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

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GovernorPaterson Enacts Open Supply

The new law amends the New York State General Business Law, in relation to the sale of unbranded motor fuel. It allows gasoline retailers and distributors to purchase and sell unbranded motor fuel in addition to the brand of motor fuel supplied under the terms of a franchise with a refiner.

It permits New York service station dealers who own their retail locations and distributors who supply such locations to sell unbranded motor fuel. It also invalidates any provision of a franchise with a refiner that would prohibit a dealer or distributor from selling or purchasing unbranded motor fuel. The act took effect effect immediately on enactment, September 25, 2008, and applies to franchises entered into on or after such effective date.

Motor fuel franchise agreements typically include provisions, which permit a service station dealer, or a distributor to use a particular identifying symbol or a trade name owned or controlled by a refiner. In exchange for that right the dealer or distributor must purchase and sell motor fuel supplied solely by that refiner. Dealers are usually expressly prohibited under such agreements from selling motor fuel from another source including unbranded motor fuels. Distributors are likewise prohibited from supplying unbranded motor fuel to franchised dealers.

This situation limits the availability of unbranded motor fuel to New York's drivers at a time when motor fuel prices are escalating. Unbranded motor fuel often sells at a lower price than branded motor fuel. The availability of unbranded motor fuel would result in additional competition in the market place, and availability of unbranded motor fuel would help to open up competition.

Basically the new law makes null and void any franchise provision which requires a dealer to purchase or sell products of the distributor other than motor fuel. It also renders null and void any provision of a motor fuel agreement, which prohibits a dealer from purchasing or selling alternative motor fuel.

A9163A Zone Pricing Enacted By Governor Paterson

A9163, the "Zone Pricing Bill" amends the New York State General Business Law, in relation the pricing of gasoline. It prohibits the use of zone pricing as a marketing device for gasoline.

The bill, became know as the "The Consumer Protection And Fair And Equitable Motor Fuel Pricing Act Of 2008" during the legislative process. It specifically prohibits zone pricing of motor fuel, and provides remedies for the violation of this law. It allows the Attorney General to prosecute the violation. A civil penalty of not more than $10,000 can be imposed for a violation.

Zone Pricing is a marketing technique currently used by petroleum supply companies. A supplier determines geographical price zones based on the demographics of a certain area. For example, if one area is more affluent than another, 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 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. Also, some suppliers use zone pricing to control dealers. If a dealer is not complying with a directive by his/her supplier there have been times when such a dealer's wholesale price of motor fuel was higher that other dealers of the same brand. This new law prohibits this discriminatory pricing policy.

This bill was signed into law on September 25, 2008 will take effect on the 60th day after it was signed into law. However, the attorney general needs to promulgate, on an emergency basis, all rules and regulations necessary for the timely implementation of this act on its effective date.

Taxable Unit Sales Of Cigarettes In New York Fall Sharply As Tax Evasion Flourishes

Monthly tax collection data confirms that the June 3rd cigarette tax increase has intensified New York State's cigarette tax evasion epidemic, underscoring the urgency of state intervention. Figures posted on the state Department of Taxation and Finance web site indicate that licensed stores sold 5.5 million fewer cartons during the three months ending August 31, 2008, compared with the same period in 2007. That's a 31 percent drop.

Cigarette tax revenue did climb 27 percent during the three-month period. But the tax rate actually went up 83 percent -- from $1.50 a pack to $2.75. The question is where did the other 56 percent go." said Calvin. Some smokers quit, but a lot of purchased mass quantities of cigarettes are being sold without any taxation or regulation whatsoever. That's unhealthy for New York.

The State Legislature and Governor David Paterson decided in April to boost the excise tax as part of the state budget, ignoring warnings that it would merely trigger a new wave of tax evasion that would defeat the objectives of higher revenues and lower smoking rates. Whenever a smoker buys a pack of cigarettes tax-free, the state loses the $2.75 excise tax, and the state and local governments lose another 50 cents or so in sales tax revenue. Licensed small businesses are deprived of a legitimate sale, anti-smoking efforts are impeded, and those who ignore tobacco taxes and regulations are rewarded for defying the law.

