SD OIL & LP GAS CHRONICLE NEWS

May 2015 Newsletter

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PMAA, NATSO and Petro Marketers Visit Capitol Hill

PMAA News
Update from Washington, DC

MARKETERS VISIT SD CONGRESSIONAL DELEGATION

In mid May, SD Petroleum marketers met with the Congressional delegation as part of the PMAA and NATSO Day on the Hill. Executive Director Dawna Leitzke, Don and Tyler Policky (Big D Oil Company) and Tom and Chris Heinz (Coffee Cup Fuel Stops) were in Washington, DC. Although there on separate meetings, all were in attendance for the SD Sunrise Breakfast held each Wednesday on Capitol Hill. Senators Thune and Rounds and Representative Noem were all present for the meet and greet breakfast. All updated the 47 South Dakotans on issue's they were presently working. Senator Rounds had to leave the breakfast early as he sits on the Veterans Affairs Committee and they where in closed session from 9 am to 9 pm that day.

On Thursday, marketers visited each of the Congressional offices where subjects from the transportation, food labeling, ozone attainment standards, banking, credit cards, and many other were discussed. The Policky's and Leitzke were also fortunate to attend two committee hearings and a visit to the Senate gallery where they witnessed a vote of the full Senate on TSA and national security issues.

South Dakota propane marketers will be visiting our Congressional delegation the first week in June in Washington, DC as part of Propane Days.

COMMON SENSE NUTRITION DISCLOSURE ACT REINTRODUCED

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 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.

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..... continued from page 2

HOUSE APPROPRIATIONS PANEL ADDRESSES INSURANCE MINIMUMS AND SUSPENSION OF 34 HOUR RESTART

Last week, the House Appropriations Committee approved funding levels for the Department of Transportation (DOT). Included is language which prohibits DOT from using funds to issue and implement new Motor Carrier Financial responsibility requirements. PMAA supports the language. Last year, the Federal Motor Carrier Safety Administration (FMCSA) published an Advanced Notice of Proposed Rulemaking (ANPRM) that PMAA believes is the basis for a planned increase in financial responsibility (FR) requirements (insurance) for commercial motor vehicles. FMCSA has publicly entertained the idea of increasing requirements to as much as $4.5 million per truck for general freight, and a hike to as high as $10 million for petroleum marketers from the current $750,000 in liability insurance for general freight, $1 million for home heating oil and $5 million for gasoline and other hazardous materials. Under this scenario, premiums would be increased approximately 500 percent.

Petroleum marketers in town last week for PMAA's Washington Conference "Day on the Hill" educated Congress on why there is no need to increase insurance minimums. Current FR requirements have been more than sufficient in ensuring over 99 percent of claims filed in motor vehicle crashes are fully covered since they were implemented subsequent to the passage of the Motor Carrier Act of 1980. In the rare instance that coverage is inadequate, claimants can pursue compensation in court for damages not covered by the carrier's insurance (assuming the motor carrier is at fault). FMCSA's ANPRM also ignores current market forces in the insurance industry that increase financial responsibility minimums when necessary to provide full coverage for damages based on risk. Ultimately, companies that cannot afford the increase would go out of business, resulting in less competition and increased prices. Furthermore, some insurance companies may not even be able to underwrite this level of exposure.

Additionally, the Committee included language that would keep the current suspension of the 34-hour restart provisions of the Hours of Service (HOS) rule in effect until FMCSA completes its required study of that rule change. Specifically, the language would only revoke the rule's suspension if FMCSA's impact report shows that "drivers who operated under the restart provisions demonstrated statistically significant improvement in all outcomes related to safety, operator fatigue, driver health and longevity, and work schedules, in comparison to commercial motor vehicle drivers who operated under the restart provisions in effect on June 30, 2013."

Sinclair WITH DINOCARE

Sinclair provides a complete line of transportation fuels and now introduces DinoCare Gasoline.

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AMEX DENIED STAY IN ANTITRUST CASE BROUGHT BY RETAILERS

This week, American Express was dealt a blow when a judge denied the company's motion for a stay pending appeal of the case which would prohibit Amex from preventing retailers from offering discounts to customers for using lower-cost credit cards (enforcing Non-Discrimination Provisions in the company's contracts). The judge did grant a 30-day stay just to allow Amex to seek a stay pending appeal from the Second Circuit.

