

SD OIL & LP GAS CHRONICLE NEWS

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Growmark Opens Propane Loading Facility in Canton Great News for Marketers in SD



PMAA News

Update from Washington, DC

US REFINERS CONTRIBUTIONS TO CLEAN AIR

The American Fuel and Petrochemical Manufacturers (AFPM) reports that emissions from U.S. fuel manufacturers have decreased substantially over the last two decades, even as U.S. petroleum fuel production increased during the same time period. These findings, combined with other Environmental Protection Agency (EPA) data showing continuous and significant reductions in all criteria pollutants economy-wide, raise further questions regarding EPA's rationale for proposing new National Ambient Air Quality Standards (NAAQS). The study commissioned by AFPM and conducted by Sage Environmental Consulting, revealed a significant reduction in both criteria air pollutant (CAP) emissions and hazardous air pollutants (HAP) emissions during the period of investigation from 1990 to 2013.

The analysis also highlights that despite density and sulfur content of crude oil feedstocks increasing over 16 percent during the study period, the primary CAP emissions – sulfur dioxide, nitrogen oxides and volatile organic compounds – fell by 91 percent, 67 percent and 69 percent, respectively. The total HAP emissions similarly declined by 66 percent.

“The numbers don't lie. EPA's data shows U.S. air quality continues to improve, despite arguments to the contrary, and domestic refiners have significantly contributed to that trend. The air is cleaner today than it ever has been and so are fuel manufacturing operations,” AFPM President Charles T. Drevna said.

EPA is in the process of finalizing new emissions control standards to reduce ground-level ozone from the current level of 75 parts per billion (ppb) to between 65 and 70 ppb, a rulemaking that could reduce U.S. Gross Domestic Product (GDP) by as much as \$140 billion per year according to a recent report. The current standard was enacted in 2008, but the Agency did not finalize implementation regulations until February 2015.

“The refining industry's demonstrated commitment to improving efficiencies and investing in technological advancements to process both heavier and lighter crude oils will guarantee further emissions reductions without overly burdensome new requirements,” Drevna said. “It is important to recognize that ozone-forming emissions will continue to decrease due to the 2008 ozone standard, the implementation of which did not even begin until earlier this year. Revisiting the standard now typifies the proverbial analogy about moving the goal posts. Policy makers need to look at these facts before approving little-to-no benefit regulations that will impose additional costs on domestic manufacturers.”

ENERGY SECRETARY COMMENTS ON CRUDE OIL EXPORT BAN

Senate Energy Committee Chairwoman Talks Jones Act

U.S. Energy Secretary Ernest Moniz said this week that major oil companies still have not presented a compelling case for lifting the ban on U.S. crude oil exports. Moniz said, “This is a Department of Commerce issue, so I'm not for it or against it,” Moniz said. “I'm just saying from an economic perspective, we still import 7 million barrels of crude a day, so I don't think the economic arguments have been compelling.”

The Energy Secretary also said that U.S. exports of liquefied natural gas (LNG) will hit 10 billion cubic feet per day within a decade while declining to comment on the Keystone XL pipeline.

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Meanwhile, Senate Energy and Natural Resources Committee Chairwoman Lisa Murkowski (R-AK) continued her push for full repeal of the crude oil export ban while acknowledging that passing legislation to repeal the ban faces an uphill battle. "We're negotiating with Iran, which could result in 1 million barrels of Iranian oil to the global market every day. Our crude export ban equates to a sanction against ourselves," Murkowski said. The Energy Committee Chairwoman also said that while she supports the Jones Act, she is not against reviewing it to see how it impacts oil and refined product markets.

PMAA JOINS COALITION TO FIGHT PROPOSED AFUE STANDARDS FOR RESIDENTIAL BOILERS

PMAA is participating in a newly formed coalition to oppose a Department of Energy proposed efficiency standard for boilers. The proposed rule would amend existing annual fuel rating efficiency (AFUE) standards for residential boilers using natural gas, propane and heating oil. AFUE is the ratio of annual heat output of the furnace or boiler compared to the total annual fossil fuel energy consumed by a furnace or boiler. The DOE's Notice of Proposed Rulemaking (NPRM) proposes new minimum AFUE levels of 85 for gas and 86 for oil fired hot water boilers. Currently the AFUE standard for gas and oil fired hot water boilers are 82 and 84, respectively.

