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Petroleum and
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Association

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Conversion to 83/84 Octane Gasoline SD Labeling Requirements

Just a reminder concerning the posting requirements for Ethanol decals and product names.

South Dakota Code requires the following postings on your retail gasoline dispensers:

Oxygenate Content

37-2-30. Labeling of any gasoline containing oxygenate. Any gasoline kept, offered, or exposed for sale, or sold, at retail containing two percent or more by volume of any oxygenate or combination of oxygenates shall be identified as to the specific type of oxygenate or combination of oxygenates in the gasoline. The label may consist of any combination of colors and the label may read ethanol, E10, or ethanol blend. This information shall be posted on the upper fifty percent of the dispenser front panel in a position that is clear and conspicuous from the driver's position. The words shall be in a type at least one-quarter inch in height and a width of type of at least one-sixteenth inch stroke.

Source: SL 1993, ch 298, § 1; SL 2001, ch 211, § 4; SL 2005, ch 208, § 1.

Please post these decals close to your octane decals. Weights and Measures inspector are seeing these decals on the bottom portion of dispensers. This is the WRONG placement.



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If you have any questions or concerns on the placement, please contact Lori Jacobson, Director at the Weights and Measures Department. The number is (605) 773-3697.

Product Name

37-2-44. Minimum octane rating grades of petroleum in certain counties. In general conformity with ASTM D4814 and the adoption of NIST Handbook 130, 2005, in rules promulgated pursuant to this chapter, the minimum (R+M)/2 octane rating grades of petroleum products, as defined by subdivision 37-2-5(10) in the counties of Butte, Custer, Fall River, Harding, Lawrence, Meade, Pennington, Perkins, and Shannon shall be no less than the following:

- (1) Regular, unleaded, regular unleaded 85;
- (2) Midgrade, plus, or super unleaded 87, 88, 89, or 90; and
- (3) Premium, supreme, high test unleaded 91.

Source: SL 2013, ch 187, § 6, eff. Mar. 6, 2013.

37-2-45. Minimum octane rating grades of petroleum in all other counties. The minimum (R +M)/2 octane rating grades of petroleum products in all counties in the state other than those listed in § 37-2-44 shall be no less than the following:

- (1) Regular unleaded 87;
- (2) Midgrade, plus, or super unleaded 89; and
- (3) Premium, supreme, high test unleaded 91.

Source: SL 2013, ch 187, § 7, eff. Mar. 6, 2013.

If you are selling 87 octane (clear) and/or 87 octane with 10% ethanol added, the product name in all but the 9 western SD counties as addressed in the SD Codified Law is **“REGULAR UNLEADED”**.

If you have any questions or concerns on the product name, please contact Lori Jacobson, Director at the Weights and Measures Department. The number is (605) 773-3697.



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DOT Regulations for CDL's Federal and South Dakota Requirements

EXECUTIVE SUMMARY – A new U.S. DOT regulation requires **both intrastate and interstate** CDL drivers to self certify to their state driver's license authority (SDLA) the type of commercial motor vehicle operation they drive in or expect to drive in with their CDL. Drivers operating in certain types of commerce will be required to submit a current medical examiner's certificate to their SDLA to obtain a "certified" medical status as part of their driving record. Driver certification and medical certificate submission for qualified drivers must occur no later than January 30, 2014. CDL holders required to have a certified medical status who fail to provide and keep up-to-date their medical examiner's certificate with their SDLA will become "not-certified" and may lose their CDL. The new requirement will allow SDLA's to maintain electronic versions of driver medical qualification certificates.

ALL CDL DRIVERS MUST REPORT DRIVING STATUS TO STATE LICENSING AUTHORITY BY 1/30/2014:

The U.S DOT is requiring **both** intrastate and interstate CDL drivers to "self certify" to their state driver licensing authority (SDLA) the type of commercial vehicle operation they drive in or expect to drive. Based on the type of commerce selected, drivers may also be required to submit proof of medical qualification certification to the SDLA. Self certification and submission of medical certificate by qualified drivers must occur no later than January 30, 2014.

