SD OIL & LP GAS CHRONICLE NEWS

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PMAA News
Update from Washington, DC

Bill Seeks to Delay New Ozone Standard Implementation

A bipartisan group of lawmakers want a two year delay to the start of new ozone standards that were announced in October by the EPA. Ozone standards were lowered from 75 ppb to 70ppb.

The Clean Air Implementation Act (H.R. 4265), introduced by Congressman Pete Olson (R-TX), would amend the Clean Air Act by requiring the EPA to delay implementation of the new standards for two years so the agency can study how foreign pollution affects ozone levels in areas that would not be in compliance with the new standards. The bill would also require the EPA to review ozone standards every eight years, instead of the current five, and allow the agency to consider the feasibility of new standards when officials draft a new ozone rule. H.R. 4265 is co-sponsored by Reps. Bob Latta (R-OH), Ann Kirkpatrick (D-AZ), and Henry Cuellar (D-TX).

PMAA supports this effort to delay the implementation of the new ozone regulation and will continue to work with Congress to repeal it.

PMAA Signs Letter to Oppose Harmful "Sue and Settle" Practice

PMAA recently signed on to a letter that supports legislation in the House designed to curb the abusive practice of "sue and settle," where advocacy groups sue federal agencies seeking to compel them to specific actions, such as issuing new regulations.

H.R. 712, known as the "Sunshine for Regulatory Decrees and Settlements Act", will come to the floor of the House of Representatives for a vote during the week of January 4. Passage of H.R. 712 would shed light on the "sue and settle" process and help to make agencies more accountable to the public when they seek to enter into settlement agreements. Click here to view the letter.

Federated's It's Your Life

Make Your Vision a Reality: The "Who" of Business Succession Planning

You've put in the time to build your business and it's finally running smoothly and successfully. Looking toward the future, you'd like your business to continue on—even when you're no longer involved in its day-to-day operations. Have you thought about how to help make sure this happens? Have you taken any steps to ensure a smooth transition from your leadership to someone else's?

If you don't have a formal succession plan in place, you're not alone. According to a recent survey of small business owners, 70 percent say they have thought about who would run their business in their absence, but only 25 percent actually have formal succession plans. And, only 35 percent have formal continuation plans in the event of a premature death.[1]

So, what can you do today to help make sure your company continues to be successful into the future? You can find out by viewing this article in its entirety here. For additional information or to discuss this in further detail, please contact your Federated regional representative or PMAA's National Account Executive Jerry Leemkuil at 800.533.0472.

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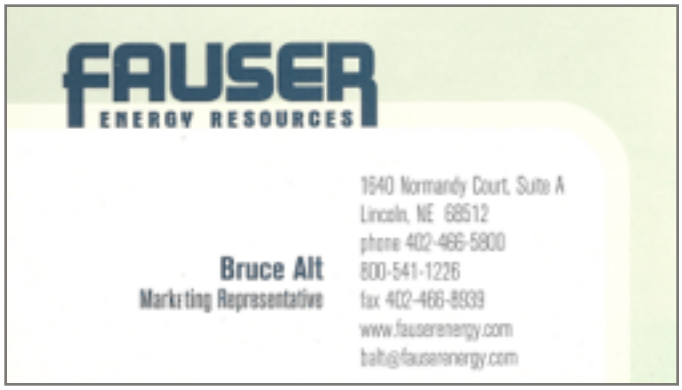

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PMAA Fighting Highway Bill Right of Way Language

Included in the "Fixing America's Surface Transportation (FAST) Act that was signed into law on December 4, are provisions that could ultimately affect the right-of-way on highways that are partially funded by the Federal government.

Section 1413 of the highway bill directs the Department of Transportation (DOT) to identify and establish fueling corridors to support alternative-fueling stations, including electric, hydrogen, propane and natural gas fueling infrastructure at strategic locations along major national highways while Section 1424 authorizes the Administrator of the Federal Highway Administration to establish pilot programs in up to five states to "utilize innovative approaches to maintain the right-of-way of Federal-aid highways."

Because PMAA is strongly opposed to rest area commercialization, we are working with NATSO and the Outdoor Advertising Association of America to be involved with the DOT during its' implementation of the provisions. We intend to be "at the table" reminding DOT of the prohibition on commercial services at rest areas.

