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MISSION STATEMENT

The Oil Heat Council's Mission is to represent and be a resource to our members by monitoring and communicating pertinent information, regulatory actions and legislation at Federal, State and Municipal levels. To continue to identify and implement new programs, services and training that benefit the membership and the association. To communicate via public appearances and the media, informed responses to various oil industry situations and challenges affecting the consumer public. To keep the public informed regarding energy conservation, safety and environmental protection and the benefits of heating with oil; and to diligently uphold our commitment to the citizens of New Hampshire, practicing business of the highest standard, both professionally and ethically.

Welcome to 2012

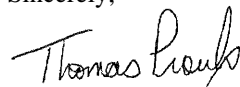
We are once again faced with many challenges in our industry as we turn the page into a new year. The 2011-2012 heating season has certainly gotten off to a slow start. The only things moving slower than the degree day meter are the folks in Washington. We continue to work with our local representatives on NORA funding. Congressman Frank Guinta has recently signed on as a co-sponsor of the NORA Reauthorization Legislation. We are now trying to get Senator Kelly Ayotte to sign on as well. Congressman Charlie Bass has been a longtime advocate of this cause. This bill helps to level the playing field with the big utilities, but it seems uncertain that this will pass any time soon. Please continue to support this funding. (See page 11 for more info)

A new set of officers stand ready to take over the reins of the OHCNH. I (Proulx Oil and Propane) begin the year as Chair, John Rider (Dead River) will serve as Vice Chair, and Rob Stenger (Simple Energy) moves into the Treasurer position. I would like to thank Dana Jones (White Mountain Oil and Propane) for his fantastic work in 2011. We continue to get great support and leadership from Bob Scully, Executive Director, and his staff. Paula McLaughlin and Laura Everhart continue to take on most of the everyday functions of our organization.

Special thanks to all those attending our December meeting. We had a great turnout and wonderful program. Mike Trunzo gave us an update on NEFI. They have addressed issues head on and seem to have turned the corner for the future. I am happy to report that most of our renewing state members are electing to support NEFI for 2012. Celeste Lovett reported on the LIHEAP program. It will be a challenging year for them and their/our CAP clients. Since her report, additional funding has been approved to help out most needy customers. Katelin Geleszinski and Colby Schneider gave a presentation on current media outlets. These new ways of communication will certainly change the way we do business and communicate with our customers. Also, Earl Sweeney from the NH Department of Safety reviewed the new hours of service regulations.

We continue to strive to get our members and affiliates involved and informed of what we are doing. We welcome and encourage all to take part in our committees, meetings, and convention. Together we can have a positive effect on our industry and future. We hope to see you at our March 7 ski day at Mt. Sunapee as well as our April meeting in Concord.

Sincerely,



Thomas Proulx
Chair OHCNH



Tom Proulx, Chairman (left) congratulates, Dana Jones (right) on his year of leadership for the OHCNH

2011 December Meeting

Thank you to the members that attended the 2011 December meeting at the Grappone Center in Concord, NH. We had a great turnout this year, and many interesting topics were discussed. A special *thank you* to Katelin Geleszinski and Colby Schneider, affiliate members, from Consumer Focus Marketing. They did a wonderful presentation on "Social Media". This was an overview of ways that your company can begin to market through different social media avenues.



Please welcome our newest
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Your Annual Review Checklist



Courtesy of: Richard J. DeMarco, Jr,
First Vice President, Wealth Advisor
Branch Name: Morgan Stanley Smith Barney
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Preparing for an annual financial review may be easier with a checklist to help you focus on important matters. With that in mind, here is a list of key considerations that you may want to discuss with your financial advisor.

- **Do I need to rebalance my asset allocation?**

Depending on the performance of your investments so far this year, you may want to examine whether your mix of stocks, bonds, cash, and other assets is close to your target. If not, it may be time to rebalance to a mix that more closely resembles your desired exposure to risk and potential return.¹ Rebalancing can be accomplished in two ways: You can sell existing assets and use the proceeds to bring your portfolio closer to your desired mix. Or you can leave your portfolio as is and allocate new investments to the areas that you want to increase. Rebalancing may involve tax consequences, especially for non-tax-deferred accounts.

