

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

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August 2009

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## NOTICE:

As Of The November Issue Of The Bulletin, The Issues Will No Longer Be Available In Print. Instead You Will Need To Go To [www.nysassrs.com/bulletin.html](http://www.nysassrs.com/bulletin.html) In Your Browser. The Bulletin Will Be Published In Both Word And Adobe Reader Format. This Change Will Allow Us To Bring You More Timely News And Better Serve You.

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**Attention Affiliates and Members**

Albany, New York 12205

During the 2009 Legislative session, the Governor and the Legislature increased the fee for the Tobacco Retail License from \$100 per year, up to a maximum of \$5000 per year. The formula used to determine the amount of the fee is.

- \$1,000 for business with gross sales of up to \$1 million.
- \$2,500 for businesses with gross sales exceeding \$1 million but less than \$10 million.
- \$5,000 for businesses with gross sales exceeding \$10 million.

Last year the corporate filing fee went from \$100 per year, to \$5000 per year, depending on the gross sales of the business. C, S and LLC corporate filling fees are affected. The law became effective January of 2009. Many of you may have already paid the higher fee.

The tobacco fee and the filing fee affect service stations with convenience stores whose gross sales have escalated due to the high price and the volume of motor fuel. The filing fee also affects service stations with a repair shop. There are two bills in the legislature aimed at reducing the tobacco fee. One bill returns the fee to \$100, with a surcharge of \$100 for each violation the station has for the sale of a tobacco product to a minor. Unfortunately, with the New York Senate in turmoil, the chances of a legislative fix are unlikely. Under these circumstances, the association feels that the only possible relief from these two outrageous fee increases is through the courts. We are therefore asking for a donation of \$200 per station affected by these filling fees, to fund the lawsuit. If you interested in trying to have these fee increase reduced, or even eliminated, please make out you check to:

The New York State Association of Service Station and Repair Shops, Inc. Legal Fund  
6 Walker Way

List below the name and address of each station:
Operator Name:
Telephone Number:
E-Mail Address:
Initial Contribution Amount \$

Also, fill out and return the requested information on the enclosed flyer so that we can maintain a method of keeping you updated on the progress of this action. If sufficient donations are received we will retain attorneys and commence a lawsuit. On what grounds the lawsuit can be brought will be determined by the attorneys. Our state association attorney, Fred Altman, has researched the corporate filing issue and is ready to file the suit. He has said that it will be a tough fight. We will also try to join with other groups affected by those fees. Please contact the association office at 518 452 4367 if you have any questions.

Ralph Bombardiere  
Executive Director

**NHTSA Issues New Braking Rules For Heavy Duty Truck Tractors**

The National Highway and Traffic Safety Administration (NHTSA) on July 24 released a new final rule aimed at improving the stopping ability of large trucks by 30 percent. The new standard, which will be phased in over four years beginning in 2012, requires that a tractor-trailer traveling at 60 miles per hour come to a complete stop in 250 feet. The old standard required a complete stop within 355 feet.

According to NHTSA, the new rule “should speed up the introduction of the latest brake technology into America’s freight hauling fleets and will help truck drivers avoid collisions with other vehicles.” The agency believes that manufacturers will be able to choose from a number of alternatives including installation of enhanced drum brakes, air disc brakes or hybrid disc/drum systems. The new rule applies only to truck tractors and does not include single-unit trucks, trailers and buses.

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### **The European Commission Releases Plans To Ensure Competition In Vehicle Aftermarket**

The European Commission (EC) released proposals for future legal framework to ensure competition in both the sale of new cars and also the aftermarket for those vehicles. Known as the block exemptions, the rules create safe harbours for categories of agreements, relieving companies from the need to individually analyze whether those agreements comply with EC rules on restrictive business practices. The block exemption for the motor vehicle industry expires on May 31, 2010.

