SSDA News

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Warren, Markey Call on NHTSA to Reverse Decision Allowing Car Manufacturers to Ignore Massachusetts' "Right to Repair" Law

By Roy Littlefield

United States Senators Elizabeth Warren (D-Mass.) and Edward J. Markey (D-Mass.) sent a letter to Secretary of Transportation Pete Buttigieg and Deputy Administrator of the National Highway Traffic Safety Administration (NHTSA) Sophie Schulman, calling on NHTSA to reverse its course after it sent a recent letter to auto manufacturers, advising them not to comply with Massachusetts' Right to Repair law.

"NHTSA's decision to give auto manufacturers a green light to ignore state law appears to favor Big Auto, undermine the will of Massachusetts voters and the Biden Administration's competition policy, and raise questions about both the decision process and the substance of the decision by NHTSA's leadership. We are asking NHTSA to explain its rationale for its harmful actions and respect Massachusetts state law by reversing course," wrote the senators.

Massachusetts' Right to Repair law requires auto manufacturers who sell cars in Massachusetts to equip them with a standardized open data platform so that owners and independent mechanics can access vehicle telematics data for repairs, maintenance, and diagnostics. The law passed via ballot initiative in November 2020, with nearly three-fourths of Massachusetts residents voting in favor.

Big auto manufacturers spent $25 million to oppose the initiative and filed suit to stop the law from going into effect weeks after it passed. Two years into a drawn out legal process, a court rejected a last-minute request to block enforcement of the law on May 30, 2023, and Massachusetts Attorney General Andrea Joy Campbell began enforcing the law on June 1, 2023.

Despite this court order, on June 13, 2023, NHTSA's Assistant Chief Counsel for Litigation and Enforcement wrote a letter to 22 auto manufacturers stating that the Right to Repair law is preempted by the National Traffic and Motor Vehicle Safety Act (Safety Act) and that auto manufacturers' compliance with Massachusetts law would "conflict with (their) obligations under the Safety Act."

"NHTSA sent the June 13 letter with no warning, circumventing the legal process, contradicting a judicial order, undermining Massachusetts voters, harming competition and hurting consumers, and causing unnecessary confusion by raising this novel view two weeks after enforcement of the law began. Moreover, NHTSA's position is not consistent with Administration policy. President Biden's Executive Order on Promoting Competition in the American Economy (EO 14036) states that it is the policy of the Administration to combat the 'harmful effects of monopoly and monopsony . . . (in) repair markets,' and encourages the FTC to draft new regulations limiting 'manufacturers from restricting people's ability to use independent repair shops or do DIY repairs,'" wrote the senators.

Given these serious concerns, the senators are calling on NHTSA to reconsider its decision and to allow Massachusetts to enforce the will of its voters and protect consumers. They are also asking Secretary Buttigieg and Deputy Administrator Schulman to respond to a set of questions about NHTSA's letter.

SSDA-AT has been long-time supporters of the Massachusetts Right to Repair law and we support the letter.

How to Recognize the Signs of Email Fraud

Cybercrime Is on the Rise

Cybercriminals are finding increasingly clever ways to infiltrate your business and compromise your security. Net Driven wants to make sure your shop is protected from harmful digital attacks.

You may be thinking, "Cybercrime only targets large corporations. I have nothing to worry about." However, every year one in five small organizations is a victim of cybercrime. Cybercriminals target smaller organizations because they assume that these businesses have fewer defenses in place to prevent cyberattacks.

"Well," you say, "is there anything I can do to avoid a cyberattack if it comes my way?" Good news, 100% of cybercrime can be prevented through the vigilance of your "human firewall." What is this resource? It's you and your team members, who can form an impenetrable barrier against cybercrime by knowing the types of attacks and how to address them.

Email Fraud

Did you know that 91% of data breaches are conducted through email fraud? Email allows cybercriminals to impersonate another entity as a means to connect with and extort your business. The most common type of email fraud is phishing.

"Phishing" is a fraudulent email that claims to be from a legitimate source in order to access sensitive information such as passwords and credit card numbers. For example, popular phishing angles include security alerts on your professional or private accounts, changes to your health benefits and HR announcements. But when you interact with these fraudulent emails, such as clicking a link or attachment, you could be compromising your private information and putting your shop at risk.

