



# SSDA News

*Service Station Dealers of America and Allied Trades*

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## SSDA-AT Calls for Movement on Right to Repair Legislation

By Roy Littlefield

SSDA-AT is showing strong support for HR 906, The Right to Equitable and Professional Auto Industry Repair Act (REPAIR Act), as prepared for full committee consideration by lead sponsor Dr. Neal Dunn (R-FL).

SSDA-AT is asking for passage at the next Energy and Commerce markup.

We applaud and support the efforts of Dr. Dunn to ensure that the concerns raised by members of the Energy and Commerce Subcommittee on Innovation, Data, and Commerce were heard and addressed after the subcommittee markup.

Specifically, Dr. Dunn addressed cybersecurity concerns with the Standardized Access Platform (SAP) by having the necessary vehicle repair data now shared through the already existing Original Equipment Manufacturer (OEM) dealer and partner network. Further, Dr. Dunn made significant edits related to autonomous vehicles, the use of consumer data, and preemption.

This bipartisan legislation, with more than 50 cosponsors evenly divided between Republicans and Democrats, would preserve consumer access to high quality and affordable vehicle repair by ensuring that vehicle owners and their repairer of choice have equal access to repair and maintenance tools, components, and data.

As vehicle technology continues to evolve and grow more complex, effectively repairing and maintaining cars, buses, and trucks will require access to data, software, compatible replacement components, training, and sophisticated diagnostic tools. The current law is inadequate to address growing competitive concerns created by new technology, and the REPAIR Act would guarantee the right of owners and their designated repair facilities to fully maintain and repair modern vehicles, while ensuring cybersecurity for critical vehicle systems.

Modern vehicles are computers on wheels, with some new vehicles having more than one hundred million lines of code. This innovative technology requires specific parts, manuals, diagnostic tools and more, which, when restricted by the vehicle manufacturer, can eliminate the ability of the more than 150,000 independent repair shops in the United States to compete for this business.

The REPAIR Act allows the vehicle owner the freedom to utilize the most accessible and affordable repair option available. The REPAIR Act protects open competition within the market, which will drive further innovation and create affordable repair options for consumers.



## The Online Edge – What Your Business Needs to Thrive

By: *Stephanie Santore, Net Driven*

Does your business have an online presence? If so, are you doing all you can to ensure its virtual success? If not, what are you waiting for? Let's take a sneak peek at some statistical findings from the Pew Research Center. According to their most recent studies on the use of internet and technology it was found that:

- Roughly three-quarters of Americans, or 77%, now own a smartphone, which nearly doubles the former findings since the Center began its research in 2011.
- As of November 2016, nearly three-quarters, or 73% of Americans indicate that they have broadband service at home.
- Nearly seven-in-ten Americans now use social media. When the Center started tracking social media adoption in 2005, just 5% of Americans said they used these platforms. Today, 69% of U.S. adults are social media users.
- Half the public now owns a tablet computer. When the Center first began tracking tablet ownership in 2010, just 3% of Americans owned a tablet of some kind.

As you can see, now more than ever before, an online presence for your business is significant. And not just any online presence, but a quality one that provides a sense of credibility and legitimacy, turning its visitors into leads and sales, and contributing to the success of your business.

First impressions matter. If your business has a website, rest assured that internet users are navigating to it to formulate their opinion, to see what other people have to say about you, and to “screen” shop your services and products, which is much like window shopping, but with the ease of never having to actually visit your business's location.

Your business can now be accessible to the masses thanks to technology. Therefore, it's vital to have a way for potential clients to find you with the swipe of their fingertip and also to ensure you have a website that makes a good impression.

So, how do you go about trying to meet your customers' needs online?

### Let's Talk Internet Marketing Best Practices

There are several factors that play into the creation of a well-made website that will help your business's online presence generate traffic and rank effectively:

#### Design & Layout

Visual presentation plays an important role in the functionality of a website. A high-performing website will provide a positive user experience. It helps to have a responsive web design. What makes a website responsive? Responsive design helps to generate leads and sales without any limitations based on user devices. So, customers can find your automotive service site on their tablet, smartphone, smart watch, etc., viewing your website efficiently from any screen size.

#### Content

Content is the reason why visitors come to a site. They are seeking information about your business and its services. The key is to provide relevant content that is easy for visitors to digest. Too much or too little and your visitors might go elsewhere to find what they're looking for. Check out what Moz has to say about content regarding search engine ranking. By providing unique content that moves beyond self-promotion and is easily digestible to the user, your website offers valuable information.