The EC found that the objectives of the current block exemption remain valid, but that there is not any indication of significant competition shortcomings in the sales of new vehicles. Instead, the commission found structural overcapacity and falling real prices. “The future competition law framework in this sector should therefore not impose regulatory constraints which might increase distribution costs and are not justified by the objective of protecting competition on the market,” the EC said. The commission is proposing to align the rules applying to the primary market to the general competition rules on vertical agreements. In order to ensure a smooth transition, the EC intends to propose extending the provisions of the current block exemption as they relate to the first sale of

the vehicle for a period of three years.

The EC release further asserted that it is particularly important to protect competition in the aftermarket as it is “less competitive due to its brand-specific nature but accounts for some 40 percent of consumer expenditure on cars.” “The commission intends to apply the general competition rules in conjunction with sector specific guidelines and/or an additional, more focused, sectoral block exemption regulation. These will address core aftermarket issues, such as independent operators’ access to technical information, access to spare parts and access to the network of authorized repairers, but also tackle new issues which have become more prominent in recent years, such as the misuse of warranties aimed at excluding independent repairers.”

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### **Congress Continues To Examine GM And Chrysler Termination Of New Car Dealers**

The Subcommittee on Commercial and Administrative Law of the House Judiciary Committee held a hearing on July 22 to examine the impact on new car dealers of the restructuring of General Motors (GM) and Chrysler. In particular, the hearing focused on the selection process used by both GM and Chrysler to determine which dealers will be closed. Kevyn Orr, a partner at Jones Day and an outside counsel to the pre-bankruptcy Chrysler, told the subcommittee that the factors used to determine which dealers will be closed included:

- Sales potential for each individual market
- Dealers’ record of meeting minimum sales responsibility
- A monthly dealer scorecard, which included metrics for sales, market share,

new vehicle shipments, sales satisfaction index, warranty repair expense

- Whether a facility meets corporate standards
- Location in regard to optimum retail growth area
- Exclusive representation within larger markets

Louann Van Der Wiele, vice president and associate general counsel for the new Chrysler, said that “a reduced number of dealers were necessary in order for the new company to survive and compete in the realities of today’s smaller market.” Van Der Wiele further testified that they would be open to some negotiations on actions that could be implemented to soften the blow of the closing in a “non-legislative context.”

Michael Robinson, vice president and general counsel for the new GM, said that the car company engaged in discussions regarding terminated dealers through the National Automobile Dealers Association (NADA) and that the car company has “done a lot beyond what normal bankruptcy would allow us to do.” He cited an appeals process for rejected dealers and the provision of significant financial packages to terminated dealers.

Both Van Der Wiele and Orr were asked whether the dealership closings had a greater impact on African Americans as opposed to other minority groups. Orr stated that there was not a greater impact on one group over another, that the impact of the bankruptcy was essentially the same proportion for minorities and non-minority dealerships. Minority dealership owners took issue with this statement, contending that out of 1,000 dealerships, 200 minority dealerships were terminated or about seven times the rate of the other dealerships.

Dealers also took issue during the hearing with the car company contention that there are too many dealers. Jack Fitzgerald, owner, Fitzgerald

Auto Malls, testified that many of the terminated dealers were profitable. “GM and Chrysler vastly exaggerated possible savings and underestimated the adverse impact of closing dealerships and ceding market share,” he said.

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### **House Votes To Reinstate GM, Chrysler Dealerships**

Following more than a week of heavy lobbying from both automakers and new car dealers, the U.S. House of Representatives voted to force Chrysler and General Motors to reinstate dealers that were closed during the car companies’ bankruptcy restructuring. The measure was included in a \$24.2 billion House Financial Services and general government appropriations bill for the upcoming year and was passed by a vote of 219-208. The dealership provision of the legislation would prevent Chrysler and GM from receiving money budgeted for reorganization if they continue to shut down dealerships.

There are also stand-alone bills with substantial bipartisan support introduced in both the House and the Senate. The Obama administration has made it clear that they oppose any legislative efforts to reverse or prevent the closing of the dealerships impacted by the reorganization. The legislation now moves to the Senate where its prospects for passage are less clear.