IMPORTANT! Some CDL drivers may have already self certified and supplied a medical qualification certificate to their SDLA during the CDL initial application, transfer or renewal process. The FMCSA required SDLA's to phase in the new requirement beginning January 2012. However, some states have been very slow to implement the FMCSA rule or fully notify drivers of the new requirement. CDL drivers should check with their SDLA to inquire whether they are already compliant with the FMCSA requirement.

I. DETERMINING INTRASTATE OR INTERSTATE STATUS:

Intrastate commerce drivers operate commercial vehicles within state boundaries only.

Interstate commerce drivers operate commercial vehicles across state boundary lines.

IMPORTANT! Drivers operating in both intrastate commerce and interstate commerce must self certify as operating in interstate commerce.

II. DETERMINING EXCEPTED OR NON-EXCEPTED STATUS:

Drivers must self certify to their SDLA they that operate a commercial motor vehicle in one of the following four types of commerce:

1. **Interstate non-excepted:** You are an interstate driver and must meet the **Federal** DOT medical card requirements. Go [here](#).
2. **Interstate excepted:** You are an interstate driver and are excepted from meeting the **Federal** DOT medical card requirements. Go to: [here](#) to see list of excepted interstate driving

categories.

3. Intradate non-excepted: You are an intrastate driver and are required to meet the medical requirements for your **State**.

4. Intradate excepted: You are an intrastate driver and not required to meet medical requirements for your **State**.

- Check with your state SDLA to see a list of excepted intrastate driving categories.

Most CDL drivers hauling petroleum will fall under the **interstate** non-excepted or **intradate** non-excepted categories. In other words, the driver is required to carry a CDL medical qualification certificate under state or federal regulations. Drivers who fall into either of these categories and do not qualify under an established exception must file their current medical qualification certificate with the appropriate SDLA By January 30, 2014.

III. REVOCATION OF CDL PRIVILEGES:

Drivers are responsible for contacting their SDLA to self certify operating status by January 30, 2014. If required, drivers must also provide to their SDLA their current medical qualification certificate by January 30, 2014. Drivers who miss the January 30, 2014 will be notified that their medical qualification to operate a commercial motor vehicle in non-excepted Interstate commerce is revoked. The SDLA will then remove all CDL privileges from the driver's license.

IV. MEDICAL QUALIFICATION CERTIFICATES:

SDLA's will maintain electronic versions of driver medical qualification certificates as part of the driver's CDL driving record. Drivers who self certify and submit their medical qualification cards will no longer be required to carry their certificate after January 30, 2014.

V. STATE BY STATE COMPLIANCE INSTRUCTIONS:

State by state compliance instructions are available at: <http://www.aamva.org/CDL-Program> by clicking on the "Medical Certificate" tab.

IMPORTANT! This program is administered by state driver licensing authorities. The process to self certify and submit medical certificates may vary from state to state. Drivers should contact their state driving license authority to determine whether they are already compliant through initial application, transfer or renewal of their CDL licenses. Drivers should contact their SDLA for further instructions and process information.

For specific State by State requirements for drivers and information related to how a State is handling the Medical Certification requirements, and to determine who to contact for additional information, click on the following link: <http://www.aamva.org/CDL-Program>.

Please note that if you are INTRASTATE driver in SD, you are not required to have a medical card, but you must still fill out form and return.



NPGA News

Hours of Service Exemption Issued

As you are all aware, an Hours of Service Exemption has been issued in South Dakota for PROPANE ONLY. A copy of this certificate can be found on the associaton's webpage at sdp2ma.com. Please print out and carry a copy in each of your trucks.

The South Dakota exemption is valid from October 22 - November 30, 2013.