Recognize the Signs of a Phishing Email

Phishing emails have evolved to target specific emails by appearing highly personalized, such as addressing you by name or repeating some information about your position. It's important to always look twice at an email, as it can appear innocent at first but contain some telltale signs of fraud.

Here is a list of signs to identify a phishing email:

Fake "From" Email: Hackers often try to infiltrate businesses by impersonating a legitimate domain, such as a subscription service or vendor. Always make sure the "From" email is legitimate (e.g., ends in "@netdriven.com"). If you receive an email that seems out of the ordinary for your role (e.g., you work in sales but were billed an invoice), check with a coworker or supervisor to confirm that email is real and was meant for you.

Generic Greeting: Cybercriminals may not have access to your personal information, so they make do with generic email content. Openers such as "Dear Customer" may be a sign that the email was sent by a hacker.

Poor Writing: If you receive an email that is riddled with mistakes like misspellings and

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NET DRIVEN

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bad grammar and punctuation. Remember, a credible business would not send you an email that contains poor writing. Now, you may not be surprised to receive this email from your coworker who doesn't use punctuation, but keep your guard up if you receive an internal email has a strange tone or seems out of the ordinary.

Urgent Content: Urgency is a common cyber-criminal tactic, as they're trying to fluster you into making a snap decision and walking into the trap. If you receive an unexpected email whose subject line urges you to open immediately or whose body message tells you to click on a link or download an attachment now, take a step back. Ask yourself, "Is this email asking me to do something out of the ordinary? Is there a legitimate reason I would need to act now?"

Fake Links & Attachments: Phishing emails use fraudulent links and attachments to breach your security walls and gain access to payment and contact information or slip a virus into your software. Doublecheck any links before clicking to determine the link structure looks normal and matches the email sender. Does the URL represent a real website and start with "HTTPS:"? Similarly, don't click on an unexpected of funny-looking attachment.

Tips to Stay Vigilant & Protect Your Business

Constant vigilance will prevent a security breach every single time. First, follow the three fundament steps of thwarting a cyberattack:

Stop: Check and doublecheck your incoming emails. Never absentmindedly click on an email.

Look: Look twice before you interact. Do you see any signs that the message is a phishing scam?

Think: Does this email look real? Is anything out of the ordinary?

Additional steps to prevent a security breach:

Create unique, complex passwords for every account & never share your password(s) with anyone.

If an email looks "phishy," contact the sender in a different way, such as by phone or visiting their website in a different browser.

Don't log into an account using a login link in an email. Go to the actual login page and enter your credentials there.

Use second-hand verification if you receive a strange email from a company or coworker. Make sure you always know to whom you're responding.

Don't click on an email attachment if you don't know what it's for or what's inside.

If you suspect an email is fake, report it as a phishing attempt to your email service provider immediately.

Bottom Line: Provide Security Awareness Training

Your team can be your greatest cyber security asset or your biggest vulnerability, depending on how prepared they are to recognize and navigate a security threat.

We highly recommend providing security awareness training for your entire team, as trained employees are more likely to notice and report suspicious emails. Create guidelines for your team to follow in terms of identifying and reporting suspicious emails and other security threats.

April Shows Lower US Oil Production, Record Gas Output

US crude oil production reached a two-month low of 12.615 million barrels per day in April, while demand for crude and petroleum products slipped to 20.446 million bpd, the Energy Information Administration has reported.

On the other hand, gross natural gas production in the contiguous US climbed to a record 113.9 Bcf/d in April, with Texas achieving a second consecutive month of output records.

Berry Targets Net-Zero GHG Emissions by 2050

Berry Global is targeting net-zero greenhouse gas emissions by mid-century, which will require bringing its emissions down by more than 90% through circular plastics innovation, the increased use of renewables and other actions.

"Reaching net-zero emissions by 2050 is critical to avoiding the most catastrophic environmental, social, and economic impacts of climate change," said CEO Tom Salmon.

BP Backs New Fuel for Ships Made Using Everyday Garbage, BNN

BP Plc is investing in a California-based startup that will use uneaten food and other waste to make low emission fuel.

The oil giant is putting $10 million into WasteFuel, which converts municipal and agricultural waste into sustainable energy, including biomethanol for shipping.