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### **Tire Coalition Seeks Meeting With USTR**

The American Coalition for Free Trade in Tires sent a letter to U.S. Trade Representative Ron Kirk on July 21 to ask for a meeting to discuss the coalition’s

opposition to proposed restrictions on imported tires from China. The recommended imposition of additional duties on passenger vehicle and light truck tires was passed down by the International Trade Commission (ITC) in response to a United Steel Workers (USW) petition. Specifically, ITC recommended 55 percent additional duties in the first year of relief, 45 percent in the second year and 35 percent in the third year.

The coalition's letter indicated that thousands of Americans' jobs would be in jeopardy if President Obama accepts the ITC recommendation. Obama is not bound by the recommendation and has the final say on import relief. Citing the fact that Kirk has met recently with representatives of the petitioners, the tire coalition has stated that they "would appreciate the same opportunity." A final decision by the president is expected in mid-September.

The USW petition claims that consumer tire imports from China increased by 215 percent in volume and 295 percent by value from 2004 to 2008. Over this same period, domestic production slipped by 25 percent, leading to the loss of 5,100 industry jobs. The coalition relied on data from a Rutgers University study that estimated that 25,000 jobs could be lost if ITC recommendations were to be implemented.

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### **Automotive, Equipment Manufacturers Chime In Against Increased Ethanol In Gasoline**

A coalition with members representing automotive, engine and power equipment manufacturers expressed opposition to the U.S. Environmental Protection Agency (EPA) regarding a petition to increase the amount of ethanol allowed in gasoline from the current 10 percent to a 15 percent maximum. Growth Energy and several ethanol producers had petitioned EPA seeking a waiver to the Clean Air Act to allow an increase in ethanol content which

they claim would help move toward compliance with the Energy Independence and Security Act, which requires that the nation's motor fuel supply contain 36 billion gallons of renewable fuels by 2022. Proponents of increased ethanol levels in gasoline have repeatedly claimed that modern automotive components are manufactured to handle a 15 percent ethanol level in fuel.

Comprised of the Engine Manufacturers Association, the Alliance of Automobile Manufacturers and the Outdoor Power Equipment Institute, the AllSAFE coalition submitted comments in advance of a July 20 deadline claiming that higher ethanol levels could damage engines, fuel lines and other components. AllSAFE contends that no one has provided EPA with data demonstrating that an increase in ethanol level would not damage fuel system components or increase emissions, and that no decision should be made until more adequate testing results are available. EPA has until Dec. 1 to make a decision on whether or not to grant the petition.

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### **Miles Driven Up From Last Year For Second Straight Month**

According to the latest Traffic Volume Trends released by the Federal Highway Administration (FHA), the number of miles driven as compared to 12 months ago showed a modest gain for the second straight month, from 257.1 billion to 257.3 billion vehicle miles traveled. The 0.2 percent increase was less than April's 0.6 percent increase, which broke a streak of 16 straight months in decline. Urban roads actually showed a decline for the month, but this was made up for by gains in miles traveled on rural roads. Despite the April and May gains,

year-to-date miles driven for 2009 are down 9.9 billion, or 0.8 percent.

The monthly Traffic Volume Trends are available at [www.fhwa.dot.gov/ohim/tvtw/tvtpage.htm](http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.htm).

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### **New York State Minimum Wage Is Now \$7.25 Per Hour**

The federal minimum hourly wage rate increased today from \$6.55 to \$7.25. Since this increase caused the federal rate to be higher than New York State's rate, the state's minimum hourly wage rate also increased from \$7.15 to \$7.25.

In addition, there have been numerous increases made to the Minimum Wage Orders for the Building Service Industry, the Restaurant Industry, the Hotel Industry as well as the Wage Order for Miscellaneous Industries and Occupations. These increases also take effect July 24, 2009. If your business falls into any of these categories, we urge you to review these changes. The wage changes can be found on the New York State Department of Labor's website. The summary of each industry's wage changes can be found mid-way down the page under the heading The Minimum Wage Orders and Summaries reflecting the January 1, 2007 changes.