Some members of Congress have supported legislation that would roll-back the commercialization of rest stop ban in minor ways. During the House Transportation and Infrastructure Committee markup of the highway bill, Rep. Grace Napolitano (D-CA) proposed an amendment that would have allowed EV charging stations and natural gas refueling infrastructure at highway rest areas. She ultimately withdrew the amendment amid strong opposition from petroleum marketers.

House Passes First Comprehensive Energy Bill Since 2007

In early December, the House passed H.R. 8, known as the "North American Energy Security and Infrastructure Act" by a vote of 249-174. The legislation would modernize energy infrastructure, strengthen energy security and improve efficiency in the country's energy sector.

Included in the bill is language that would end the 40-year U.S. crude oil export ban. The bill also includes language that would streamline natural gas pipelines but not petroleum pipelines. PMAA opposes this language because PMAA believes natural gas pipeline expansion and petroleum pipeline expansion should be treated fairly. The bill would also consolidate federal permit reviews of cross-border infrastructure projects that stalled the Keystone XL pipeline for years.

Although the House bill passed, there were not enough votes to override a veto threat from President Obama who is expected to veto the legislation because he believes it would damage the efforts to modernize the nation's energy infrastructure and increase energy efficiency. The Senate Committee on Energy and Natural Resources passed their own energy legislation and it is expected that it will be voted on by the full Senate after the New Year. Bottom line – the legislation is unlikely to become law next year.

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NPGA News from Washington, DC

Omnibus/Tax Extenders Bill Release; Major Benefits for the Propane Industry Included

The large Omnibus and Tax Extenders deal that Congress announced this week is a much anticipated victory for the propane industry. Extending several important expired tax provisions has been a priority for NPGA throughout 2015, and we are thrilled that this year-end deal includes extensions of the provisions that benefit our industry.

There are several noteworthy extensions in this deal that have been at the top of our agenda. Specifically, the legislation includes a two year extension of both the Alternative Fuels Tax Credit and the Alternative Fuel Vehicle Refueling Property Credit. Importantly, the Alternative Fuel Credit will stay at the full $0.50 per gallon level for 2015; it will then adjust for energy content for fuel sales after January 1, 2016. This adjustment should set the credit at approximately $0.36 per gallon next year. Maintaining the full credit for 2015 is a major victory for NPGA. The Refueling Property Credit remains at 30% of the costs of the system up to $30,000.

The legislation also includes a permanent extension of the increased section 179 small business expensing limits. When enacted, the limitation and phase-out amounts will increase to $500,000 and $2 million, respectively, and these figures will be indexed for inflation in the future. NPGA weighed in with Congress earlier this year in support of a permanent extension of this provision. Many of NPGA's members qualify for this expensing and are able to take advantage of the increased limits.

Bonus depreciation, another business-based tax extender, was also extended for five years in this deal. For 2015 - 2017, bonus depreciation will remain at 50 percent. In 2018, it will phase down to 40 percent, and reduce again to 30 percent in 2019. This is another provision that NPGA has also been vocal in supporting.

We also succeeded in getting relief from the DOT regulation changing the 34-hour restart provision to require two 1am-5am periods. Under the agreement, the original 34-hour restart provision remains in effect, unless DOT can prove that drivers operating under the revised restart provision demonstrated "statistically significant improvement in all outcomes related to safety, operator fatigue, driver health and longevity, and work schedules", which we doubt will happen.

NPGA would also like to highlight the fact that NPGA succeeded in inserting two funding earmarks for important propane growth technologies. The language provides $5 million for DOE research on propane/LPG direct injection engines, and $6 million for DOE research on micro-CHP. I believe these provisions move us closer to our goal of parity with other alternative fuels and technologies being studied by DOE. It also confirms the fact that focused NPGA lobbying can have tangible results for our industry.

The Omnibus and Tax Extenders deal is still working its way through Congress, but the leadership of both the House and Senate, as well as the White House, have indicated that enactment into law is virtually certain. NPGA thanks its members who were helpful in lobbying for these extensions.

Should you have any questions regarding this legislation, please contact Matt Bisenius at (202)355-1326.

