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PRECIOUS METALS NEWS
VOLUME 50 • ISSUE 6

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September 5, 2025 • Vicenza, Italy

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Tariff Update: We Need Your Input! On HTSUS Codes

The IPMI 49 th Annual Conference held at the Phoenician Resort against the picturesque backdrop of Camelback Mountain in Scottsdale Arizona was attended by over 500 attendees and guests. Held over four days with technical sessions that ranged in topics from PGMs, Gold and Silver, Refining, to New Technologies, Booth Exhibitors showcasing Computer Software, New Melting Furnaces, Compliance and Precious Metal Equipment. The afternoon and evening Social Events provided ample opportunity to Network. Overall, there was something for every delegate to Connect, Learn and Build Relationships.

IPMI thanks its Sponsors, Presenters, Booth Exhibitors, Moderators and Delegates for a very successful conference.

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Platinum Dinner Speaker: Darrell Fletcher

Darrell Fletcher is the Managing Director of commodities for Bannockburn Capital Markets. Darrell has over 30 years of experience in commodity and foreign exchange trading and hedging with large banks and global corporations. A reputation for navigation of volatile commodity environments. Extensive market and hedge strategy knowledge. As well as pivoting amid challenging market, regulatory and industry conditions.

U.S. Tariff Update

– *Your Input Requested* on HTSUS Codes Affecting PGMs

The International Precious Metals Institute (IPMI) continues to actively engage with U.S. trade officials on behalf of its members to clarify and improve the classification and tariff treatment of platinum group metals (PGMs) and related materials. Two IPMI Board Members—Becky Berube (United Catalyst Corporation) and Mike Mikolay (United Precious Metals Refining Inc.)—serve on the U.S. Department of Commerce's Industry Trade Advisory Committee (ITAC-5), which focuses on Critical Minerals and Non-Ferrous Metals.

Background and Action to Date

- **April 22, 2025:** IPMI published an initial list of questions and concerns in its newsletter, including the letter sent to the Office of the U.S. Trade Representative (USTR) requesting clarification on tariff classifications, exemptions, and recyclability of PGM-bearing materials.
- **April 29, 2025:** Formal correspondence was sent to Mr. Marshall Stallings, Director of Intergovernmental Affairs at the USTR, outlining specific HTS-related challenges in the PGM recovery and refining sectors.
- **May–June 2025:** Follow-up communications and industry collaboration, including joint efforts with the International Platinum Group Metals Association (IPA), to align positions and develop a harmonized list of critical HTSUS codes in need of action.
- **June 2025:** IPMI responded to specific clarification questions from U.S. Commerce regarding catalytic converters, carbon electrodes, and PGM ore/concentrates.
- **July 2025:** Updated matrix submitted detailing which HTSUS codes should be exempt, likely exempt, or require reclassification to support PGM recovery, circular economy, and domestic mineral independence.

Priority Codes for Exemption or Reclassification

HS Code	Description	Status
84213200	Spent catalytic converters	X Not exempt – Needs reclassification
8549290000	Electronic scrap (e.g. server and circuit board metals recovery)	X Not exempt – Should be recognized as feedstock
38151200	Supported catalysts with precious metals (e.g. monoliths)	! Dual-use – Recommend separate code for spent

IPA-Recommended Exemptions (Fully Supported by IPMI)

HS Code	Description	IPA Recommendation
71101100–7110 4900	PGMs (unwrought, powder, semi-manufactured)	✅ Exempt – Strategic raw material
71123000	Waste and scrap of PGMs (e.g., from converters)	✅ Exempt – Secondary sourcefor recovery
71129201	Platinum waste and scrap (incl. clad material)	✅ Exempt – Clearly recyclable feedstock

separate codes for spent materials to prevent misclassification as automotive or industrial parts and to ensure their recognition as critical mineral feedstocks.

