



LIGRA

LONG ISLAND GASOLINE RETAILERS ASSOCIATION, INC. & ALLIED TRADES



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Please submit a photograph along with a brief description of your location for
consideration.**

MAY 2025

Address: 270 Spagnoli Road Suite 203, Melville, NY 11747 | Website: LIGRA.COM

PMI Global, the manufacturers of ZYN non-tobacco nicotine pouches, are now sponsoring our bi-monthly LIGRA Newsletter mailings. We encourage our members to express their support for this partnership.

ZYN nicotine pouches provide 28 million¹ American adults who smoke cigarettes a better option than continued smoking. Government policies on tobacco and nicotine should be based on science and common sense policies to ensure adult smokers have access to FDA-authorized smoke-free products.



What Is ZYN?

- ◆ ZYN is a small pouch made with plant-based fibers that contains naturally-derived, pharmaceutical-grade nicotine, food-grade fillers, and flavorings for a smoke-free and spit-free experience.
- ◆ It is designed to be placed between the upper lip and gum, allowing the nicotine to be absorbed orally.
- ◆ ZYN is available with 2 nicotine levels (3mg and 6mg) in 10 varieties mirroring longstanding smokeless tobacco product flavors.
 - ▶ Flavored – Menthol, Cool Mint, Peppermint, Wintergreen, Spearmint, Cinnamon, Coffee, and Citrus.
 - ▶ Unflavored – Smooth and Chill.

ZYN & Harm Reduction

- ◆ ZYN pouches have almost undetectable levels² of cancer-causing toxins compared to other smokeless tobacco products.³
- ◆ The overwhelming majority of ZYN users change their smoking behavior after starting ZYN.
 - ▶ Over 50 percent stopped smoking cigarettes.
 - ▶ Nearly one-third reduced the number of cigarettes smoked each day by more than half.⁴



The “Swedish Experience” & Real-World Evidence

The Swedish experience continues to provide real-world evidence and epidemiological data demonstrating the power of smoke-free tobacco products to reduce the harm caused by cigarettes.

- ◆ Tobacco-related illness and mortality for men is lower in Sweden⁵ than in any other European country.
- ◆ Smoking rates in Sweden have fallen to the lowest levels in Europe,⁶ all while smoke-free product use has increased.

The Swedish experience is real-world evidence of how access to affordable, acceptable smoke-free products provides a better choice for adult smokers.

Adult Smokers Deserve Access To Better Choices: Smoke-Free Products

- ◆ ZYN is not risk-free. It contains nicotine, which is addictive.
- ◆ For adults smokers, quitting all tobacco products is always the best choice.
- ◆ On average, nine out of 10⁷ adult smokers continue smoking each year.
- ◆ ZYN is a better choice than continued smoking for these adult smokers.

Information provided by PMI Global Services, Inc. – January 2024. This information is intended for policy and regulatory discussions. It is not for advertising or promotional purposes and not intended for a consumer audience.

¹ CDC, Cigarette Smoking in the U.S. (May 4, 2023), <http://tinyurl.com/mvntu423>

² Institute for Tobacco Studies, Mortality Attributable to Tobacco among Men in Sweden and other European countries: An Analysis of Data in a WHO report (September 1, 2024), <http://tinyurl.com/3u4756m>

³ BMC Chemistry, Harmful And Potentially Harmful Constituents (HPHCs) in Two Novel Nicotine Pouch Products in Comparison With Regular Smoking: Tobacco Products And Pharmaceutical Nicotine Replacement Therapy Products (NRTs) (March 3, 2023), <http://tinyurl.com/y5483ep>

⁴ BMJ Internal Study, (BMJ)23-03: ZYN User Profile Study (2022), <https://www.bmj.com/lookup/doi/10.1136/bmj-2022-027770>

⁵ Institute for Tobacco Studies, Mortality Attributable To Tobacco Among Men in Sweden and other European Countries: An Analysis of Data in a WHO Report (September 1, 2024), <http://tinyurl.com/3u4756m>

⁶ BMC Chemistry, Harmful And Potentially Harmful Constituents (HPHCs) in Two Novel Nicotine Pouch Products in Comparison With Regular Smoking: Tobacco Products And Pharmaceutical Nicotine Replacement Therapy Products (NRTs) (March 3, 2023), <http://tinyurl.com/y5483ep>

⁷ CDC, Cigarette Smoking in the U.S. (May 4, 2023), <http://tinyurl.com/mvntu423>

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FYI, you can now pay your LIGRA dues online with no fees for ACH payments. Contact our office to be set up for this convenience

Are you turning 65 this year?