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Congress Reaches Deal on 2016 Spending and Tax Extenders

On December 18th, Congress approved a nearly $1.8 trillion tax and spending package which will fund the government through September 30, 2016. The tax portion would revive over 50 expired tax incentives through 2016 which includes the $1 per-gallon biodiesel blender's tax credit and a 30 percent investment tax credit for alternative fuel pumps. This was a very significant victory for petroleum marketers because some biodiesel producers and members of Congress fought aggressively to move the biodiesel blender's credit to the production level. PMAA was concerned with limited access to supply, blending logistics in the tax and dyed system and the unlikelihood that the credit would be passed on to marketers if moved to a production credit. PMAA actively lobbied Congress on this and also worked closely with NATSO, NACS, NEFI and SIGMA to maintain the biodiesel credit at the blender level.

Meanwhile, Section 179 expensing was made permanent with the expensing limitation raised to $500,000 and phased out at $2 million, and those amounts are indexed. The $250,000 cap on qualified real property is eliminated beginning in 2016 while bonus depreciation is extended and phased out over five years. Included is a two year delay of the Affordable Care Act's Cadillac tax (an excise tax on expensive healthcare plans provided by employers to their employees) and provides that, when (and if) the Cadillac tax does go into effect, it will be fully deductible. Additionally, the 2016 spending bill blocks the Food and Drug Administration (FDA) from using funds to implement its controversial menu labeling rule until September 30, 2016. Although this was a welcomed addition, more needs to be done. PMAA continues to work with NACS in support of the "Common Sense Nutrition Disclosure Act" (H.R. 2017) (S. 2217). The Act would provide flexibility to retailers in order to comply with the onerous final rule. Click here to write to your Representatives.

The omnibus spending bill also provides $8.1 billion for the EPA. The Commodity Futures Trading Commission (CFTC) is designated $250 million, the Leaking Underground Storage Tank Trust Fund will receive approximately $92 million and the Low Income Home Energy Assistance Program (LIHEAP) is appropriated $3.39 billion.

Some policy riders were added to the 2016 Omnibus package including language to end the oil export ban. This was a GOP top priority. In order to end the oil export ban and extend/make permanent business tax credits, Minority Leader Nancy Pelosi (D-CA)

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Convention 2016

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demanded a five year extension of wind and solar tax credits and a permanent extension of the Earned Income Tax Credit and the Child Tax Credit which were included in the final package.

Another policy rider beneficial to petroleum marketers was included by Senator Susan Collins (R-ME) which suspends the hours-of-service (HOS) 34-hour restart changes until the Federal Motor Carrier Safety Administration (FMCSA) can demonstrate that revised driver rest period contributes to safer commercial vehicle operation. For many years the FMCSA 34-hour restart provision could be used by drivers to restart a work week without restrictions. However, after a contentious rulemaking process, the FMCSA adopted regulatory changes restricting the use of the 34-hour restart to just once per week and requiring the restart to include two overnight rest periods between 1:00 AM and 5:00 AM. As a result of the FMCSA changes, depending on the time of day their final shift ends, drivers would have been required to take more than 34 hours off duty before they can return to work. The change greatly reduced the flexibility petroleum marketers need to schedule drivers efficiently and PMAA fully supported the policy rider's inclusion. The policy rider means that drivers may continue to use the 34 hour restart provision without restriction until further notice.

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RISK MANAGEMENT CORNER

Risk Management: A Peek Inside Your Company Culture

Risk management is often thought of as something to *do*, but just as importantly, it's also something to *believe*. It's a state of mind that, when shared by everyone in an organization, can enrich the company culture and become a valuable asset to customers.

What impact does a strong culture have?

When that risk management state of mind takes hold, every transaction outside the organization reinforces what the business is all about. Culture impacts business operations such as recruiting, retaining, motivating, reinventing, and continuous improvement. It is a visible representation of your company. For example:

Hiring and retention

The new generation of employees wants to understand a business and its culture enough to feel comfortable working there. They don't want to work for just a paycheck. They want to know how their work impacts overall business results and how those results impact society. They want a connection to their company and what they accomplish through their job. Sound employment practices can play an important role in overall risk management by helping to hire and retain reliable, trustworthy workers. And, once you've hired the best, you certainly want them to stay. A formal retention program can benefit companies of any size, and may help persuade your star performers to become long-term employees.