- **Am I on track to fund my retirement?**

Making sure you are on track to amass the assets you will need for your later years should be one of your key concerns. If you participate in an employer-sponsored retirement plan, consider investing as much as you can afford. If you do not have access to an employer-sponsored plan, or if you do and can afford to contribute even more, consider funding an IRA.

- **What were my yearly capital gains and losses?**

If your year-end planning entails selling certain assets, be aware of rules regarding capital gains and losses. Gains on investments held less than one year, known as short-term capital gains, are taxed as ordinary income. Gains on investments held for one year or longer, considered long-term capital gains, are taxed at a 15% rate for federal income tax purposes. State tax rules may differ. On the federal level, capital losses offset capital gains and are netted against each other. If net capital losses still remain, up to \$3,000 may be used to offset ordinary income. Capital losses not used in a given year can be carried forward to future years. Note that different rules apply for gains on the sale of collectibles, or qualified small-business stock.

- **Am I taking full advantage of tax-advantaged accounts?**

Remember that certain types of investments receive favorable tax treatment. Employee contributions to traditional 401(k)s, for example, are deducted from your paycheck before taxes are assessed, which lessens taxable income during the year the contribution is made. Contributions may potentially grow free of federal income taxes until qualified withdrawals are made during retirement. If you are age 59 1/2 or older and have maintained the account for a minimum of five years, qualified withdrawals from a Roth IRA are tax free.² (To contribute to a Roth IRA, investors must meet income thresholds established by the IRS. Learn more at www.irs.gov.)

You may have additional concerns unique to your situation, but this checklist may help you keep your investment portfolio in order.

For More Information, please contact Rich DeMarco at, 603-422-8924, www.morganstanley.com/fa/richard.demarco

¹Asset allocation and rebalancing do not assure a profit or protect against loss in a declining market. There may be a potential tax implication with a rebalancing strategy. Please consult your tax advisor before implementing such a strategy.

²For nonqualified withdrawals, restrictions, penalties, and taxes may apply.

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Article written by McGraw Hill and provided courtesy of Morgan Stanley Smith Barney Wealth Advisor, Richard DeMarco, Jr
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Top 5 Ways Your MCS-150 Can Hurt Your CSA Score

There are not many "gimmies" in life, but I think I have one for you.

For anyone unclear on the concept: In golf, a gimme is a shot that the other players agree can count automatically without actually being played. In other words - get a benefit from hardly any work on your part. Sound good? In the world of transportation safety, improving your carrier's CSA score by submitting a new MCS-150 form qualifies as a gimme.

Let's look at five ways you may be able to improve your CSA scores by voluntarily submitting a new MCS-150 form.

First, a quick overview of the MCS-150 form - what it is and when it should be submitted:

What is the MCS-150 Form?

The MCS-150 form is technically the "Motor Carrier Identification Report (Application for USDOT Number)." In short, this is the form a motor carrier can use to request a USDOT number and, more importantly for our purposes, to update their previous MCS-150 information.

When do I submit a new MCS-150?

This is the key question. You are required to file the MCS-150 at least every two years. If it has been two years or more since you filed your last MCS-150, you need to file a new one right away. How to check? Use the FMCSA's Company Snapshot page at

<http://safersys.org/CompanySnapshot.aspx>.

If you are within the two years, you may choose to file an updated MCS-150 at any time.

Here are five reasons you might want to:

1. Number of power units is under-reported.

If your number of power units is artificially low - meaning you now actually have more power units than your last MCS-150 shows - then your CSA scores are likely being negatively impacted.

Here's the problem: Your reported number of power units is used in key CSA calculations in two BASICS: Unsafe Driving and Crash Indicator. In these two BASICS, your carrier's exposure is determined by dividing CSA points by your average power units times a utilization factor. In other words, the more power units you have, the more your violation points are diluted, and the lower your CSA score will be.

2. VMT is under-reported.

VMT stands for Vehicle Miles Traveled. On your MCS-150, you report your VMT for the last calendar year. If the last reported total is lower than it should have been OR you have results for the next calendar year that are higher than the previous year, your CSA scores are likely worse than they should be.

