

# Veolia North America

Regulatory Update - May 2025



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*No Miscellaneous Updates for May 2025*

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**A. Evaluation of Trends in Resource Conservation and Recovery Act State-Level Enforcement Data; Memorandum**

**Agency**

Environmental Protection Agency (EPA)

**Dates**

Published Date: 05/01/2025

**Summary**

The Environmental Protection Agency (EPA) will begin an evaluation of Resource Conservation and Recovery Act (RCRA) enforcement trends. The objective of the review is to identify state-level trends in Resource Conservation and Recovery Act enforcement data for large quantity generators from 2020 through 2024. The memorandum also included a reminder regarding the importance of reporting fraud to the Office of Inspector General.

**Reference/Link**

The link below will allow you to view/print the Memorandum.

[https://www.epaoig.gov/sites/default/files/document/2025-05/notification\\_memo\\_project\\_no.\\_osre-fy25-0060.pdf](https://www.epaoig.gov/sites/default/files/document/2025-05/notification_memo_project_no._osre-fy25-0060.pdf)

**B. Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) Data Reporting and Recordkeeping Under the Toxic Substances Control Act (TSCA); Change to Submission Period; Interim final rule; request for comment**

**Agency**

Environmental Protection Agency (EPA)

**Dates**

Published Date: 05/13/2025

Effective Date: 05/13/2025

Comments Due: 06/12/2025

**Summary**

The Environmental Protection Agency (EPA) is amending the data submission period for the Toxic Substances Control Act (TSCA) PFAS reporting rule by changing the start date for submissions and making corresponding changes to the end dates for the submission period. As of this interim final rule the data submission period begins on April 13, 2026, and ends on

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October 13, 2026, with an alternate end date for small manufacturers reporting exclusively as article importers of April 13, 2027.

This change to the reporting timeframes is due to the EPA requiring more time to prepare the reporting application to collect this data. Additionally the EPA is also considering public comments on the commencement of the reporting period.

Comments must be received on or before June 12, 2025.

## Reference/Link

The link below will allow you to view/print the Interim final rule; request for comment.

<https://www.govinfo.gov/content/pkg/FR-2025-05-13/pdf/2025-08168.pdf>

### C. **EPA Announces It Will Keep Maximum Contaminant Levels for PFOA, PFOS; News Release**

## Agency

Environmental Protection Agency (EPA)

## Dates

Published Date: 05/14/2025

## Summary

The Environmental Protection Agency (EPA) Administrator Lee Zeldin announced the agency will keep the current National Primary Drinking Water Regulations (NPDWR) for perfluorooctanoic acid (PFOA) and perfluorooctane sulfonic acid (PFOS), which set nationwide limits for these “forever chemicals” in drinking water. The EPA aims to address the most significant compliance challenges EPA has heard from public water systems, members of Congress, and other stakeholders, while supporting actions to protect the American people from certain PFAS in drinking water.

The EPA intends to allow drinking water systems more time to develop plans for addressing PFOA and PFOS where they are found and implement solutions. The EPA will propose a new compliance date of 2031, compared to the initial compliance date of 2029, in a proposed rule this fall and finalize this rule in the Spring of 2026.

The EPA will initiate enhanced outreach to water systems, especially in rural and small communities, through EPA’s new PFAS OUTreach Initiative (PFAS OUT). PFAS OUT will connect with every public water utility known to need capital improvements to address PFAS in their systems, including those EPA has identified as having PFOA and PFOS levels above EPA’s MCL.

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Lastly, the EPA will focus on stopping polluters of PFAs and hold them accountable.

## Reference/Link

The link below will allow you to view/print the News Release.

<https://www.epa.gov/newsreleases/epa-announces-it-will-keep-maximum-contaminant-levels-pfoa-pfos>

### **D. Methylene Chloride; Regulation Under the Toxic Substances Control Act (TSCA); Compliance Date Extensions; Proposed Rule**

## Agency

Environmental Protection Agency (EPA)

## Dates

Published Date: 05/27/2025

Comments Due: 6/26/2025

## Summary

The Environmental Protection Agency (EPA) is proposing to extend the compliance date of the Methylene Chloride regulations that were promulgated under the Toxic Substances Control Act (TSCA). The EPA is proposing to extend by 18 months the Workplace Chemical Protection Program (WCPP) and the associated recordkeeping compliance dates. Under this proposal, all laboratories, whether federal or not, would have the same compliance dates, which would be aligned with current compliance dates for Federal agencies and Federal contractors.

Comments on this proposed rule must be submitted on or before June 26, 2025

## Reference/Link

The link below will allow you to view/print the Proposed Rule.

<https://www.govinfo.gov/content/pkg/FR-2025-05-27/pdf/2025-09421.pdf>

### **E. Conditional Exemption for Undeployed Airbags; 45-day Public Notice and Comment Period**

## Agency

Department of Toxic Substances Control (DTSC)

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## Dates

Published Date: 05/30/2025

Comments Due: 07/14/2025

## Summary

The California Department of Toxic Substances Control (DTSC) has proposed to add regulations in California Code of Regulations, title 22, division 4.5, sections 66260.10 and 66261.4(j). The proposal intends to permanently adopt the United States Environmental Protection Agency's (U.S. EPA) Interim Final Rule: Safe Management of Recalled Airbags that DTSC adopted in California through emergency regulations, which expired on March 6, 2025. The regulatory text in the proposed regulations mirrors that of the U.S. EPA's Interim Final Rule.