Planning and implementation

As businesses set company and employee goals, initiatives, or strategies, having a strong risk management culture helps the process move from planning to implementation. Having a culture that focuses on understanding the risk associated with change is critical to successful implementation. Companies with strong, engaged cultures recognize potential hazards or roadblocks in the planning stages and don't have to wait until the implementation phase to find and solve a potential issue. This reduces the time and effort spent to rework those goals and put the new plans in place.

Results

A negative culture impacts results as much as a positive culture does. Imagine watching a business service vehicle weave in and out of highway traffic because the driver is texting. Worse, the driver's distraction causes a horrific accident. When you notice the company name on the side of that vehicle, do you think, "I'm never going to do business with them!"? That certainly isn't good advertising for that business.

Aside from the bad publicity, a side effect of that driver's distraction is something called hidden costs or profit leaks. They are the sales you never got or may never get because of the actions of your business and/or employees. These leaks come in all shapes and sizes, and can substantially impact a business's profits. But, by controlling exposures, implementing best practices, and continuously refreshing your risk management culture, your company can create more opportunities for long-term success than your competitors that don't.

Culture is not a task, not an initiative, not a goal—it is you, your employees, your suppliers/vendors, and everything else your business stands for *every day*. Culture is critical to success—both with customers and employees. Believe it!

This article is intended to provide general information and recommendations regarding risk prevention only. There is no guarantee that following these guidelines will result in reduced losses or eliminate any risks. This information may be subject to regulations and restrictions in your state and should not be considered legal advice. Qualified counsel should be sought regarding questions specific to your circumstances and applicable state laws. All rights reserved.

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FMCSA Finalizes Rule Requiring Electronic Log Book Devices for Interstate Driver HOS Records

The U.S. DOT's Federal Motor Carrier Safety Administration (FMCSA) issued a final rule requiring installation of electronic logging devices (ELD) to record driver's hours of service (HOS) for motor carriers operating in interstate commerce and subject to written log book requirements. The FMCSA was mandated by Congress to adopt the new ELD requirement under the Commercial Motor Vehicle Safety Enhancement Act of 2012 (MAP 21). Installation of ELDs must occur no later than December 16, 2017. The good news for petroleum marketers is the ELD is not required for short-haul motor carriers qualifying for the 100-air mile operating radius exemption from written HOS records. The FMCSA said the new mandate will improve commercial motor vehicle safety and reduce paperwork burdens for both motor carriers and drivers and improve compliance with the applicable HOS rules. The rule was supported by the long haul trucking industry. The final rule does the following:

- Mandates installation of ELD by December 16, 2017.
- Applies to most interstate drivers who are currently required to prepare and retain written logs to comply with HOS regulations.
- Exempts from the ELD requirement interstate and intrastate short-haul drivers who operate within a 100-air mile radius of their base of operation and return home each evening. These drivers may continue using the timecard provision to record HOS.
- Requires ELD use only if an interstate driver operates outside the short-haul exemption to the written log book provision for more than 8 days of any 30-day period. (FMCSA regulations allow drivers to operate outside of short haul exemption so long as a written log is maintained for the day the driver goes beyond the 100 mile limit).
- The ELD mandate does not apply to:
    - Interstate or intrastate short haul drivers operating within 100-air mile radius of home base of operations.
    - Drivers who use written log books for not more than 8 days during any 30 day period.
    - Drivers of vehicles manufactured before model year 2000.
- The technical specifications of the rule require that all ELDs be integrally synchronized with the engine. However, the rule does not preclude the use of smart phones or similar devices which could achieve integral synchronization, including wireless devices provided they comply with FMCSA technical requirements for ELDs.
- The rule adopts a clear prohibition against driver harassment and coercion to violate or override ELB mandate by an employer, subject to a civil penalty in addition to the penalty for the underlying violation.
- The rule requires the following standardized output and standardized data sets:
    - Automatic capture of date, time and location when the vehicle is turned on and turned off, when someone starts to drive the vehicle, and when the individual stops driving.
    - Automatic capture of the date, time and location when manual entries are made so that the driver's location and time are captured when manual entries (such as on-duty or not driving) are entered.
    - Allow driver to enter information about the duty status when the vehicle is stopped or parked.
    - Automatically capture the same duty status options that are available to drivers currently relying upon written log books.
- The rule allows carriers to continue using currently installed and compliant electronic onboard recording devices until December 16, 2019 when they must be replaced with ELDs certified under technical requirements of the final rule.