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NPGA News from Washington, DC

Recognizing the impact state and local legislative and regulatory issues have on a national basis, NPGA's Executive Committee revitalized the association's state affairs program in 2014. Now the Executive Committee has authorized the program take a new step: a State Engagement Initiative to influence legislative and regulatory outcomes through the investment of association resources.

Since the beginning of the 2015 legislative session, NPGA has been identifying, analyzing, tracking and reporting on key issues at the state level which had the potential to adversely affect industry operations as well as providing opportunities for the industry to grow.

NPGA's State Engagement Initiative will supplement state efforts to substantially influence the outcome of legislative and regulatory battles, thereby slowing or stopping the expansion of threats to the industry. The budget will be driven by the number of priority issues identified, the outcome of which can be directly affected through NPGA involvement. The Executive Committee voted to allocate up to $500,000 for the initiatives, with each individual proposal requiring Executive Committee approval. The program will be presented to the Board of Directors at its June 8 meeting.

To approve a proposal, the Executive Committee will require certain criteria to be met, including determining the issue has a high probability of causing significant problems outside a local area, the state/regional association is invested either financially or through grassroots activity in fighting the issue, and determining that NPGA's financial investment in the program could result in victory.

The most significant threat identified nationwide during the 2015 legislative session is subsidized natural gas expansion in the residential market, and Michigan is a major battleground in this fight. The first program authorized by the Executive Committee under the new program has been launched by the Michigan Propane Gas Association (MPGA) to fight HB 4303, which would allow natural gas to expand into "unserved or underserved areas" using ratepayer funds. MPGA's proposal requested NPGA to fund $24,200 of its effort to mobilize grassroots and launch a social media effort in opposition to the bill through its consultant, Communications & Research Inc.

In future issues of NPGA Reports, we will feature issues and activities highlighting the state affairs program. Does your state have a legislative or regulatory concern that NPGA should highlight, or are there tools you need to fight against legislative or regulatory challenges? Let us know by contacting State Affairs Director Lesley Garland at lgarland@npga.org.

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Judge Garaufis of the Eastern District of New York denied the motion for a stay pending appeal of the court-ordered permanent injunction in the case: United States of America et al. v. American Express Company and American Express Travel Related Service Company, Inc. The same judge ruled against Amex in February of this year determining that the company violated antitrust laws by preventing discounts.

PMAA TO MEET WITH OBAMA ADMIN. OVER RFS CONCERNS

On May 27, PMAA will meet with the Office of Management and Budget (OMB) over marketers' concerns regarding the corn-based ethanol mandate. PMAA will urge EPA to maintain the corn-based ethanol mandate for 2014, 2015 and 2016 at a reasonable level to prevent higher ethanol blends from hitting the marketplace due to UST system infrastructure compatibility and misfueling concerns. While the ethanol lobby continues to tout that lucrative RINs values will lure retailers into compatible infrastructure investments to sell higher level ethanol blends, most independent petroleum marketers do not have the ability to participate in the RINs market and must buy pre-blended ethanol fuel at the rack. This leaves marketers with few viable options to invest in renewable fuels infrastructure. Another concern is that E15 blends do not receive the same 1 psi Reid-vapor pressure volatility waiver that is granted to E10 from June 1-September 15. Bottom line: there are too many hurdles to overcome to sell higher ethanol blends in the near future.

EPA is under court order to publish the proposed 2014 and 2015 RFS standards by June 1 and finalize them no later than November 30, 2015. That order is based on a court approved agreement between the EPA and refiners designed to get the long overdue standards back on schedule. Outside the scope of the court order, EPA has also said it will propose the RFS volume requirements for 2016 by June 1, and finalize them by November 30. EPA is required by statute to set annual RFS standards no later than November 30 of the preceding calendar year to give refiners sufficient notice of their renewable fuel blending obligations for the upcoming year. However, EPA has consistently missed the November 30 deadline for RFS standards since its authority to set annual volumes began in 2008.