New Minimum Wage posters may also be obtained at

[www.labor.state.ny.us/formsdocs/wp/LS207\\_2009.pdf](http://www.labor.state.ny.us/formsdocs/wp/LS207_2009.pdf)

For additional information call the association office.

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### **Cash For Clunkers Program**

The "Cash for Clunkers" federal legislation has been signed into law. Those of us in the

aftermarket repair business will shortly find out if this legislation will be harmful to our repair business.

There are two very minor concessions to the lobbyist and recycling aftermarket - the vehicle cannot be more than twenty-five years old to be eligible, and for vehicles that are scrapped, the engine and transmission can be recycled. Your customers will have plenty of questions about this legislation as you hand them an estimate on the more expensive repairs, so we are providing some key provisions from the bill and a website that you can recommend to them for Q&A-<http://www.cars.gov>

### **Qualifications for and Value of Vouchers**

A voucher issued under the Program shall have a value that may be applied to offset the purchase price or lease price for a qualifying lease of a new fuel efficient automobile as follows:

(1) \$3,500 VALUE- The voucher may be used to offset the purchase price or lease price of the new fuel efficient automobile by \$3,500-

(A) the new fuel efficient automobile is a passenger automobile with a combined fuel economy value of such automobile is at least 4 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle;

(B) the new fuel efficient automobile is a category 1 truck with a combined fuel economy of such truck is at least 2 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle;

(C) the new fuel efficient automobile is a category 2 truck that has a combined fuel economy value of at least 15 miles per gallon and--

(i) the eligible trade-in vehicle is a category 2 truck and the combined fuel economy value of the new fuel efficient

automobile is at least 1 mile per gallon higher than the combined fuel economy value of the eligible trade-in vehicle; or

(ii) the eligible trade-in vehicle is a category 3 truck of model year 2001 or earlier, or

(D) the new fuel efficient automobile is a category 3 truck and the eligible trade-in vehicle is a category 3 truck of model year of 2001 or earlier and is of similar size or larger than the new fuel efficient automobile as determined in a manner prescribed by the Secretary.

(2) \$4,500 VALUE: the voucher may be used to offset the purchase price or lease price of the new fuel efficient automobile by \$4,500 if

(A) the new fuel efficient automobile is a passenger automobile and the combined fuel economy value of such automobile is at least 10 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle;

(B) the new fuel efficient automobile is a category I truck and the combined fuel economy value of such truck is at least 5 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle; or

(C) the new fuel efficient automobile is a category 2 truck that has a combined fuel economy value of at least 15 miles per gallon and the combined fuel economy value of such truck is at least 2 miles per gallon higher than the combined fuel economy value of the eligible trade-in vehicle and the eligible trade-in vehicle is a category 2 truck.

### **Program Specifications-**

#### **(1) LIMITATIONS**

(A) GENERAL PERIOD OF ELIGIBILITY- A voucher issued under the Program shall be used only in connection with the purchase or qualifying lease of new fuel efficient automobiles that occur between July 1, 2009 and November 1, 2009.

(B) NUMBER OF VOUCHERS PER PERSON AND PER TRADE-IN VEHICLE- Not more than 1 voucher may be issued for the joint

registered owners of a single eligible trade-in vehicle.

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### **Canada Passes New Rules Requiring Use Of Waterborne Automotive Finishing Products**

Canada finalized on July 8 the Volatile Organic Compound (VOC) Concentration Limits for Automotive Refinishing Products Regulations, which covers consumer and commercial products used in automotive refinishing, including paints, varnishes, adhesives and cleaners. Beginning July 8, 2010, the regulations will prohibit the manufacturing or importing of products that do not meet specified VOC limitations, and the sale and offer for sale of these same products will be prohibited on Jan. 8, 2011.