#### Calls to Action

*Continued on page 3*



NET DRIVEN



*Continued from page 2*

Calls to action within a site's content and design come in the form of clickable links or custom buttons. It entices a visitor to take action beyond the page they are on, an action like submitting a form, requesting a quote, purchasing a product, or even just clicking a link that leads to another page with relevant information. Through a CTA, a user moves to take a specific action that will benefit your business. And action is what it's all about.

### **Credibility**

A business with an online footprint is a business that can be found, recognized, and confided in.

From building a solid and consistent brand across all channels, to maintaining an active social media presence, gaining positive reviews, managing your online reputation with products like Net Driven's Reputation Management.

### **Mobile Viewability**

More and more people are looking at your site from a mobile phone or web enabled device. It seems like anything with a screen and a microchip in it is capable of getting on the internet these days.

Make sure your site is viewable on a mobile internet enabled device.

### **Search Engine Optimization**

At Net Driven, we drive the traffic that drives your business! It begins with a website that keeps local search in mind.

A strong SEO foundation puts proven strategies to work and improves your ability to get found.

From understanding searcher behavior to using tested best practices, the SEO team at Net Driven works hard to ensure that your site has all of the key ingredients for SEO success. Look to us for:

- Keyword research performed for your business and target geographic
- Optimized meta tags for click through success
- Relevant industry content
- Local directory management
- SEO-friendly site architecture
- and more!

Don't have a website yet? What are you waiting for?!

Talk to a representative from Net Driven today and ask about how we can help you create a website that not only generates traffic, but turns your traffic into leads and sales!

Net Driven should be your choice for all your automotive internet marketing needs.

[Contact us today!](#)

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## EIA: US Jet Fuel Use Up in 2023, Still Short of 2019 High

US jet fuel consumption increased for a third consecutive year to reach an average 1.65 million barrels per day in 2023, but remained 5% below the 2019 pre-pandemic peak, according to the Energy Information Administration.

Factors such as reduced activity from foreign airlines, lower freight activity and improved fuel efficiency in the commercial fleet contributed to a slower rate of growth in 2023 compared to the previous two years.



## US Refineries Brace for Summer Heat, Hurricane Impacts

Analysts anticipate a volatile summer for US fuel prices as unprecedented heat and an unusually active hurricane season leave refineries, particularly those along the Gulf Coast, vulnerable to significant disruptions such as equipment failures and capacity reductions. However, extensive maintenance earlier this year and

recent stockpiling should help refineries better manage potential outages.



## The Hill: 150 Republicans say Biden Should Rescind Rule Expected to Make More Trucks Electric

More than 150 Republican lawmakers are calling on the Biden administration to rescind a rule that's expected to make more of the nation's truck fleet electric.

In a letter to the Environmental Protection Agency (EPA), the House and Senate Republicans wrote that the rule will "disrupt the heavy-duty truck industry by forcing the broad adoption of heavy-duty zero emission vehicles on an extremely aggressive timeline."

They argued that this would be bad for businesses and consumers and worsen inflation.

"This rule will only further increase costs for American families, businesses, and rural communities while fueling more inflation," they wrote.

The rule in question, issued by the EPA in April, would be expected to make new sales of the nation's heaviest trucks more than 20 percent electric around 2040.

The truck rules do not explicitly mandate a shift toward electric vehicles (EVs). Instead, they set average pollution limits for truckmakers, which are expected to push them toward electric and other lower-emitting technologies such as hybrids.

It's not totally clear how they will comply. However, one scenario modeled by

the EPA projects that in the year 2032, new sales of lighter heavy-duty trucks could be 60 percent electric, medium heavy-duty trucks could be 40 percent electric and heavy heavy-duty trucks could be 30 percent electric.

A different scenario modeled by the agency relies on hybrids and trucks powered by natural gas and hydrogen to meet the standards.

Nevertheless, the Republicans described the rule in their letter as a "de facto mandate."

An EPA spokesperson declined to comment on the specifics of the letter, saying in an email that the agency "will review the letter and respond through the appropriate channels."

Whether to push the nation's fleet of trucks and cars alike toward electrification has been a major point of division between Democrats and Republicans.

Democrats, who largely support the shift toward more EVs, argue that doing so would mitigate climate change and improve public health by reducing air pollution.

Republican opponents have argued that consumers and automakers, not the government, should drive the vehicle market.