Call to Action – *Member Input Needed*

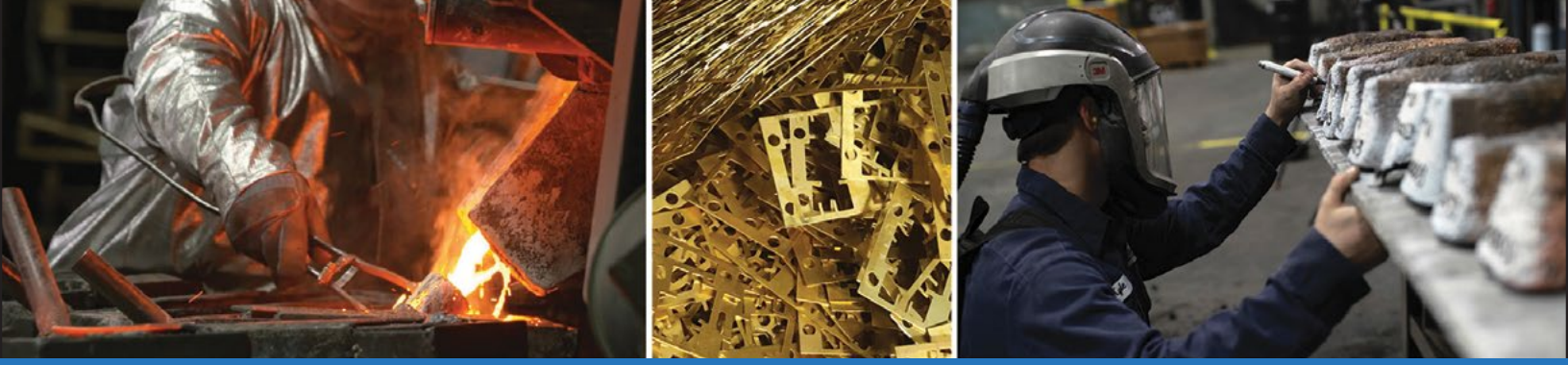
We will soon have the opportunity to submit a second round of questions and exemption requests. We invite all members—U.S. and international—to send any unresolved HTSUS issues, classification questions, or tariff concerns to:

Becky Berube – btb@unitedcatalystcorporation.com
Mike Mikolay – mmikolay@unitedpmr.com

Your feedback helps ensure that recyclable and secondary-source materials are treated appropriately under U.S. trade law and can continue to support decarbonization, domestic refining, and critical mineral recovery.

See the Matrix of HTSUS Codes that IPMI and IPA are currently tracking:
(click here to see a full-sized version)