The ongoing RFS delays have stoked periodic speculation and volatility on the RINS market where refiners must go to purchase blending credits to meet annual renewable fuel volume obligations. The EPA missed the past two statutory deadlines for 2014 and 2015 largely due to uncertainty over how to address the impending ethanol blend wall. EPA has been under intense political pressure from both the refiners and renewable fuels industry over whether an E15 gasoline mandate is a viable remedy to overcome the RFS blend wall. The EPA's effort to head off or delay arrival of the blend wall has been complicated by a sustained drop in gasoline demand nationwide.

The content of the proposed rule will not be known until its publication in the Federal Register scheduled for June 1, 2015.

EPA Release Final "Waters of the US" Rule

Rule regarding Clean Water Act jurisdiction

Rule regarding Clean Water Act jurisdiction will lead to more regulatory oversight.
May 28, 2015

WASHINGTON – Yesterday, the Environmental Protection Agency (EPA) and Army Corps of Engineers (Corps) finalized a rule that is meant to define which bodies of water fall under federal jurisdiction under the Clean Water Act (CWA). The final rule is intended to bring clarity to an area of jurisdictional uncertainty, by specifying which waters are — and are not — considered "Waters of the United States" (WOTUS).

The WOTUS protected under the CWA are subject to a number of increased regulatory requirements, such as discharge limitations, permitting requirements and other enforcement measures. For this reason, many members of Congress and industry groups, including NACS, criticized the proposed rule when it was released in April 2014, noting that it would significantly increase federal CWA jurisdiction over the nation's waters, increasing the cost to businesses operating in and/or near covered waters.

NACS submitted comments to the agencies last year, stating that the proposed rule would result in "an additional layer of regulatory complexity and cost associated with every investment and expansion decision that retailers make." Rather than offer the certainty that fuel retailers need to operate their businesses, the proposal would result in heightened uncertainty—virtually every waterway in the United States would either be covered by the CWA or would "require an expensive analysis to confirm that it is not subject to CWA jurisdiction."

Congress has demonstrated a keen interest in this issue. The House of Representatives passed legislation this month, sponsored by Representative Bill Shuster (R-PA), chairman of the Transportation and Infrastructure Committee, requiring the EPA and the Corps to withdraw the proposed rule and develop a new rule in consultation with state and local officials, stakeholders and other interested parties. A bipartisan group of Senators introduced similar legislation that recently was examined in a subcommittee hearing. Further, the House has passed funding legislation that would block implementation of the rule for a one-year period.

The EPA and the Corps state that the final rule will ensure waters protected under the CWA will be "more precisely defined, more predictable, easier for businesses and industry to understand, and consistent with the law and the latest science." Nevertheless, many stakeholders remain concerned that the changes to the proposed rule that are in the final version are insignificant and it is likely the rule will be challenged in court.

Several lawmakers are also displeased with the final rule: Congressman Shuster described the final rule as "incredibly disappointing and disturbing" and a federal government "power grab," and Senator John Barrasso (R-WY), author of the Senate legislation, called the final rule "outrageously broad." Despite congressional opposition, President Obama is expected to resist efforts to block the rule's implementation.

NACS will continue to analyze and review the nearly 300 page rule and outline any further developments.

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FDA Proposes Tobacco Guidance

Washington, DC Update

According to the National Association of Tobacco Outlets (NATO), the FDA has issued a guidance document titled "Determination of the Period Covered by a No-Tobacco-Sale Order and Compliance with an Order".

Under the Family Smoking Prevention and Tobacco Control Act (the federal law that granted the FDA the authority to regulate tobacco products), the FDA was authorized to conduct retail compliance inspections and impose fines for violations culminating in a "no-tobacco-sales" order for repeated violations of the federal tobacco regulations. A no-tobacco-sales order is an order issued by the FDA to a specific retail location prohibiting the sale of tobacco products for a specified period of time or an indefinite period of time.

Prior to the issuance of the new guidance document last week, the FDA had not determined the length of time that a retailer would be prohibited from selling all tobacco products if the same retail location had repeated violations of federal tobacco regulations, such as not requesting identification of a customer that appears to be under the age of 27 or selling tobacco products to a minor. The guidance document explains the FDA's current thinking with respect to imposing a no-tobacco-sales order and includes the factors that the FDA will consider in determining the length of time an order will be in effect.