## S-Corp Modernization Introduced in House



Positive news in the area of S corporations. Ways and Means Member Brad Wenstrup (R-OH) has introduced the S Corporation Modernization Act of 2024 (H.R. 8614).

The introduction of this year's bill will help S-Corp move forward on a list of technical tax provisions important to the country's 5 million S corporations, including:

- Increasing their access to capital;
- Expanding the list of eligible shareholders to include more employees,

non-resident aliens, and retirement accounts; and

- Eliminating rules that penalize S corporations compared to partnerships and other business forms.

The S corporation was created by Congress in 1958 and has grown in popularity over the years, particularly among small- and family-owned businesses, because of its simplicity and flexibility.

Today, S corporations are the most common form of business structure in America with more than 5 million. Despite their popularity, the rules governing S corporations can have the effect of restricting their ability to invest and create jobs, which is why the Wenstrup bill is

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## S-Corp Modernization Introduced in House

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so important.

Representative Wenstrup has been a long-time champion of our issues. In his statement introducing the bill, he made clear the importance of these reforms:

“S Corporations are the backbone of American business, located in every city and town across America, especially in rural areas like Southern Ohio. As Congress works to build upon the success of the Tax Cuts and Jobs Act, it’s critical that S Corps aren’t forgotten. The S Corporation Modernization Act contains important changes to the tax code that will make it easier for S Corps to operate and access capital so that they can grow, em-

ploy more Americans, and continue to invest in the communities in which they operate.”

S Corporation Modernization has a long history of support from the business community, and its introduction means we now have a sponsor sitting on the critical House Ways and Means Committee with six months of legislative session to go.

SSDA-AT is gearing up to ensure that the priorities of the S corporation community are represented in any tax bill considered later this year.



## The Hill: What Project 2025 Would Mean for the Fight Against Climate Change

Project 2025, a controversial conservative roadmap that aims to guide the next Republican administration, calls for the elimination of multiple energy- and environment-related offices and rules — moves that would restrict the government’s ability to combat climate change and pollution.

Policies promoted under the plan would place political personnel in positions to oversee science at major federal agencies and reduce such agencies’ limitations on polluting industries.

The project additionally proposes chopping up several agencies. It called for the National Oceanic and Atmospheric Administration (NOAA), the nation’s oceans, weather, climate and fisheries science agency, to be “dismantled.”

NOAA is home to the National Weather Service (which the plan says should henceforth focus on commercial operations), as well as the Office of Oceanic and Atmospheric Research (which the plan says should be “downsized,” with much of its climate research “disbanded”).

The plan would also eliminate offices within the Energy Department that focus on renewable energy, climate technology and energy technology research. And the Energy Department chapter further calls for a “whole-of-government assessment and consolidation of science,” including “a review of all the federal science agencies.”

In addition, with the help of Congress, Project 2025 seeks to eliminate energy efficiency

standards for household appliances. Such standards have been a target of congressional Republicans, who have made multiple efforts to block or roll back Biden administration restrictions on appliances.

Former President Trump has also blasted regulations requiring more efficient lightbulbs, showerheads and a range of other items.

Trump has sought to distance himself from the project in the wake of the leader of the Heritage Foundation, the conservative think tank that put it together, controversially calling for a “bloodless” revolution.

However, many sections of the plan were written by officials from the former president’s first administration — and the provisions on energy efficiency standards are one of many areas where the plan appears to broadly dovetail with policies Trump has called for.

The project would also reinstate a Trump-era measure that moved the Bureau of Land Management (BLM) headquarters to Grand Junction, Colo., for instance — a move critics said effectively pushed out long-time staffers who had been based in Washington, D.C.

In an interview with The Hill, Western Energy Alliance President Kathleen Sgamma, who co-wrote the Interior Department section of the proposal, said that section is “all about increasing [oil and gas] development and production from federal lands.”

Sgamma, who leads a group that lobbies on behalf of the oil industry, said the raft of pro-



# The Hill: What Project 2025 Would Mean for the Fight Against Climate Change

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posals are intended to reverse Biden administration policies that restricted fossil fuel development on those lands.

Upon taking office, Biden signed an executive order pausing all new oil and gas leasing on public lands, which has since ended. More recently, he signed permanent protections for about 13 million acres in the National Petroleum Reserve-Alaska.

The plan would undo these actions, restoring Trump-era policies that opened up more Arctic lands for drilling, reduced protections for endangered species and implemented restrictions on environmental reviews and other review processes in an effort to bolster infrastructure and energy projects

Some of the blueprint's proposals for the Interior Department would likely require an act of Congress. For example, the plan also calls for the repeal of the Antiquities Act of 1906, the statute that allows presidents to designate national monuments.