HS Code	Description	Tariff Status	Notes / Comments	Comment	Category
71101100	Platinum, unwrought or in powder form	☑ Exempt	Explicitly exempt under EO 14257	IPA: Confirmed critical for clean tech; exemption essential. /	Exempt
71102100	Palladium, unwrought or in powder form	☑ Exempt	Explicitly exempt	IPA: Confirmed critical for clean tech; exemption essential. /	Exempt
71103100	Rhodium, unwrought or in powder form	☑ Exempt	Explicitly exempt	IPA: Confirmed critical for clean tech; exemption essential. /	Exempt
71104100	Iridium, osmium, ruthenium, unwrought or in powder form	☑ Exempt	Explicitly exempt	IPA: Confirmed critical for clean tech; exemption essential. /	Exempt
71129201	Platinum waste and scrap	☑ Exempt	Explicitly exempt	IPA: Applies to PGM scrap. Recommended as exempt by IPA. /	Exempt
71123000	Waste and scrap of PGMs	☑ Exempt	Used for recovered PGMs from converters	IPA: Widely used for PGM recovery from converters. Strongly supports exemption. / IPMI: Used for spent catalytic converters. Should be treated as critical mineral feedstock, not auto part.	Exempt
71129900	Other waste and scrap of precious metal	☑ Exempt	General exemption for secondary materials	IPA: Used for general PGM scrap and residue. Supports continued exemption. / IPMI: Includes whole or crushed converters being recycled. Should be classified as mineral recovery input.	Exempt
71081210	Gold, nonmonetary, bullion and dore	☑ Exempt	Explicitly exempt		Exempt
71069110	Silver bullion and dore	☑ Exempt	Explicitly exempt		Exempt
851490	Electric furnace parts	⚠ Case-by-Case	Same as above		Likely Exempt / Case-by-Case
841790	Non-electric furnace parts	⚠ Case-by-Case	May include PGM components, typically not exempt		Likely Exempt / Case-by-Case
28439090	Other PGM compounds (e.g., homogeneous catalysts)	⚠ Case-by-Case	Not explicitly exempt; may qualify for chemical or industrial use	IPA: Includes homogeneous catalysts and compounds for catalyst supports; part of critical mineral value chain. /	Likely Exempt / Case-by-Case
85491900	E-waste (other)	⚠ Sometimes Exempt	Case-by-case	IPMI: Same as above. Tariff treatment should recognize recovery use case.	Likely Exempt / Case-by-Case
85491100	E-waste (household)	⚠ Sometimes Exempt	Depends on classification and metal recovery intent	IPMI: Sometimes used for recoverable WEEE with PGMs. Should be exempt if purpose is critical mineral recovery.	Likely Exempt / Case-by-Case
38159090	Other catalytic preparations	⚠ Partially Exempt	Not explicitly exempt		Likely Exempt / Case-by-Case
38151900	Other supported catalysts	⚠ Partially Exempt	Used in PGM industry, not always exempt		Likely Exempt / Case-by-Case
38151100	Catalysts with nickel or precious metals, other than for auto use	⚠ Partially Exempt	Depends on use and declaration		Likely Exempt / Case-by-Case
38151200	Supported catalysts with precious metals	⚠ Partially Exempt	May qualify based on industrial use	IPA: Dual-use code; should distinguish between new and spent catalysts. Recommends separate classification for spent forms. /	Likely Exempt / Case-by-Case
71104900	Iridium, osmium, ruthenium, semi-manufactured	☑ Likely Exempt	Likely exempt based on form	IPA: Semi-manufactured iridium, osmium, ruthenium. Likely exempt; critical industrial input. /	Exempt
71103900	Rhodium, semi-manufactured	☑ Likely Exempt	Likely exempt based on classification	IPA: Semi-manufactured rhodium. Likely exempt; necessary for industrial feedstock. /	Exempt
71102900	Palladium, semi-manufactured	☑ Likely Exempt	Likely exempt based on industry practice	IPA: Semi-manufactured palladium. Likely exempt; necessary for industrial feedstock. /	Exempt
71101900	Platinum, semi-manufactured	☑ Likely Exempt	Covered under strategic raw materials	IPA: Semi-manufactured platinum. Likely exempt; necessary for industrial feedstock. /	Exempt
85451100	Carbon electrodes, for furnaces	✗ Not Exempt	Used in furnaces, not part of PGM supply chain		Not Exempt
85451900	Other carbon electrodes	✗ Not Exempt	Not relevant to PGM recycling		Not Exempt
85452000	Brushes of carbon	✗ Not Exempt	Not relevant to critical mineral recovery		Not Exempt
85459000	Other graphite/carbon articles	✗ Not Exempt	Generally excluded from exemption		Not Exempt
85492900	Other electronic scrap	✗ Not Exempt / Requested	Not covered under EO 14257	IPMI: Other electronic scrap with PGMs. Recommend exemption when used for PGM recovery.	Not Exempt / Requested
84213200	Spent catalytic converters	✗ Not Exempt / Requested	Not classified as raw material; industry recommends reclassification	IPMI: HTS 8421.32.0000 is currently associated with automotive applications, but spent catalytic converters imported under this code are not functional parts. They are used solely for critical mineral recovery, primarily PGMs. Should not be classified as auto parts. Recommend recognition under the critical minerals proclamation. These are not automotive parts.	Not Exempt / Requested
71131921–.29	Jewelry and parts of precious metals incl. platinum/palladium	✗ Not Exempt	Considered finished goods		Not Exempt
71151000	Articles of precious metal or metal clad (incl. PGM items)	✗ Not Exempt	Finished PGM items		Not Exempt
8471704065	HDDs, not in cabinets	✗ Not Exempt	Not classified by metal content		Not Exempt
8471706000	Other magnetic disk drive units	✗ Not Exempt	Not PGM-classified		Not Exempt
5451100	Carbon electrodes, for furnaces	✗ Not Exempt	Not listed in EO 14257; related to hydrogen production	IPA: Included as relevant to hydrogen production, where PGMs are used in electrolysis. Not part of direct PGM recycling stream.	Not Exempt



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METRO NY CHAPTER

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EVENT VENUE:

3 Times Square

3 Times Sq, New York, NY 10036, United States

More details to follow.

