

NEW YORK STATE ASSOCIATION OF SERVICE STATIONS & REPAIR SHOPS, INC.

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Two New York Democrats Key To New York State Senate Coup

The political situation in Albany, NY has turned upside down thanks to the defection of two State Senate Democrats to the GOP caucus—returning to the Republicans the majority status they enjoyed for almost three decades.

New York State Senate Republicans on Monday replaced Malcolm Smith as Majority Leader. The flip of senators Pedro Espada Jr. of the Bronx and Hiram Monserrate of Queens gives Republicans a 32-30 edge in the chamber. Sources say independent upstate businessman Tom Golisano played a role in their coup. At the end of the day Democrats are out of power in the New York State Senate and Republicans were in.

The new leadership in New York's upper chamber is composed of Republican Dean Skelos, who will be the majority leader. Democrat Pedro Espada, Jr, was elected President pro tempore of the Senate, which means that if something happens to Gov. Davis Paterson, he steps in.. Once news of the defection broke and the GOP claimed they had retaken the majority that Democrats walked out of the chamber, cutting the power and the television feed in the process.

According to a statement from the Senate's GOP press office, "An historic change in leadership is taking place at this moment and a new bipartisan, coalition is being established that is bringing real reform to the Senate right now."

But the former majority leader is not going quietly. Malcom Smith is calling for democrats to boycott senate chambers. Democratic senators are toeing the line. Meanwhile Thomas McNamara, Acting State Supreme Court Justice has refused to

settle the matter claiming the court has no jurisdiction. In other news Senator Hiram Monserrate has switched sides once again rejoining the democratic fold.

It remains unclear how this will affect several key bills in the legislature, including the Right To Repair Bill, and The Zone Pricing Bill which are sponsored by Monserrate in the NYS Senate. We are in the process of getting legislation to reduce the new tobacco registration fee, unfortunately that will also be delayed. There were a number of bills that were detrimental to the industry that could have become law under democratic control that will be held and there were a number of bills that would be helpful which are now being held up.

When control of the Senate is settled we will need to communicate with the party that is in control. We will need to get new sponsors and meet with new committee chairmen.

We will keep you informed.

Summary Of The Safety Group 536 As Of June 3, 2009

Safety Group 536 is doing extremely well. A Review of the figures for the year 2009 is as follow:

- As of May 1, 2009, policy count is 1,175. For the 2008-2009 policy period 109 new policies were written.
- Total premium for the year 2008-2009 is expected to be \$7,554,868. This is an increase of \$400,000 over 2007-2008 period.
- The group lost 25 policies because the policyholders went out of business, 29 policies were cancelled for non-payment and 5 policies were lost to other carriers.

- The groups current contingency balance, after dividend have been paid for 2007-2008, is \$9,863,050

Credit Card Legislation Enacted

President Obama has signed into law legislation that stops credit card companies from randomly jacking up interest rates and restricts the type of fees they can assess. The law gives “needed reforms that provide American consumers with the strong and reliable protections they deserve,” said the White House.

The House and Senate approved the credit card bill, which garnered bipartisan backing. The House allowed the Senate version of the bill, which had harsher reforms, to go to the White House.

The Senate measure, written by Senate Banking Committee Chairman Christopher Dodd (D-CT), stops credit card companies from increasing interest rates on current balances until the cardholder has fallen at least 60 days behind in making a payment. If the borrower pays on time for six consecutive months, the company must revert to the original rate.

For cards with multiple interest rates, payments must be applied by the issuer to the debts with the higher rates. Before raising rates on future debt, the card company must give users 45 days’ warning.

The bill which takes effect in nine months, does nothing to address the high interchange fees that are plaguing retailers. The legislation did not include an amendment drafted by Sens. Richard Durbin (D-IL) and Kit Bond (R-MO), which would have allowed retailers to provide consumers with discounts if they use cheaper forms of

payment, including debit cards, and would increase transparency and awareness of the fees charged on credit and debit card transactions.

The debate on the amendment, however, led to a public commitment from Senate Banking Committee Chairman Chris Dodd (D-CT) to address the issue of credit card interchange fees directly. Additionally, the arguments used by the banking and credit card industries against this common sense discounting amendment shocked and angered many in the Senate and created renewed resolve to move forward on broader interchange reform.