..... continued on page 10

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In the guidance document, the FDA is proposing to seek the following time periods for issuing no-tobacco-sale orders:

- **First No-Tobacco-Sales Order:** 30 day prohibition on selling tobacco products
- **Second No-Tobacco Sales Order:** 6 month prohibition on selling tobacco products
- **Third or More No-Tobacco-Sales Orders**: Permanent prohibition on selling tobacco products

Before a retailer is faced with a no-tobacco-sales order situation, the FDA uses the following fine schedule for violations of federal tobacco regulations:

First violation, no fine, but a warning letter to the retailer

Second violation within a 12-month period, $250

Third violation within a 24-month period, $500

Fourth violation within a 24-month period, $2,000

Fifth violation within a 36-month period, $5,000

Sixth violation within a 48-month period, $11,000

While the guidance document states that the FDA intends to seek the maximum time period for a no-tobacco sales order after a sixth violation, the FDA may reduce the time period that tobacco sales are prohibited by taking into consideration the nature, circumstances, extent and gravity of prior violations and, with respect to the specific retailer, the effect an order would have on the ability of the retailer to continue to do business, any history of similar violations, and the degree of culpability on the part of the retailer.

In addition, in determining whether to reduce the no-tobacco-sale order time period, the FDA will consider whether a retailer has taken effective steps to prevent the sale of tobacco products to underage youth including adopting and enforcing a written policy against sales to minors, informing its employees of all applicable laws, establishing disciplinary sanctions for employee non-compliance, and requiring employees to verify legal age through photo identification or electronic scanning device.

The FDA is allowing a 45-day period for interested parties to submit comments to the draft guidance document.

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May 14, 2015

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Labor, Business Join to Launch Coalition Backing New Energy Infrastructure

Group to "Focus on the Facts" Regarding Economic Impact, Energy Security, and Ag Economy

Pierre – In appreciation of National Infrastructure Week, local advocates of expanded infrastructure projects announced today the launch of the Midwest Alliance for Infrastructure Now (MAIN), a coalition of stakeholders from the labor, business, and agriculture communities focused on exploring the benefits of the expanded infrastructure projects throughout the Midwest. The coalition was formed in partnership with the Iowa State Building and Construction Trades Council (ISBCTC), the Iowa Association of Business and Industry (ABI) and other organizations across Iowa, Illinois, North Dakota and South Dakota.

"Infrastructure projects – such as the Dakota Access Pipeline – represent a significant economic opportunity for our region," said Bill Gerhard, President of the Iowa State Building and Construction Trades Council. "Responsible construction of new infrastructure means the creation of thousands of new jobs, tens of millions of dollars in new tax revenue, and billions of dollars in private capital investment. Too often, these facts are obscured by heated rhetoric and polarizing talking points. MAIN will help keep the merits of such projects at the forefront of the debate."

"We understand the importance of developing infrastructure projects to meet our country's energy needs. As an organization within the agriculture industry, we also know the importance of protecting our natural resources while balancing the development of infrastructure at the same time," said Kathy Zander from the South Dakota Grain & Feed Association. "This coalition is made up of businesses, labor, and agriculture organizations all united in the support of increased infrastructure and the benefits these developments bring to our local communities and our farmer customers."

"With the domestic energy sector growing steadily, the methods by which energy resources are safely transported from field to market have never been more important to our nation's economic well-being, or to our pursuit of energy independence," continued Ed Wiederstein, former President of the Iowa Farm Bureau and MAIN coalition chairman. "Modern infrastructure is bringing energy independence closer and benefitting farmers and other commodity shippers across the region by keeping prices low and reducing the congestion and backlog currently present within the region's rail network."

Other members of MAIN include the South Dakota Corn Growers, South Dakota Hotel and Lodging Association, the South Dakota Petroleum & Propane Marketers Association, and more. In the weeks ahead, MAIN will announce the addition of new members throughout the Midwest. The Alliance's website, www.MWAllianceNow.org, will be updated regularly with new information, blog posts, and other materials relevant to the ongoing debate surrounding infrastructure projects in the Midwest.

About MAIN: The Midwest Alliance for Infrastructure Now (MAIN) is a partnership of entities from the agriculture, business, and labor sectors aimed at supporting the economic development and energy security benefits associated with infrastructure projects in the Midwest. MAIN is a project of the Iowa State Building and Construction Trades Council. Visit us online at www.MWAllianceNow.org.

