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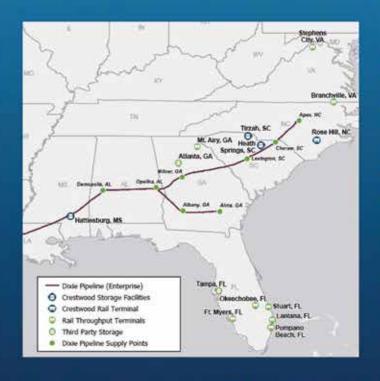
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BY TYLER MISEL, SEPA CHAIRMAN

CHAIRMAN'S LETTER

HAPPY HOLIDAYS, SEPA MEMBERS!

As we approach the close of another remarkable year, I extend my heartfelt wishes to each of you. This season of joy and reflection allows us to appreciate the strength of our propane community.

Together in 2023, we faced challenges head-on, embracing innovation and sustainability in our industry. As we gather with family and friends, let's take a moment to recognize the collective accomplishments that have shaped our shared journey.

The upcoming year holds new opportunities for growth and collaboration. Your dedication to excellence propels our Alliance forward, ensuring a bright future for the propane industry.

May this holiday season bring you warmth, peace, and the company of loved ones. Here's to a prosperous New Year filled with shared successes and continued camaraderie within our exceptional propane family.

Wishing you all a joyous holiday season,

Tyler Misel



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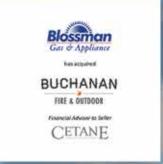
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DIXIE PIPELINE DILEMMA (MILNER)

We are closing out the second full year of SEPA, and it has been quite a ride in 2023. We are currently working on a serious issue with the County Commissioners of Spalding County in Georgia. In Late October, after 60 years of use, they posted "No Through Trucks" signs throughout the county. This closes about a six-mile stretch of Old Macon Road, a county road in Spalding County due North of the Milner Terminal.

I drove down to the Milner Terminal in November to see this road firsthand. The road is freshly paved and is in pristine condition. Old Macon Road was planned, designed, and built as a major north/south thoroughfare from Chicago to Miami shortly after the turn of the last century in 1919. It was some of the first pavement in this section of Georgia back then. Over the years, it was improved to accommodate and facilitate the growth of our country and interstate commerce in general.

We spoke to Spalding County Commissioner James Dutton, and he is under the impression that our transports are "breaking like glass" under trucks; he was certainly not speaking to the design and structure of this particular road. According to Jimmy Taylor of Southeastern Tank Lines, LLC, the Commissioner was incorrectly comparing other less developed roads (typically county tar and gravel roads).

One other key issue that I think is critically important is that this is the only terminal on the Dixie Pipeline System that does not have direct, uninterrupted access to a state or federal road. This terminal is, for lack of a better word, "landlocked" to county roads.

The other Lamar County roads add 30 minutes to the route and are simple tar and gravel roads. Old Macon Road in Lamar County has a structurally deficient bridge just south of the Dixie Terminal.

The route north from the Dixie Terminal through Spalding County on Old Macon Road is the best, most reasonable, most practical, and SAFEST route for these transports to travel as they head north or east of the Milner terminal for their deliveries.

Dan Richardson, Matt Wimpy, and Jay Roberts, along with many other SEPA members, have had many discussions going on at all levels of Government as we try to resolve this issue. In addition to these discussions, we are researching obtaining special permits, filing for an injunction for restricting interstate commerce, as well as a few other options.

Thank you.

John Jessup

SEPA President and CEO



BY JOHN R. JESSUP, SEPA PRESIDENT/CEO

NON-DOT COMPLIANT CYLINDERS NOTICE





BY DAVE DONAHUE. DIRECTOR OF CODE COMPLIANCE

Cylinders manufactured in Mexico have been brought into the United States, packaged, and sold with new food trailers. These cylinders do not have any Department of Transportation (DOT) required markings on the shroud, an example of these cylinders is pictured above. These should not be refilled. If a non-DOT compliant cylinder is brought into your location for refilling, please advise the consumer that the cylinder is not legal for use.