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According to the FMCSA, the annualized cost for installation of ELD for a motor carrier that does not currently use an electronic on board recording system ranges from $525 to $785 per power vehicle. The FMCSA says the ELD will reduce driver annual paperwork by $809 per driver. Many petroleum marketers have already made the move to electronic logging devices over the past few years. These marketers will be required to switch out to FMCSA certified compliant ELDs by December 16, 2019.

News From NACS
Update from Washington, DC

EPA Publishes Final Rule on RVOs

WASHINGTON – On December 14, 2015, the Environmental Protection Agency (EPA) published its final rule on renewable volume obligations (RVOs) for 2014, 2015 and 2016 under the Renewable Fuel Standard (RFS) program. Though the final RVOs are higher than originally proposed by the EPA earlier this year, they are lower than the volumes set by Congress in 2007.

Rather than the 22.25 billion gallons required under federal law for 2016, the EPA will require 18.11 billion gallons of renewable fuels to be blended into the fuel supply in 2016.

During the rulemaking process, NACS shared several concerns with the EPA regarding the RFS program. First, NACS urged the EPA to exercise its waiver authority and adjust the volumes of renewable fuels that more accurately reflect the market conditions in order to avoid hitting the blendwall—the point at which the requirements for renewable fuels consumption exceed the volume of compliance flexibilities under the rule.

NACS also shared the fact that retailers face several factors that limit the ability to blend higher levels of ethanol—liability issues with respect to equipment compatibility and misfueling, and consumer buying behavior. In response to some refiners working to change the obligated party to the blender from the refiner or importer, NACS expressed its strong opposition.

In the final rule, it is clear that the EPA listened to fuel retailers. The agency agreed that concerns regarding the blendwall exist and that the current market could not absorb the renewable volumes in statute for 2016. They also specifically mentioned our liability concerns as factors that limit the ability to expand the use of higher blends of ethanol and that mandating higher volumes would not overcome those obstacles. Finally, the EPA did not change the definition of what is considered an obligated party; they remain simply refiner and importer.

“While we won’t really know if the EPA got it right in avoiding the blendwall for a few months, we do think the agency provided some flexibility in compliance,” said Paige Anderson, director of government relations for NACS. “We are very pleased that the EPA exercised its waiver authority and brought the volumes below the statutory levels. The fact that the EPA expressly called out retailers’ concerns on liability and consumer buying habits shows they are listening to us. That’s a big deal.”

The final rules will go into effect February 12, 2016. The EPA has also stated that it will immediately begin work on 2017 RVOs with the goal of releasing its proposed rule by June 2016. NACS will continue to be actively engaged in this process.

South Dakota
Petroleum Release Compensation Fund
October 2015 Fund Statistics

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Total Tank Inspection Fee Revenue Collected in October 2015	$1,566,970
Amount of October 2015 Tank Inspection Fee Distributed to PRCF	$165,213
PRCF Balance (November 1, 2015)	$5,068,082
Average Payment Per Site - Regular Program Only	$51,208
Average Payment Per Site- Abandoned Tank Program	$3,287

Current Involvement - Regular Program **(Does not include Abandoned Tank Program Sites)**

Active Cases	44 Sites
Active/Monitoring Cases	25 Sites
Pending Cases (spill report not yet filed)	4 Sites
TOTAL	73 Sites

Past Involvement - Regular Program **(Does not include Abandoned Tank Program Sites)**

Closed-Active Cases	46 Sites
Closed-Inactive Cases (sites closed and all claims settled)	1,473 Sites
Closed-No Pymt Cases (sites opened, but closed without PRCF payment)	2,413 Sites
TOTAL	3,932 Sites

Abandoned Tank Removal Program

Total Applications (includes 249 applications that have been withdrawn)	3,383 Sites
Completed Sites (tanks removed)	3,101 Sites
Total Paid to Date	$10.2 million