Others, however, could likely be accomplished through the executive branch, such as opening up more Arctic lands for drilling, reducing protections for endangered species and implementing restrictions on environmental reviews and other review processes in an effort to bolster infrastructure and energy projects.

At the Environmental Protection Agency (EPA), the plan calls for the consolidation of science and policy under political officials. Its plans for doing so include appointing at least six political appointees who are in charge of

overseeing and changing the agency's research and science activities.

It also calls for moving high-ranking career officials out of the EPA's Office of Water, and eliminating the agency's civil and criminal law enforcement office — instead moving the law enforcement officials to the agency's office of general counsel.

The law enforcement office, known as the Office of of Enforcement and Compliance Assurance, is in charge of pursuing criminal and criminal penalties when companies break laws by polluting.

Asked about the reason for moving those senior officials out of the water office, Mandy Gunasekara, author of the plan's EPA chapter, told The Hill some officials who are in those roles could use their positions to put up roadblocks to policy proposals they disagree with. She said moving law enforcement to the general counsel's office could address "discrepancies" between the people who make the rules and those that apply them.

The EPA section of the plan also calls for an "update" to the agency's 2009 finding that greenhouse gas emissions pose a threat to human health and the environment. This endangerment finding compels the EPA to do something to address the threat of these emissions.

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PROJECT  
2025

## US Natgas Output to Decline in 2024, While Demand Rises to Record High, EIA says, Reuters

U.S. natural gas production will decline in 2024 while demand will rise to a record high, the U.S. Energy Information Administration (EIA) said in its Short Term Energy Outlook (STEO).

EIA projected dry gas production will ease from a record 103.8 billion cubic feet per day (bcfd) in 2023 to 103.5 bcfd in 2024 as several producers reduce drilling activities after gas prices fell to 3-1/2-year lows in February and March.

In 2025, EIA projected output would rise to 105.2 bcfd. The agency also projected domestic gas consumption would rise from a record 89.1 bcfd in 2023 to 89.4 bcfd in 2024 before easing to 89.2 bcfd in 2025.

If the projections are correct, 2024 would be the first time output declines since 2020 when the COVID-19 pandemic cut demand for the fuel. It would also be the first time demand increases for four years in a row since 2016.

The latest projections for 2024 were higher than EIA's June forecast of 102.1 bcfd for supply and unchanged from the agency's June forecast of 89.4 bcfd for consumption. In Appalachia, the biggest U.S. shale gas basin spanning Pennsylvania, Ohio and West Virginia, output is set to rise from 34.7 in July to 34.8 bcfd in August. Appalachia output hit monthly records of 37.1 bcfd in November and December 2023.

The agency forecast average U.S. liquefied natural gas (LNG) exports would reach 12.2 bcfd in 2024 and 14.3 bcfd in 2025, up from a record 11.9 bcfd in 2023.

That was higher than EIA's LNG export forecast in June of 12.1 bcfd.

The agency projected U.S. coal production would fall from 577.5 million short tons in 2023 to 509.7 million tons in 2024, the lowest since 1964, and 489.5 million tons in 2025, the lowest since 1963, as gas and renewable sources of power displace coal-fired plants. EIA projected carbon dioxide (CO<sub>2</sub>) emissions from fossil fuels would rise from 4.793 billion metric tons in 2023 to 4.819 billion metric tons in 2024 as all fossil fuel use increases, and 4.825 billion metric tons in 2025 as petroleum use increases.

That means carbon emissions were on track to rise in four out of five years through 2025 since dropping to 4.584 billion metric tons in 2020, the lowest since 1983, when the pandemic sapped demand for energy.

Carbon emissions also fell in 2023 as power companies burned less coal.

## Court House News: DC Circuit Denies Stay of EPA Methane Restrictions

A D.C. Circuit panel rejected a bid by a group of 24 Republican attorneys general to pause a new Environmental Protection Agency rule designed to reduce methane emissions from players in the oil and gas industry as they appeal the government's move in court.

The new requirements under the Clean Air Act ask oil and gas producers to more strictly monitor their methane emissions — limiting routine flaring and creating a new program for “super emitters,” or large emission occurrences.

It also asks that the industry update its equipment to better detect methane leaks from existing sources. New oil and gas companies will be subject to tighter restrictions.