German car lobby asks for more

(POLITICO)

The car lobbies VDA and EU car lobby ACEA argue that combustion engine cars are needed because the switch to electric vehicles (EVs) is happening too slowly.

“Many European countries lack charging stations, modern power grids, and purchase incentives, such as tax incentives,” Müller said. Demand for electric cars remains “significantly below what would be necessary to achieve climate targets.” Infrastructure vs. PHEVs: Automakers and their political supporters argue that more must be done to create infrastructure for EVs to spur demand, and want hybrid vehicles to be part of the mix. But the two aims are in conflict as more hybrids on the road will lead to fewer investments in infrastructure.

Lobbyists, and the German car sector in particular, also argue Europe shouldn’t give up its competitive advantage in combustion engineering as the industry struggles against Chinese competition. With the adjusted fleet limits, the “development and production of combustion engines — in which we are technological leaders — could be kept in Europe,” Müller said.

The VDA proposal caught some German lawmakers off guard

“The VDA’s position surprised us. We will adhere to the fleet emission limits as stipulated in the coalition agreement, and we expect the EU Commission to do the same,” said Isabel Cademartori, transport policy spokesperson for the Social Democratic Party, the junior partner in Germany’s ruling coalition.

The Christian Democrats of Chancellor Friedrich Merz have been calling for a rethink of the 2035 rule, and are backed by conservative lawmakers in the European Parliament as well as countries with important car industries like Poland and the Czech Republic.

If the European Commission bows to the VDA demand, emissions would increase by up to 31 percent from the current target, according to a report by green NGO Transport & Environment (link to T&E analysis in its press release “German car industry demands the EU guts its CO2 law, despite climate consequences”).

Another critical component of the VDA proposal — and also of broader efforts to undercut the 2035 ban — are exceptions allowing e-fuels and biofuels that replace fossil fuels in conventional cars. They argue the fuels have a smaller climate impact than gasoline and diesel, although green groups point out they are very expensive and only available in limited quantities.
“The reference to e-fuels and agricultural fuels is a fake solution that will be particularly expensive for consumers. Citizens are once again being cheated with questionable tricks,” said Michael Bloss, spokesperson for the Greens in the European Parliament.
The VDA and some automakers also argue that combustion engineering is the continent’s competitive edge over Chinese carmakers, which are ahead in electric vehicle technology.

VDA German Association of the Automotive Industry

Recommendation

10-Point Plan

for Climate-Neutral Mobility

The German automotive industry is committed to fulfilling the Paris climate targets and is resolutely driving the transformation to CO_2-neutral drive systems. From 2025 to 2029 alone, our industry will invest 320 billion euros in research and development for this purpose. Additionaly, around 220 billion euros will be invested in property, plant and equipment, particularly in the factories. The production capacities for a massive ramp-up of electromobility have been created, with almost every second car produced in Germany expected to be an electric car this year.

At the same time, current demand for electric vehicles in Germany and Europe is falling short of expectations. In 2024, sales of BEVs in Germany fell by almost 30 per cent, while sales in the European economic area as a whole were also down compared to the previous year. Based on the current market environment, a surge in demand for electric vehicles in Europe is required to fulfill the fleet regulation. Increasing the attractiveness of electric vehicles for consumers and thereby speeding up the ramp-up will require a significant strengthening of framework conditions.

At the same time, the challenges for companies are manifold. In addition to overall weak demand in Europe and extremely intense competition on the Chinese market, the tariffs imposed by the EU Commission are also placing an additional burden on European companies. Significant strains and uncertainties for both manufacturers and suppliers arise from U.S. tariff policies as well.

With regard to the CO_2 fleet regulations for passenger cars/vans (LDV) and heavy-duty commercial vehicles (HDV), the ambitious targets of the regulations are not backed up by sufficient political measures to support the transformation and therefore cannot currently be achieved. It is therefore essential to expediate the planned reviews of the CO_2 fleet regulations to 2025. Only on this basis can it be ensured that the necessary adjustments to the framework conditions are made. These include the Europe-wide expansion of charging and H_2 tank infrastructure, favourable charging electricity prices and the expansion of the electricity grid. In addition to infrastructure considerations, the reviews should also focus on the resilient supply of raw materials and preliminary products such as semiconductors and bat- tery cells.