(Continued on page 5)

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(Continued from page 4)

If this is the case, the same two BASICs - Crash and Unsafe Driving - are likely higher than they would be with the corrected information. VMT is used to calculate the utilization factor used in the calculation. With a high utilization factor, you get a bonus and the FMCSA essentially pretends you have more trucks than you actually do. This high utilization bonus can be significant: Maximum bonus allows a carrier to triple the number of power units - or in other words, eliminate two-thirds of their violation points.

3. VMT is over-reported.

Surprisingly, if you report a VMT number the FMCSA sees as too high based on your number of power units, the utilization factor for these same two BASICs, Unsafe Driving and Crash, isn't just capped at the maximum value. Instead, it resets to absolutely no bonus.

4. Incorrectly listed as hazmat or passenger carrier.

If your carrier is listed incorrectly as a hazardous materials or passenger carrier, then your CSA Percentile rankings won't change - but your intervention thresholds become much tougher than they would for a general carrier.

Carriers have even made the decision to change their business model due to the stringent intervention thresholds when classified as a hazmat or passenger carrier, including getting out of the passenger or hazmat business entirely, or splitting off that portion of their business into a new carrier with its own USDOT number.

5. Number of combo and straight trucks is incorrect.

There's an important distinction made between combo and straight for carriers. Here is, word for word, the explanation from the CSA Methodology:

The Unsafe Driving BASIC and Crash Indicator account for carrier differences by segmenting the carrier population into two groups based on the types of vehicles operated. This segmentation ensures that carriers with fundamentally different types of vehicles/operations are not compared to each other. The two segments are:

(1) Combo or combination trucks/motor coach buses constituting 70% or more of the total power units and

(2) Straight or straight trucks/other vehicles constituting more than 30% of the total power units.

If your carrier is classified as the wrong segment, then your CSA percentile rank is very likely different than it would be under the correct segment.

Note that different does not necessarily mean better. Ultimately, you will need to submit correct data to the FMCSA at least biennially, so if you are in this position, your main question is about timing the new MCS-150 submission.

Article by Sloan Morris, Contributor. Sloan Morris is the director of client services with Vigillo LLC, Portland, Ore. An attorney by training, Sloan has applied his legal and technology background to compliance and legal-related technology tools for 14 years.

From the October 2011 issue of HDT.

FMCSA Issues Alert to Carriers About Aggressive Marketing Attempts

The Federal Motor Carrier Safety Administration sent out an advisory in August warning carriers to beware of aggressive tactics used by some companies to market safety training and other products to carriers.

The agency said at the time that it has received numerous inquiries regarding companies using aggressive marketing tactics to sell both supervisor training and products, such as logbooks, to carriers.

Federal safety regulations require drivers to keep a record of their duty status and outlines a format for that record but FMCSA does not sell nor endorse companies that market such products. And while regulations also may require some employers to have mandatory drug and alcohol training, the agency does not certify trainers or training companies nor preapprove the curriculum for such training.

FMCSA says that if a carrier receives an advertisement that improperly asserts an association with the Department of Transportation or the FMCSA, or attempts to obtain personal banking or credit card information not related to a purchase, they should contact Tom Frazier, Investigator for the Federal Motor Carrier Administration at (540) 504-6436.

Retrieved from the October 2011 edition of Caltrux Mag.

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ATA is Frustrated With New HOS Rule

Association calls Administration's rule 'unjustified'

Leaders of the American Trucking Associations (ATA) expressed their frustration and disappointment that the Obama administration issued an "unjustified final rule governing hours-of-service that will do nothing to improve highway safety, but will very likely increase the risk of truck-involved crashes."

"Today's announcement of a new rule on the hours-of-service is completely unsurprising. What is surprising and new to us is that for the first time in the agency's history, FMCSA has chosen to eschew a stream of positive safety data and cave in to a vocal anti-truck minority and issue a rule that will have no positive impact on safety," ATA President and CEO Bill Graves said. "From the beginning of this process in October 2009, the agency set itself on a course to fix a rule that's not only not broken, but by all objective accounts is working to improve highway safety. Unfortunately, along the way, FMCSA twisted data and, as part of this final rule, is using unjustified causal estimates to justify unnecessary changes."

"Even with an uptick in truck-involved fatalities in 2010, since the current rules went into effect in 2004, fatalities have fallen 29.9 percent, even as overall miles traveled for trucks has risen by tens of billions of miles," said ATA Chairman Dan England. "No one can dispute these facts."