65

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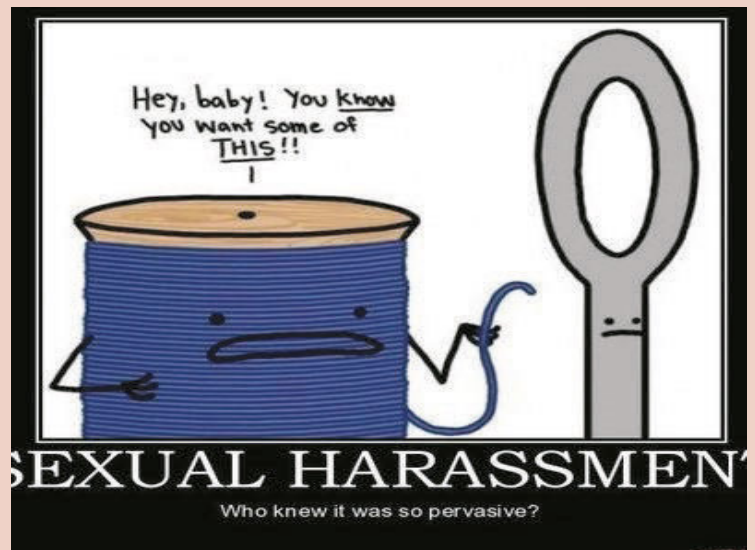
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navigate the confusing and cumbersome transition to Medicare. You don't have to go it alone. Call us at LIGRA and talk to our Medicare experts today for details.

New York State, MANDATES all employers, regardless of the company's size, must have a sexual harassment policy. Employers must also conduct ANNUAL interactive sexual harassment training and provide a written anti-harassment policy to ALL employees. To help keep you in compliance with this regulations. To comply with the MANDATORY interactive sexual harassment training, LIGRA will be hosting this training class. These classes will be held in our LIGRA Office .

We do also offering sexual harassment training in addition, at your location.. The cost is \$40.00 per person for LIGRA members and \$75 per person for non-LIGRA members. Contact us to set up your training, at Chris@LIGRA.COM





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New York State Law Requirements for Dealers Regarding Recalls

Dealers are required by New York State Law to make a "good faith effort" to determine if a manufacturer has issued a recall for a used vehicle you intend to sell. Visiting the NHTSA website and inputting the VIN number will provide you with a list of recalls which have not been performed on the vehicle.

If an unrepaired recall is identified, you are obligated to either make the necessary repairs themselves or have them made by a manufacturer-authorized dealer before selling the vehicle .

You must also provide the purchaser with a separate written notice of any manufacturer's recalls applicable to the vehicle. Inputting the vehicle's year, make and model on NHTSA website will provide you with the necessary information.

Violations of these provisions can lead to fines not exceeding five thousand dollars per violation.

Do your customers a favor, check the NHTSA Website when they come in for a service or repair. To find recalls that have not been repaired on their Vehicle.

Every month we report recalls that have been issued on vehicles. Rest assured that they are only a fraction of the recalls issued. In the month of February there were 94 recalls issued according to the NHTSA recall site. Motorists are supposed to receive notice of these recalls by mail, however many do not. Reasons include the customer moving and the forwarding address expired, and changes in ownership due to casual sale. Do your customer a favor and when they come in for service or repairs, check the NHTSA website to determine unrepaired recalls. You can do so by inputting either the license plate or VIN number. <https://www.nhtsa.gov/recalls>

U.S. Government Exempts Automakers From Tariffs for Additional Month

The White House will be exempting automakers from proposed tariffs for an additional month, reports CBS News.

The news was first shared this past Wednesday from White House press secretary Karoline Leavitt, and came after Donald Trump spoke with leaders from Ford, General Motors, and Stellantis.

While 25% tariffs on all goods imported from Canada and Mexico and an additional tariff of 10% on Chinese imports took effect on March 4, automakers in the U.S. will have another month to adapt their supply chains. In his conversation with the three automakers, Trump "told them they should get on it, start investing, start moving, shift production here to the U.S. of America, where they will pay no tariffs. That's the ultimate goal," according to Leavitt.