PMAA is concerned that the proposed standards are not technically feasible for natural draft systems and imposes an unjustified economic burden on both manufacturers and consumers. The NEFI lead coalition is partnering with NORA and other interested parties in a new laboratory and field study on oil heating appliance venting and how these issues may affect AFUE efficiency standards. The coalition will seek to delay any change in AFUE standards until results from the study are completed. The coalition will also testify at a DOE public meeting on the subject later this month.

PMAA APPLAUDS REINTRODUCTION OF "COMMON SENSE NUTRITION DISCLOSURE ACT"

PMAA would like to thank Reps. Cathy McMorris Rodgers (R-WA) and Loretta Sanchez (D-CA) for reintroducing the "Common Sense Nutrition Disclosure Act," (H.R. 2017). The Act would limit Menu Labeling language in the Affordable Care Act (ACA) to establishments that derive 50 percent or more of their revenue from food for immediate consumption and/or prepared and processed on-site. Last year, FDA finalized regulations required by Section 4205 (Menu Labeling) of the 2010 healthcare law.

Unfortunately, under the final rule, convenience store owners with 20 or more locations doing business under the same name and offering for sale substantially the same menu items, are required to list content information for standard menu items, such as posting calorie information on menus and menu-boards. The Menu Labeling final rule also requires covered establishments to provide, upon consumer request and as noted on menus and menu boards, written nutrition information about total calories, total fat, calories from fat, saturated fat, trans fat, cholesterol, sodium, total carbohydrates, fiber, sugars and protein. Retailers have until December 1, 2015 to comply.

In addition to limiting the Menu Labeling regulation to establishments that derive 50 percent or more of their revenue from food for immediate consumption and/or prepared and processed on-site, H.R. 2017 would also permit retailers to identify a single

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NPGA News from Washington, DC

PROPANE AND AIRLINE INDUSTRIES CALL FOR GREATER PIPELINE TRANSPARENCY

On April 20, 2015, the National Propane Gas Association (NPGA), Airlines for America (A4A), and the Liquids Shippers Group (representing 11 large oil and gas companies) filed a petition at the Federal Energy Regulatory Commission (FERC) asking for increased transparency related to reporting the transportation costs and revenues on the nation's petroleum products and natural gas liquids pipelines.

"The current system is like forcing a car shopper to buy a car without listing the miles-per-gallon, engine type, and estimated maintenance costs on the sticker. Similarly, shippers on the nation's oil and liquids pipelines do not have the information they need to determine if the prices they are being charged are just and reasonable - a responsibility placed upon them by FERC," said Rick Roldan, NPGA's President and CEO.

"Pipeline transportation of jet fuel alone costs airlines nearly \$375 million per year, in addition to the cost of fuel which remains our largest and most volatile expense, accounting for one-third of overall operating expenses in 2014," said A4A Senior Vice President and General Counsel David Berg. "Restoring transparency to the process will help shippers and the Commission determine whether jet fuel shipping rates charged by interstate pipelines should be reviewed in order to ensure they are reasonable, providing relief to airlines, our customers and any other consumers of liquid fuels if rates are not justified."

Every year, approximately seven billion barrels of propane, jet fuel, diesel fuel, gasoline, heating oil, and petrochemical feedstocks are transported to market in the United States through 125,000 miles of pipelines. For the last twenty years, FERC

has engaged in "light handed" regulation of these pipelines, and FERC does not review rate increases by pipeline operators unless a shipper on the pipeline makes a convincing case that the pipeline is overcharging.

Currently, oil and liquids pipeline companies are only required to report cost and revenue data on an aggregate basis, meaning a pipeline company may operate 10 separate pipelines, but they are only required to file a single, aggregate report of the costs and revenues associated with the entire system. Without pipeline-specific data, shippers are unable to make determinations about the reasonableness of rates.

"It is time to increase transparency on the system. Ultimately, this issue affects nearly every American because pipeline transportation charges become part of the prices paid by all consumers, not just of fuels, but virtually every product sold in the United States," concluded Roldan.



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primary menu while not having to include nutrition labeling in other areas of the store. Under the existing regulations, every area where food is on display must each include calorie information for every item sold there.