“BP is in action to produce more biofuels, aiming to deliver around 100,000 barrels-per-day by 2030, to help decarbonize transport,” said Philipp Schoelzel, vice president of next generation biofuels at the company.

The shipping industry carries more than 80% of world trade and is responsible for almost 3% of human-made CO2 emissions. High-level talks are currently taking place at the London headquarters of the sector’s global regulator, where new emission-cutting goals are expected to be decided on by the end of the week.

Methanol is one of the main contenders for replacing the oil-derived marine fuels on which the world’s merchant fleet currently relies. It can significantly cut overall CO2 emissions, depending on how it’s made, and has already attracted major investments from shipping giants A.P. Moller-Maersk A/S and CMA CGM. However, it is less energy-dense than oil, meaning comparatively more would need to be stored onboard.

WasteFuel has picked Dubai for its first project location, the startup’s CEO Trevor Neilson said in an interview, without specifying details on future production volumes. There are plans for further expansion and the firm has a memorandum of understanding with BP that the oil giant will take biomethanol that’s made. BP will also work with WasteFuel in improving how much biomethanol can be produced from waste.

“I think of the world’s waste as an enormous resource — a modern day, green version of what Jean Paul Getty discovered in Saudi Arabia,” Neilson said. “The demand in shipping is going to be massive.”

Other investors in WasteFuel have included Maersk, Marc Benioff’s TIME Ventures and philanthropist Aileen Getty.

“While there is broad demand for biomethanol, we believe that the primary use of WasteFuel will be for shipping,” Neilson said.

Focus: Oil Giants Drill Deep as Profits Trump Climate Concerns, Reuters

Oil and gas companies have intensified the hunt for new deposits in a long-term bet on demand, as they reinvest some of the record profits from the fossil fuel price surge driven by the Ukraine war, according to data and industry executives.

The exploration revival - on the part of European majors in particular - reflects a renewed commitment to oil and gas after Shell and BP slowed down plans to shift away from their legacy business and invest in renewables as part of the energy transition.

It responds to pressure from a majority of investors to maximize their oil and gas profits rather than invest in lower margin renewable energy businesses.

It also defies protests from a minority of activist investors who want oil companies to be more closely aligned with global efforts to mitigate climate change.

The renewed appetite for oil and gas reserves and production is an especially big turnaround for BP, which got rid of most staff from its exploration unit three years ago.

Exploration is a long-term, high-risk business. Big-ticket offshore projects typically take five years to develop from discovery and at least another 10 years to return the initial investment.

But as a source of profit, it has proved more reliable for the energy majors than the very different business model of producing renewable energy.

Upstream oil and gas have historically had returns of around 15%-to-20%, while most renewables projects have delivered up to 8%.

An oil and gas price rally driven by energy producer Russia's invasion of Ukraine translated into record profits for the energy majors.

That has increased confidence in the most costly, high-risk offshore exploration that can also deliver the highest rewards.

"Offshore is experiencing a renaissance," oilfield services company SLB Chief Executive Olivier Le Peuch said on June 21.

Leading industry data providers and consultancies endorse the view.

The number of offshore drilling vessels used to explore and produce oil and gas recovered in May to pre-pandemic levels, rising by 45% from October 2020 lows, an analysis of data from oil services firm Baker Hughes showed.

Wood Mackenzie analysts predict a continued increase in activity, forecasting offshore exploration and drilling activity to grow by 20% by 2025.

Already, the rise in drilling has helped to drive daily rates for leasing drilling rigs to the highest levels since a 2014 downturn when commodity markets crashed.

"Higher oil prices, the focus on energy security and deep water's emissions advantages have supported deep water development and, to some extent, boosted exploration," Wood Mackenzie analyst Leslie Cook said.

The potential size of offshore deposits can ensure economies of scale, meaning less energy is used to extract each barrel, limiting emissions.

The International Energy Agency forecasts global upstream oil and gas investments are set to increase by around 11% to $528 billion in 2023, the highest level since 2015.

Barclays expects the number of offshore projects to get approval this year will reach a 10-year high.

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Focus: Oil Giants Drill Deep as Profits Trump Climate Concerns, Reuters

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Wood Mackenzie meanwhile predicts the commitment of up to $185 billion to develop 27 billion barrels of oil reserves, with international oil companies focused on the higher-cost, higher-return deepwater developments.