At the same time, flexibilisation regarding different technological approaches in the regulations are necessary in order to improve the acceptance of electromobility among consumers and ensure the competitiveness of the domestic industry. This includes strengthening the role of plug-in hybrids (PHEVs) and focussing more on the potential of renewable fuels.

The 10-point plan for climate-neutral mobility summarises the key measures from the perspective of the German automotive industry:

1. **The automotive industry is committed to fulfilling the Paris climate targets.** The CO_2 fleet regulations are not backed by sufficient political measures and therefore cannot be met. We prioritize incentives and attractive local investment conditions instead of new burdens for industry and consumers. A **rapid improvement in the framework conditions** will be crucial so that consumers can and want to switch to climate-neutral drive systems as quickly as possible.

2. The demand for electromobility as the main contributor has so far fallen short of expectations. The **reviews of fleet regulations** for passenger cars/light commercial vehicles (LDV) and heavy-duty commercial vehicles (HDV) should therefore be **expediated to 2025** (for trailers, as soon as the evaluation of the monitoring data is available) and progress should be regularly reviewed politically.

3. For the **tightening of the targets in 2030 and 2035**, relief in the form of a two-year **phase-in of the limit values** should be applied.
   In the fleet regulation for HDVs, the level of possible penalties should also be reduced to a level comparable to that for LDVs.

4. The **charging and H_2 refuelling infrastructure** (LDV/HDV) with the necessary increase in the AFIR ambition level, in conjunction with an accelerated network expansion, is a particular focus of the framework conditions. The expansion must be carried out in advance and in line with the targets of the CO_2 legislation and the corresponding vehicle ramp-up.

5. A **robust supply of raw materials and primary products** is also of central importance. The EU Commission must urgently improve the European and foreign trade framework conditions, analyse possible risks and, in particular, rapidly expand the network of agreements and partnerships.

6. **Strengthening technological openness** by giving greater consideration to the **role of PHEVs** beyond 2035 and suspending the planned adjustment of the utility factor starting in 2025. PHEVs with a large electric range should be defined as a new vehicle category. Up to a certain volume of the fleet, these vehicles would be eligible for registration as ZEVs after 2035, regardless of the fuel.
   Other necessary measures relate to an **adjustment of the threshold values of the ZLEV benchmark** (LDV and HDV) for 2025-2029 and their reintroduction for 2030-2034 as well as to a change in the LDV target calculation formula in order to eliminate the existing disadvantage of vehicles with a higher weight ("negative slope") in the fleet regulation.

7. **Greater focus on renewable fuels** by taking their average CO_2 reduction effect into account in LDV fleet regulation, as emissions from combustion engines are currently considered 100 per cent fossil regardless of the fuel used. This could also be a possible mechanism for HDV.
   According to recital 11, the EU Commission must also immediately develop a framework that can be implemented technically as well as on the market so that **carbon neutral fuelled** vehicles are also immediately classified as zero-gram vehicles.
   The focus must also be placed even more strongly on the vehicle population in order to achieve the climate targets in transport with the help of renewable fuels. In addition to a **higher GHG quota in RED III**, a post-2030 target pathway must also be created at EU level.

8. In the fleet regulation for LDVs, **the reduction target** must **be adjusted to -90** % as of 2035 and the necessary framework conditions must be ensured. The remaining CO_2 emissions will be compensated for by more ambitious targets for the proportion of renewable fuels in the RED.

9. **Electromobility must offer a clear cost advantage in the overall balance.** A reduction in the price of charging electricity through more competition and technology, as well as a reduction in taxes and levies, is of central importance. This applies to the same extent for renewable fuels such as H_2.
   Incentive systems without market-distorting price thresholds make a successful contribution to the ramp-up of climate-neutral powertrains. A long-term perspective for CO_2-related tolls plays a decisive role, especially for commercial vehicles.

10. **Trust in electromobility must be fundamentally strengthened.** This includes active positive communication on electromobility. Industry and politics must cooperate and implement joint concepts. It is also necessary to examine which measures can give consumers a practical advantage by using zero-emission vehicles in road traffic. To this end, European experience must be analysed and transferred in an adapted form where this appears possible and sensible.