As a reminder, propane can be transported and stored in more than one type of DOT cylinder. Therefore, several DOT cylinder design codes are approved for use with propane. DOT or ICC design code markings typically consist of two basic parts:

- Specification design code
- Service pressure

DOT CYLINDER CODE CHART			
DOT/ICC Cylinder Codes for Propane Servce	Typical Cylinder Material	Cylinder Construction	Service Pressure (PSIG)
3A	Steel	Seamless	240 or 300
3AA	Steel	Seamless	240 or 300
3B	Steel	Seamless	240 or 300
4B240	Steel	2 or 3 pc., Welded, or Brazed	240
4BA240	Alloy Steel (Prescribed)	2 or 3 pc., Welded, or Brazed	240
4BA260	Alloy Steel (Prescribed)	2 or 3 pc., Welded, or Brazed	260
484300	Alloy Steel (Prescribed)	2 or 3 pc., Welded, or Brazed	300
4BW240	Steel (Prescribed)	3 pc., Welded	240
4BW300	Steel (Prescribed)	3 pc., Welded	300
4.00E+240	Aluminum	2 pc., Welded	240
45300	Aluminum	2 pc., Welded	300
39-240/300 (Non-refillable)	Steel	Welded	240
*ICC 26-150	Steel	Welded	150
*ICC 26-300	Steel	Welded	300

*NOTE: Cylinders are no longer manufactured under this code; however, cylinders manufactured under this code are still in use today. Also, the term "service pressure" for these codes had a different meaning at the time code was written.

DESIGN OR MANUFACTURING CODES



DOT-4E240 is a common DOT specification for cylinders. The 4E indicates that the cylinder is a welded (series 4) aluminum (series E) cylinder. The number 240 indicates the service pressure is 240 psig.

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Containers on Platforms

We are finding many containers on wooden platforms near the coast and in flood-prone areas. These installations violate code requirements. There are also concerns about what the Federal Emergency Management Agency has to say about these container installations. This is not the first time I have written about this issue. In fact, I wrote about this last September. This discussion will be limited to containers of less than 4,000 gallons and to residential and business installations.

First, let's look at the requirements from the LP-Gas Code. The requirements for horizontal ASME tanks are the most clearly defined. These are contained in section 6.8.4 (2024). (The text in the 2024 edition has been modified from the 2020 edition a lot, but the requirements changed little.)

If the container is not on steel supports, then the support must be noncombustible or self-extinguishing material. Also, combustible materials shall not accumulate or be stored within 10 feet. (6.8.1.2) Being on a wooden platform violates both. Also, if the tank is on non-insulated steel supports, the height above ground is limited to 36 inches. There's no justification for allowing tanks to be higher on non-steel supports.

Installation of small vertical ASME tanks and cylinders is less well-defined. They must be on a firm foundation or otherwise firmly secured. Firmness of wooden structures deteriorates over time, especially

in humid climates. The restriction on combustible materials within 10 feet also applies.

There are Building Code rules that require utility devices (heating and A/C units, water heaters, etc.) to be above the flood level. Those rules do not apply to propane containers. Where flooding is expected, containers shall be secured against flooding. (6.8.1.6) The manner of securing is not specified in the code, so we have information on our website saying what is acceptable to us. This document is 10 years old, but the concepts are current, even if some of the links are not. This is being fixed and updated as the department moves to a new Internet platform.



BY RICHARD FREDENBURG. NORTH CAROLINA **DEPARTMENT OF** AGRICULTURE AND **CONSUMER SERVICES**





Further complicating this are some FEMA and National Flood Insurance Program rules that require propane tanks in certain flood-zone category locations to either be elevated above the flood level or be buried. See the September 2022 SEPA magazine for details on these rules. Elevating the tanks to above the flood level, sometimes more than 10 feet, creates several issues, including stability, access, fall safety, and cost. The inconsistencies between the *LP-Gas Code* and the FEMA and NFIP rules have not been resolved. Burying tanks is acceptable to all, but not all containers, especially cylinders, may be buried.

See the What's Wrong with this Picture? feature on page 26 for an example of an improper platform.