It also anticipated the so-called Golden Triangle – U.S. Gulf of Mexico, South America and West Africa – as well as part of the Mediterranean will account for 75% of global floating rig demand through 2027.

FROM NAMIBIA TO FAR OFF EASTERN CANADA

Activity extends beyond that core exploration territory.

Nambia, which has yet to produce any oil and gas, has attracted strong interest after Shell and TotalEnergies made discoveries off the coast of the southern African country.

Shell's head of upstream Zoë Yujnovich said on June 14 that results from drilling tests so far were encouraging.

Together with its partners QatarEnergy and Namibia's national oil company, Shell plans to drill two further wells in Namibia by the third quarter of this year, a document seen by Reuters shows.

Shell has also applied for a licence to drill another 10 exploration and appraisal wells there, the document shows.

TotalEnergies made an oil discovery in February 2022 in the Venus well in Nambia's Petroleum Exploration Licence (PEL) 56, which analysts at Barclays estimate holds 3 billion barrels of oil equivalent (boe).

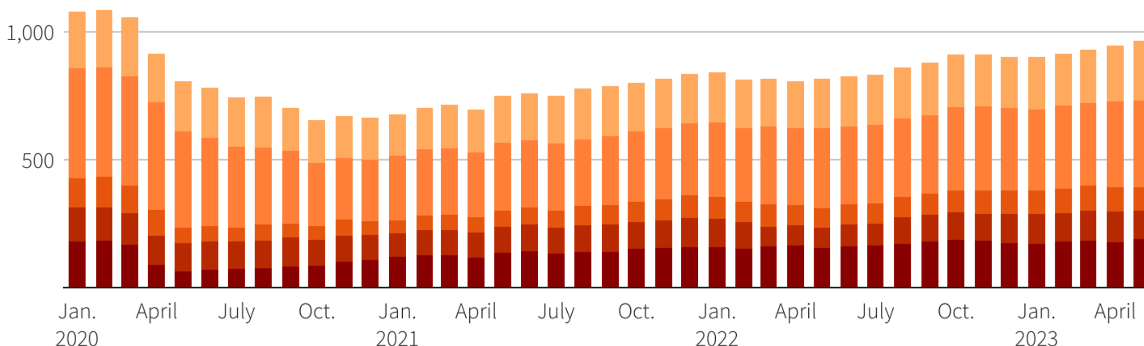
Shell reported discoveries in the Graff, La Rona and Jonker wells in PEL 39, which together are estimated to hold 1.7 billion boe, according to Barclays.

As it tries to reverse a decline in oil and gas output after it shifted to renewables, BP has turned to the Gulf of Mexico and far off the eastern coast of Canada, where it is ramping up oil exploration activity in frontier prospects.

Oil and gas search heating up

Drilling and exploration activity has risen by nearly 50% since the post-Covid 19 low in October 2020

● Latin America ● Europe ● Africa ● Middle East ● Asia Pacific



Note: Active onshore and offshore drilling rigs exploring for or developing oil or gas outside North America
Source: Baker Hughes International rig count

Full NHTSA Right to Repair letter

Dear Secretary Buttigieg and Deputy Administrator Schulman:

We write regarding our concerns about the National Highway Traffic Safety Administration's (NHTSA) recent letter to auto manufacturers advising them not to comply with Massachusetts General Law Chapter 93K ("Right to Repair"). NHTSA's decision to give auto manufacturers a green light to ignore state law appears to favor Big Auto, undermine the will of Massachusetts voters and the Biden Administration's competition policy, and raise questions about both the decision process and the substance of the decision by NHTSA's leadership. We are asking NHTSA to explain its rationale for its harmful actions and respect Massachusetts state law by reversing course.

The Commonwealth's Right to Repair law requires auto manufacturers who sell cars in Massachusetts to equip them with a standardized open data platform so that owners and independent mechanics can access vehicle telematics data for repairs, maintenance, and diagnostics. The law was passed via ballot initiative in November 2020, with nearly threefourths of Massachusetts residents voting in favor. Within weeks, major automobile manufacturers — who spent $25 million to oppose the ballot initiative — filed a lawsuit in Massachusetts federal court to stop the law from going into effect.