A February 2008 study done for NYACS by economist Brian O'Connor showed that the state would generate $600 million a year in additional revenue by enforcing the existing law requiring collection of taxes on tribal sales of cigarettes to non-Indian customers -- a statute Governors Pataki, Spitzer, and, so far, Paterson have refused to implement. That was before the tax rate almost doubled on June 3rd. Lost revenue is now approaching a billion dollars annually.

Meanwhile, a new bill has passed the New York State Legislature on August 8, 2008. The bill amends the State Tax Law, in relation to the sale of cigarettes. It seeks to enforce the collection of taxes on the sales of tobacco products to non-Indians at Indian owned businesses by prohibiting tobacco manufactures from selling these products to stamping agents who in turn are selling untaxed cigarettes to these businesses. It accomplishes this by prohibiting tobacco manufacturers from selling unstamped cigarettes to any agent that has not provided a certification, under penalty of perjury, that the cigarettes will not be resold untaxed.

The association will urge Governor Paterson to enact the bill when it goes to his desk later this year.

Bloomberg Backs Halt of Tax-Free Cigarette Sales

An effort to end tax-free cigarette sales by Indian merchants received its biggest political boost Monday when New York City Mayor Michael Bloomberg called on Gov. David A. Paterson to begin collecting what he said could be more than $1 billion in lost tax revenues. Railing against what he said has been a reluctance by officials in Albany to collect the taxes because "they believe that the political costs are too great," the mayor used a new lawsuit against eight Long Island Indian smoke shops to add his voice to the growing chorus putting pressure on Paterson to halt the tax-free sales.

"The governor should go to the reservations and say, 'As of tomorrow morning, stop this practice,' " Bloomberg said in Manhattan on Monday. "And if it requires law enforcement, that's what the governor has the State Police for, to enforce the law."

In a statement released Monday night, Errol Cockfield, Paterson's press secretary, said the governor is "currently in serious discussion" with representatives of the Indian nations "to try and reach a resolution to preclude the need for more endless litigation." He added: "While the governor surely appreciates and even shares some of the mayor's frustration, particularly in light of the current economic climate, these problems do not lend themselves to simplistic solutions."

The mayor's forceful words came as the city on Monday filed a federal lawsuit to stem the loss of what he says is $295 million in uncollected tobacco taxes from the sale of cigarettes by eight stores on the Poospatuck Indian Reservation on Long Island. The mayor said bootleggers purchase cigarettes at the stores and then transport them to the city for tax-free re-sale. The city is targeting just one small segment of what officials say is the illegal cigarette trade from Indian reservations. Eric Prohansky, an attorney with the city's Department of Law, did not rule out legal action against the Seneca Nation or other New York tribes whose products also make their way into New York City.

Led by Seneca retailers, the tax-free sales have exploded over the past decade as New York State raised its cigarette excise tax levels and smokers flocked to Indian retailers through the mail, phone and Internet. The last attempt at collecting the taxes, by Gov. George E. Pataki in 1997, was halted following violence along the Thruway by Seneca protesters.

Bloomberg, who carries considerable political weight in Albany, lashed out at the state's failure to stop the tax-free sales. He said the eight Long Island tribal stores have sold nearly 2 million cartons since 2004, resulting in $525 million in lost revenue to New York state and $195 million to the city. But, adding in the other tribes like the Senecas, he said those amounts are "just a fraction" of what the state and city lose each year in tobacco revenues. The state's excise tax is $2.75 per pack, and the city charges another $1.50 per pack -- making New York the most expensive place in the nation to buy taxable cigarettes.

Workers Comp Premiums Decrease

Premiums for workers' compensation insurance in New York will drop 5 percent in 2009, said Gov. David Paterson, marking the second straight annual decline since landmark reform legislation was passed in 2007. The drop in rates follows a 20.5 percent decrease in 2008, a total reduction of about 25 percent from pre-reform rates. Maximum weekly benefits for workers have also risen, increasing to $550 per week.

Those benefits are set to continue rising until 2010, when they will be indexed at two-thirds of the average weekly wage.

"Last year's historic agreement set the framework for workers' compensation reform, but the savings are actually produced through the difficult work of developing and implementing the proposals," Paterson said. "We have made progress. Two years ago, New York had one of the most expensive workers compensation programs in the country. Now, we have one of the least expensive. We still need to do more and I am committed to ensuring that this reform program makes New York a better place to do business and a safe and secure place to work."