Operations and Maintenance Procedures

One of the common violations we note on bulk plant inspections, and a frequent source of civil penalties, is the failure to complete and document maintenance activities as defined in the maintenance procedures. There are some inspection intervals specified in the LP-Gas Code. However, much of the equipment needing maintenance is not included in the code, even though it is needed to be able to control operations, both normal and emergency.



If the container is not on steel supports, then the support must be noncombustible or self-extinguishing material.

The equipment for normal operations probably gets "exercised" regularly, but maybe not over the summer at a remote bulk plant. Emergency equipment may not get "exercised" for years and may not be operable due to sluggishness or corrosion. The maintenance procedures and checklists direct that certain inspections and activities be performed according to a specified schedule. For items not dictated by the LP-Gas Code, the schedule comes from your corporate headquarters'

safety office or is determined by your company. You should take a realistic look at your equipment and determine schedules that ensure reliability. There may be suggestions or warranty requirements in the installation or operating instructions from the manufacturer.

Please be aware that there is a new code requirement to test internal valves and ESVs for proper closing monthly. This should be added to your operations procedure and your maintenance checklist.

The Propane Education and Research Council publishes the Operations & Maintenance Handbook for LP-Gas Bulk Storage Facilities. This manual can help you draft your O&M procedures. There are multiple editions of this handbook, each based on the requirements of the most recently published LP-Gas Code at the time. The latest edition of the handbook was made available last summer. It says it is based on the 2019 edition of the LP-Gas Code, but that edition does not exist. I have asked PERC to explore and correct this. The handbook is available for downloading at https://training. propane.com/#/resources/88222031-79f1-40b9-b12f-7a6f20b0338d. You must have an account with PERC to access this site, but I think you can sign up for a free account at the sign-in page where the link takes you.

The North Carolina Propane Gas Association created a North Carolina addendum to the O&M handbook in 2012 to address some site-specific information required by the handbook at that time. The addendum instructions are not applicable to the version currently available. This edition appears to take care of this site-specific information by having pages with fillable spaces. Follow those instructions, and you'll likely have good procedures. If the handbook includes activities that are not performed at your site, such as unloading railcars, those activities must be deleted before you adopt the procedures as your own.

Some careful review of the O&M handbook and drafting your procedures to comply with its instructions can save you from violations of O&M procedures.

2024 UNEMPLOYMENT TAX RATE NOTICES ISSUED THIS MONTH

The South Carolina Department of Employment and Workforce and the North Carolina Division of Employment Security have started issuing 2024 unemployment tax rate statements.

Employers in South Carolina pay unemployment tax on the first \$14,000 of wages earned by each employee during each calendar year. There are 20 tax rate classes that range from a low payment of \$8.40 per employee per year to a high of \$764.40 per employee. The tax rate class an employer is assigned to is based on the dollar amount of unemployment benefits the South Carolina Department of Employment and

Workforce paid to eligible current or former employees during the three most recently completed experience years, which end on June 30.

In North Carolina, 2024, unemployment taxes will range from a low of \$18.72 to a maximum of \$1,797.12 per employee who earns at least \$31,200 in a calentar. The formula the state

dar year. The formula the state uses to determine an employee's tax rate

is different than South Carolina's, but it is still based on unemployment benefits paid to former employees.

We often speak with clients who are surprised by the amount they are paying in unemployment taxes annually. We stress to them that this is one of the few instances where a tax rate can be controlled.

If you are a South Carolina employer and are not in tax class 1 with the \$8.40 per employee rate or a North Carolina employer and not paying the \$18.72 per employee rate in 2024, you should take a closer look at how employee terminations are being managed. Supervisors should be held accountable for properly documenting employee performance and behavior issues and for having a record of employee counseling prior to separation for ongoing issues such as attendance and job performance. Terminations without prior counseling or documentation should be limited to incidents of gross misconduct, such as theft, dishonesty, acts or threats of violence, intoxication at work, etc.