"We will continue to have a healthy and candid dialogue with the administration to help achieve a bright future for our industry and U.S. manufacturing,"

We NEED YOUR HELP

Over the past year LIGRA has been working with the DMV, not only on updating the regulations but a FEE increase for the Inspection program . Everything is ready to go, but we are now snagged with the Governors office .

We need EVERYONE to print out sign and mail to the Governor this letter. Urging her to approve the new fees and regulations to the inspection program.

Honorable Kathy Hochul
Governor of New York State
NYS Capital Building
Albany, New York 12224

Dear Governor Hochul,

I am a New York State registered inspection Station. My trade association The Long Island gasoline Retainers Association (LIGRA), has been engaged in active discussions with the New York State Department of Motor Vehicles (DMV) on the current requirements of the safety inspection program. We recognize that the current safety inspection regulations need to be updated to ensure driver and passenger safety. Guidance should also be provided for safety inspections of electric vehicles. A draft regulation was prepared by DMV they are the result of a lengthy process which included outreach to the trade associations, inspection station owners to solicit their opinions.

I am now writing to you to voice my concerns over the delay in releasing the regulations to update the safety inspection program and appropriately adjust the inspection fee.

We, the registered inspection stations, perform a vital service for motorists to ensure driving safety. Additional safety inspection requirements mean that certified inspectors need to spend more time conducting the inspection. The most recent change to the inspection regimen was mandated by legislative fiat with the addition in 2017 of the examination of tinted window. Previous, and now anticipated further expansion of motor vehicle safety inspections must recognize that the current fee is grossly inadequate. The fee has not been increased in almost four decades and remains at \$8 for the actual inspection with an additional \$2 to DMV for the inspection sticker, which is printed at the stations' expense and placed on the customer's vehicle by the certified inspector.

The current safety inspection fee does not come close to reimbursing us for the cost of performing the inspections. Fees imposed by the state are required to be reasonably related to the cost of the service provided. There is no justification for this impact on the small businesses that operate as inspection stations in a highly competitive market.

A reasonable increase in the safety inspection fee is a matter of fundamental fairness. There is no necessity for legislative or budget approval for this fee adjustment. A regulatory increase may be adopted by the DMV with your approval.

It is respectfully requested that enhanced DMV regulations on safety inspection requirements be published in the State Register and adopted as soon as possible to meet the state's commitment to highway safety along with a well-deserved and justified fee increase that more closely reflects the actual costs to conduct the safety inspection.

Sincerely,

Keeping you informed

CARB Defends Zero-Emission Vehicle Program Against Industry Skepticism

The automobile industry's and Trump administration's skepticism of California's zero emission vehicle program is misplaced, the California Air Resources Board said in a rebuttal campaign launched earlier this month.

On Thursday, Democratic Senators Alex Padilla and Adam Schiff said in a joint statement, "Eliminating these protections is bad for the environment and bad for the health of Californians. ... Donald Trump's efforts to roll back federal clean car and truck rules are just the latest example of this administration's reckless policies and actions."

California's vehicle market consists of one in four new car buyers opting for zero-emission vehicles as opposed to gasoline cars over the last two years alone, CARB said. In 2024, over 440,000 ZEVs were sold, accounting for 25% of the market share. While growth slowed slightly in 2024, the state noted gasoline vehicle sales also fell by 1%.

Periods of slower growth are part of the new technology's adoption cycle, CARB added. Manufacturers have ample time to meet ZEV requirements and that would help them meet the state's goals, CARB officials said, combatting the Trump administration's claim that manufacturers will struggle to meet California's targets.

No automaker has said it would stop selling vehicles in the California market, CARB officials clarified.

California is investing nearly \$3 billion to expand its public charging infrastructure to take the state from its current 150,000 public charging stations to the 1.2 million that will be necessary by 2035, CARB said.

Despite the Trump administration's concerns of the economic impact on the automobile market, gasoline vehicles remain available for purchase for at least another decade, CARB's officials stated.

California's regulations have been in place for over five decades, and the state has previously worked closely with manufacturers to ensure that new standards are feasible and cost-effective. No fines have been assessed to date for non-compliance as it works proactively with manufacturers to ensure requirements are met without major disruptions, CARB officials said.