Furthermore, the bill would clarify that advertisements and posters do not need to be labeled and would provide flexibility in disclosing the caloric content for variable menu items that come in different flavors or varieties, and for combination meals. H.R. 2017 would also ensure that retailers acting in good faith are not penalized for inadvertent errors in complying with the rule and stipulate that individual store locations are not required to have an employee “certify” that the establishment has taken reasonable steps to comply with the requirements. Stores would have 90 days to correct any alleged violation without facing enforcement action. Finally, the bill would also delay regulatory implementation for two years.

PMAA encourages Senators Roy Blunt (R-MO) and Angus King (I-ME) to reintroduce their similar bill, also the “Commonsense Nutrition Disclosure Act,” that would bring a common sense solution to a regulation which unfairly burdens small business convenience store owners.

REFINERS CONCERNED WITH E15 SUMMERTIME LABELING ISSUES

Recently, the American Fuel & Petrochemical Manufacturers (AFPM) and the American Petroleum Institute (API) sent a letter to EPA Administrator Gina McCarthy requesting EPA to issue an Enforcement Alert clarifying that federal law prohibits the sale of E15 as a flex fuel. AFPM and API said last year several retailers relabeled E15 as a flex-fuel during the summer months (June 1 – September 15) to avoid the Clean Air Act (CAA) Reid-vapor pressure (RVP) limits. AFPM and API reported that because E15 is classified as gasoline under EPA’s regulations (not sometimes gasoline and sometimes flex-fuel), it is subject to EPA’s summer RVP and pump label regulations, and therefore, to label and sell E15 as “flex-fuel” is an unlawful attempt to

bypass the existing RVP regulatory requirements.

Specifically, EPA set the RVP standard at 9.0 RVP for designated volatility attainment areas and the RVP standard at 7.8 and 7.0 psi for designated volatility nonattainment areas during the summer months. Congress also provided a 1.0 RVP allowance for ethanol blends containing a minimum of 9 percent and a maximum of 10 percent ethanol. However, Congress has not extended the waiver to E15 which makes it very difficult to meet specifications during the summer months. Even if Congress amended the Clean Air Act, which is very unlikely in the foreseeable future, E15 still faces an uphill climb due to its incompatibility with existing UST systems (seals and piping most concerning) that are only UL certified to a maximum E10 blend.

BILL WOULD INDEX GAS & DIESEL TAXES TO INFLATION

Rep. Jim Renacci (D-OH) announced the introduction of legislation that would index the federal gas and diesel tax to inflation. Additionally the “Bridge to Sustainable Infrastructure Act” would establish a bipartisan, bicameral transportation commission to develop a long-term funding mechanism by 2016.

Current Highway Trust Fund (HTF) authorization expires on May 31 which is expected to reach insolvency this summer. Renacci and bill cosponsors Reid Ribble (R-WI), Bill Pascrell (D-NJ) and Dan Lipinski (D-IL) wrote the Act such that if Congress does not implement a long-term funding solution, the gas and diesel tax would increase to meet the next five-year HTF shortfall.



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US DOT HAZMAT Registration

2015-2016 HAZMAT Registration Period Begins

ANNUAL U.S. DOT HAZMAT REGISTRATION PERIOD BEGINS:

The U.S. DOT's Pipeline and Hazardous Material Safety Administration (PHMSA) has begun mailing out registration forms for the 2015-2016 HAZMAT registration period. Federal regulations require all interstate and intrastate marketers transporting petroleum products in placarded vehicles to register and pay an annual HAZMAT fee. Registration is necessary to obtain federal operating authority for the transportation of hazardous materials.

Registration Deadline: Marketers with expiring HAZMAT registration certificates must register and pay the required fee by **July 1, 2015**.

Registration Fee: The annual registration fee is \$275 for small businesses and \$2,600 for large businesses. Most petroleum marketers should qualify for the \$275 small business fee (see below).

Registration Process: Online registration is available at: <http://phmsa.dot.gov/hazmat/registration>. Electronic registration allows registrants to download their operating certificate immediately.

