

VOL 4 ISSUE 3 SourceLine



Introducing S³: Source Simple Solutions

Check out Source's new retail B2B package, [Source Simple Solutions S³](#). The new mobile-responsive site offers over 3,000 fueling products.



Source Trailer Program: Celebrating 20 Years

A fuel site installation can be a daunting task. Partnering with the experts at Source can make the process seamless. Since 1995, our trailer program has helped contractors complete projects across the U.S. As portable warehouses on wheels, our fleet of over 80 trailers can expeditiously service any location.

We oversee all the logistics, coordinating the delivery of equipment and supplies to jobsites anywhere in the United States. Source trailers save time, freight and labor costs, while preserving peace of mind.

To learn more, visit www.sourcena.com/solutions, or call 800-572-5578.

2015 Story to Watch: UST Compliance Requirements

Later this year, New Hampshire fuel retailers will be required to complete upgrades to single-wall underground storage tanks (UST) in order to be in compliance with state regulations. New Hampshire is just one of several states with upcoming UST upgrade deadlines. Here's what fuel retailers need to know about UST requirements to not only remain compliant, but profitable:



About UST Regulations

According to the Transportation Environmental Resource Center, there are approximately 600,000 active underground storage tanks in the U.S. that store petroleum or hazardous substances. Until the mid 1980s most USTs were made of bare steel. Because of their unreinforced structure and material type, these single-wall steel USTs are susceptible to corrosion, which can cause them to leak their contents.

Beginning in 1984, Congress began passing environmental regulations to address leaking USTs. Those regulations required USTs that had been installed prior to Dec. 22, 1988, have leak detection by 1993, and, by 1998, the USTs required spill, overfill, and corrosion protection. However, several states have their own regulations that supersede these federal regulations. As a result, fuel retailers in several states including [New Hampshire](#), Rhode Island, Massachusetts and California are facing state-mandated deadlines to upgrade or close their single-wall steel USTs.

Opportunity for Change

Some fuel retailers are opting to sell or close rather than replace their USTs, citing the costs of upgrading. However, with convenience stores experiencing [record in-store sales](#) and showing no signs of slowing down, now is a favorable time for many fuel retailers to make investments in their infrastructure. This investment not only bolsters the symbiotic relationship between fuel, C-store sales and profits (motor fuels drive sales dollars, but in-store sales boost profit dollars), it provides fuel retailers with an opportunity to revitalize their forecourt by preparing their fueling infrastructure for fuels of the future. While breaking concrete is certainly a costly undertaking, the benefit of strategically pursuing capital expenditures can pay off years down the line.

Many states offer grants for upgrading USTs and additional funding for UST projects can be attained through [financing options](#). For assistance planning an upgrade, contact Source's [SOLUTIONS Design Group](#) for a consultation. For information about your state's UST regulations, visit the [EPA's website](#).

RFS Update: EPA Agrees to Nov. 30 Deadline



The U.S. Environmental Protection Agency (EPA) has agreed to a Nov. 30, 2015, deadline for setting requirements under the Renewable Fuel Standard.

The Clean Air Act requires the EPA to establish annual RFS ethanol mandates by Nov. 30 of the preceding year. The agreement is outlined in a [proposed consent decree](#), which resulted from a lawsuit filed by the American Petroleum Institute (API) and American Fuel & Petrochemical Manufacturers (AFPM) citing the EPA's failure to meet RFS deadlines.

With no standard to guide the refining companies, they have been left to speculate about how much ethanol to blend into gasoline. The decree established the following schedule:

June 1, 2015: EPA proposes volume requirements for 2015

Nov. 30, 2015: EPA will finalize volume requirements for 2014 and 2015

While outside the scope of the consent decree, the EPA also committed to proposing RFS volume requirements for 2016 by June 1. Additionally, the EPA indicated it would re-propose the 2014 volume requirements by June 1 to reflect the volumes of renewable fuels used in 2014. To learn more, read this story from [CSPnet.com](#), or visit the [EPA site](#).

Fuel Marketer News Adds Source Blog

Check out Source's first [Fuel Marketer News blog](#) to learn why petroleum will remain a leading fuel for many years.



Featured Product: Ace Tank FuelSafe® Day Tanks

A disruption in power can have a catastrophic effect on business in today's 24-7 society. As such, many commercial and industrial businesses are incorporating day tanks into their contingency plans for staying online should a disruption occur. The day tank provides an aboveground source of fuel with mounted pumping units and control circuitry, primarily for short-term and stand-by use.

Unlike some competitor day tanks, **Ace Tank FuelSafe® Day Tanks**, which were recently featured on [Fuel Marketer News' website](#), occupy a tight equipment footprint while still maintaining double-wall construction. Tanks are available in sizes ranging from 60 gallons to 280 gallons, and can fuel mission-critical systems for 24 hours, up to a week.

Designed to deliver long service life, the tanks are constructed from industrial-grade components from the industry's leading pump and filter manufacturers. User-friendly features include programmable logic controllers (PLC) and touchscreen interfaces. With minimal electrical and mechanical plumbing requirements for installation, **Ace Tank FuelSafe® Day Tanks** are practically turnkey.

Visit Source's website to read the full [press release](#) about the advantages of an **Ace Tank FuelSafe® Day Tank**. Learn more about **FuelSafe® Systems** at www.acetank.com.

States Seek Creative Solutions to Bridge Gas Tax Revenue Gaps

Fuel retailers aren't the only ones affected by decreased fuel consumption and lower fuel prices. Federal and state legislators are scrambling to compensate for severely depleted gas tax reserves that are essential to funding infrastructure maintenance.

Congress is considering raising the federal gas tax, while several states are proposing alternatives aimed at providing more comprehensive, long-term solutions. For example:

- In July, Oregon, the first state to enact a gas tax, will begin testing a program that would adopt a per-mile road-use fee for all cars.
- In Illinois, economists have proposed a variety of measures such as increasing the number of tolls, implementing "surge-pricing" on highways during peak hours, and taxing the number of miles driven.
- The Utah legislature voted to increase the 24.5-cents-per-gallon gas tax by 5 cents starting next year.
- North Carolina lawmakers are proposing a measure that would lower fuel taxes, but increase car sales taxes, driving and insurance fees.
- Texas is expanding its toll-road networks to underwrite highway-construction funding.
- More than 20 states have legislation allowing public-private partnerships to manage highways. With recent privatization mishaps that have taken place in Missouri and Indiana, however, some states are putting privatization initiatives on hold.

Visit The [American Petroleum Institute](#) site for a [state-by-state overview of motor fuel taxes](#).



States are seeking new ways to fund road repairs.

PEI Corner: Petroleum Equipment Institute Offers Numerous Educational and Safety Initiatives

[The Petroleum Equipment Institute](#) has launched several new educational initiatives.



The first PEI Women Conference was held April 29 to May 1 at the Embassy Suites in Denver, CO. The venue provided opportunities for female petroleum professionals to network and share information with each other.

In February, PEI published [RP1500](#), a guide of recommended practices for the design, installation, operation and maintenance of compressed natural gas (CNG) vehicle fueling facilities. RP1500 provides a comprehensive overview of the characteristics of natural gas.

In response to the national roll-out of diesel exhaust fluid (DEF), PEI published [RP1100: Diesel Exhaust Fluid](#), a manual on implementing the new technology. PEI's new document provides recommended practices for the installation and operation of DEF storage and dispensing equipment.

In addition, PEI offers a series of electronic newsletters about workplace safety, including Safe Practices and the Safety Letter. To subscribe, or to access the newsletter archive, visit www.pei.org/safepactices.