The new regulations are largely aligned with similar waterborne paint regulations passed in California and the European Union. Canada expects the regulations to reduce VOC emissions from automotive refinishing products by 71,100 metric tons over a 25-year period, resulting in an average reduction of 40 percent annually. The price tag for the implementation of the regulations is expected to be \$330 million (\$284 million), with the industry responsible for more than 99 percent of the cost.

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### **House Healthcare Bill A Poison Pill For Small Business**

Despite what the bill's name may be, this legislation levies new burdens during trying economic times, harmful penalties on the firms that can least afford them, and new taxes on businesses struggling to create and maintain jobs.

The Association and its affiliates have joined with other groups committed to seeking affordable healthcare reform options. We are disappointed with a number of reforms in this health reform bill, including the following:

- **Mandate** – It levies a destructive employer mandate combined with a punitive payroll tax of up to 8 percent. Payroll taxes are an especially onerous tax, because employers pay it whether or not their business is having a profitable year. The proposal in the House’s bill makes a bad tax even worse. The taxes punish wage and job growth since the tax increases as payroll increases. Simply put, this is a tax on job growth.
- **Surtax** – The proposed tax increase to pay for this reform is also a great concern, since it will be an additional burden on small businesses. The surtax imposes an additional tax on some businesses reducing after tax profits at a time when small businesses are struggling to find capital. Because 75 percent of small businesses are structured as pass through entities, they pay their business taxes at the individual level. More than one-third of small businesses who employ 20-250 employees would face the tax. The businesses most likely to face this tax employ 33.5 million American workers, more than one-quarter of the American workforce.
- **Public Plan** – We have voiced our opposition to the public plan option throughout this debate. It simply is not feasible that the government can be both regulator and participant in the healthcare system. In order for us to truly address costs we need to start with a reformed insurance market and a level playing field – a government-funded option does not accomplish either.
- **Exchange** – The legislation actually shuts many small firms out of the exchanges that small businesses were hoping could provide them an easier and more efficient way to shop for insurance. The legislation only provides

small businesses with 20 or fewer employees guaranteed access into the exchange. The small group market is typically 50 and under, so leaving out these businesses is further denying them the ability to find more options and solutions and leaves them in a market plagued with unsustainable cost increases.

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### **New York State Tax Guidance New Requirement For The Filing Of Information Returns For Franchisors**

Recently enacted legislation (Subpart G of Part V - 1 of Chapter 57 of the Laws of 2009), requires that information returns be filed by certain parties, including franchisors, regarding their transactions with particular businesses required to collect state and local sales tax (collectively referred to as vendors). Franchisors required to file the information returns under the new law include every franchisor, as defined in the General Business Law (GBL), that has at least one franchisee, as defined in the GBL, that is required to be registered as a sales tax vendor.

The first information returns required under the new law are due on or before September 20, 2009, and will cover the period March 1, 2009 through August 31, 2009. The next information returns will be due on or before March 20, 2010, and will cover the period September 1, 2009 through February 28, 2010. Subsequently, annual information returns will be due on or before March 20th of each year, and will cover the period from March 1 (of the previous year through February 28 (29) of the current year. The annual information returns must be filed using the procedure described in Instructions for filing the information return on page 4.

### **Definitions**

For purposes of the new law, the following definitions apply:

- A franchise means a contract or agreement, which grants a franchisee either of the following:
- The right to engage in the business of offering, selling, or distributing goods or services under a marketing plan or system prescribed in substantial part by a franchisor, where the franchisee is required to pay, directly or indirectly, a franchise fee; or
- The right to engage in the business of offering, selling, or distributing goods or services substantially associated with the franchisor's trademark, service mark, trade name, logotype, advertising, or other commercial symbol designating the franchisor or its affiliate, where the franchisee is required to pay, directly or indirectly, a franchise fee.
- A franchise location means each separate business location of the franchisee.
- A franchisor means a person who grants a franchise.
- A franchisee means a person (including an entity such as a corporation, partnership or an LLC) to which a franchise is granted.