In March 2023, Massachusetts Attorney General Andrea Joy Campbell gave notice to the court and the parties that, after two years of litigation, the state would move forward with enforcing the law beginning on June 1, 2023. On May 30, 2023, the court denied the auto makers' last-minute request for a temporary restraining order to block enforcement of the law, rejecting arguments that the state law was preempted by federal statutes. As Judge Woodlock stated, "[a] vote is a vote is a vote . . . [p]eople have voted on this and that's the result." Attorney General Campbell began enforcing the law on June 1, 2023.

Despite the court order, on June 13, 2023 — nearly two weeks after Massachusetts began enforcing the state law – Kerry Kolodziej, NHTSA's Assistant Chief Counsel for Litigation and Enforcement, wrote a letter to 22 auto manufacturers stating that the Right to Repair law is preempted by the National Traffic and Motor Vehicle Safety Act (Safety Act) and that their compliance with Massachusetts law would "conflict with [their] obligations under the Safety Act." The timing of this letter was extraordinary: NHTSA had ample opportunity prior to June 1 to raise preemption arguments through the judicial process, including: (1) in the multiple filings it submitted to the court since the litigation commenced nearly three years ago; (2) as a response to Attorney General Campbell's announcement over three months ago that the state would begin enforcing the law on June 1; and (3) even during the plaintiffs' eleventh hour attempt to stop enforcement of the law. Although the state and outside experts introduced evidentiary proof of the possibility of compliance at trial, NHTSA declined multiple requests from the judge to participate. Instead, NHTSA sent the June 13 letter with no warning, circumventing the legal process, contradicting a judicial order, undermining Massachusetts voters, harming competition and hurting consumers, and causing unnecessary confusion by raising this novel view two weeks after enforcement of the law began.

Moreover, NHTSA's position is not consistent with Administration policy. President Biden's Executive Order on Promoting Competition in the American Economy (EO 14036) states that it is the policy of the Administration to combat the "harmful effects of monopoly and monopsony . . . [in] repair markets," and encourages the FTC to draft new regulations limiting "manufacturers from restricting peo-

Full NHTSA Right to Repair letter

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ple's ability to use independent repair shops or do DIY repairs."

It is disappointing that NHTSA's letter relies on the argument pushed by major automobile manufacturers that there is, in this case, an irresolvable conflict between maintaining data security and providing independent repair shops with the data they need to conduct repairs. Auto manufacturers have routinely raised safety concerns as a way to "change the subject" and distract consumers from the fact that "vehicle repair and maintenance services from independent repair shops keeps the cost of service and repair down." The district court itself considered these concerns, as previously raised by the plaintiffs and NHTSA, along with evidence from the Massachusetts Attorney General that auto makers could comply with both laws, and concluded that any safety concerns did not override Massachusetts's right to enforce the law.

We urge NHTSA to reconsider its decision and allow Massachusetts to enforce the will of its voters and protect consumers. Given the unusual timing of this decision, we also ask that the Department of Transportation and NHTSA respond to the following questions:

1. What is the explanation for the timing of this action by NHTSA?

a. Why did NHTSA leadership decide to send this letter to auto manufacturers on June 13, nearly two weeks after enforcement of the law began?

b. Why did NHTSA decline to share its view on preemption with the court earlier in the litigation?

2. What steps did NHTSA take to substantiate the validity of auto manufacturers' claims about safety concerns?

a. What process did the agency go through to reach its conclusions in the June 13 letter?

b. Which tests did NHTSA conduct and what technical experts did NHTSA officials consult with regards to the agency's conclusions about the legal and safety aspects of the Right to Repair law in the June 13 letter?

c. Did NHTSA review the evidence provided in court by the Massachusetts Attorney General and outside experts regarding the capacity of auto manufacturers to comply with both federal and state law? If so, what did the agency conclude about this evidence?

3. Did NHTSA officials meet with lobbyists or representatives from the automobile industry regarding the legal and safety aspects of the Right to Repair law?

a. Please provide a list of all meetings between NHTSA officials and automobile industry representatives regarding this matter, including dates of the meetings, all meeting attendees, and meeting agendas.

4. Did NHTSA consider alternative approaches that would address the agency's purported safety concerns and allow the Right to Repair law to take effect? Did NHTSA provide technical or legal guidance to automobile manufacturers to update or modify their systems to allow compliance with the law?