Rosalie Winn, the director and lead counsel for the Environmental Defense Fund, applauded the refusal to stay, saying it would have allowed more methane pollution into the air during litigation.

The environmental advocacy group is backing the EPA in the appeal.

“The court's decision today ensures that the safeguards will begin to deliver benefits to communities that have long been overburdened by oil and gas pollution,” Winn said.

Methane leaks have been said to be the largest source of toxic emissions that contribute to ground level ozone that causes smog and asthma as well as climate change, with more than 80 times the warming capacity of carbon dioxide.

Published in the Federal Register on March 8, the requirements went into effect on May 7 and states have two years to implement the new measures.

The coalition of two dozen states, led by Oklahoma, initially filed suit on March 15 claiming the EPA had imposed “onerous new requirements.”

In a press release accompanying the suit, Oklahoma Attorney General Gentner Drummond called the rule a “a blatant attack on America's oil and gas industry.”

“The rule will impose millions of dollars of costs on the States, and those costs are starting to tally up right now.

Yet the rule is legally unsound. It unlawfully deprives States of the discretion that Congress granted them. And it holds the states to a two-year deadline that will prove impossible to meet,” the states say in the lawsuit.

U.S. Circuit Judges Gregory Katsas, Neomi Rao, and Michelle Childs of the D.C. Circuit — two Donald Trump appointees and a Biden appointee, respectively — denied the request for a stay.

States joining Oklahoma in the suit include: Alabama, Alaska, Arizona, Arkansas, Florida, Georgia, Idaho, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Montana, Nebraska, North Dakota, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Utah, Virginia, West Virginia and Wyoming. Republican Texas Attorney General Ken Paxton filed a separate legal challenge in the D.C. Circuit that has been consolidated with the other states' challenge.

## The Hill: 13 Senators Call on Treasury to Loosen Rules for Hydrogen Energy Tax Credit

More than a dozen Democratic senators called on Treasury Secretary Janet Yellen to relax guidelines around federal tax subsidies for the hydrogen industry in a letter.

The current guidance, backed by green and progressive advocates, requires eligible companies use new energy rather than preexisting energy from the grid, while also ensuring that new clean energy is produced at the same time and in the same geographic region as hydrogen projects.

Signers of the letter argued the guidelines' "three-pillar" standard could discourage investment and "undermine our shared goal of creating an enduring domestic clean hydrogen industry capable of significantly reducing economy-wide carbon emissions." They called for flexible alternatives to the standard, including allowing owners of "minimally emitting" electricity sources to provide power to hydrogen producers.

The letter also calls on the Treasury Department to allow alternatives to the "stringent and problematic" requirement that the new energy be produced at the same time as the hydrogen project. It suggests instead using a "commence-construction" standard similar to that used under the solar tax credit, in which the project is eligible for the credit the year the project begins construction.

"Treasury's [current] guidance would jeopardize billions of dollars of investment in clean hydrogen projects, render the cleanest forms of hydrogen uneconomical, and imperil efforts to decarbonize hard-to-abate sectors of our economy," the senators wrote. "Simply put, unless revised according to the suggestions below, the proposed guidance will undermine our shared goal of creating an enduring domestic clean hydrogen industry capable of significantly reducing economy-wide carbon emissions."

The letter, led by Sen. Alex Padilla (D-Calif.), was also signed by Democratic Sens. Tom Carper (Del.), Maria Cantwell (Wash.), Sherrod Brown (Ohio), Bob Casey (Pa.), Chris Coons (Del.), Tammy Duckworth (Ill.), Dick Durbin (Ill.), John Fetterman (Pa.), Kirsten Gillibrand (N.Y.), John Hickenlooper (Colo.), Amy Klobuchar (Minn.) and Patty Murray (Wash.) Casey and Brown are both up for reelection in swing states this November.



## Trump's Proposed Tariffs Spark Concerns for Oil Industry, Even as the Industry likes a lot of the Trump Agenda, Market Watch

The CEO of a lobbying group for the U.S. oil and gas industry said the sector is concerned about a second Trump administration's tariff proposals, while he also praised the former president's track record on supporting extraction.

"One of the things that we're concerned about with a pending Trump administration is their trade policy. That was a concern that we had in the previous Trump administration," said Mike Sommers, CEO of the American Petroleum Institute, during an interview on the sidelines of the Republican National Convention in Milwaukee.

"We want to make sure that our products can get to overseas markets without potential tariffs, and, if you put tariffs in place in the United States, it's inevitable that there's going to be a trade war throughout the rest of the world," he added.