Multi-year Registration: PHMSA allows one, two and three year registrations. As a result, not all current HAZMAT registrants will be required to re-register for the 2015-2016 registration cycle. Marketers should check their HAZMAT registration certificate for the date of expiration before attempting to register for the 2015-2016 registration period.

The following Q & A will assist in compliance:

Q. 1. Who must register and pay the fee?

A. Any business (intrastate or interstate) shipping hazardous materials requiring a U.S. DOT placard must register each year and pay the fee. Petroleum jobbers, common carriers of petroleum products, oil heat dealers and propane suppliers who ship their products in trucks must register and pay the fee.

Q. 2. What happens if I don't register?

A. If you fail to register by the deadline then you lose your authority to operate your trucks in both intrastate and interstate commerce. Your authority to operate is the certificate you receive from PHMSA once you register and pay the fee. A current certificate must be kept in the cab of each HAZMAT vehicle at all times. If you are subject to a roadside inspection or DOT audit and do not have a current certificate your authority to operate will be revoked and you could be fined up to \$32,500 per day of violation.

Q. 3. Why is the U.S. DOT collecting the fee?

A. The money collected from the registration program is given back to state emergency response authorities in the form of training grants for fire and police and emergency preparedness organizations.



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Q. 4. How Do I know my registration is current or not?

A. Registration status may be checked online by logging onto: <https://hazmatonline.phmsa.dot.gov/Services/companylookup.aspx>. Enter either your company name, U.S. DOT number or zip code in the data fields provided to check whether your HAZMAT registration certificate is current.

Q. 5. How do I register?

A. There are two ways to register. First you may mail in a paper registration form to PHMSA. A registration form and instructions can be downloaded at: <http://hazmat.dot.gov/regs/register/register.htm>. You may also register online at: <http://hazmat.dot.gov/regs/register/register.htm>. On-line registration allows you to register, pay the fee and download your operating certificate.

Q. 6. When is the HAZMAT registration deadline?

A. July 1, 2015 is the registration deadline for all new and expiring hazardous materials registration certificates.

Q. 7. What should I do with registration certificate once I receive it?

A. Keep the original certificate in your files and place a photocopy in the cab of each HAZMAT placarded vehicle by July 1, 2015.

Q. 8. How much is the annual HAZMAT registration fee?

A. The annual registration fee is based on business size. For registration year 2015-2016 the fee for small businesses is \$275 for one year; \$525 for two years (2015-2017) and \$775 for three years (2015-2018). For registration year 2015-2016 the fee for large businesses is \$2,600 for one year.

Q. 9. How do I determine the size of my business so I know which fee to pay?

A. It is very likely that your business qualifies for the **lower** registration fee. Determining size is left up to the company applying for the registration certificate. PHMSA follows Small Business Administration (SBA) size categories to classify whether a business is large or small

for the purposes of determining the amount of the annual registration fee. The SBA determines business size according to NAICS (North American Industrial Classification System) codes based on either the number of employees in the company or on annual gross receipts. The following NAICS codes and size criteria apply when calculating which fee to pay:

NAICS CODE 424710 - Petroleum Bulk

Stations or Terminals: Petroleum marketers in this category are considered small businesses and must pay the \$275 fee if the company employs fewer than 100 employees.

NAICS CODE 424720 - Petroleum and

Petroleum Product Wholesalers (no bulk storage): Petroleum marketers in this category are considered small businesses and must pay the \$275 fee if the company employs fewer than 100 employees.

NAICS CODE 454311 - Heating Oil Dealers:

Heating oil dealers in this category are considered small businesses and must pay the \$275 fee if the company employs fewer than 50 employees.

NAICS CODE 454312 - Liquefied Petroleum

Gas Dealers: Propane dealers in this category are considered small businesses and must pay the \$275 fee if the company employs fewer than 50 employees.

Q. 10. What if I registered as a large business but now I qualify for the small business fee?

A. If your business circumstances have changed and you now qualify for small business status under the HAZMAT registration fee, call Mark S. Morgan at (202) 364-6767 or mmorgan@pmaa.org for further instructions.



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News from NACS

Washington, DC Update

US ENERGY IMPORTS, EXPORTS TO BALANCE FOR FIRST TIME SINCE 1950S

Energy Information Administration says balance is the result of continued oil and natural gas production growth and slow growth in energy demand.