Credit Card Interchange Fee Bill Introduced

House Judiciary Chairman John Conyers (D-MI) and Rep. Bill Shuster (R-PA) reintroduced the Credit Card Fair Fee Act, bi-partisan legislation that seeks to address the more than \$48 billion that Americans annually pay in credit card swipe fees. H.R. 2695, seeks to help level the playing field for retailers by giving them a seat at the negotiating table with banks to determine the fees assessed for every sale made by credit card, and ultimately reduce the costs of everyday goods for consumers.

Credit card swipe fees — called “interchange fees” by the big banks that set these rates — are a percentage of each transaction that Visa and MasterCard and their member banks collect from retailers every time a credit or debit card is used. These fees average about 2 percent in the United States, the highest rate in the industrialized world.

Currently, credit card swipe fees are set in secret by the banks and hidden from view. Raising these fees is how Visa and

MasterCard — which together control more than 80 percent of the U.S. credit card market — encourage banks to issue more credit and debit cards.

Over the last several years, the public, consumer groups, the Federal Reserve and Congress have scrutinized unfair credit card practices, policies and fees. Swipe fees have been the subject of multiple hearings in both the House and Senate under both the Republican and Democratic Congresses, and the banking industry has intensely lobbied against any reform — something it continues to do.

The bottom line is that unless Congress fully addresses how credit card swipe fees are determined, and why they are set in secret and hidden from consumers, the banking industry will have free reign to establish higher rates and create new hidden fees that continue to punish Americans.

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“The bottom line is that unless Congress fully addresses how credit card swipe fees are determined, and why they are set in secret and hidden from consumers, the banking industry will have free reign to establish higher rates and create new hidden fees that continue to punish Americans,” said a retailer spokesperson.

NYS Right To Repair Legislation A6634 – Assemblyman Towns S3333:– Senator Monserrate

The subject bill amends the New York State Vehicle and Traffic Law, in relation to mandating automobile manufacturers to release vehicle repair information to vehicle owners. The bill identifies the problem that the ability to diagnose, service, and repair a motor vehicle in a timely, reliable, and affordable manner is essential to the safety and well being of automotive consumers in the State of New York. In many instances, vehicle access codes prevent owners from making the necessary diagnosis, service, and repair of motor vehicles in a timely,

convenient, reliable and affordable manner. This bill provides that the access codes or special equipment retained by the manufacturer be provided to the motor vehicle owners and the motor vehicle repair shops. This will permit consumers, who wish, to have this availability. Consumers in New York and nationwide have always benefited from the accessibility of an after market parts supply, or parts and accessories used in the repair, maintenance or enhancement of a motor vehicle.

This legislation requires that manufacturers of motor vehicles and trailers sold in New York, to provide to the vehicle owner, via the motor vehicle repair shop, information that will permit the after market to supply parts and to repair late model vehicles. The information necessary to diagnose, service or repair must include information necessary to integrate replacement equipment, and any kind used to diagnose, service, repair, activate, certify, or install any motor vehicle equipment into a motor.

It allows for vehicle owners in New York to receive the information necessary to permit the diagnosis, service, and repair of their vehicles. It gives the vehicle owner the option to choose between original parts and after market parts when repairing their motor vehicles and to make repairs necessary to keep their vehicles in reasonably good and serviceable condition during expected vehicle life.

Manufacturer's repair facilities traditionally charge more than the independent repair shops and are not easily accessible. The independent repair facilities are numerous, accessible and competitive. The removal of this competition from the market place will limit the motorist choices, increase cost and lead to more down time for the vehicles.

The Right to Repair Act was the impetus for a study which provided valuable insights to the aftermarket industry and the consumer.

It should also be helpful in assisting legislators to support this bill. The findings of the survey reveal significant differences in repair cost between new car dealerships and independent repair shops, reinforcing the long-standing contention that independent repair shops are less costly and more convenient than new car dealerships.

The key findings of the survey were:

- Vehicles repairs for part and labor average 34.3 percent more at the new car dealerships than at independent repair shops.
- Foreign nameplate repairs for parts and labor averaged 36.8 percent more at new car dealerships than at independent repair shops.
- Domestic nameplate repairs for parts and labor averaged 31.5 percent more at the new car dealerships than at the independent repair shops.
- The total difference for consumers having repair work performed at new car dealerships rather than independent repair shops for the jobs, projected to the total market for these jobs, equaled \$11.7 billion.

Added to the high cost of repairs is the ability to have the vehicle repaired in a timely manner. Independent repair shops perform repairs with fewer delays than new car dealers. Also, it is estimated that twelve percent, of 2,500 new car dealerships will close in 2009 added to the number that have already closed. Motorists will have to travel further and wait longer to have their cars repaired at new car dealerships.