In addition to South Dakota, North Dakota, Iowa, Nebraska and Wisconsin also have an HOS exemption.

See page 16 of this newsletter for effective dates of the other states mentioned.

HazMat: Failure to Pay Civil Penalties

On September 24, 2013, the Pipeline and Hazardous Materials Safety Administration (PHMSA) published a proposed rule that would prohibit a person who fails to pay a civil penalty from performing activities regulated by the Hazardous Materials Regulations until the fine is paid.

PHMSA would maintain the current process for assessing civil penalties; first a notice of probable violation (NOPV), followed by a hearing or a settlement, and finally the issuance of an order. This proposed rule would only affect those who violate the payment terms of the order. In the case that payment is not received within 45 days of the payment due date, the agency would send a Cessation of Operations Order.

The proposed rule also specifies that violations that do not "substantially impact safety" would be exempt from the rule.

For further information, please contact Robert F. Helminiak, Director, Regulatory Affairs at rhelminiak@npga.org or 202.355.1321

Apply Now for 2014-2015 NPGF Scholarships!

Do you have a dependent child attending college or technical college? Or will they be a High School senior this Fall? They can apply for an NPGF Scholarship. To start your application [click here](#) or visit our website at <http://www.npga.org/scholarship> then select the "Apply Online" link.

The applications must be completed and all required documents must be received by February 15, 2014. Successful applicants will be notified by May 2013.

Would you like brochures to distribute to your employees or display at your offices, branches and other locations? Contact Scholarship Foundation Manager, Joanne Casey, at 202-355-1328 or email her at jcasey@npga.org for your supply or with any questions on the application process.

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PMAA News

Update from Washington, DC

Pressure to Release 2014 RFS Blending Volumes Heats Up

Following this month's leaked EPA draft proposed rule which hinted at lowering the corn-based ethanol mandate from 14.4 billion gallons to 13 billion gallons for 2014, API has indicated that the volume amounts may not be enough to avert a court challenge. API believes the ethanol blending mandate should be lowered even further to as high as 12.88 billion gallons to avoid hitting the ethanol blendwall. API has also indicated that it will sue the EPA if the agency doesn't release its final 2014 RFS blending volumes by the November 30th statutory deadline. Given that EPA hasn't released a notice of proposed rulemaking (NPRM) to allow stakeholders, including PMAA to comment, and hasn't met the statutory deadline in previous years, it is likely the deadline will not be met.

The EPA Administrator has the authority under law to lower RFS blending volumes. The Energy Information Administration (EIA) estimates 132.9 billion gallons of gasoline demand in 2014. Therefore, the 13 billion gallon corn-based ethanol proposal for 2014 would keep the ethanol blend rate around 10 percent, but still too close to the blendwall as API suggests.

Congress Seeks Examination of Ethanol RINS Market

Following last month's lead by Senate Agriculture Committee Chairwoman Debbie

Stabenow where she asked CFTC for help in determining the cause of the sudden spike in ethanol blending credits (RINS), this week thirteen representatives asked CFTC Chairman Gary Gensler to examine potential fraud and manipulation in the RINS market.

Although most RINS are traded Over-the-Counter and CFTC has little recourse, new contracts launched earlier this year by CME Group and Intercontinental Exchange are within CFTC's oversight.

RINS values catapulted from five cents early this year to \$1.45 per credit in July, a 2,900 percent increase. Recently RINS values are hovering around 30 cents on news that EPA might reduce blending obligations for 2014. Still, Members of Congress are concerned about the volatility and are seeking the CFTC's help in addressing any potential fraud or manipulation in the market.

EPA Delays Final Rule Mandating Reduction in Gasoline Sulfur Content

The EPA will delay publication of a final rule that would reduce the sulfur content of gasoline from 30 parts per million to 10 parts per million by 2017. The rule is controversial because it could add as much as nine cents per gallon to the cost of gasoline with very little environmental benefit. The major oil refiners along with PMAA oppose the new gasoline sulfur standard while automobile manufacturers say it is necessary to meet strict new federal vehicle emissions standards.