### **Information required to be provided on the returns**

Franchisors that are required to file an information return under the new law must provide the following information for the period covered by the return for each franchise location of its franchisees doing business in New York State that are required to be registered as sales tax vendors:

#### *Franchisee Information*

- legal name of each franchisee;
- phone number of each franchisee;
- DBA name of each franchisee (if different

than legal name);

- the name of the owner of each franchisee (e.g., principal shareholder, general partner);
- franchisee's Federal Employer Identification Number (EIN/Federal ID Number), which would be the franchisee's owner's Social Security Number if the franchisee is a sole proprietor;
- franchisee's New York State Sales Tax Certificate of Authority number(s);

#### *Franchise information*

- beginning date of each franchise;
- each franchise location's physical address;
- mailing address of each franchise location if different than physical address;
- gross sales in New York State for each franchise location as reported to the franchisor for the period covered by the return;
- gross sales in New York State for each franchise location as audited by the franchisor if different than reported by the franchisee;
- if known, the amount of New York state and local sales tax collected at each franchise location by each franchisee for the period covered by the return;
- amount of royalty payments, if any, for each franchise location, made to the franchisor;
- for each franchise location, where applicable, the royalty percentage of gross sales reported (if royalty payments are based on a computation other than percentage of gross sales give details of that computation);
- amount of sales, if any, made to each franchise location by the franchisor or companies affiliated with the franchisor;

and

- the amount of any sales made to each franchise location by any supplier designated by the franchisor.

**Requirement to notify franchisees regarding their information provided in the information returns filed by franchisors**

The new law provides that franchisors that are required to file information returns must give to each franchisee included on the return a statement showing the same information reported for that franchisee in the information return. The statement given to each franchisee may be in a summary format, but it must include the identifying information pertinent to the franchisee along with the gross sales of each franchise location of the franchisee, royalty payments and sales made to the franchisee for each franchise location as reported to the Tax Department on the return. The information provided on the return, when necessary, will be used to determine the accuracy of income and sales tax returns that the franchisees have filed with the Tax Department.

The statement must be given to each franchisee on or before March 20th of each year. For the statement due on or before March 20, 2010, in addition to the information reported for the franchisee on the information return due on or before March 20, 2010, the statement must also include the information pertaining to the franchisee that was reported on the first information return that was required to be filed on or before September 20, 2009. There is no specific form for this statement. Therefore, franchisors can use any format for the statement as long as it can be verified by the Tax Department that the statement was sent to each franchisee in a proper and timely manner.

**Penalties**

If a franchisor fails to comply with the new law, the following penalties will apply:

(1) If a franchisor fails to:

- provide any of the information as required on the information return;
- include information on the information return that is true and correct; or
- provide to each affected franchisee, on or before March 20th of each year, the statement as described above;

the franchisor is subject to a penalty of \$500 for 10 or fewer failures and up to \$50 for each additional failure. . .

(2) If a franchisor fails to timely file an information return under the new law, in addition to the penalties described above, a penalty of not less than \$500 but up to \$2000, will apply to each failure,

- The penalties described above cannot exceed a total of \$10,000 for any filing period.

If the Tax Department determines that any failure to comply with the requirements of this new law was entirely due to reasonable cause and not to willful neglect, the penalties as described above will be waived.

**Instructions for filing the information return**

Franchisors must file their information return electronically. To file the return and for additional information go to the Tax Department's Web site:

<http://www.nystax.gov/sbclthirdpty.htm>.

You may also reach this Web site by going to [www.nystax.gov](http://www.nystax.gov).

Information regarding the actual filing of the electronic return will be available on the Tax Department's Web site by September 1, 2009. The Tax Law contains strict secrecy provisions to protect the confidentiality of tax returns and tax return information. Consequently, the Tax Department limits access to return information collected through the Department's Web site to only

those employees or subcontractors who need access to the information in the performance of their official duties.

