followed by the day long expo. Wednesday evening from 5-7 pm VPCMA will hold our traditional hospitality suite reception which is open to all meeting attendees. To register to attend and for hotel info, [click here](#).

VPCMA Hospitality Reception  
Sheraton Room 303/McNair Suite  
Wednesday, March 5, 2026 - 5-7pm

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**Energy Marketers of America Challenges EPA's Heavy Duty Vehicle Electrification Mandate  
From EMA**

The Energy Marketers of America (EMA) this week filed its [opening brief](#) in a D.C. Circuit Court of Appeals lawsuit challenging the U.S. Environmental Protection Agency's (EPA) heavy-duty (HD) vehicle emissions standards for model years (MY) 2027-2032.

[Recent polling](#) suggests that Americans overwhelmingly oppose the Biden-Harris Administration's electrification mandates. Despite public opposition, the administration continues advancing these policies through the rulemaking process without congressional authorization, undermining consumer choice and causing skyrocketing utility bills.

"Unfortunately, President Biden's aggressive attempt to electrify the heavy-duty 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, diesel or renewable fuels like ethanol, biodiesel and renewable diesel," said EMA

President Rob Underwood.

Today, heavy duty vehicles make up just one tenth of one percent of all heavy vehicles. Unfortunately, the Biden-Harris EPA wants to arbitrarily increase that figure exponentially over the next seven years. Under the rule challenged by EMA, electric trucks would make up 45 percent of all heavy-duty vehicles sold by 2032. According to EMA's brief, the rule's electrification of the Nation's trucking fleet involves a major policy question that must be decided by Congress. Accordingly, the rule is lawful only if Congress clearly authorized EPA to suppress the production of internal-combustion vehicles in favor of electric ones. No statute gives EPA that highly consequential power, and EPA has never claimed the power to require companies to sell electric heavy-duty vehicles. This forced transition to electric trucks will increase transportation costs, hike prices for basic goods, and strain the electric grid. It will also increase the cost of procuring the trucks that State Plaintiffs challenging the rule need to carry out essential state services like plowing snow and repairing roads. EMA is urging the Court to reverse EPA's rule.

Additional Legal Challenges Playing Out

EMA is part of business groups and States who have already 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 major, global phenomenon with vast economic and policy repercussions like climate change. Additionally, EMA joined as amicus curiae challenge to the National Highway Traffic Safety Administration's fuel-economy standards. Check out [www.fuelmatters.org](http://www.fuelmatters.org) for more information about clean, green liquid fuels and the electrification mandate.

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### **New EMA Member Service Benefit: You Need Drivers. EMA Can Help**

The Energy Marketers of America has partnered with the National Propane Gas Association (NPGA) to provide a new member benefit to help your company get drivers on the road. The ACE (Administrative Compliance Experts) Services Program guides individuals through the Entry Level Driver Training (ELDT) requirements set by the Federal Motor Carrier Safety Administration (FMCSA).

What does ACE do?

Serving as the FMCSA Registered Training Provider, ACE handles:

- FMCSA paperwork and filings
- FMCS audits
- Training materials and training equipment guidance to meet FMCSA requirements

ACE will save you thousands of dollars – up to \$3,000 per driver – AND help you cut through all the red tape.

To begin enrollment, please click [here](#) or go to [www.npga.org/ace](http://www.npga.org/ace) or contact ACE at 202-466-7203 or [eldt@npga.org](mailto:eldt@npga.org).