EPA originally planned to publish the final rule before the end of 2013. EPA now says the rule will be published in early 2014. In explaining the delay, the agency said it needs more time to analyze the more than 200,000 public comments submitted on the proposed rule. Notwithstanding the rulemaking delay, EPA



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said the 2017 effective date for the new gasoline sulfur standard would not be changed. In addition to the reduction in gasoline sulfur content, the Tier 3 rule would; reduce nitrogen oxide and volatile organic compound emissions from light and medium duty vehicles to 30 milligrams per mile by 2025 from the current 160 milligrams per mile; establish a particulate matter emissions standard of three milligrams per mile, down from the current 10 milligrams; reduce VOC and NOx emissions from heavy duty vehicles; and set an evaporative emission limits for both light and heavy duty vehicles.

Federal Judge Blocks Surcharge Limits

U.S. District Judge Jed Rakoff in New York has ruled in favor of retailers who challenged a New York state law limiting credit card surcharging. The judge found the law violated retailer free speech rights by prohibiting them from alerting customers to the extra costs of paying with credit cards.

Rakoff said the law violated the First Amendment of the U.S. Constitution saying it "perpetuates consumer confusion by preventing sellers from using the most effective means at their disposal to educate consumers about the true costs of credit-card usage."

Authorities, including New York State Attorney General Eric Schneiderman and Manhattan District Attorney Cyrus Vance, had argued that the law protected shoppers by enabling them to rely on advertised prices, rather than be

surprised at checkout by unexpected surcharges.

Inhofe Comments on Tolling Interstates

Earlier this week, Senator James Inhofe (R-OK) surprised many at a hearing by indicating he might support repealing the federal ban on interstate highway tolling. Inhofe made the comment at a Senate Environmental and Public Works Committee meeting on September 25, 2013. Sen. Inhofe said that he is committed to finding new revenue sources for the Highway Trust Fund, even if that includes "devolving the decision to toll new federal highways back to the states to ensure all users are paying their fair share." "I recognize removing the federal tolling prohibition is controversial, but we can't handcuff states and local governments' ability to maintain and modernize their obsolete roads and bridges, while also threatening 80 percent cuts to their funding," Inhofe said.

A Congressional Budget Office report earlier this year said that absent a new revenue source or general fund transfer to address the \$14 billion annual shortfall in the Highway Trust Fund, current highway programs would need to be cut by almost 80 percent.

Electronic Cigarette Rules Anticipated

Some retailers are anticipating the FDA Center for Tobacco Products will propose a regulation to regulate electronic cigarettes. Earlier this week, 40 state Attorneys General sent a joint letter supporting FDA regulation. Even though electronic cigarettes do not use tobacco, the FDA stated it will issue a proposed "deeming regulation" in October 2013. Once the proposal is published, all interested parties will likely have 60 days to comment. Depending on the scope of the regulation, it will likely face extended legal challenges.

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Report Shows Debit Fee Reform Lowered Consumer Prices

Two years following the implementation of the Durbin amendment to reform how debit fees are set, a study by economist Robert J. Shapiro of Sonecon LLC shows that the reduction in fees to merchants put \$5.8 billion back into the hands of consumers through lower prices, which led to sufficient increased spending to support 37,501 new jobs.

"The facts are in and the numbers don't lie. Debit reform is helping consumers, and both consumers and the economy are big winners," said Merchant Payments Coalition (MPC) Chairman Mallory Duncan, senior vice president and general counsel of the National Retail Federation. "Debit card swipe fees are eating up less of consumers' purchasing power, and that has yielded significant savings. These are long-term benefits that will steadily boost the U.S. economy." MPC has released [state-by-state numbers](#) for consumer savings and jobs with swipe fees reduced to 24 cents for credit cards and to 12 cents for debit cards. MPC took the findings in Dr. Shapiro's report and distributed them proportionally based on each state's share of the U.S. gross domestic product.