5. What agencies or Administration leadership did NHTSA consult prior to sending this letter? In what way did NHTSA ensure that the letter would be consistent with prior Administration policy regarding the promotion of competition, such as EO 14036?

Sincerely,

Elizabeth Warren, United States Senator & Edward J. Markey, United States Senator

DOE to Help Distribute Methane Emissions Funds, Argus

The US Department of Energy (DOE) has agreed to assist in getting more than $1bn in funding out the door to the oil and gas companies that are seeking to cut their methane emissions.

The funding, provided under the Inflation Reduction Act, has yet to become available to oil and gas companies nearly 11 months after the law's enactment, prompting complaints from some lawmakers. But the DOE late last week said it was partnering with the US Environmental Protection Agency (EPA) to help with the distribution of $1bn in funding.

While the EPA develops the regulations for the Methane Emissions Reduction Program (MERP), which seeks to quickly cut emissions of the potent greenhouse gas from oil and gas sites by developing fines, the DOE National Energy Technology Laboratory (NETL) will help on the "financial and technical assistance aspects of the program," the agency said.

The partnership "will build upon and complement DOE's existing efforts to monitor and mitigate methane emissions across the nation's oil and natural gas producing regions," said US energy secretary Jennifer Granholm.

A number of lawmakers have complained about the EPA's delay in distributing $1.5bn for MERP funded under the Inflation Reduction Act. Those funds are meant to kick-start industry efforts to reduce methane emissions before a "waste emissions charge" starts in 2024 at $900/metric tonne (t) for oil and gas facilities that continue to have excess amounts of methane leaks.

API Urges the US EPA to Reverse de facto Ban on Gasoline Powered Cars

The American Petroleum Institute (API) has urged the US Environmental Protection Agency (EPA) to reverse course on its proposal for new emissions standards for light-duty and medium-duty vehicles.

The proposal amounts to a de facto ban on vehicles using gasoline and other liquid fuels that would drastically reduce American families' freedom to choose a vehicle that best fits their needs and budget.

"We share the goal of reducing emissions across the transportation sector while ensuring continued reliability and affordability options for millions of Americans," API President and CEO Mike Sommers said. "We support technology-neutral federal policies that drive greenhouse gas (GHG) emissions reductions in the transportation sector, but this proposal misses the mark. While not an explicit ban on internal combustion engines, this proposal is a de facto ban that will eliminate competition, distort the market, and restrict consumer choice, while being potentially more expensive to taxpayers."

In comments submitted to the EPA, API outlined major concerns with several aspects of the proposed rule, including its heavy reliance on electric vehicles to achieve compliance. While battery technology has improved in recent years, the proposed rule ignores the significant infrastructure, consumer acceptance, and supply chain challenges that remain. Additionally, EPA's narrow focus on a singular technology risks undermining US energy security by forcing a greater reliance on foreign sources for raw materials and critical minerals.

API highlighted better ways to accomplish the agency's goal of reducing emissions, while preserving consumer choice in accessing affordable and reliable transportation options.

"EPA has largely ignored fuel and vehicle-based options that could better accomplish the agency's objectives to achieve greater transportation sector-related emission reductions from the entire vehicle fleet, both new and in-use, at lower cost," Sommers said. "Meaningful carbon emission reductions are achievable sooner, and potentially at lower cost, via the use of proven and available technology in liquid fuels."

PRO Act Update

Trader Joes Worker Op-Ed Highlighting Flaws of Unionization:

On June 13, a Trader Joe's worker wrote an op-ed for the Washington Examiner, explaining how their "union is not what [they] bargained for." The op-ed details how the coercive and misleading tactics they used to secure representation and during contract negotiations. The author, who identifies as a progressive, shows how disillusioned he has become with unions and current representation processes, and he advocates against the PRO Act.

Senate HELP Markup on PRO Act:

On June 21, the Senate Health, Education, Labor, and Pensions (HELP) Committee held a markup on three labor and employment bills, including the Protecting the Right to Organize (PRO) Act, S. 567. The bill was approved by the Committee down party lines, with all Democrats supporting passage and all Republicans rejecting the legislation. There were numerous amendments offered by the Republicans, all of which are identified below, but they all failed. Some Republican Senators did vote against the amendments, and they are identified below.