The EV market is priced similarly to gasoline cars, ultimately providing a more affordable option for drivers, CARB officials added. In addition, the ZEV industry has created thousands of jobs all while improving air quality and providing significant health benefits. CARB reaffirmed that California's ZEV program remains on track, with strong growth, regulatory flexibility, investments in charging infrastructure and years of research and collaboration with the auto industry.

These efforts ensure that the transition to zero-emission vehicles will continue smoothly, with no disruption to the market or economy, CARB said, directly countering claims from the Trump administration.

--Reporting by Kristina Davis

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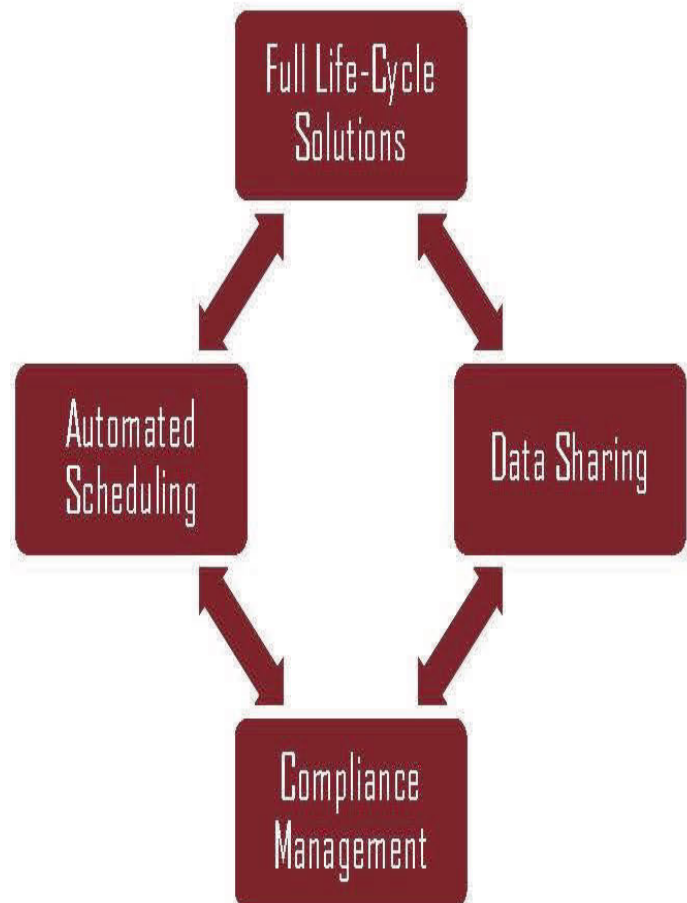
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We request your assistance. We are asking all our “C” Storers members to print out this letter from our LIGRA.COM website and send it to your Assemblyman

To Assemblyman

Re: Opposition to A.141-A / S.443-B – An act to amend the public health law, in relation to regulating the sale of oral nicotine pouches.

Retailers across New York State — including thousands of neighborhood businesses, many of them family owned and operated — strongly opposes A.141-A (Rosenthal)/S.443-B (Hoylman-Sigal).

Small business retailers in New York sell several age-restricted products, in addition to tobacco and nicotine products, and take the responsibility of ensuring that no such products end up in the hands of underage users very seriously. While the intention of reducing underage consumption is important, this legislation risks creating unintended consequences that would harm responsible business owners, do nothing to increase enforcement of bad actors, and drive tax revenue out of the state.

New York already ranks first in the nation for illicit tobacco trafficking due to high taxes and existing product bans. In 2020, a similar ban was put into law for vapor products. The result was an explosion of these products being sold indiscriminately on the illicit market. Even today, these products are widespread and remain the number one choice for young people despite being banned for years. Prohibition does not work, especially when the state enacts laws with little interest in enforcing them. What prohibition accomplishes is penalizing regulated, law-abiding businesses and giving a fat pay day to unscrupulous actors with little interest in obeying the law.

In 2023, the legislature correctly rejected a proposal by Governor Hochul to ban menthol flavored products for these exact reasons. Why would we turn around and take the exact opposite position for products that are less harmful than cigarettes?