April 15, 2015

WASHINGTON – The U.S. Energy Information Administration (EIA) launched its Annual Energy Outlook 2015 (AEO2015) this week, offering long-term projections of energy supply, demand and prices through 2040. Projections in the AEO2015 focus on the factors expected to shape U.S. energy markets in the coming decades. The projections provide a basis for examination and discussion of energy market trends and serve as a starting point for analysis of potential changes in U.S. energy policies, rules and regulations, as well as the potential role of advanced technologies.

“EIA's AEO2015 shows that the advanced technologies are reshaping the U.S. energy economy,” said EIA Administrator Adam Sieminski. “With continued growth in oil and natural gas production, growth in the use of renewables, and the application of demand-side efficiencies, the projections show the potential to eliminate net U.S. energy imports in the 2020 to 2030 timeframe.

The United States has been a net importer of energy since the 1950s. In cases with the highest supply and lowest demand outlooks, the United States becomes a significant net exporter of energy.”

The analysis in the AEO2015 focuses on six cases: Reference, Low and High Economic Growth, Low and High Oil Price, and High Oil and Gas Resource. U.S. net energy imports are predicted to decline and ultimately end in most of the cases, driven by growth in U.S. energy production — led by crude oil and natural gas — increased use of renewables, and only modest growth in demand.

According to key findings:

- Continued strong growth in domestic production of crude oil from tight formations reduces net imports of petroleum and other liquids.
- Regional variations in domestic crude oil and natural gas production can force significant shifts in crude oil and natural gas flows between U.S. regions, requiring investment in or realignment of pipelines and other midstream infrastructure.
- Technology and policy promote slower growth of energy demand.
- Renewables meet much of the growth in electricity demand.
- Energy-related carbon dioxide emissions stabilize with improvements in energy and carbon intensity of electricity generation.

Additional report highlights indicated that Brent crude oil will rise steadily after 2015, in response to growth in demand; however, downward price pressure from rising U.S. crude oil production keeps the Brent price below \$80/bbl through 2020. U.S. crude oil production starts to decline after 2020, but increased output from non-OECD and OPEC producers helps to keep the Brent price below \$100/bbl through most of the next decade and limits price increases through 2040, when Brent reaches roughly \$140/bbl.

There are variations among the alternative cases cited in the AEO2015: In the Low Oil Price case, the Brent price is \$52/bbl in 2015 and reaches \$76/bbl in 2040. In the High Oil Price case, the Brent price reaches \$252/bbl in 2040. In the High Oil and Gas Resource case, with significantly more U.S. production than the Reference case, Brent is under \$130/bbl in 2040, more than \$10/bbl below its Reference case price.

Access the entire report from the [EIA website](#).

PAYMENTS MANDATES: WHO REALLY PAYS?

Upcoming EMV implementation comes with a high-cost for retailers.

April 17, 2015

CHICAGO – Over the next three years, the convenience and fuel retailing industry will pay more than \$3.5 billion to further protect consumer payment card data, as part of a massive liability shift going into effect later this year. The introduction of EMV – along with the updated PCI 3.0 standards and introduction of new technologies like tokenization and encryption – make for a rapidly evolving payments landscape.

“Card security is becoming a consumer issue,” said Gray Taylor, executive director of Conexus, the industry’s technology standards organization, during his “Payments Mandate Landscape” presentation at Wednesday’s NACS State of the Industry Summit in Chicago. “It’s been front page news for too long and it’s no longer just a technology issue. Consumers are starting to ask about it on their own.”

Card security is also becoming a significant issue as more and more consumers relinquish cash for plastic. According to data from Nielsen, cash will account for less than 25% of retail sales by 2018 – even less in the convenience channel, with an estimated 10% of payments in cash.

So, what’s next on the horizon? The topic on everyone’s minds is the EMV liability shift that will go into effect this October. But according to Taylor, EMV is just one small step of a very long journey, largely being dictated by MasterCard and Visa, as they continue their swipe fee stranglehold over the industry. Yesterday, NACS announced the [2014 industry sales numbers](#) and again, the industry’s pre-tax profits of \$10.4 billion amounted to \$1 billion less than what the industry paid in card fees.