"By forcing through these changes FMCSA has created a situation that will ultimately please no one, with the likely exception of organized labor," England said. "Both the trucking industry and consumers will suffer the impact of reduced productivity and

higher costs. Also, groups that have historically been critical of the current hours-of-service rules won't be happy since they will have once again failed to obtain an unjustified reduction in allowable daily driving time. Further, it is entirely possible that these changes may actually increase truck-involved crashes by forcing trucks to have more interaction with passenger vehicles and increasing the risk to all drivers."

"This rule will put more truck traffic onto the roadways during morning rush hour, frustrate other motorists and increase the risk of crashes," Graves said. "By mandating drivers include two periods between 1 a.m. and 5 a.m. as part of a 'restart' period, FMCSA is assuring that every day as America is commuting to work, thousands of truck drivers will be joining them, creating additional and unnecessary congestion and putting motorists and those professional drivers at greater risk. The largest percentage of truck-involved crashes occur between 6 a.m. and noon, so this change not only effectively destroys the provision of the current rule most cited by professional drivers as beneficial, but it will put more trucks on the road during the statistically riskiest time of the day."

"If there is a positive in this rule, it is the lengthy period of time before it becomes effective," Graves said of the 18-month delay in the rule's compliance date. "This will give ATA time to consider legal options. And, by delaying implementation of this rule, the agency is acknowledging there is no safety crisis on our highways."

From the December 29, 2011 edition of JJ Keller
"Transportation SafetyClicks"



Reminder: Underground Storage Tank Operator Training Required



The Federal Energy Policy Act requires states to develop training guidelines for three distinct classes of operators who operate and maintain federally regulated underground storage tank systems. **Effective August 8, 2012, RSA 146-C:17-21 requires that all regulated facilities in New Hampshire have designated class A, B and C operators who have been trained and certified in accordance with an approved training program. DES is currently offering an approved training class for class A and B operators in New Hampshire.**

Underground Storage Tank Operator Training Schedule

Classes are conducted at the Department of Environmental Services - 29 Hazen Dr. in Concord, NH, unless otherwise noted, from 8:30 AM to 4:00 PM on the following dates:

February 22, 2012

March 28, 2012, Heating Oil Only

April 25, 2012

For more information on the Operator Training Program or to sign up for future Operator Training classes, please contact: Matt Jones, Underground Storage Facility Operator Training Program Coordinator, at Matthew.Jones@des.nh.gov or by calling (603) 271-0673.

Fatigue: A Fear to be Reckoned With

It's a common complaint in the modern world; most of us, overextended at trying to "do it all" and "have it all," are operating on less than the optimal amount of sleep. With full-time work, domestic duties, a few minutes of exercise, and picking up the kids from school, there just aren't enough hours in the day.

So where do we get the precious extra hours we need to accommodate our busy schedules? That's right—from the night—time that should be reserved for seven to eight hours of sleep. Our nightly appointment for sleep should be at least as binding as the commitments we make to everything and everyone else in life. Sleep is a biological requirement we all need.

Sleep is a critical factor in highway safety too. As Americans become more sleep-deprived, the number of crashes on our roadways involving drowsy drivers is increasing. Fatigue contributes to more than 100,000 crashes each year. The result is often fatal for sleeping drivers and those in the vehicle they hit.

Most people who drive when sleepy aren't aware of it. Many drivers may experience 'highway hypnosis' and realize they've been driving along in a zoned-out state. The lucky ones can rouse



themselves, and the smart ones will pull over and rest for 20 minutes, or even better, for the night. Most people can't control their level of sleepiness and can't anticipate that they're about to fall asleep. Their dreams can become a nightmare in an instant.

Fatigue slows your reaction time, decreases awareness, impairs judgment (just as alcohol or drugs) and can lead to falling asleep at the wheel. Taking over-the-counter or prescription

medications or drinking alcohol, on top of being fatigued, will seriously compound an already dangerous situation.

The answer is simple: don't hit the highway until you hit the hay for the right amount of time, every night.

Fatigue is cumulative; cutting an hour of sleep here and there can add up to exhaustion sooner than you think, and the only prescription is getting regular good sleep. Think of the benefits in terms of improved health, quality of life and performance. You'll look, feel, work and play better. And you'll keep yourself, your loved ones and your fellow travelers safe on the road.