**Voluntary Disclosure and Compliance program**

The Tax Department will be using the information provided by franchisors to determine the accuracy of income and sales tax returns filed by franchisees. Taxpayers, including franchisees, are still eligible for the Tax Department's Voluntary Disclosure and Compliance program. The goal of the program is to encourage taxpayers to voluntarily disclose and correct delinquent tax liabilities and avoid penalties. For more in-depth information on this program, go to the department's Web site [www.nystax.gov](http://www.nystax.gov) or call 1 (866) 763-7115

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**Sample Request for Information by Franchisor**

To All Franchisees in the State of New York:

New York Franchisees Need to Supply Business Information to Coordinators

New State Law in Effect; first Report Due Sept 20

Tax Manager

A new law has passed in the state of New York that requires franchisors to collect and report specific information about franchisees. Your Coordinator will contact you over the next few weeks to gather the following information, which is not in our database,

- Business name of store (corporate name, LLC, etc.)
- Doing Business As (DBA) name, if different than above.
- Your store's Federal Tax ID number.
- New York State Sales Tax Certificate number.

We ask that you collect the above details and have them ready for your Coordinator when he or

she contacts you, so that the process may run as smoothly as possible. The first report is due to the state of New York on Sept. 20, 2009. You will also receive a copy of the report sent to the state, via e-mail, at the same time.

For your information, the following facts and figures will also be included in the report we provide to the state of New York, which we already have in the database:

- Name of the primary franchisee (only the primary franchisee will be listed).
- Store address and phone number.
- Gross sales reported to franchisor.
- Royalties due franchisor.
- Purchases made from franchisor.
- Other information as requested.

Thanks for your assistance

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**Support 100% Wind Power By Choosing The Energy Plus™ Green Option**

Small changes can make a big impact. Now more than ever, it is important for consumers to consider the environment when it comes to using electricity. To help members, NYSASSRS has teamed up with Energy Plus™ to offer members a unique program that includes an option to go green, annual Cash Back and sales tax savings every month.

The Energy Plus™ green option provides NYSASSRS members with a green product from 100% wind generated power – one of the cleanest forms of energy available. By choosing Energy Plus™ as your electricity supplier and enrolling in the green option, you will be directly reducing our nation's requirement for electricity generated from the combustion of fossil fuels and you will be eligible for a sales tax waiver of up to 9.75%

on the delivery portion of your electricity bill each month. As an added bonus, you will earn 3% Cash Back on the annual electricity supply charges for your business, or 2% Cash Back on the annual supply charges for your home.

The best part is that members can try Energy Plus™ risk-free. There are no changes in service—the local utility company will continue to deliver the electricity, mail the billing statement, read the meter, and handle any power outages. Also, there are no sign-up fees, cancellation fees, or long-term commitments. To be eligible you just need an address within the Energy Plus™ service area, which covers all of New York State except areas covered by the Long Island Power Authority (LIPA).

As always, keep striving to live an energy efficient, energy conscious lifestyle! For more information on energy saving tips and the Energy Plus™ green option Call 866-964-5672 and mention Offer Code “0059” or visit [www.EnergyPlusCompany.com/NYSASSRS59](http://www.EnergyPlusCompany.com/NYSASSRS59)

### 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) 452-1979 or (716) 656-1035

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### We Have Changed Our Web Address

The Association is pleased to announce a new web site. The new address is

**[www.nysassrs.com](http://www.nysassrs.com)**

Our e-mail address has changed to:

**[state@nysassrs.com](mailto: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.

### Did Your Worker's Comp Policy Give You 35% Of Your Premium Back Last Year?

- Safety Group 536 Total Dividends Last Year Were \$2,509,440
- Safety Group 536 Total Dividends Since 1991 Are \$29,265,722
- Individual Dividend Checks Have Been As High As \$65,433

Call The Association Today To Receive A Price Quote

# 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.**