The reforms enacted by the state include a streamlined system for resolving claims, and increased fraud investigation and compliance actions. The related reform proposals are being developed by the Workers' Compensation Board, the Department of Labor and the New York Insurance Department, which also approves the rates for workers' compensation insurance. New rates take effect on October 1.

The actual cost of paying claims for injured workers and the cost of a state assessment declined by 8.1 percent, according to data filed by the New York State Compensation Insurance Ratings Bureau (NYCIRB). Claims and assessments equal about 75 percent of the overall employer cost of workers' compensation insurance.

DMV Announces Shared Network For NYMA Emissions Inspections

Commissioner David J. Swarts of the New York State Department of Motor Vehicles (DMV) today announced a new program called the "NYTEST Shared Network" for vehicle emissions inspections in the New York metropolitan area, which includes all of the boroughs of the City, Long Island, and Westchester and Rockland Counties.

The 1990 Federal Clean Air Act requires New York State to conduct an inspection program to help reduce harmful emissions from most gasoline-powered passenger cars and light-duty trucks. The New York Transient Emission Short Test, or NYTEST, is the system for emission testing of vehicles that are model years 1995 or older. Currently, there are approximately 700,000 vehicles in the NYMA New York metropolitan area that require the NYTEST out of a total of more than 4.4 million vehicles registered in the region. But, more importantly, as required by regulation, every State certified inspection station in the New York metropolitan area must have the equipment for doing the NYTEST. Therefore, the "NYTEST Shared Network" concept was created to address the large overcapacity of minimally used inspection equipment available to service the necessary vehicles.

The Shared Network is a voluntary collaboration of inspection stations that have entered into an agreement approved by the DMV where one or more of the entities are not required to do the NYTEST inspection procedure. The Network will consist of facilities being "sending" and "receiving" emissions inspection stations for NYTEST customers. A sending station, which will not have the NYTEST equipment, will advise motorists of a receiving station within a five mile radius that a customer will be recommended to for completion of the emissions inspection. The regulations outline the eligibility criteria and procedures necessary for approval by the DMV to enter into this business partnership. The shared network therefore maximizes resources and

reduces costs to service stations, while maintaining high levels of testing availability and customer service.

The NYTEST Shared Network is voluntary for stations, and DMV will control the number of stations allowed to participate to ensure there is an adequate number of stations to serve the public. Consumers may look up the location of inspection stations at a new regulated business look-up webpage available on the DMV web site at http://www.nysdmv.com/faclookup/default.html. Consumers need only answer a few questions about their vehicle and where they wish to have the vehicle inspected, and the web site will list the stations who maintain the necessary inspection equipment. We anticipate that most consumers who need this inspection will be able to go to the inspection station that they have used in the past.

The complete text of the new regulatory changes can be found on the DMV web site at: www.nysdmv.com/forms/cr79up2.pdf. Application for Shared Network NYTEST Equipment (MV-253SN), is available at www.nysdmv.com/forms/mv253sn.pdf.

Financial Woes Take Toll On Station Purchase Deals

The following article is reprinted with permission from the 09/29/08 issue of Oil Express

The meltdown on Wall Street could not have come at a worse time for marketers hoping to pick up some of the thousands of company-operated stations that majors are trying to sell off.

By rough estimates, there are at least 3,000 major-owned stations for sale. ExxonMobil has about 2,000 sites it wants to sell, Shell and BP are in the process of trying to divest their dealer and company-owned sites, and ConocoPhillips is hoping to complete the sale of 600 or so stores in the Northwest by year's end. "It's going to get much harder for jobbers to purchase the markets that they were used to buying, and there are a lot of deals that may not get done now," says an attorney who has represented several jobber purchasers of major oil sites. "I don't think the ExxonMobils, Shells or BPs of this world will get the prices they want either unless they rethink their approach. When deals start collapsing, they may have to pull some of their sites off the market or lower their asking price." Financing for station acquisition was already tight before U.S. investment banks started to crumble. One seasoned marketer says he sensed all was not well with Wall Street and was able to avoid problems with a planned purchase by turning to a Canadian bank for financing. "They're not having the same problem as those guys on Wall Street," he says. Suppliers with properties for sale are already feeling the fallout from Wall Street and marketers who thought they had deals to fund acquisitions suddenly find they do not. Merrill Lynch and AIG have pulled out of some deals and Bank of America now will only loan a maximum of three times EBITDA, instead of the five or six times that they were giving before, says one refining exec. "Companies are going to have to make some decisions, like putting stations in smaller packages," he says. "Banks appear to be willing to lend $30 million to three different guys, but won't give $90 million to one borrower." Lenders also are changing loan-to-value ratios and are offering only 50% to 65% loans now, which means marketers will have to put "more skin in the game" than they expected, says the chief executive with another long-time market player. "Some of the packages are pretty big and the bigger they are, the harder they will be to get financing for," he says. Jobbers will need to rework many of the