Conclusion:

The EU Commission must use the review processes of the CO_2 fleet regulations to create the necessary conditions for achieving the European climate targets in transport and at the same time establish flexibilisation and technological openness as central pillars for maintaining competitiveness.

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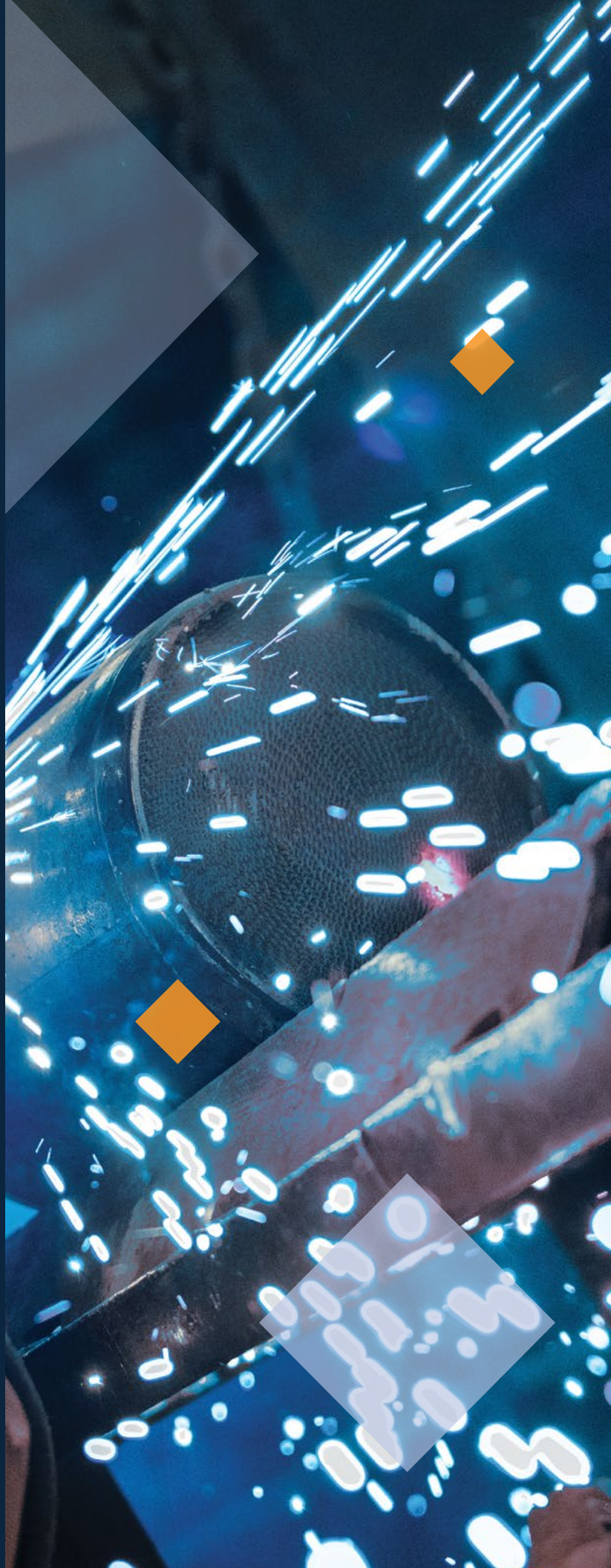

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Researchers have created new silver pastes for TOPCon solar cell LECO manufacturing. The new pastes integrate either aluminum, gallium or iron and can reportedly keep cells' electrodes securely anchored to the silicon cell surface due to the enhanced stability of the lead oxide (PbO) component in the glass powder.

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China's cumulative solar capacity has surpassed one terawatt (1TW), after the addition of a 198 gigawatts (GW) of new PV capacity so far this year, including a "staggering" 93 GW in May alone.

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This is what's driving the gold:silver ratio – CME's Norland

Norland noted that on a day-to-day basis, gold and silver prices are usually highly correlated, with a one-year rolling correlation coefficient ranging from 0.68 to 0.95.

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PLATINUM GROUP METALS

Platinum price surges to 11-year high on supply concerns

Platinum soared to its highest level since 2014 on Thursday, fueled by supply concerns and a wave of speculative buying.