The [report findings](#) include:

- When debit swipe reform went into effect in October 2011, the average debit swipe fee on cards from covered banks dropped from 48 cents to 24 cents per transaction, saving consumers \$5.8 billion in lower costs for goods and services and saving merchant businesses \$2.6 billion in 2012. The savings, in

turn, supported 37,501 new jobs.

- These savings and job gains would have been substantially larger if swipe fees had been cut to 12 cents as originally recommended by the Federal Reserve Board. If that cut had been implemented, an additional \$2.79 billion would have been generated in consumer savings, \$1.2 billion more in merchant savings and an additional 17,824 jobs would have been created.
- If swipe fees for all credit card transactions had been held to the same level as debit fees in 2012, consumers would have saved an additional \$15.4 billion and merchants would have saved another \$6.9 billion, which could have supported 98,600 additional jobs per year.
- With both debit and credit reform in place, consumers and merchants could have realized total annual savings of \$34.9 billion, supporting a total of 153,976 additional jobs every year.

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News from NACS

Consumer Pessimism Deepens Despite Gas Price Declines

Overall, 65% of consumers say that they are pessimistic about the economy, despite a 22-cent drop in gas prices over the past month, according to the latest monthly NACS Consumer Fuels Survey.

ALEXANDRIA, VA – Consumer pessimism continues to deepen despite a second straight month of gas price declines. Nearly one in four consumers (23%) say that they are “very pessimistic” about the economy, tied for the highest level measured this year, according to the latest monthly NACS Consumer Fuels Survey. This is also the fourth month in row of increasing consumer pessimism about the economy.

Overall, 65% of consumers say that they are pessimistic about the economy, despite a 22-cent drop in gas prices over the past month. This marks the second straight month that pessimism increased despite a drop in gas prices, reversing a trend that had held for the first eight months of the year when pessimism increased only when gas prices increased.

National events, as opposed to gas prices at the corner store, seem to be the factor driving the pessimism. The U.S. government shutdown certainly is on the mind of consumers. Nearly half of consumers (46%) say that the government shutdown has a “great impact” on their feelings about the economy; only 16% say that the shutdown has little or no impact on their views about the economy. A comparatively small 36% of consumers say that gas prices have a “great

impact” on their feelings about the economy. “We know that gas prices play an enormous role in overall consumer sentiment; however, this influence can be overshadowed by significant world or national events,” said NACS Vice President of Government Relations John Eichberger.

While overall pessimism remains high, consumers are optimistic that gas prices will continue their downward trend; for the first time this year, less than half of consumers (45%) say that gas prices will be higher next month.

“Of course, world and national events will ultimately determine oil and gas prices over the next month. But the fact that consumers are not dreading future prices is a positive indicator about the economy in general,” said Eichberger.

The results of the consumer survey were released on the eve of the 40th anniversary of the 1973 oil crisis, which began October 16, 1973, when OPEC announced that it would raise oil prices by 70%. The impact of the oil price shock of 1973 dramatically changed the fuels industry, leading to more oil exploration in previously untapped oilfields in Alaska and the North Sea, conservation and efficiency standards, highway speed limits and a dramatic increase in sales of more fuel-efficient vehicles, particularly imports. Above all, dramatically heightened consumer price sensitivity and the subsequent easing of full-service fueling requirements that reduced labor costs also led to the emergence of convenience stores as fueling locations. In 1973, convenience stores sold less than 1% of the fuel in the United States; by 1982, that figure had topped 12% and is over 80% today.