numbers they plug into their acquisition arithmetic to see if they will still be able to support the extra debt service and higher interest rates. They should know also that the numbers may change by the time they get their loan commitment letter. "They may want to consider bidding on smaller markets and bidding less," the attorney says. Jobbers who can't beg or borrow from banks or partners will have to go the private equity route, which will mean giving up a stake in the profits of the deal or even part of their company. Some jobbers might be tempted to do joint venture deals with majors to boost their credit standing, but that would mean giving a supplier a stake too. "I wouldn't want to be in this market," says another veteran marketer with a long track record of acquisitions. "You will have to show real cash equity, banks aren't going to be flimflammed anymore. They will want real money they can bite into." If seasoned marketers are scrabbling to find cash to make purchases, it will be almost impossible for those new to the business to find backing, predict some jobbers. One firm that is offering financing is AML & Associates Inc. The Lombard, Ill., broker is asking would-be borrowers to put down escrow money before they even see loan documents, some sources say. AML's president is Michael B. Columbia, who promotes himself on the Internet as able to "help structure the most complex transaction." Earlier this month, AML paid $42,718 to settle a breach of contract suit brought by an Illinois firm. A developer in Washington, D.C. is also suing AML and another firm, Residential Title Services, Inc. The developer claims he paid $400,000 in escrow cash for a $20 million stand-by letter of credit that never materialized.

In July, AML agreed to refund the money in two installments, but has still not done so, it is alleged. Public records also show an Illinois tax lien against AML for $4,820 and four other legal actions against Residential Title Services Inc. AML could not be reached for comment at presstime.

General Counsel Corner
By Peter H. Gunst, Esquire
General Counsel, SSDA-AT
Bad Decisions

Making bad decisions apparently is not the exclusive province of large, now defunct or nearly defunct financial institutions. Courts can do quite nicely too. Following are two recent examples where, in this writer's humble opinion, the court blew it, to the detriment of a service station claimant.

In Lion Petroleum of Missouri, Inc. v. Millennium Super Stop, LLC, 2008 WL1030789 (E.D.Mo. 2008), the distributor sued its former service station dealer customer for breaching the parties' long-term supply agreement. The dealer – who owned its two locations – charged in its counterclaim that the distributor had violated the Petroleum Marketing Practices Act by illegally terminating its franchise.

Even though, as the court noted, the supply agreement obligated the distributor to provide "trademark-branded fuel products for [the dealer] to resell to the public," the distributor contended that there was no franchise worthy of protection under the PMPA. That was so, claimed the distributor, because there was no landlord-tenant relationship between it and the dealer.

The court agreed with the distributor and dismissed the dealer's PMPA claim. Its ruling flies in the face of the express language of the PMPA.

Section 2801 (1)(A) of the Act defines a "franchise" protected by the PMPA as "any

contract" under which "a refiner or distributor … authorizes or permits a retailer … to use, in connection with the sale, consignment, or distribution of motor fuel, a trademark which is owned or controlled … by a refiner which supplies motor fuel through the distributor which authorizes or permits such use."

Nowhere does that definition, which perfectly describes the relationship between the parties in the Lion Petroleum case, exclude from the all-inclusive term "any contract" contracts not involving a leasehold arrangement. "Any contract" simply means any contract.

True, §2801 (1)(B) of the definition states in a separate paragraph that the term "franchise" "includes" contracts under which retailers occupy "leased marketing premises." This separate statement that a "franchise" may include a leasehold arrangement simply does not mean, however, that all PMPA franchise relationships necessarily must include a leasehold element.