“Time is not on our side,” said Taylor of the EMV shift, which he also reminded attendees “EMV is not a mandate, but a liability shift.” Taylor expressed slight optimism that convenience retailers would meet the October 2015 deadline to install inside-sales POS that are EMV-compliant, despite delayed release of the necessary specifications. However, Taylor expressed none of that optimism regarding the October 2017 deadline for outside pumps to be EMV-compliant.

When it comes to EMV, retailers need to consider the high costs of implementation in concert with the actual liability at-hand. After October, retailers who are not EMV-compliant will be responsible for any loss due to counterfeit cards used at their terminals. Counterfeit use, however, is not the same as experiencing a “data breach” for merchants. Retailers need to educate and prepare themselves to best assess and manage their own risk. This is a particular concern when it comes to forecourt installation, which will necessitate multiple installation days and potential upgrades of data transmission lines to accommodate the updated systems, in addition to significant equipment costs.

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Other payment developments that Taylor addressed in his SOI session included tokenization, which replaces account numbers with random values but has its cons: it can't be used for fleet cards and makes chargebacks much more complicated for retailers. Similar to tokenization, encryption replaces account data with encrypted value and, through standards developed by Connexus can greatly reduce skimming while also being used for fleet cards. For additional coverage of the facts behind EMV adoption, read "Half Covered" and "A Chip on Their Shoulder" in *NACS Magazine*.

The [NACS State of the Industry Summit](#) took place earlier this week in Chicago, the convenience and fuel retailing industry's only event of the year where retailers gain the most comprehensive industry financial and operational metrics and consumer shopping behavior insights.

PEPSI REFORMULATES DIET SODA

April 27, 2015

NEW YORK – PepsiCo confirmed last week that it will launch Diet Pepsi without the use of the artificial sweetener aspartame later this year in the United States, CNBC reports.

"Diet cola drinkers in the U.S. told us they wanted aspartame-free Diet Pepsi and we're delivering," said Seth Kaufman, senior vice president of Pepsi and Flavors Portfolio, PepsiCo North America Beverages, in a press release. "We recognize that consumer demand is evolving and we're confident that cola-lovers will enjoy the crisp, refreshing taste of this new product."

Diet Pepsi, Caffeine Free Diet Pepsi and Wild Cherry Diet Pepsi will be sweetened with a blend of artificial sweeteners sucralose and acesulfame potassium. The new drinks will hit store shelves in August.

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New Menu Labeling Legislation Emerges

NACS Supports bipartisan bill

NACS supports a bipartisan bill that addresses retailer concerns, providing measure of flexibility for retailers.

April 29, 2015

WASHINGTON – A bipartisan group of lawmakers held a press conference yesterday to tout the recently introduced Common Sense Nutrition Disclosure Act (H.R. 2017), a bill NACS supports. The legislation, sponsored by Reps. Cathy McMorris Rodgers (R-WA) and Loretta Sanchez (D-CA) is a thoughtful, well-crafted approach to requiring convenience stores and other retail food establishments to provide nutrition information to their customers.

The bipartisan legislation is designed to address concerns that food retailers have with the [final menu labeling regulations](#) issued by the Food and Drug Administration (FDA) last year. The legislation was developed “in such a bipartisan manner,” Sanchez said at yesterday’s press conference. “You don’t see a lot of that going on in the United States Congress today, but this is something that Cathy [McMorris Rodgers] and I definitely agree on.”

Under the regulations issued last year, retail chains with 20 or more locations must post caloric information for standard menu items on menus or menu boards or, for self-service items and foods on display, on signs adjacent to the items. They also must provide additional written nutrition information to consumers upon request. Covered retail food establishments are required to comply with those regulations by December 1, 2015.

The legislation introduced by McMorris Rodgers and Sanchez would, among other things:

- Require covered establishments to only identify one menu in the store to include calorie information. Under the existing regulations, every self-serve location (including soda fountains and coffee bars) and every area where food is on display must each include calorie

information for every item sold there. The proposed legislation would permit stores to identify a single menu as the “primary menu” and, provided that menu complies with the requirements, stores would not need to include labeling in other areas of the store.