Consumers certainly have appreciated the growth of convenience stores: 74% of consumers surveyed say that they benefit from convenience stores selling gas, 66% say that self-service fueling has helped lower the

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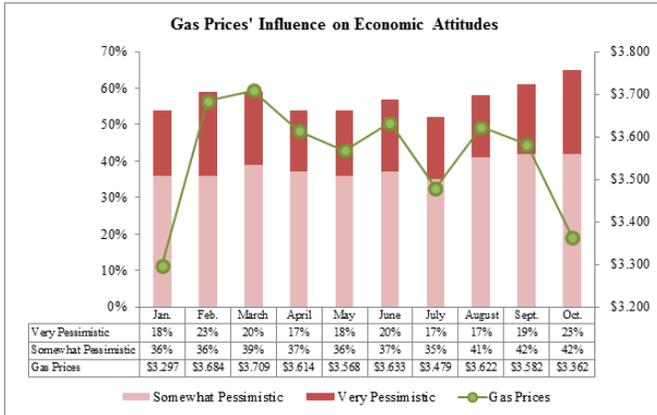
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price of gas and 53% say that having more businesses sell gas has increased competition and helped lower gas prices.



Every month, NACS conducts a nationwide survey in partnership with Penn, Schoen and Berland Associates LLC to measure consumer perceptions about gas prices and how they relate to broader economic conditions. For the October survey, 800 gas consumers were surveyed from October 8-10, 2013. The margin of error for the entire sample is +/-3.46 at the 95% confidence interval and higher for subgroups. The OPIS weekly national average price for gas was \$3.362 on October 7, the week in which the survey was fielded. Summary results from this and previous surveys can be found at www.nacsonline.com/gasprices.

AMERICAN PETROLEUM INSTITUTE THREATENS GOVERNMENT LAWSUIT

API says it will sue the Obama administration if environmental regulators do not release the final 2014 Renewable Fuel Standard by the end of November.

WASHINGTON – The American Petroleum Institute (API) notified the Environmental Protection Agency last week that it should prepare for a lawsuit if the final 2014 Renewable Fuel Standard (RFS) is not released by the end of November.

The Hill reports that the RFS calls for refiners to mix increasing amounts of biofuel in with conventional gasoline. API, however, says that the demand has become overly stringent, and that it calls for refiners to produce a blend of

gasoline that consumers don't want and can't use.

“EPA's continual tardiness has real, adverse effects on industry,” API Vice President Harry Ng wrote in a letter to the EPA. “Obligated parties need this information ahead of the compliance year — as the Clean Air Act clearly requires EPA to do — to make operational, logistics, and investment decisions.”

By law, the EPA is required to issue each year's RFS by Nov. 30 of the previous year. The Hill notes that the agency has routinely missed that deadline — the standard for this year was not released until August. Proposed 2014 requirements have been under review by the administration since August, but to become law, those regs would need to undergo a public comment period, which could take months.

The Hill writes that draft versions of the 2014 RFS obtained by media outlets reveal that the EPA is planning to significantly scale

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2013 Training Programs

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2013 Class Schedule

Basic Principles (1.0)

November 5-6 Watertown

Propane Delivery (2.2/2.4)

December 10-12 Watertown

2014 Class Schedule

Basic Principles

Jan. 7-8 Pierre
 March 4-5 Aberdeen
 May 6-7 Rapid City
 July 8-9 Sioux Falls
 September 23-24 Deadwood
 November 4-5 Mitchell

Bobtail Delivery

Feb. 4-6 Pierre
 April 8-10 Aberdeen
 June 10-12 Rapid City
 August 5-7 Sioux Falls
 October Rapid City
 December 2-4 Mitchell

4.1 Distribution Systems

May 20-22 Rapid City
 July 22-24 Mitchell

4.2 Distribution Systems

June 17-19 Rapid City
 August 19-21 Mitchell

Plant Operations

July 29-31 Mitchell

Basic Refresher

March 6 Aberdeen
 May 8 Rapid City

The following classes will be offered to all UST owner/operators.