Comments on this proposed rule must be submitted by July 14, 2025.

## Reference/Link

The link below will allow you to view/print the 45-day Public Notice and Comment Period.

<https://dtsc.ca.gov/wp-content/uploads/sites/31/2025/05/R-2023-11R-1.-Notice-of-Proposed-Action-NOPA.pdf>

### **F. Driver Vehicle Examination Report Disposition; Notice of Proposed Rulemaking**

## Agency

US Department of Transportation (USDOT)  
Federal Motor Carrier Safety Administration (FMCSA)

## Dates

Published Date: 05/30/2025

Comments Due: 07/29/2025

## Summary

FMCSA proposes to revise the requirement that motor carriers and intermodal equipment providers sign and return a completed roadside inspection form to the issuing State agency. FMCSA is aware that not all issuing State agencies require the return of these reports, and that requiring motor carriers and intermodal equipment providers to submit these reports to a State that does not require, or even request, the return of the form, creates an unnecessary burden. Through this proposed change, completed forms will only be returned to those States that request them. This action is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA).

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Current regulations in § 396.9 require that motor carriers and intermodal equipment providers who are issued a Driver Vehicle Examination Report (also known as inspection reports) sign the inspection report and return it to the issuing State agency within 15 days certifying that all violations noted in the inspection report have been corrected. FMCSA is aware that not all States review the returned inspection reports and may not require the return of the inspection report. This means that in some cases, motor carriers and intermodal equipment providers are completing paperwork and, essentially, sending it into a void. This represents an unreasonable burden.

On April 2, 2024, CVSA petitioned FMCSA to revise the rule and only require the return of the form if the issuing State agency requests the document. CVSA noted: "While the regulations require the motor carrier to sign and return the inspection report, there is no corresponding requirement that the issuing agency do anything with the returned form. As such, the majority of jurisdictions simply file the forms away or dispose of them, without taking any additional action that would benefit or improve safety. In some instances, the motor carrier is faxing or mailing a physical copy of the form to the issuing agency, which must then scan the form for digital record keeping or file the form with physical files. Further, the state jurisdictions have access to Query Central to view past inspections, should they need to for enforcement purposes, making this requirement antiquated and redundant. Removing this requirement would eliminate an unnecessary administrative burden on both the motor carriers and the state agencies who receive them, with no reduction in safety, as, is noted above, most jurisdictions do not use the forms for any purpose once they are returned."

FMCSA agreed with CVSA's request and granted the petition on September 3, 2024. In this regulatory action, FMCSA is proposing that motor carriers and intermodal equipment providers only submit a signed inspection report to the State agency that issued the inspection report if that agency requests it. In other words, for the States who do not independently require the submission of a signed inspection report, the motor carrier or intermodal equipment provider would only need to ensure that all violations have been corrected within 15 days and retain a copy of the report in their records, as currently required in § 396.9(d)(3).

## Reference/Link

The link below will allow you to view/print the Notice of Proposed Rulemaking.

<https://www.govinfo.gov/content/pkg/FR-2025-05-30/pdf/2025-09718.pdf>

## G. Removal of Self-Reporting Requirement; Notice of Proposed Rulemaking

### Agency

US Department of Transportation (USDOT)  
Federal Motor Carrier Safety Administration (FMCSA)

### Dates

Published Date: 05/30/2025

Comments Due: 07/29/2025

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## Summary

FMCSA proposes to revise its regulations requiring commercial driver's license (CDL) holders to self-report motor vehicle violations to their State of domicile. With the implementation of the exclusive electronic exchange of violations between State drivers licensing agencies (SDLAs) in 2024, self-reporting is no longer necessary. This action supports the Administration's deregulatory efforts.

This NPRM proposes changes to § 383.31, Notification of convictions for driver violations. It would delete current paragraph (a), which requires CDL holders who are convicted of certain motor vehicle violations to notify the SDLA in their State of domicile of the violation. Currently, this notification happens at the State/SDLA level, therefore, it is redundant to require the CDL holder to also make the notification. Current paragraph (b) would be redesignated as paragraph (a), but the last sentence would be deleted. Paragraph (c) would be redesignated as paragraph (b) and would be revised to refer only to employer notifications. Current paragraph (d) would be deleted, as it would no longer be necessary. This NPRM also proposes a minor change to § 384.409, to remove a sentence referencing § 383.31(a).

## Reference/Link

The link below will allow you to view/print the Notice of Proposed Rulemaking.

<https://www.govinfo.gov/content/pkg/FR-2025-05-30/pdf/2025-09713.pdf>

### H. **US Department of Labor updates inspection program focusing on workplaces with highest injury, illness rates; News Release**

## Agency

Occupational Safety and Health Administration (OSHA)

## Dates

Published Date: 05/20/2025

## Summary

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) announced it has updated the inspection program that directs agency enforcement resources to establishments with the highest rates of injuries and illnesses based on injury and illness data.

The [Site-Specific Targeting program](#) is OSHA's primary planned inspection program for non-construction establishments with 20 or more employees. Using OSHA Form 300A data from calendar years 2021-2023, establishments may be selected for inspection based on:

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- High injury and illness rates from 2023 data.
- Upwardly trending injury and illness rates based on 2021-2023 data at or above twice the 2022 private sector average.
- Injury and illness rates markedly below industry averages.
- Failure to submit an OSHA Form 300A in 2023.

## Reference/Link

The link below will allow you to view/print the News Release.

<https://www.osha.gov/news/newsreleases/osha-national-news-release/20250520>