Even if the statutory definition could be deemed to be ambiguous – and it is not – the court could have turned to the legislative history of the PMPA, which is contained in detailed Senate and House reports.

The Senate Report clearly states that "[t]he term franchise is defined in terms of a motor fuel trademark license." It goes on to say that "[s]econdary arrangements, such as leases of real property or motor fuel supply agreements, are incorporated in the definition of a franchise."

Thus, not only does the legislative history make clear that a PMPA "franchise" arises from a trademark license arrangement, but also identifies as "secondary arrangements" that fall within the definition of a "franchise" both leasehold arrangements and supply agreements.

In sum, the court's decision appears to be inexplicable.

In Akshayraj, Inc. v. Getty Petroleum Marketing, Inc., 2008 WL 4126341 (D.N.J. 2008), a lessee dealer whom Getty had rebranded from Mobil to Lukoil sued Getty for charging it unreasonably high and discriminatory prices in violation of the implicit covenant of good faith and fair dealing contained in all commercial contracts. The New Jersey Supreme Court previously had recognized such a duty in the context of a supplier's pricing to its dealers in Wilson v. Amarada Hess Corp, 773 A. 2d 1121 (N.J. 2001), which decision was binding on the Akshayraj court.

Declining even to consider the issue of whether or not Getty had acted in bad faith in its pricing to the dealer, the court granted Getty's motion for summary judgment dismissing the dealer's claim.

The court said that the dealer's claim was deficient because it feared that Getty would treat it unfairly even before it had entered into the rebranding agreement. The dealer had no reasonable expectation, therefore, that it would be treated fairly, and therefore had no remedy when Getty acted as the dealer feared that it would.

But what was the dealer supposed to do? It either had to agree to rebranding or turn in the station keys, sacrificing its investment and sweat equity.

In any event, how can one party's fear that its contracting party will abuse the parties' relationship give the other party license to act in bad faith and in contravention of the universally recognized duty of good faith of fair dealing? Is that justice?

I often tell my clients that the function of the

judicial process is to provide an alternative to blood feuds as a method for resolving conflicts. The court's primary task is to resolve disputes without bloodshed; if it reaches a just conclusion that is nice, but not necessary.

These decisions appear to demonstrate the point.

Changes to the New York State Driver License

The Association has received several complaints from members regarding the change from the old one dimensional barcode to the new two dimensional barcode on recently issued New York State Drivers Licenses, Enhanced Drivers Licenses, and Non-Driver ID Cards.

Effective July 16, 2008, the New York State Department of Motor Vehicles began issuing a newly formatted Driver License and Non-Driver Identification Card. Effective September 16, 2008, the New York State Department of Motor Vehicles (DMV) will begin offering enhanced driver licenses and non-driver identification cards (EDL). The EDL will meet the requirements of the Western Hemisphere Travel Initiative (WHTI) and can be used instead of a passport when traveling by land or sea between the U.S. and Canada, Mexico, Bermuda and the Caribbean. The EDL is not valid for international air travel.

This new document format will allow for additional space to print the document holder's complete name. This new format will commence with those applicants applying for NYS driver licenses and non-driver ID cards for the first time, such as applicants for a permit and applicants that are requesting reciprocity from another state. In addition, current driver license and non-driver ID card holders may apply to amend their document if their name has been truncated due to space limitations and they request a document more representative of their name.

The following changes to the drivers license are in effect.

- The name will now be printed on two lines, each up to 25 characters. The first line will print the last name (up to 25 characters); the second line will print the first, middle and suffix (up to 25 characters). There will be a comma between the first and middle names.
- The 1-D Barcode is removed from the back of the document, and be replaced by a 2-D Barcode printed on the top of the back side of the document with a blank space under the barcode.
- The document number is expanding from the current 8 numbers to a unique 10 character alpha-numeric format number. The Client ID Number will not change.
- Customers who have consented to the Organ Donor Registry will have a red heart with the words 'ORGAN DONOR' on the front side of the document under the license class.