For the above reasons the Association supports this bill and urges it become law. The bill is currently in the committee on consumer affairs and protection in the assembly, and is in the committee on consumer protection in the Senate.

**Amending Moter Vehicle Insurance Law
A7043 – Assemblymen Ball**

The subject bill amends the New York State Vehicle and Traffic Law, by directing the commissioner of motor vehicles to prepare a motor vehicle repair consumer's rights statement. It also amends the Insurance Law to require insurers providing collision or comprehensive coverage on motor vehicles to, both orally and in writing, provide notice to consumers of the consumer's rights prior to purchasing coverage and when submitting a claim.

This bill is suppose to help to lessen any confusion or frustration that may arise from a consumer who is not completely aware of their rights. It sets forth the duty of the insurer in the event of a collision. It is expected to help facilitate a smoother transaction between the motor vehicle department, the consumer and the insurer but also to ensure that all consumers are well aware of their rights and their coverage with no deception.

The Association has taken a neutral position on this bill, which currently held for consideration in the committee on transportation in the assembly.

**Requiring Insurance Companies to
Announce Interest In Repair Shops,
Notify Customer Of Right Of Choice
A719 – Assemblymen Gantt**

The subject bill amends the New York State Vehicle and Traffic Law, in relation to requiring motor vehicle repair shops to provide written notice to customers in relation to requiring insurance companies to disclose financial interests in motor vehicle repair shops. It strengthens the existing anti-steering provisions in the current law. It

provides that customers having a motor vehicle repaired be provided with a written notice stating that they cannot be required by an insurer to use a particular repair shop. It also requires that insurers disclose if they have a financial interest in a repair shop.

There have been concerns about the effectiveness of current provisions of the law prohibiting insurance companies from steering their policyholders to a particular motor vehicle repair shop. In some cases the insurance company may pressure the vehicle owner to have the vehicle repaired in a shop in which they have a financial interest. This raises concerns that the quality of the repair could be jeopardized since the insurance company has a financial interest in keeping the cost down. This bill eliminates that concern by requiring additional disclosures to vehicle owners at the time of loss when a claim is processed and at motor vehicle repair shops.

For the above reasons the Association supports this bill, which has been reported from the committee on transportation to codes in the assembly.

**Introducing Bitter Additive To Antifreeze
A7602 – Assemblywoman Millman
S4276 – Senator Stachowski**

The subject bill amends the New York State General Business Law, in relation to the sale of engine coolant and antifreeze. It provides that any engine coolant or antifreeze that contains 10% or more of ethylene glycol shall only be sold containing 30 PPM of the additive denatonium benzoate. According to the sponsor engine coolant or antifreeze sold in New York State containing more than 10% or more of ethylene glycol, a sweet tasting ingredient, must be diluted with 30 PPM of denatonium benzoate, a strong bitter agent. This additive is expected to reduce

the risk of accidental poisoning. The bill does not remove the liability of a manufacturer, distributor, recyclers or seller for any personal injury, death, or property damage caused by or that results from the inclusion of denatonium benzoate.

While there may be some merit for this type of legislation, New York will once again be out front with restrictions on a product that force manufactures to provide a boutique product. This will increase the price of the product as compared to other states. It will send motorist to bordering states for cheaper product, due to the resultant increase of cost to repair shops. New York must learn that by being first in changing products will increase the cost of that product. This will hurt New York State businesses and eventually reduce tax income to the State.

For the above reasons the Association opposes this legislation and urges it be defeated.

The bill passed the assembly unanimously, and has been referred to the senate committee on consumer protection.

Zone Pricing Legislation
A234 – Assemblyman Bradley
S3766 – Senator Monserrate

The subject bill amends the New York State General Business Law, in relation to zone pricing of gasoline. It amends chapter 579 of the laws of 2008 correcting an oversight in the original legislation. Specifically the bill prohibits the use of zone pricing as a marketing device for gasoline.

The legislation known as “the consumer protection and fair and equitable motor fuel pricing act of 2008,” prohibits zone pricing of motor fuel, and provides remedies for the violation of the law by the Attorney General.

Violations of the law can generate a civil penalty of not more than \$10,000.