Retrieved from VTDOL Project RoadSafe, Jan, 1, 2012 edition

Tips to help you get better sleep:

- *Adjust the room temperature before bedtime. A room that is too hot or too cold can disturb your sleep.
- *Keep a regular sleep schedule, even on your days off, on holidays or when you are traveling.
- *Eat well and establish a regular exercise routine.
- *Avoid caffeine before bedtime. Its stimulating effects will peak two to four hours after consumption and may linger for several hours more.
- *Avoid alcohol before going to sleep. It may initially make you fall asleep faster, but it can make it much hard to stay asleep.
- *Know the effects of medications. Some can increase sleepiness and make it dangerous to drive; others can act as stimulants and cause sleeping difficulties.
- *Develop a relaxing sleep ritual such as taking a hot shower, listening to soothing music or reading until you feel sleepy.



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January Report of 2012 Session of the New Hampshire Legislature, by Robert J. Sculley

Thus far, 846 legislative service requests (LSR) have been introduced for the consideration of the 2012 session of the New Hampshire legislature. Listed below are the titles of 63

LSR's we have selected of interest to members of the Oil Heat Council of New Hampshire. Their titles are listed by sections pertaining to Transportation, Tolls, Taxation, Regulation, Insurance, Energy, Labor and Workers Compensation. We will be monitoring and testifying on these LSR's when they are heard by committees in the Senate or the House. Reports on Legislative action on these bills will be carried in OHCNH monthly newsletters until the adjournment of the Legislative session at the end of June. Should you wish more information on the bills, please call us.

Transportation

2012-H-2037-R relative to vehicle operation with a stuck throttle or runaway engine.
2012-H-2068-R reinstating the Maine-New Hampshire Interstate Bridge Authority.
2012-H-2293-R relative to the suspension of registration of vehicles.
2012-H-2308-R relative to matching funds for highway projects.
2012-H-2340-R relative to obstructions in highways.
2012-H-2408-R requiring annual inspection of commercial vehicles.
2012-H-2507-R relative to the placement of gas stations and liquor stores at rest areas on interstate highways.
2012-H-2679-R relative to motor vehicle inspections.
2012-H-2689-R relative to goods in intrastate commerce.

Tolls

2012-H-2279-R relative to the location of overhead tolling on the F. E. Everett Turnpike.
2012-H-2315-R allowing charges on E-Z Pass accounts for excessive speed through the tolls.
2012-H-2316-R relative to the speed limits when approaching toll booths.
2012-H-2704-R establishing an E-Z Pass commuter discount.

Taxation

2012-H-2036-R establishing a commission to study alternative vehicles contributing their share of revenues to highway maintenance.
2012-H-2038-L relative to bridge aid and highway block grants for class V roads in certain village districts.
2012-H-2060-R relative to motor vehicle inspections.
2012-H-2119-R relative to estimated payments of the business enterprise tax and the business profits tax.

2012-H-2135-R increasing the threshold amount for taxation under the business enterprise tax.

2012-H-2177-R establishing a committee to study alternative non-tax funding options for services necessary to economic growth not funded in the state budget.

2012-H-2178-R establishing a committee to identify alternative non-tax funding options for human services not funded by the state budget.

2012-H-2211-R relative to business tax forms
2012-H-2212-R relative to certain business regulatory reforms

2012-H-2214-R relative to directory administrative fine revenue to a special fund for environmental enforcement.

2012-H-2439-R repealing the interest and dividends tax.

2012-H-2471-R establishing a gas tax holiday for Memorial Day weekend of 2012.

2012-H-2496-R relative to penalties for late filing for unemployment compensation.

2012-H-2521-R reducing the interest and dividends tax.

2012-H-2562-R relative to penalties for underpayment of estimated taxes.

2012-H-2563-R establishing a committee to study apportionment of business profits taxation based on costs of performance.

2012-H-2564-R relative to filing dates for business taxes.

2012-H-2566-R relative to combined filings for business taxes.

2012-H-2788-R requiring the carried forward credit against business profits tax to be applied for newly created jobs.