Well done if your company is paying the lowest tax rate, but remember that just one chargeable unemployment claim will significantly increase your Employers in
South Carolina pay
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the first \$14,000 of wages
earned by each employee
during each calendar year.

taxes the following year and for at least two years after that. If your company is not paying the lowest tax rate, give us a call to discuss steps, such as management training on proper discipline and separation practices that can assist in lowering your unemployment costs.

Clients are encouraged to forward a copy of their 2024 tax notice to our attention at office@sloanmontgomery.org and to contact us with any questions regarding the rate.

If you have questions regarding the topics covered in this Information Release, you may contact our firm, Sloan, Montgomery, Gregory & Hall, Inc., at 803-782-9246.

This bulletin is provided as a service to clients and is only to give information of a general nature. It is not intended as, nor should it be considered, legal advice or opinion.



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The Gasman's Christmas

T'was the night before Christmas, all windy and wet Almost seven-thirty and I wasn't home yet. I called the office on my truck radio At last it was ending, just two names to go.

I'll wrap this up quickly and then head for the farm Where the family waiting with food and drink warm. The Smith's took 150, I pumped it with ease, Now hurry to the last one, it's starting to freeze.

The Jones' tank is an old one and just my luck. When I get the gas in there, the damn fill valve stuck. Lost my plastic hammer so I picked up a rock, Then got it shut off with a good solid knock.

I headed for the office to wrap up the day, A man flagged me down for motor fuel on the way. When I parked in the drive, the clock was past eight, The call book is empty, all done, this is great!

At home was the family, the table was set. I changed from my work clothes, dirty and wet. The house was so cheery – decorated and bright, There would be much laughter and joy here this night. We gathered at the table, a fine meal was blessed. A sugar cured ham I started to slice, I answered the phone as the bell sounded twice.

"Sorry to bother you, especially tonight, But the oven is off and I can't make it light." "I'll be right over", I said with forced cheer, Then made my excuses to my family dear.

Just one hour later, the oven was right, Now back to my family for my Christmas night. My warmed over dinner I gulped down with zeal, Again the phone rang at the end of the meal.

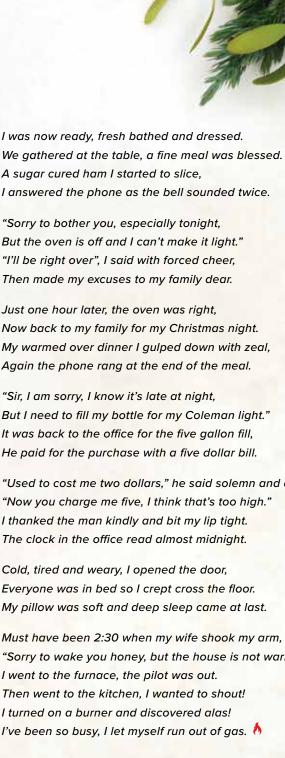
"Sir, I am sorry, I know it's late at night, But I need to fill my bottle for my Coleman light." It was back to the office for the five gallon fill, He paid for the purchase with a five dollar bill.

"Used to cost me two dollars," he said solemn and dry, "Now you charge me five, I think that's too high." I thanked the man kindly and bit my lip tight. The clock in the office read almost midnight.

Cold, tired and weary, I opened the door, Everyone was in bed so I crept cross the floor. My pillow was soft and deep sleep came at last.

Must have been 2:30 when my wife shook my arm, "Sorry to wake you honey, but the house is not warm." I went to the furnace, the pilot was out. Then went to the kitchen, I wanted to shout! I turned on a burner and discovered alas! I've been so busy, I let myself run out of gas. 🐧







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MILNER TERMINAL, SPALDING COUNTY GA AND LAMAR COUNTY COMMISSIONERS **A** EVENTS RECAP -

















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Ryan Gunderson, Como Oil & Propane of Florida



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WHAT'S WRONG WITH THIS PICTURE?

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This picture exemplifies some of the installations we see in flood-prone areas, be they near the coast or in floodplains along a mountain river. The building code often requires utilities to be installed above the flood level and this platform does a good job. The LP-Gas Code specifies anchoring tanks and cylinders whether above ground or underground. See the Containers on Platforms section of Richard Fredenburg's article for an explanation on this installation's violations.











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