News from NACS
Updates from the US

NEBRASKA LEGISLATURE OVERRIDES GAS TAX VETO

Phased in over four years, the state's gas tax will increase a total of 6 cents by 2019.

LINCOLN – On May 16, Nebraska state lawmakers overrode Gov. Pete Ricketts's veto of a gas tax increase, reports the Omaha World-Herald.

The gas tax will increase 1.5 cents on Jan. 1, 2016, and increase 1.5 cents every year after that on Jan. 1, for three more years, until the rate adds up to a 6-cent increase by 2019.

"The Legislature's decision to raise the gas tax hurts hardworking Nebraskans who can least afford a tax hike," Ricketts said in a statement, adding the state will have the 16th highest gas tax rate in the country.

The news source writes that the current Nebraska gas tax of 25.6 cents per gallon hasn't been raised since 2008, adding that the estimated $75 million per year generated by the tax increase will be shared by the state, counties and cities for road repair and maintenance.

HAWAII LAWMAKERS ELIMINATE ETHANOL MANDATE

Legislation awaiting the governor's signature would make Hawaii second state to end ethanol mandates.

HONOLULU – Hawaii is poised to be the second state to get rid of a mandate to mix fuel with ethanol. The state's legislature has already passed the bill and if signed into law by the governor, Hawaii would join Florida in ending its ethanol mandate.

Since 2006, the state has required that gasoline sold on the islands contain 10% ethanol, a mandate intended to support alternative energy and boost local agriculture through ethanol production. However, in practice, despite tax credits to produce ethanol, local companies aren't doing it. Instead, Hawaii has been importing the blended fuel.

A seemingly odd coalition of fuel manufacturers, environmentalists and chicken farmers have joined together to push for rescinding the state's ethanol mandate, each for their own reasons. The higher corn prices as a result of the mandate are frustrating chicken farmers and the environmentalists and automakers complain of lower fuel mileage using the ethanol blend.

AUTONOMOUS CARS GET THE GREEN LIGHT

Google's self-driving cars are hitting the roads this summer in Mountain View, California.

MOUNTAIN VIEW, Calif. – Self-driving cars of the future may not be too far off. Google announced in a blog post last week that a few prototypes of its autonomous car will be hitting the road this summer, literally, and test driving around the streets of the company's California headquarters.

"We've been running the vehicles through rigorous testing at our test facilities,

..... continued on page 15

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Congressmen Latta, Walz Announce Bipartisan Congressional Propane Caucus

Congressman Robert E. Latta (R-OH) and Congressman Tim Walz (D-MN) announced the founding of the Congressional Propane Caucus.

The caucus has been formed in order to provide a bipartisan forum to engage Members of Congress, their staff, and the public on issues of importance to propane consumers and the propane industry.

"I am pleased to join my colleague Congressman Walz in leading this effort in the House. Thanks to an increase in domestic production and the development of shale formations across the country - including the Utica/Point Pleasant formation in my home state of Ohio - Americans are blessed with an abundance of this essential resource," said Propane Caucus Co-Chairman Rep. Latta. "Propane is vital to our every day lives; it heats our homes, aids in the production of our farms, and is increasingly being used as an alternative, clean burning fuel for transportation. I am pleased to start this caucus in order to educate fellow Members of Congress on the many uses of propane, its importance to the constituents we serve, and the issues both the industry and its consumers face."

"I'm proud to lead this caucus with Rep. Latta. Propane is essential for hundreds of thousands of Minnesota families, not only to heat their homes during the long, cold winter, but also for cooking, laundry, and farming," Rep. Walz, Co-Chair of the Propane Caucus, said. "It is imperative that we do everything in our power to protect families and local businesses from facing the price shocks we witnessed in the winter of 2014 when a lack of supply put people's lives and livelihoods at risk."