Zone Pricing is a marketing technique currently used by petroleum companies. The company determines geographical price zones based on the demographics of a certain area. For example, if one area typically is more affluent than another, the tank wagon price, in other words, the price per gallon determined by the wholesaler, at which gasoline is offered for sale to the retailers may be slightly higher in that area, than in an area where the clientele is primarily a working class neighborhood.

Because the petroleum companies increase the amount charged to the service station dealers for the gasoline in those designated zones, this cost is then passed on to the consumers. Thus, the result of zone pricing is higher prices at the pump for individuals who are assumed to be able to pay more. This legislation would prohibit this discriminatory pricing policy.

Also, some suppliers control dealer’s margins and actions by using zone pricing. If a dealer refuses to accommodate pricing or other requests by suppliers, the dealer’s station is moved into a higher price zone and the price of motor fuel to the dealer increases causing the station to sell at higher prices.

The bill takes effect on the 60th day after it become a law; provided however, that the attorney general promulgates, on an emergency basis, all rules and regulations necessary for the timely implementation of this act on its effective date. For the above reasons the supports this bill and urges it become law. The bill has been referred to ways and means in the assembly, and resides in economic development in the senate.

The bill is currently on the third reading of the Assembly calendar. In the Senate it has

been reported from consumer protection and has been committed to codes.

Extending Price Gouging Litigation
A278 – Assemblywoman Pheffer
S4587 – Senator Monserrate

The subject bill amends the General Business Law, in relation to price gouging. It grants citizens who are alleged to be victims of illegal pricing practices in times of emergency the right to directly sue the alleged responsible party.

There is an existing price gouging statute under the General Business Law. This bill would provide for the possibility of injunctive relief, a minimum \$1,000 damage claim and a maximum \$5,000 penalty for willful violations. Currently, only the State Attorney General is empowered to bring legal action against violators of the price gouging statute. This bill would leave the Attorney General's powers intact, but would also permit individual victims of price gouging to sue the price responsible party directly.

This bill is a diagram for abuse. In September of 2005 motor fuel prices increase dramatically. The reason was that the suppliers raised the prices to the retailer. The retailers raised their prices on the advice of suppliers and the reality that the next load of motor fuel would be thirty percent higher.

The Attorney General reacted to legislative pressure and singled out the weakest link in the supply chain, the retailer. The problem and the infraction were will above the retailer but the Attorney General picked the softest target.

This bill will only make a difficult situation worse. Adding a private right of action to a law that is enforced by the state without a

clear knowledge of the motor fuel industry place small independent defensive disadvantage. Before any bill becomes law the enforcing agency and the legislature need to understand the industries they are trying to regulate.

For the above reasons the Association opposes this legislation and urges it be defeated.

In the Assembly the bill has been reported from consumer protection and has been committed to codes. In the Senate it has been reported from consumer protection and has been committed to finance.

Gasoline Dealer Discount For Cash
A4913 – Assemblywoman Pheffer

The subject bill amends the New York State General Business Law, dealing with the right of gasoline dealers to offer discounts. It ensures that gasoline dealers are able to offer consumers a discount for using certain methods of payment. The bill adds a new section the General Business law to prohibit motor fuel franchise agreements from restricting a motor fuel dealer's right to offer discounts for certain methods of payment.

Currently, many motor fuel franchise agreements prohibit gasoline dealers from offering a discount to a buyer based upon the method of payment by such buyer for gasoline. For example, some dealers tried to offer a discount for the motor fuel purchase if the customer paid cash.

As the price of motor fuel increased to over \$4.00 per gallon the cost to the dealer to process a credit card sale approached twelve cents per gallon. This is as much as the dealer's gross profit on the sale of a gallon of motor fuel. When dealers offered the discount for cash program many franchisors

forced the dealer to discontinue the program. This will correct this unreasonable dictatorial requirement of suppliers.

For the above reasons the Association supports this legislation. The bill currently resides in the assembly committee on economic development.

Deal Right Of Refusal Bill Passes In New Jersey

The N.J. state legislature has passed a bill that will require both refiners and marketers to offer "Right of First Refusal" to dealer franchisees in the state. The legislation exempts small distributors with 40 retail locations or less from having to offer dealer franchisees the right to buy their properties.

Locations that are commissioned agents and closed locations may be included in the total count, but Right of First Refusal is only granted to lessee dealer franchisees and not to commissioned agents. Majors have divested retail locations in recent years, many of which have gone into the hands of large distributors.

Injunction On Bottle Bill.