Banning yet another product without increasing enforcement of already-banned products will only strengthen the hand of illegal distributors who have continued to thrive, despite the 2020 ban on flavored vapor products. Rather than curbing demand, this legislation risks pushing lawful consumers into an unregulated and untaxed illicit market—undermining public health oversight while depriving the state of significant tax revenue. Additionally, it will harm responsible small business owners who rely on the lawful sale of nicotine pouches and benefit from the additional foot traffic they generate. Many of these consumers also purchase gas, snacks, beverages, and other items, providing critical supplemental revenue to local businesses already struggling with inflation and increasing regulatory burdens.

This bill creates an inconsistent double standard between flavored vapor products and flavored oral nicotine pouches by allowing only flavored vapor products that have received

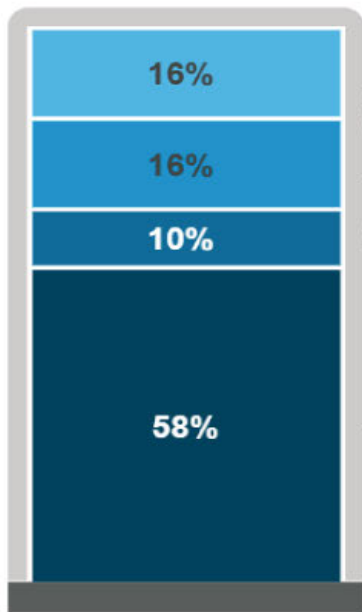
U.S. Food and Drug Administration (FDA) authorization through the Premarket Tobacco Product Application (PMTA) and scientific review to be exempt from the prohibition, while denying the same exemption to flavored oral nicotine pouches that have also undergone and received FDA authorization. This inconsistency not only undermines the integrity of the federal regulatory process but also disregards the growing number of adult smokers who are turning to nicotine pouches as a noncombustible, smoke-free alternative to help them quit traditional cigarettes. In recent years, millions of adults have adopted oral nicotine products to successfully transition away from combustible tobacco. Denying access to FDA-authorized flavored oral nicotine pouches while exempting similarly authorized vapor products creates an uneven regulatory playing field and limits options for adults seeking safer alternatives.

Additionally, this legislation will not prevent adults from accessing these products, it will simply take the revenue away from law-abiding, regulated businesses. New Yorkers who currently purchase flavored nicotine pouches in convenience stores will continue to have a myriad of options to access these products: neighboring states, sovereign tribal territories, and retailers who skirt the law. These products will continue to be readily available to customers statewide, just with fewer safeguards, and while harming small New York businesses. This cross-border commerce is not hypothetical; it is already happening with traditional tobacco products and will only increase with the passage of this legislation. The loss of millions in tax revenue will adversely affect essential state services at a time when the federal government is beginning to cut critical health services.

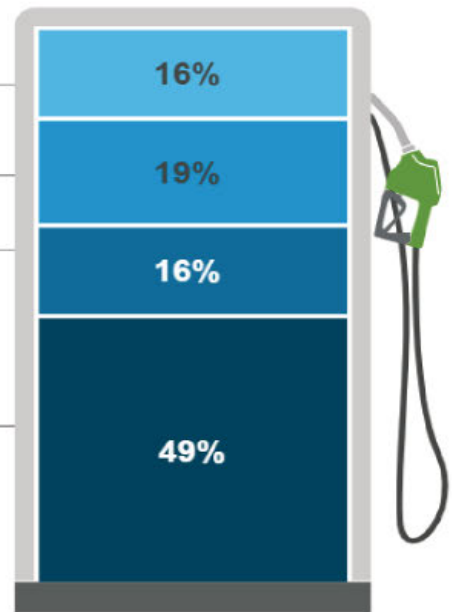
While the desire to reduce youth access to flavored nicotine products is important and shared by many stakeholders, A.141-A/S.443-B will ultimately do more harm than good. It will grow New York’s already rampant illicit market, drive commerce and tax revenue out of state, and reduce access to harm reduction tools for adult smokers. A more balanced approach—focused on enforcement, education, and responsible retail access—is the path forward.

For these reasons, we respectfully oppose A.141-A/S.443-B and urge lawmakers to vote No on this legislation.

Regular Gasoline
February 2025
Retail price: \$3.12/gallon



Diesel
February 2025
Retail price: \$3.68/gallon



www.Ligra.com 11



Data source: U.S. Energy Information Administration, Gasoline and Diesel Fuel Update

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