Projected Future Obligations

Amount of Claims in Office Pending Review (1 claims)	$10,250
Cost Remaining for Sites that have Received at Least One PRCF Payment	$287,800
Projected Costs for Release Sites Where No Payment Has Yet Been Made	$2,600,000
Estimated Remaining Costs for Abandoned Tank Removal Program	$600,000

This Past Month's Activity

Claims Received During Month (26 pay requests)	$58,243
Claims Processed by Staff (25 pay requests)	$84,381
Avg. Days in Office for Claims Processed in Past Month	3 Days
Amount Paid Since Fund Began (4613 sites)	$87.6 million

Breakdown of Payments Made to Date

Type of Facility	No. of Sites Receiving Payments to Date	Cleanup Payments Made to Date
Abandoned Sites (Includes ATP Sites)	3,276	$18,045,521
Commercial, Co-op	149	$9,874,208
Commercial, Petroleum	596	$38,306,421
Commercial, End User	337	$12,027,353
Farmers	4	$65,977
Federal Government	9	$121,519
Local Government	148	$5,078,728
State Government	79	$3,792,140
Non-Profit	13	$284,387
Residential	2	$21,878
	4,613	$87,618,131

Meet the UST Operator Trainer

By Brian Pottebaum, Director of Training Services, R & A Risk Professionals

In 2011, the state of South Dakota entered into a contract with SDP2MA and R&A Risk Professionals to conduct the state and federal mandated training for underground storage tank (UST) operators. Since that time, the training team has conducted 85 classes and trained over 1,400 individuals in South Dakota. This program has been extremely successful and helped South Dakota achieve 100% compliance with the new regulatory training requirements. R&A also conducts similar UST operator training in Iowa and Arizona in concert with the Petroleum Marketers & Convenience Stores of Iowa (PMCI) and Arizona Petroleum Marketers Association (APMA) respectively. The course reviews have been overwhelmingly positive and some have even chosen to come back a second time!

Over that same period of time, many web-based training programs have been made available on the internet; some good and some not so good. However, nothing compares to classroom style training if you are serious about retaining information from the course. We provide in person, classroom-style training. Our classroom training is very thorough, yet very understandable. A key advantage to attending our classroom style training is that you have immediate access to a trained and knowledgeable instructor to answer all your questions and address any technical questions that arise.

The primary instructor for R&A is Brian Pottebaum. Mr. Pottebaum is a licensed petroleum storage tank inspector with over 16 years experience with regulatory requirements and loss control oversight of petroleum storage tank systems. He has been involved with over 20,000 system inspections across the nation. Mr. Pottebaum has been recognized for his role in developing and conducting detailed training sessions for petroleum storage tank owner/operators, inspectors, installers and regulatory personnel. In addition, he is the senior customer service representative for people with questions on regulatory requirements and management of their petroleum storage tank systems.

Mr. Pottebaum was born and raised in NW Iowa; however he does have ties to South Dakota. His Grandfather (Edmund Pottebaum) was raised on a farm in Orient, SD, before moving to NW Iowa to start a family and continue the farming tradition. Brian's father (Marvin Pottebaum) moved to town to start a family and made a career at the local lumber yard. Brian eventually worked at the lumber yard for his father before he ventured off to college to start down his own career path. After graduating from Iowa State University, he started employment with the Iowa Department of Natural Resources. After five years of employment with the IDNR, he moved to the Des Moines area and started employment with R&A, where he is currently the Director of Training Services.

Mr. Pottebaum and his wife Jessica reside in Bondurant, Iowa, and are raising three wonderful children, William, Mya, and Jack. When he is away from work, he stays busy with children activities. Maybe one day you will see one of these youngsters instructing courses just like their dad!

CDC Study a Boon to Electronic Cigarettes?

Survey suggests e-cigs have helped smokers give up the habit

ATLANTA -- Electronic cigarette may have just gotten a boost from the Centers for Disease Control, according to reports.

Sales of e-cigarettes are slowing, but the Centers for Disease Control (CDC) may have done the industry a favor that could help reignite growth, according to a Motley Fool report.

