



March 26, 2026

The Honorable John Thune
Majority Leader
United States Senate
511 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Charles E. Schumer
Minority Leader
United States Senate
322 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Mike Johnson
Speaker of the House
U.S. House of Representatives
H-232, The Capitol
Washington, D.C. 20515

The Honorable Hakeem Jeffries
Minority Leader
U.S. House of Representatives
2267 Rayburn House Office Building
Washington, D.C. 20515

Majority Leader Thune, Minority Leader Schumer, Speaker Johnson, and Minority Leader Jeffries:

On behalf of the America's fuel retailers, distributors, trucking fleets, and consumers, including the primary blenders of renewable fuels,¹ our organizations urge Congress to immediately reinstate the biodiesel blenders' tax credit under Section 40A of the Internal Revenue Code. At a moment when diesel prices are rising and supply volatility is threatening the broader American economy, the 40A credit offers one of the fastest, most direct tools available to provide meaningful relief to consumers and the businesses that serve them.

Diesel is the lifeblood of the American supply chain. Virtually every consumer good that reaches a store shelf — groceries, medicines, building materials, and more — arrives there on a diesel-powered truck. When diesel prices rise, the cost increase ripples across the entire economy, ultimately borne by American families at the register.

¹ The American Trucking Associations (ATA) is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight. The Energy Marketers of America (EMA) is a federation of 49 state and regional trade associations representing energy marketers throughout the United States. NACS is an international trade association representing the convenience store industry with more than 1,300 retail and 1,600 supplier companies as members, the majority of whom are based in the United States. The National Energy & Fuels Institute (NEFI) is a leading voice for wholesale and retail liquid heating fuel distributors that deliver warmth and comfort to millions of American homes. NATSO currently represents approximately 5,000 travel plazas and truck stops nationwide, comprising both national chains and small, independent locations. SIGMA represents a diverse membership of approximately 260 independent chain retailers and marketers of motor fuel. The Truckload Carriers Association (TCA) is the only trade association whose sole focus is the truckload segment of the motor carrier industry.

Additionally, the biodiesel blenders' tax credit lowers the cost of renewable liquid heating fuels, ensuring American households can heat their homes affordably and reliably, particularly during periods of extreme market volatility.

Geopolitical instability in the Middle East has introduced significant uncertainty into global oil markets, placing upward pressure on diesel and heating oil prices at a time when American consumers and businesses can least afford it.

The biodiesel blenders' tax credit under Section 40A is a proven, market-tested mechanism that materially reduces these costs. Unlike policy interventions that take months or years to materialize, the 40A credit works quickly, lowering costs at the point of blending and passing savings directly through to truck drivers, heating oil consumers, and the broader marketplace. For fleets, independent truckers, and commercial operators purchasing diesel at the pump, this translates into immediate, tangible relief.

Our members have direct, real-time insight into the markets for these fuels, from terminal supply dynamics to retail pricing pressures, and they are unequivocal: restoring the 40A credit would have an immediate, positive effect on diesel and home heating oil prices.

The U.S. trucking sector moves approximately 72 percent of all freight by tonnage in this country. When diesel becomes more expensive, those costs pass through to the consumer, which in turn raises the price of goods at every level of the supply chain. Reinstating 40A is therefore not merely a fuel policy. It is a consumer protection measure, an inflation-fighting tool, and a supply chain stabilization mechanism all in one.

At a time when the Trump Administration is rightly focused on reducing costs for American families and strengthening domestic energy supply chains, the 40A credit is entirely consistent with those goals.

We respectfully urge Congress to act without delay to reinstate Section 40A biodiesel blenders' tax credit. We look forward to working with you on this important matter.

Sincerely,

American Trucking Associations (ATA)
Energy Marketers of America (EMA)
National Association of Convenience Stores (NACS)
National Energy & Fuels Institute (NEFI)
NATSO, Representing America's Travel Centers and Truck Stops
SIGMA: America's Leading Fuel Marketers
Truckload Carriers Association (TCA)

Cc: Members of the U.S. House of Representatives; Members of the U.S. Senate