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Valterra CEO confident platinum price rally is sustainable

Said Miller: “The market is in deficit. Demand is much more robust than people were analysing and, as a consequence of lower supply and rising demand, you were going to see some price reaction.”

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Gold’s consolidation above $3,300 an ounce is pushing investors to look for value in other sectors of the precious metals market, providing new opportunities for silver and platinum.

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Platinum leaps $10 after Russia delays vote on exports

South Africa`s platinum producers hit the jackpot yesterday when a slip-up in Russia`s parliament, which delayed the passing of new legislation authorising platinum exports, pushed platinum prices up by $10 to an afternoon fix of $445 an ounce.

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Gold goes green: Light-powered tech recycles precious metal from e-waste without toxins

“The study featured many innovations including a new and recyclable leaching reagent derived from a compound used to disinfect water,” said Chalker, who leads the Chalker Lab at the university.

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India’s e-waste time bomb: As volumes surge, gaps in recycling widen | Delhi News - Times of India

India grapples with a surging e-waste crisis, generating over 1.6 million mt/year, growing at 23%. Informal sectors handle 95% of this, exposing workers to toxins.

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Attero to invest in rare earth elements recycling

New Delhi-based Attero, which also recycles electronic scrap and lithium-ion batteries, says it intends to increase its ability to make recycled-content rare earth elements (REE) from 300 metric tons to 30,000 metric tons of annual capacity.

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SEMICONDUCTOR, EV, FUEL CELL RELATED

Global Semiconductor Foundry 2.0 Market’s Q1 2025 Revenue Jumps 12% YoY Driven by AI Chip Demand

The global semiconductor foundry 2.0 market revenue rose 13% YoY in Q1 2025 to $72.29 billion, largely driven by the surging demand for AI and high-performance computing (HPC) chips, which fueled the need for advanced nodes (3nm, 4/5nm)

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Semi Industry To Have Largest Rise In Its History This Year | Electronics Weekly

The semiconductor market is forecast to register the largest dollar volume increase in history – $72bn to reach $310bn, according to IC Insights.

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Chip stocks are reclaiming market leadership. Here’s why analysts are optimistic.

xNvidia’s stock closed at a new high on Wednesday, while Micron delivered an earnings beat on AI-driven demand for its memory chips

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Hyundai’s $6B Bet on Hydrogen Steel Shakes Up U.S. Industrial Decarbonization

Hyundai Motor Company is making a bold move in the U.S. — and this time, it’s not about cars. The South Korean giant unveiled a sweeping $6 billion plan to build a hydrogen-powered DRI-EAF steel mill in Ascension Parish, Louisiana.

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Toyota, Ohmium to explore hydrogen microgrids in India

Toyota's Indian joint venture is exploring hydrogen-powered microgrids with California-based electrolyser manufacturer Ohmium.

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thyssenkrupp nucera to acquire modular high-pressure electrolysis assets from Green Hydrogen Systems - Green Car Congress

With this acquisition, we are reinforcing our commitment to driving the green energy transition and deepening our technology leadership in hydrogen.

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Linde Invests $400M to Power Blue Ammonia Production at Louisiana Clean Energy Hub

Linde plc is doubling down on the Gulf Coast's clean energy future with a massive investment — over $400 million — to build and run a cutting-edge Air Separation Unit (ASU) in Ascension Parish, Louisiana.

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Green Hydrogen Systems to file for bankruptcy after selling 'key technology assets' to rival Thyssenkrupp Nucera

The deal will enable the world's leading electrolyser maker to expand into high-pressure alkaline electrolysis

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Incorporating Precious Metal Materials into Medical Devices

Tanaka's new Visi Fine series of precious metal materials, including platinum alloy wire, offers X-ray opacity as well as oxidation and corrosion resistance.

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McKinsey report identifies e-scrap as copper source

A new report authored by five McKinsey & Co. identifies recovering copper found in discarded consumer electronics and other forms of e-scrap as one way to address an expected refined copper shortfall of ~3.6 million metric tons by 2035.

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Valterra Platinum bullish about platinum outlook

Valterra Platinum, previously Anglo America Platinum (Amplats), is confident about the future of the platinum group metals (PGMs) market and confident that the newly demerged company is well positioned to capitalise on opportunities that it has identified, as these materialise.