The problem with the new licenses is that the new 2 dimensional barcodes cannot be scanned with the lottery machines' barcode scanners. Many of our members have used these to determine the validity of presented licenses. With the new 2-D barcodes it is impossible to employ this technique to determine that the name and date of birth are as stated on the front of the license. Scanning a license through a barcode reader, along with requiring a second ID has proven the best way to spot fraudulent ID's, especially now that very professional fakes, complete with the hologram are in circulation.

The Association has requested information on whether the NYS lottery intends to

change machines over to a combination 1 and 2-D scanner, and if so what the timeline is for such a change. We will keep you posted when this information becomes available. In the meantime, remember that you always can refuse a sale for any reason, including if you think that despite supplying ID, you believe the prospective purchaser is not of legal age.

Verifying New Hires Authorization To Work

The Immigration Reform and Control Act of 1986 (IRCA) was designed to stop the influx of illegal immigrants by preventing employment of unauthorized foreign workers. Employers were placed in the forefront of the effort to reduce that number. They are required to verify through document examination that every person they hired after the IRCA went into effect was authorized to work in the United States.
To document work authorization, employers are required to complete an I-9 form within 3 days of hire of a new employee, and maintain that form on file. To be authorized to work in the United States, a person must be:

1. A United States citizen
2. A lawful permanent resident (green card holder), or
3. A temporary foreign worker with work authorization.

Before or on the first day of work, a new hire section one of form I-9, entering basic biographical information and attesting to his or her immigration status. Within three days of the employee's start date, the employer must review identity and work authorization documents, provided by the new hire, and complete Section Two of form I-9. The employee chooses which documents to present; employers are prohibited from requesting specific documentation.

In Section Two of Form I-9 the employer attests that the documents appeared genuine and relate to the new hire, and that, to the best of the employer's knowledge, the new hire is eligible to work. Form I-9 is not filed with the government. Instead, the employer is required to retain the form for 3 years after the date of hire, or one year after the date of termination, whichever is longer. The forms are subject to audit by the Department of Homeland Security, and must be presented within three days of request.

The IRCA's verification requirement has proven to be a burden to employers, representing 12 million total work hours each year. Failure to comply with the IRCA can lead, additionally, to harsh penalties even for tiny clerical errors. Civil penalties range from $110 to $1100 for each I-9 for paperwork violations such as mistakes or omissions on the forms. For each unauthorized worker that an employer hires or continues to employ, civil penalties rang from $375 to $16,000. In 2007, more than 4,900 people were arrested in conjunction with work-site enforcement investigations, and more than #31 million in criminal fines, restitutions, and civil judgements were levied.

In an attempt to provide employers assistance in determining whether documents are fraudulent on not, the E-Verify system was created in 1996. Participation is strictly voluntary. After completion of the Form I-9, the employer logs onto the E-Verify website at www.dhs.gov/e-verify and enters the new hires name, Social Security number, and immigration status. The information is first checked against Social Security databases, and then, if the new hire claims to be a non-citizen, against immigration databases. In most cases, E-Verify provides instantaneous confirmation of a new hire's authorization to work. However, in approximately 7% of the time, records do not match and the employer

receives a Tentative Non Confirmation (TNC). In this case the employer must notify the new hire, and allow him or her the time to resolve the issue with the appropriate government agency. If the new hire does not respond or resolve the issue, E-Verify will give the employer a final nonconfirmation notice. At this point employers are expected to terminate the employee or face IRCA penalties, although there is considerable debate on how much an employer should do.

There are significant questions concerning E-Verify's reliability. First, there are an estimated 17.8 million errors in the Social Security database used for prescreening. Second, there is nothing to tie, other than visual inspection, of a new hire and the documents presented. Finally, there is a question of whether E-Verify will continue to exist. Funding is set to expire on November 30. The House has passed a bill to extend the program, but the Senate has yet to act on it. With only 69 thousand of the nation's 10 million employers participating, it is unclear whether the Senate will take action.

Minimum Age For Cashiers Who Sell Alcoholic Beverages

The regulations for clerks who sell alcoholic beverages taken from page 7 of the State Liquor Authority Handbook are as follows:

1. Clerks and cashiers who handle and receive payment for alcoholic beverages in drug stores, grocery stores and convenience stores must be at least 16 years old and must be supervised by someone who is at least 18 years old.
2. Clerks and cashiers in liquor and/or wine stores must be at least 18 years old.

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

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.

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.

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