From TU reporter Cathy Woodruff on the TU's The Buzz business blog:

A federal judge has issued an injunction putting the scheduled June 1 implementation of New York's new expanded bottle law on hold. U.S. District Court Judge Thomas Griesa ruled from the bench in New York City early this afternoon during a hearing on the lawsuit against the state filed last week by a coalition of bottled water companies.

Brian Flaherty, director of public affairs for Connecticut-based Nestle Waters North

America Inc., said the judge cited objections raised by the bottlers and distributors to the new law's requirement that returnable bottles carry a New York-specific UPC code.

"The court today highlighted the Constitutional and due process problems with New York's new bottle bill," he said. "The opportunity that we see today is, first, stopping an unconstitutional law. But more importantly, in the pause that will take place, we now can reinforce that this needs to be a better bill and can be, environmentally."

In a statement issued when the lawsuit was filed last week, Nestle Waters CEO Kim Jeffery said the company supports recycling efforts and "environmentally sound bottle deposit laws," but does not consider New York's law to be among them.

Other parties to the suit against the state include the International Bottled Water Association and Polar Corp., parent company of Adirondack Beverages Corp., a producer of sodas, seltzers and spring water.

Topping the list of the group's beefs was a requirement that bottles covered by the law carry a state-specific UPC bar code for sale in New York.

Because the law also would prohibit sale of those bottles outside New York, the companies say in their suit that it violates the Constitution's commerce clause.

Additionally, the suit claims the law's failure to cover beverages containing sugar, such as teas and sports drinks, violates the equal-protection clause in the Constitution.

The law, passed in early April, also provided insufficient time for implementation and improperly restricts the bottles some retailers may accept for deposit redemption,

the lawsuit claims.

The Albany saga continues. We will keep you informed

Federal Right to Repair Continues to Gain Support

The Motor Vehicle Owners' Right to Repair Act (H.R. 2057) gained five new sponsors bringing the total co-sponsor number to 12. Joining lead sponsors, Reps. Edolphus Towns, D-N.Y.; Anna Eshoo, D-Calif.; and George Miller, D-Calif., were Reps. Shelley Berkley, D-Nev.; Howard Berman, D-Calif.; Yvette Clarke, D-N.Y.; William Lacy Clay, D-Mo.; and Corrine Brown, D-Fla. Members can visit www.righttorepair.org to send a message to their elected official in support of Right to Repair legislation.

The growing momentum of support for this important legislation demonstrates the commitment by many members of Congress to ensure that, despite the shrinking number of dealerships around the country, their constituents can continue to obtain affordable and convenient repairs for their vehicles.

Because vehicles are becoming increasingly sophisticated with virtually every system either monitored or controlled by computers, servicing these vehicle systems to keep them in safe working condition requires ready access to complete and accurate information, tools and software from the car companies. Reps. Towns (D-NY), Eshoo (D-CA) and Miller (D-CA) introduced the Right to Repair Act into the 111th Congress to ensure that car owners, and not the car companies and their dealers, are in the driver's seat when it comes to where and by whom repairs to their vehicle are performed.

The Motor Vehicle Owners' Right to Repair Act, would require car companies to make the same service information and tools capabilities available to independent repair shops that they provide their to their franchised dealer networks. The legislation further provides car companies with strong protections for their trade secrets unless that information is provided to the franchised new car dealers. The bill clarifies the responsibilities of the Federal Trade Commission in enforcing the bill's requirements.

A complete list of co-sponsors and a copy of the Motor Vehicle Owners' Right to Repair Act (HR 2057) can be found by visiting www.righttorepair.org.

Canadian Parliament Advances Right to Repair Legislation

The Canadian House of Commons voted overwhelmingly (247-18) on May 13 in support of sending Right to Repair legislation (C-273) to committee. Introduced by NDP MP Brian Masse (Windsor West), the legislation requires car companies to share all service information and tools with independent repair shops in Canada.

Marc Brazeau, president, AIA Canada, stated that the huge margin of victory was "tremendous news for consumer and industry in Canada. Passage of Bill C-273 is crucial to protecting jobs in Canada's automotive industry, and ensuring consumers have a right to repair their vehicle at their place of choice."

Brazeau noted "that last week, after years of stalling, car manufacturers signed a letter of intent for a voluntary agreement, but Parliament recognized this as a delaying tactic that did not provide a credible alternative. The industry needs to move

forward with a permanent and universal solution that is more than just a promissory note." He further recognized that "while there is still a lot of work ahead at the committee stage, this vote is a clear indication that the aftermarket industry has successfully shown to the government that legislative solution is the only real mechanism to get a long-term remedy for the automotive repair and service sector."