November 19, 2013	Rapid City	Ramkota Hotel
November 20, 2013	Sioux Falls	Ramkota Hotel

2014 - Tentative - Locations - TBA

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back its mandate for ethanol by nearly 3 billion gallons.

In a statement sent to The Hill last week, EPA Administrator Gina McCarthy said that the agency “is only developing a draft proposal.”

“The agency has made no final decision on the proposed renewable fuel standards for 2014,” she added.

CALIFORNIA EMBRACES HYDROGEN STATIONS

The state has committed \$20 million annually for the next decade to add 100 fuel-cell filling stations.

SACRAMENTO, Calif. – California is backing up its plan to have more publicly available hydrogen fueling stations with a \$20 million annual commitment, Petrol Plaza News reports. The state’s plan to lower greenhouse gas emissions by a whopping 80% from 1990 levels by the half century mark has not gotten off to a great start, considering only

nine such fuel-cell stations are up and running.

The Alternative and Renewable Fuel and Vehicle Technology Program will provide \$20 million per year for the next decade, with a goal of adding 100 hydrogen filling stations in the state. “One of the biggest obstacles to introducing fuel cell electric vehicles was the lack of fueling certainty,” said Professor Dan Sperling, who chairs the California Fuel Cell Partnership. Sperling is also a member of the California Air Resources Board. “No more. The passage of AB 8 sends a clear signal to automakers, consumers and others that California will launch a market for FCEVs.”

The California Fuel Cell Partnership, a group of automobile manufacturers, energy firms, government officials and fuel-cell businesses, said a dozen new hydrogen stations are slated to open early 2014, with another seven to shortly follow. “The Governor’s support for securing financing to start building significant numbers of hydrogen fueling stations in California is critical to the success of fuel cell vehicles in California, providing consumers the necessary assurance that the infrastructure will be there to support these green technologies,” said Gordon Fry, director of state relations for Global Automakers.

Part of the problem with funding and building alternative fuel stations has been lack of support from the public to buy such vehicles and U.S. automakers to build them. However, overseas, Daimler has committed to building a network of hydrogen filling stations.