Sen. Cassidy Proposes Requiring Majority of Eligible Workers Vote for Union Representation:

On June 21, at the Senate HELP markup of the PRO Act, Sen. Bill Cassidy (R-LA) proposed an amendment that would require a union to win support from a majority of the eligible workers in the bargaining unit before they can represent those workers. Current law only requires a majority of the voters to be in favor of unionization, but Cassidy's amendment would have required a true majority of the workers to be in favor.

SSDA-AT recently sent letters to members of the 118th Congress outlining our concerns and opposition of the PRO Act.

SSDA-AT is an active member in the Coalition for a Democratic Workplace.

SSDA-AT Signs Joint Trades Letter- 199A Main Street Tax Certainty Act of 2023

Dear Senator Daines and Congressman Smucker:

The undersigned business groups strongly support the introduction of your Main Street Tax Certainty Act of 2023, legislation to make permanent the 20-percent deduction for small- and individually-owned businesses (Section 199A).

Your legislation would provide certainty to the millions of S corporations, partnerships and sole proprietorships that rely on the Section 199A deduction to remain competitive both here and overseas.

Individually- and family-owned businesses organized as pass-throughs are the backbone of the American economy. They employ the majority of private-sector workers and account for 95 percent of all businesses. They also make up the economic and social foundation for countless communities nationwide. Without these businesses and the jobs they provide, many communities would face a more uncertain future of lower growth, fewer jobs, and more boarded-up buildings.

Despite this, Section 199A is scheduled to sunset at the end of 2025, even as the businesses it supports continue to recover from the COVID-19 pandemic and the price hikes, labor shortages, and supply chain disruptions that followed.

Making the Section 199A deduction permanent will help Main Street during this very difficult time, leading to higher economic growth and more employment. Separate studies by economists Barro and Furman, the American Action Forum, and DeBacker and Kasher found that making the pass-through deduction permanent would result in significantly improved parity and lower rates for Main Street businesses.

The more quickly Congress acts to make Section 199A permanent, the sooner Main Street businesses will benefit. We appreciate your introduction of this important legislation and look forward to seeing it enacted.

Sincerely,

SSDA-AT and other trade associations

Global Liquefied Natural Gas Trade Volumes Set a New Record in 2022, EIA

In 2022, global trade in liquefied natural gas (LNG) set a record high, averaging 51.7 billion cubic feet per day (Bcf/d), a 5% increase compared with 2021, according to data by CEDIGAZ. Liquefaction capacity additions, primarily in the United States, drove growth in global LNG trade. At the same time, increased LNG demand in Europe also contributed to trade growth as LNG continued to displace pipeline natural gas imports from Russia.

U.S. LNG exports in 2022 increased by 16% (1.4 Bcf/d) to 10.2 Bcf/d compared with 2021, the largest increase of all LNG-exporting countries. In the first half of 2022, after the new Calcasieu Pass LNG export facility was commissioned, the United States became the world's top LNG exporter for the first time. However, because the Freeport LNG export terminal shut down, U.S. LNG exports declined in the second half of the year.

In 2022, Qatar and Australia remained the top two global LNG exporters; Qatar's exports averaged 10.5 Bcf/d, and Australia's exports averaged 10.4 Bcf/d.

LNG exports increased by a combined 1.3 Bcf/d from Malaysia, Norway (after Hammerfest LNG returned to service in May), Trinidad and Tobago, Russia, Oman, and Equatorial Guinea. LNG exports from Algeria and Nigeria decreased by a combined 0.5 Bcf/d as both countries continued to experience issues with domestic natural gas production, which is used as a feedstock at LNG export facilities.

Among LNG-importing regions, Europe (including Türkiye) had the largest increase in LNG imports globally, increasing by 65% (6.5 Bcf/d) compared with 2021. LNG imports declined by 9% (3.2 Bcf/d) in Asia and by 34% (0.8 Bcf/d) in Latin America compared with 2021.

LNG imports into EU-27 countries and the UK increased substantially in 2022—by 73% (6.3 Bcf/d) compared with 2021—replacing imports by pipeline from Russia.

Five countries—France, the UK, Spain, the Netherlands, and Belgium—increased LNG imports by a combined 5.4 Bcf/d, accounting for 85% of the total increase.