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Sibanye-Stillwater to restart R5bn Burnstone gold project

Sibanye-Stillwater is expected to approve the restart of its R5bn Burnstone gold project in South Africa's Mpumalanga province. Neal Froneman, CEO of the precious metals miner said in an interview on the sidelines of the London Indaba, a conference, that a decision on the project was "weeks away".

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2025 UPCOMING EVENTS

The Precious Metal and Jewelry Seminar

September 5, 2025
VicenzaOro
Vicenza, Italy

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Women of IPMI

September 16, 2025
Bergdorf Goodman
New York City, New York

Metro New York Chapter Event

September 17, 2025
3 Times Square
New York City, New York

12th Annual Platinum Dinner

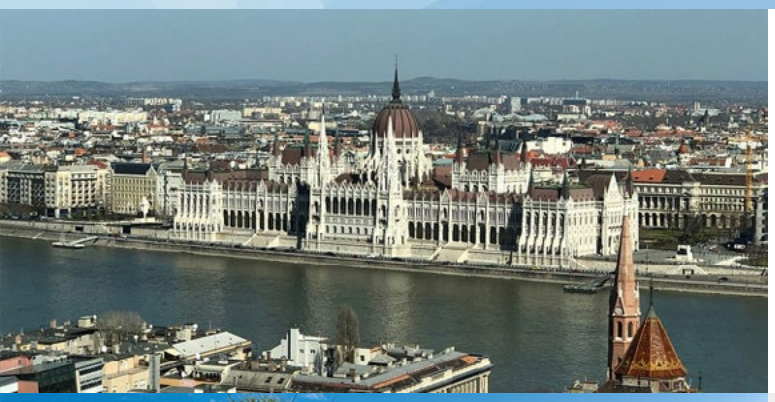
September 18, 2025
Intercontinental Barclay Hotel
New York City, New York

REGISTER

Sampling and Analytical Symposium V

October 20-22, 2025
The Colorado School of Mines
Golden, Colorado

IPMI 2025-2027 UPCOMING EVENTS



EU Chapter Annual Seminar

November 16-18, 2025
Hotel Hilton Budapest
Budapest, Hungary

IPMI Winter Meeting

February 22-24, 2026
Hyatt Grand Cypress Resort
Orlando, Florida

IPMI 50th Annual Conference

June 6-9, 2026
Hyatt Grand Cypress Resort
Orlando, Florida

IPMI Winter Meeting

March 1-3, 2027
Disney's Coronado Springs Resort
Orlando, Florida

IPMI 51st Annual Conference

June 12-15, 2027
The Phoenician Resort
Scottsdale, Arizona

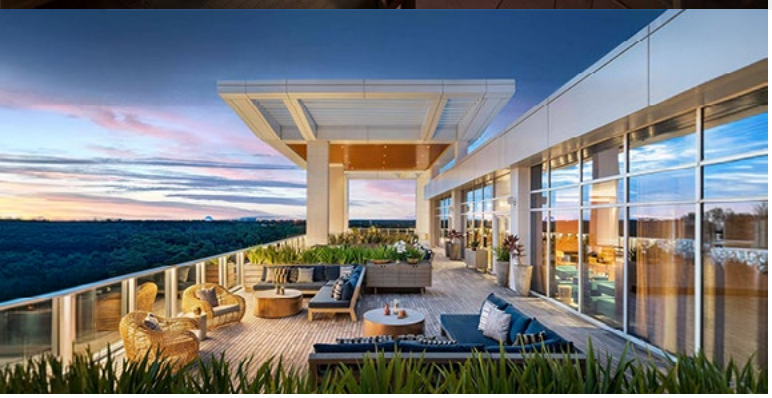
IPMI 2028-2030 UPCOMING EVENTS

IPMI 52nd Annual Conference

June 10-13, 2028
JW Marriott Bonnet Creek
Orlando, Florida

IPMI 53rd Annual Conference

June 9-12, 2029
The Phoenician Resort
Scottsdale, Arizona



IPMI 54th Annual Conference

June 8-11, 2030
JW Marriott Bonnet Creek
Orlando, Florida