Propane is an abundant, clean-burning, domestic fuel that is a key component in America's energy portfolio. Propane contributes $38.7 billion to America's GDP and provides nearly 50,000 domestic jobs. Furthermore, over 50 million Americans choose propane as their energy source in a wide array of applications, including:

- **Residential and commercial space heating (furnaces, boilers, and gas logs), water heating, cooking, and clothes drying**
- **Farm use for irrigation pumps, grain dryers, standby generators and other agricultural equipment**
- **As an alternative transportation fuel in school buses, delivery vans, pickup trucks, law enforcement vehicles, and forklifts**
- **Industrial space heating and process applications**

Recent developments in the energy sector have generated a strong domestic propane supply that is projected to remain plentiful for the foreseeable future. However, many challenges exist to ensure that Americans have an adequate supply of propane when they need it.

The Congressional Propane Caucus was designed to focus on these challenges, so that Congress can ensure that propane continues to serve American consumers in a consistent, reliable, and affordable manner.

Congressional Founding Members

Co-Chair, Rep. Robert E. Latta (R-OH)
Co-Chair, Rep. Tim Walz (D-MN)
Rep. Chris Collins (R-NY)
Rep. Sean Duffy (R-WI)
Rep. Mike Kelly (R-PA)
Rep. Ron Kind (D-WI)
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2015 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

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	**Complete**
June 2-4	Delivery	Sioux Falls	
June 9-11	4.2	Mitchell	
June 15-17	Plant	Brandon	
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	

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UST Owner/Operator Training

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 CC	**Complete**	8 am to 12 noon
May 6	Watertown Event Center	**Complete**	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

..... continued from page 12

ensuring our software and sensors work as they're supposed to on this new vehicle. The new prototypes will drive with the same software that our existing fleet of self-driving Lexus RX450h SUVs uses. That fleet has logged nearly a million autonomous miles on the roads since we started the project, and recently has been self-driving about 10,000 miles a week. So the new prototypes already have lots of experience to draw on — in fact, it's the equivalent of about 75 years of typical American adult driving experience," Google writes.

Google's autonomous vehicles won't be able to hit the freeway, however. The company is capping the vehicle speed at 25 mph, and "safety drivers" with access to a steering wheel, gas and brake pedals will also accompany each ride.

THIEVES FIND LOW-TECH WAY TO STEAL GAS

Thieves have targeted several California gas stations by switching nozzles at the pump.

SANTA ROSA, Calif. – In Sonoma County, California, thieves have hit upon a surprising low-tech way to steal gasoline, the Press Democrat reports. Instead of installing devices to gather credit and debit card information at the pump, these criminals put the nozzles from one side to the other and waited for a customer to enter payment information. Then the thief simply pumped the gas into his vehicle or container.

Peter Van Alyea, owner of Redwood Oil Co, which supplies and owns several stations in the area, called the scam low-tech but devious. "It's pretty appalling," he told the news source. Van Alyea has placed warnings at his locations and called the police to report the thefts.

Van Alyea has given some of the victims their money back, while others taken in by the scam have not requested a refund.

"This is becoming a popular way of getting free gasoline and making the innocent consumer suffer," he said.

Santa Rosa Police Sgt. Eric Litchfield said although only one report has been received by his office, he expects more will come in if the price of gasoline starts to rise quickly.

Meanwhile, skimming continues to plague Florida stations. A recent statewide probe of 6,000 stations uncovered 81 devices.

AMERICANS DRIVING RECORD NUMBER OF MILES THIS YEAR

Low gas prices contribute to increase in miles driven, to start what is likely to be a record-breaking year.

WASHINGTON — As Americans head into Memorial Day weekend – the unofficial kick-off for summer travel – drivers are already well on their way to a record year in miles driven. According to the U.S. Department of Transportation (DOT), Americans drove a record-setting number of miles in the first quarter of 2015.

Americans drove a cumulative 720.1 billion miles in the first three months of the year — the highest for any year's first quarter, and 35 billion miles more than the same period last year. March was particularly record-setting, with 261.7 billion miles driven, the most ever for that month. March represented the 13th consecutive month of increased growth in miles driven, at an increase of 3.9%.

The previous record for the first quarter of any year was 705.7 billion, set in 2006. Last year, Americans drove 3.02 trillion miles over the course of the year, up 1.7% over 2013 and the highest number driven since 2007, fueled by a sharp decline in oil prices. At the current increased rate of driving, 2015 is on pace to break the all-time record since the DOT began collecting driving data 79 years ago.

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