According to a recent survey of tobacco shops and convenience stores, the once meteoric expansion of alternative-smoking products is moderating and may soon be stubbed out, particularly with the Food & Drug Administration poised to implement new rules that could cause virtually all products to be pulled from store shelves. But a new study by the CDC hints at the benefits the industry offers, and may be what e-cigs need to light a fire under sales, the report said.

According to the National Public Health Institutes, few people other than smokers are using electronic cigarettes, and those who are using them are doing so to quit smoking tobacco. Because that's long been touted as a benefit of the products, it could be used to slow the juggernaut of regulation that some say could stamp them out.

The CDC's latest study of adults who use electronic cigarettes found that, while 12.6% of Americans have tried an e-cig, only 3.4% of non-smokers have tried one. Moreover, just 0.4% of people who never smoked a combustible cigarette currently use an e-cig. Its biggest findings revolve around those who actually do partake in e-cigs:

- 47.6% of current smokers had tried e-cigs.
- 55.4% of smokers who had quit had used e-cigs.

Click here to read the complete Motley Fool

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2016 Training Programs

Please email the following address for registration forms for all classes: dawnaleitzkeicloud@me.com **or go online to http://sdp2ma.com and find registration forms in Education and Training.**

Certified Employee Training Program

2016 Class Schedule

January 5-6	Basic	Pierre
Feb. 2-4	Delivery	Pierre
March 1-2	Basic	Watertown
April 5-7	Delivery	Watertown
April 12-14	4.1 Distribution Systems	Mitchell
May 3-4	Basic	Sioux Falls
May 10-12	4.1 Distribution Systems	Rapid City
June 7-9	Delivery	Sioux Falls
June 28-30	3.0 Basic Plant Operations	Mitchell
July 6-7	Basic	Aberdeen
July 19-21	4.2 Distribution Systems	Mitchell
August 2-4	Delivery	Aberdeen
August 9-11	3.0 Basic Plant Operations	Mitchell
September 19-20	Basic	Deadwood
October 11-13	Delivery	Rapid City
November 1-2	Basic	Mitchell
December 6-8	Delivery	Mitchell

UST Owner/Operator Training

2016 Class Schedule

March 29	**Sioux Falls**	**1- 5 pm**
March 30	Chamberlain	8 am to 12 noon
March 31	Rapid City	8 am to 12 noon
May 4	**Mitchell**	**8 am to 12 noon**
May 5	Watertown	8 am to 12 noon
September 6	**Sioux Falls**	**1 pm to 5 pm**
September 7	Aberdeen	8 am to 12 noon
September 8	Pierre	8 am to 12 noon

November 2 Rapid City 8 am to 12 noon
November 3 Sioux Falls 8 am to 12 noon

Please go to the sdp2ma.com website. **Class schedule will be posted under Education and Training after the January 3, 2016.**

Or visit SD DENR website:
To register: http://denr.sd.gov/des/gw/tanks/TankOperatorTraining.aspx

Google Advances into Uber Territory

NEW YORK – Bloomberg reports that Google is planning to turn its autonomous vehicle team into a standalone company, with the potential to take on Uber.

The news source indicates that Google's self-driving cars unit will offer rides for hire, which the company is planning to announce as a standalone business under the Alphabet Inc. corporate umbrella next year.

Bloomberg reported in February that Google was developing a rival to Uber Technologies Inc. "most likely in conjunction with its driverless-car project." The news source also says that Uber is exploring autonomous capabilities, "while automakers are deploying semi-autonomous technologies while experimenting with so-called shared mobility."

Bloomberg writes that by challenging "ride-sharing pioneers like Uber and Lyft Inc., as well as traditional taxis, Google is providing the clearest indication yet how it plans to make money from self-driving automotive technologies that it began testing in 2009."

Meanwhile, automakers are also getting involved with autonomous technology. Bloomberg writes that Ford Motor Co. will begin testing fully autonomous Fusion hybrid sedans in 2016 on public roads in California. Ford is also testing a ride-hailing service called "Go Ride" on its Dearborn, Michigan, campus. Tesla rolled out its Autopilot suite in October, and General Motors Co. will offer its similar Super Cruise technology on the 2017 Cadillac CT6.

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