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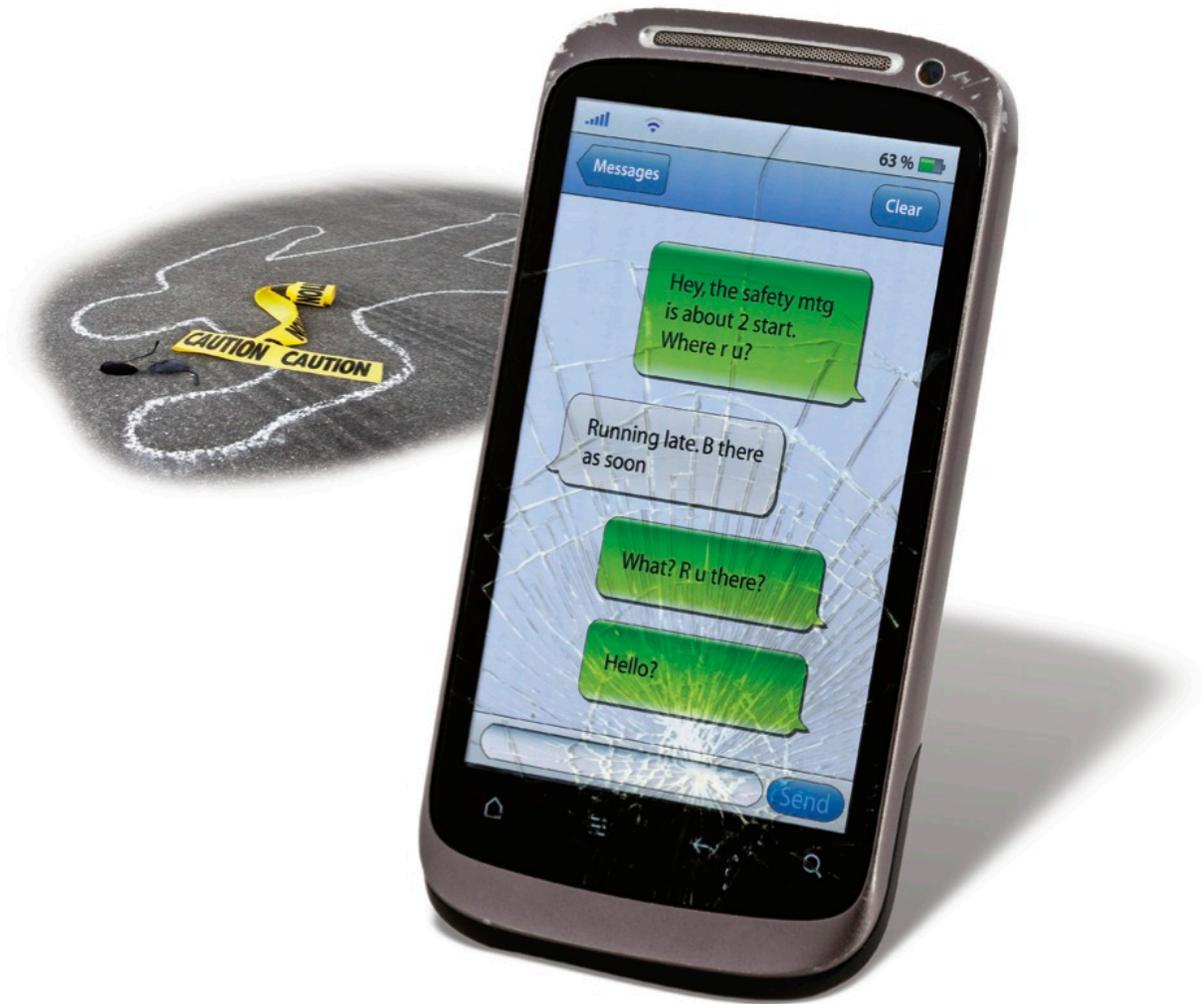
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REMINDER!!!

An Hours of Service Exemption is in effect in South Dakota for **PROPANE ONLY** from October 23 - November 30, 2013

In addition, the following states also have HOS in effect.

North Dakota	October 22 - November 22, 2013 (Propane, Petroleum, Diesel)
Iowa	October 25 - November 7, 2013 (Propane only)
Nebraska	October 26 - November 24, 2013 (Propane only)
Wisconsin	October 25- November 7, 2013 (Propane only)

I have heard nothing regarding the state of Minnesota.

Please go to website: sdp2ma.com and print out a copy of this exemption and carry in every truck.

Drive Safe!

GREAT SERVICE EVERYTIME.



Eagle Welding & Petroleum Equipment



Fleet Fueling Sites



Liquid Propane Recovery



Pressure Vessel Footings



Fleet Fueling Sites



Liquid Propane Plants



Turn Key Projects

EAGLE WELDING & PETROLEUM EQUIPMENT

Equipment we Sell, Service & Install for Refined Fuel Service

- Fuel Tanks
- Liners
- Concrete Diking
- Pumps
- Meters
- Valuing
- Tank Gauging
- Clean and Inspect Tanks
- Install New Tank Bottoms
- Venting

Equipment we Sell, Service & Install for Liquid Propane Service

- Liquid Propane Vessels
- Pumps
- Bypass
- Meters
- Vaporizers
- Gauging
- Footings
- Freight
- Cranes

Eagle Welding is a Petroleum Equipment Company. We do Sales, Installation and Service of Petroleum Equipment for Fleet Fueling Sites, Refined Fuel Bulk Plants, Liquid Propane Plants.

EAGLE WELDING & PETROLEUM EQUIPMENT, INC.

3069 County Road 8 S.E., Saint Cloud, MN 56304 • Phone: 763-360-0215 • Fax: 320-230-4969

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