Japan was the top LNG importer for 50 years, until China surpassed Japan in 2021. The following year, in 2022, Japan resumed its position as top LNG importer. The decline in China was due, in part, to its zero-COVID policies, increased imports by pipeline from Russia, and higher use of coal.

Other Asian countries, particularly those that rely more on global LNG spot markets, reduced spot purchases because of record-high LNG prices last year. LNG imports into India, Pakistan, and Bangladesh declined by a combined 18% (0.9 Bcf/d) in 2022 compared with 2021.

In Latin America, Brazil had the largest decrease in LNG imports—70% (0.6 Bcf/d)—mainly because the higher availability of electricity from hydropower generation reduced demand for natural gas-fired electricity generation in 2022 compared with 2021.

Where Do Total Recoverable Oil Reserves Stand?, RigZone

In a statement sent to Rigzone recently, Rystad Energy revealed that, according to its research, total global recoverable oil reserves now stand at 1.624 trillion barrels.

Rystad highlighted in the statement that, since the company's previous reserves report, 30 billion barrels of crude oil have been extracted, "the same level seen in 2018 and 2019", and revealed that 84 billion barrels have been added in fields, discoveries, and exploration prospects. Increased reserves in producing fields and approved projects in 2022 amount to 71 billion barrels, while 13 billion barrels were found in new discoveries during 2022, Rystad pointed out.

Although 1.624 trillion barrels of oil are technically recoverable, fewer than 1.3 trillion barrels are likely to be economically viable before 2100 at an average Brent price of $50 per barrel, Rystad noted in the statement.

"The upstream sector is working hard to reduce greenhouse gas emissions from oilfields, however, even with these mitigation measures and governmental efforts, if global warming is to be successfully limited to 1.6°C, only half of the world's recoverable reserves would be required," Rystad Energy CEO Jarand Rystad said in a company statement.

In its statement, Rystad revealed that Saudi Arabia ranks first in terms of total recoverable oil with 273 billion barrels.

The U.S. ranks second with 186 billion barrels, Russia ranks third with 140 billion barrels, and Canada ranks fourth with 122 billion barrels, Rystad outlined in the statement.

In a graph accompanying the statement, the majority of Saudi Arabia's recoverable oil is categorized as 'other onshore', while the majority of U.S. recoverable oil is categorized as shale/tight oil. The majority of Russia's recoverable oil is also categorized as other onshore in the graph and the majority of Canada's recoverable oil is categorized as oil sands.

Every year, Rystad shares an update of its analysis of the global energy landscape and provides an independent, data-based, evaluation of the world's recoverable oil reserves,

Where Do Total Recoverable Oil Reserves Stand?, RigZone

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Rystad noted in the statement. Recoverable oil corresponds to the industry term 'remaining technically recoverable crude oil and lease condensate', i.e. expected volumes, including fields, discoveries and risked future discoveries, the company clarified in the statement.
Rystad noted in the statement that the timestamp of its newest resource assessment is January 1, 2023.
Previous Total Proved Reserves
According to the last statistical review of world energy to show oil reserves information, which was published by BP in 2021, the world's total proved oil reserves stood at 1.732 trillion barrels at the end of 2020.
Of this figure, 1.472 trillion was found in non-OECD countries, 1.214 trillion was found in OPEC countries, 517.7 billion was in non-OPEC countries, 260 billion was in OECD countries, and 2.4 billion was in Europe, BP's 2021 Statistical Review of World Energy showed.
The country with the most proved oil reserves at the end of 2020 was Venezuela, with 303.8 billion barrels, according to the review, which placed Saudi Arabia in second with 297.5 billion barrels, and Canada in third with 168.1 billion barrels.
The world's total proved reserves stood at 1.734 trillion barrels at the end of 2019, 1.636 trillion barrels at the end of 2010, and 1.300 trillion barrels at the end of 2000, the review highlighted.
The country with the most proved oil reserves at the end of 2019 was also Venezuela, with the same figure it had at the end of 2020, the review pointed out. Venezuela also ranked top at the end of 2010 with 296.5 billion barrels and Saudi Arabia ranked top at the end of 2000 with 262.8 billion barrels, according to the review.
BP's 2022 statistical review of world energy had no information on oil reserves. The latest statistical review of world energy, which was published by the Energy Institute (EI) in June, also had no information on oil reserves.

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