- Clarify that advertisements and posters do not need to be labeled.
- Provide flexibility in disclosing the caloric content for variable menu items that come in different flavors or varieties, and for combination meals.
- Ensure that retailers acting in good faith are not penalized for inadvertent errors in complying with the rule.
- Stipulate that individual store locations are not required to have an employee “certify” that the establishment has taken reasonable steps to comply with the menu labeling requirements. This provision mitigates the fear that store owners/operators could be charged with violations (including potential felonies).
- Provide stores 90 days to correct any alleged violation without facing enforcement action.
- Delay the date by which retailers must comply with the regulations for at least two to three years.

The legislation has been referred to the House Energy and Commerce Committee and NACS will remain active on Capitol Hill as Congress considers this important legislation.



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MARKETING REPRESENTATIVE

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2014/2015 Training Programs

Please email the following address for registration forms for all classes: dawna@sdp2ma-sdacs.com or go online to <http://sdp2ma.com> and find registration forms in Education and Training.

2015 Class Schedule

January 6-7	Basic	Pierre	Complete
February 3-5	Delivery	Pierre	Complete
March 3-4	Basic	Watertown	Complete
March 31- Apr 2	4.1	Mitchell	Complete
April 7-9	Delivery	Watertown	Complete
April 28-30	Plant	Aberdeen	Complete
May 5-6	Basic	Sioux Falls	
June 2-4	Delivery	Sioux Falls	
June 9-11	4.2	Mitchell	
June 23-25	Plant	Sioux Falls	
June 30-July 2	Plant	Mitchell	
July 7-8	Basic	Aberdeen	
August 4-6	Delivery	Aberdeen	
September 22-23	Basic	Deadwood	
October 6-8	Delivery	Rapid City	
November 3-4	Basic	Mitchell	
December 1-3	Delivery	Mitchell	

2015 Class Schedule

March 24	Sioux Falls Ramkota	Complete	1- 5 pm
March 25	Amerinn Chamberlain	Complete	8 am to 12 noon
March 26	Rapid City Ramkota	Complete	8 am to 12 noon
May 5	Mitchell Highland Conference Center		8 am to 12 noon
May 6	Watertown Event Center		8 am to 12 noon
September 9	Aberdeen Ramkota		8 am to 12 noon
September 10	Sioux Falls Ramkota		8 am to 12 noon
November 3	Rapid City Ramkota		8 am to 12 noon
November 4	Pierre Club House Inn & Suites		8 am to 12 noon
November 5	Sioux Falls Ramkota		8 am to 12 noon

All other seminars 8 am to noon (except March 24).

To register: <http://denr.sd.gov/des/gw/tanks/TankOperatorTraining.aspx>

Federal Agency settles lawsuit over long-delayed RFS rules

WASHINGTON – On April 10th, the Environmental Protection Agency held a conference call with reporters to announce that it is planning to issue a proposed rule covering 2014, 2015 and 2016 RFS volumes, including the 2017 biomass-based diesel volume requirement, by June 1. The agency plans to finalize that package by November 30. The package will propose a separate volume requirement for each year. The 2014 numbers will reflect those volumes of renewable fuel that were actually used in 2014. The EPA had most recently said they would issue final rules for 2014, 2015 and 2016 this spring.

On the call, the EPA also announced a court settlement with oil refiners and producers, adding a specific schedule to the agency's previous promises to move quickly to set overdue requirements for the use of ethanol, biodiesel and other renewable fuels. Last month, the American Petroleum Institute (API) and the American Fuel and Petrochemical Manufacturers (AFPM) sued the agency for failing to finish its 2014 and 2015 RFS rules, which would set the amount of renewable fuels that must be blended into the nation's gasoline supply.

"EPA has failed year after year to implement the RFS effectively," API General Counsel Stacy Linden told media outlets in a statement. "The agency still hasn't finalized the RFS requirements for this year or even last year, leaving companies to guess how much ethanol they were mandated to blend into gasoline." According to EPA, the retroactive rule for 2014 will now be set at the actual level of renewable fuels used last year.

"Last year, NACS supported EPA's proposed volumes for renewable fuels and we were disappointed that it was never finalized," said NACS Director of Government Relations Paige Anderson. "With this latest announcement, we hope EPA will be keep its timetable and finalize the volumes for last year, this year and next year. We believe it will help provide retailers with greater certainty in the fuels market."



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