The Biden administration has done a "pretty good job" of not restricting those markets, according to Sommers.

Trump's proposals have included an across-the-board 10% tariff on imported goods and a 60% levy on Chinese imports.

At the same time, Sommers said his group was "very much in favor of a lot" of Trump's agenda while he was president. "The broad policy that President Trump brought to the table was a real focus on increased American development of our resources, and I think the opposite has been true of the Biden administration," Sommers told MarketWatch. He

noted that the Democratic incumbent's administration announced that it's "looking at taking off more acreage from the state of Alaska, in addition to the announcements they've already made in an area that was designated by Congress as a petroleum reserve."

When asked about the record U.S. oil production under Biden, Sommers said most of that new development is occurring on private lands, not on public lands, as Biden officials are restricting development in Alaska, in the Gulf of Mexico and in leased federal spaces.

In addition, he criticized Biden's effort to increase adoption of electric vehicles and noted that API joined in a lawsuit last month that challenges the administration's vehicle-emissions standards for 2027-32.

Sommers said he'd be making similar points next month when he attends the Democratic National Convention in Chicago, as he talked up his group's five-point plan.

"Our message is that if we want to have true energy XLE security and reduce inflation, policy makers — Republican or Democrat — should implement this plan, so that's what our real focus is at this convention and going into the Dem convention in August."



## Americans' Support for Renewables Plunged in Past Decade — Poll

Large majorities of Americans support renewable energy, but their support for wind and solar power has diminished significantly over the past 11 years even as new laws spur billions of dollars toward low-carbon energy projects, according to a new survey.

Eighty-three percent of Americans support solar energy, down from 91 percent in 2013, and 70 percent of Americans support wind energy, compared to 84 percent in 2013, according to the analysis released from Stanford University and the clean energy group Resources for the Future.

Support for fossil fuels also has fallen.

Eighteen percent of Americans now back coal power, down from 21 percent in 2013.

Thirty-eight of Americans support natural gas to provide electricity, compared to 48 percent in 2013.

The decline in support for wind, solar and gas is statistically significant, according to the research.



## Energy Companies Win Dismissal of Baltimore's Climate Change Case, Reuters

A Maryland judge dismissed a lawsuit by the city of Baltimore seeking to hold energy giants such as Exxon Mobil(XOM.N), opens new tab, BP(BP.L), opens new tab and Chevron(CVX.N), opens new tab responsible for climate change, saying the case went beyond the limits of state law by trying to address the effects of gas emissions globally.

Baltimore City Circuit Court Judge Videtta Brown's decision, opens new tab marked the first time that a state court judge has dismissed one of the myriad of lawsuits nationally by state or local governments accusing the companies of concealing from the public the dangers of using their fossil fuel products.

The lawsuit accused the companies of engaging in a sophisticated campaign to deceive the public about the dangers of their fossil-fuel products, which con-

tribute to greenhouse-gas pollution and climate change.

"There is no question that global warming and climate change are wreaking havoc on our environment," Brown wrote.

But the judge said Congress never intended for lawsuits about global pollution to be handled by individual states, and that the city's 2018 lawsuit raised questions concerning out-of-state emissions that were beyond the reach of Maryland law.

For years, the energy companies had fought to avoid litigating Baltimore's lawsuit in state court, where it was first filed, even taking the matter to the U.S. Supreme Court, before federal courts sent the case back to state court.

But Brown said only federal law can govern claims over such

## Energy Companies Win Dismissal of Baltimore's Climate Change Case, Reuters

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emissions. She called Baltimore's contention that it was suing under state law only over allegedly deceptive fossil fuel marketing "a way to get in the back door what they cannot get in the front door."

Theodore Boutrous, a lawyer for Chevron, in a statement said the ruling "recognizes that climate policy cannot be advanced by the unconstitutional application of state law to regulate global emissions."

Sara Gross, the chief of the affirmative litigation division in the Baltimore City Department of Law, in a statement said the city disagreed with the ruling and planned to appeal.

State courts are often seen as more advantageous for plaintiffs than federal court. State court judges in other parts of the country including Ha-

waii, Massachusetts and Colorado have allowed similar cases to move forward.

Some cases, though, have been dismissed by federal courts, including one by New York City in a 2021 ruling whose rationale Brown followed in dismissing Baltimore's case.

The U.S. Supreme Court is considering whether to hear a bid by oil companies to scuttle a similar lawsuit by Honolulu.





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