Following committee consideration, the legislation will be sent back to Parliament for a vote before it moves to the Senate. For additional information on the Canadian Right to Repair effort, visit www.righttorepair.ca.

Critical Compromises Reached On House Greenhouse Gas Bill

House Democrats claimed last week that they have struck a deal on most of the issues related to a global warming bill. The "compromises" now open the way for the House Energy and Commerce Committee to consider the controversial legislation, which would establish a cap and trade system to reduce emissions of global warming gases.

Among the agreements reached between members of the committee and chairman Rep. Henry Waxman, D-Calif., is a compromise which would provide the automobile industry with 3 percent of emissions allowances from 2012 through 2017 as incentives for building battery-powered and other advanced technology vehicles. The portion of free allowances set aside for the industry would drop after 2017 to 1 percent, and would go away entirely after 2025.

The chairman also reached a compromise on a 20 percent renewable electricity standard that would require 15 percent of each state's

power to come from renewable sources and as much as 5 percent from improved efficiency by 2020.

Finally, it appears that there is an agreement to provide the U.S. Environmental Protection Agency (EPA) with authority to phase-out hydrofluorocarbons (HFCs) using a market-based approach. This could impact the automotive industry since HFC-134a is the primary refrigerant used in most vehicle air conditioners. The compromise would cap and gradually reduce emissions of HFCs and permit producers and importers to meet the reductions by trading emission allowances.

Waxman has committed to try to get the greenhouse gas bill passed out of his committee by the Memorial Day recess, which is scheduled to begin at the end of this week.

Small Auto Parts Suppliers Call for Government Assistance

Smaller companies that supply the vehicle manufacturers last week called on the government to help in weathering the storm of bankruptcies hitting the auto industry. Specifically, suppliers told Congress at a hearing held by the House Small Business Committee on May 13 that Chrysler's bankruptcy has left them in limbo as they await payment for millions of dollars in parts sales. This problem could become more acute as General Motors also files for protection, possibly forcing many small suppliers to close their doors for good.

While the Department of Treasury recently announced a \$5 billion program to provide government guarantees for auto parts firms, those programs are directed at helping Tier 1 larger suppliers and are not trickling down to the small suppliers. The suppliers told the committee that the government needs to

make sure funds are available for smaller companies being impacted by the crisis, suggesting that expanding loan programs through the Small Business Administration could be of assistance.

Contact the Association should you need a sales tax chart.

DMV Record Retrieval

DMV record retrieval is available to association members and affiliates at a cost of \$12 per record. Additionally, you may order DMV certified paper abstracts of drivers license, vehicle registration, and vehicle title records for an additional fee of \$2 per abstract. To use this service, please call 518-452-4367 or 716-656-1035

EPA Announces New Environmental Protection Web Site for Retailers

The U.S. Environmental Protection Agency (EPA) announced last week the launch of a new Web site providing "one-stop" access to the many programs and resources available to help prevent and resolve environmental issues at retail establishments. According to EPA, many activities at retail locations have the potential to impact human health and the environment and are regulated by EPA. However, until now, the vast amount of compliance, sustainability and pollution prevention content applicable to the retail sector has been scattered and difficult to access.

EPA believes that through the Retail Industry Portal, retailers will be able to quickly find information they need to understand and comply with environmental regulations, as well as voluntarily go beyond regulator obligations to protect the environment for future generations.

To access the portal, visit www.epa.gov/retailindustry.

We Have Changed Our Web Address

The Association is pleased to announce a new web site. The old website has been completely revamped to provide you with easier faster access to the information you need. The new address is

www.nysassrs.com

Our e-mail address has changed to:

state@nysassrs.com

In addition to being able to read back issues of newsletters, and providing you with links to important sites we have added a bulletin board to keep you better informed as stories break.

Please note that the cents per gallon rate of the MCTD tax decreases from 3/4 of one cent to 7/10 of one cent effective June 1, 2009.

WARNING

YOU CANNOT DO INSPECTIONS IF ANY OF YOUR EQUIPMENT IS MISSING OR INOPERABLE.

PERFORMING AN INSPECTION UNDER THESE

CONDITIONS CAN RESULT
IN REVOCATION OR
SUSPENSION OF YOUR
INSPECTION LICENSE.