Regulation

2012-H-2003-R relative to emergency management compacts

2012-H-2042-R establishing enhanced penalties for motor vehicle accidents involving a fatality or serious bodily injury.

2012-H-2046-R establishing a committee to study the state law relative to blood testing of persons involved in motor vehicle fatalities.

2012-H-2160-R updating certain references in motor vehicle statutes.

2012-H-2200-R establishing a committee to oversee the department of environmental services.

2012-H-2261-R relative to procedures for medical reporting of driver impairment to the division of motor vehicles.

2012-H-2412-R relative to motor vehicle registration.

2012-H-2419-R relative to DES oversight and grievance committee.

2012-H-2458-R relative to joint and several liability.

2012-H-2497-R relative to penalties for speeding in the compact parts of towns or cities.

2012-H-2542-R relative to pro-rating the motor vehicle registration fee.

2012-H-2558-R limiting the total length of a suspended driver's license.

2012-H-2700-R relative to reports of legislative standing committees on environmental legislation and relative to the adoption of rules concerning environmental regulation.

2012-H-2705-L relative to law enforcement responsibility for interstate highways.

2012-H-2774-R relative to registration of trucks.

2012-S-2816-R relative to pooled risk management programs.

2012-S-2982-R relative to certified compliant products certified as such by the department of environmental services.

Insurance

2012-H-2339-R relative workers' compensation coverage and safety program requirements in state contracts.

2012-H-2245-R relative to consumer choice in health insurance.

2012-H-2684-R allowing a cause of action against health care plan providers.

2012-S-2843-R relative to guaranteed issue for health insurance.

Energy

2012-H-2105-R repealing the decrease of the fuel oil importation fee.

2012-H-2731-R banning corn-based ethanol as an additive to gasoline sold in New Hampshire.

2012-S-2840-R requesting the governor to enter into an anti-ethanol compact with other northeastern states.

Labor

2012-H-2059-R relative to withholding from wages of union dues.

2012-H-2071-R relative to the funding of the labor department.

2012-H-2248-R requiring written permission of union members before their union dues may be used for political purposes.

2012-H-2255-R relative to unemployment compensation payments.

2012-H-2384-L relative to collective bargaining.

2012-H-2777-R relative to the right to work.

2012-H-2786-R relative to an employee's lunch or eating period.



New England Fuel Institute

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Business Address: 20 Summer St., Watertown, MA 02412



STATEMENT REGARDING THE 2012 STATE OF THE UNION ADDRESS

Contact:
Jim Collura
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OILHEAT GROUP CAUTIOUS AS OBAMA CALLS FOR MORE OIL AND GAS PRODUCTION

Washington, DC, January 24, 2012 –

Statement from Michael C. Trunzo, President,
New England Fuel Institute

“On behalf of the 2.6 million New England households that heat with oil, and the 8.6 million households nationwide, the New England Fuel Institute calls on President Obama to make good on his promise of ramped-up production of ‘homegrown’ energy such as American crude oil and biofuels when he gives his State of the Union address this evening.

“The President and the Congress need to put their words into action and lead our country down the road to energy independence by approving the Keystone XL pipeline, improving U.S. energy infrastructure and lifting prohibitions on domestic oil production. This will help all of America by lowering the cost energy across-the-board and not tying our fate to one single energy source, such as natural gas. Such actions will also result in more affordable, stable heating oil and motor fuel prices, not to mention the creation of tens of thousands of industry-related jobs.

“The federal government must restore its commitment to a fuel-neutral energy strategy focused first and foremost on energy conservation and efficiency. The U.S. heating oil industry has been a leader in this regard, and is currently bringing to market an ultra-clean burning and biofuel-blended product called “Bioheat®” that will slash heating bills and protect the environment by burning as clean as, if not cleaner than natural gas. The federal government’s commitment to growing American jobs with the domestic Bioheat® industry needs to be restored by bringing back the biodiesel tax credit that expired at the end of last year.

“Through improvements in the efficiency of heating technology, the heating oil industry has reduced per-consumer energy consumption by 35%. That can be built upon and made more successful through a renewal and strengthening of the residential energy efficiency tax credits that expired last year.

“NEFI has criticized President Obama for rejecting the Keystone XL pipeline and for policies that restrain U.S. production offshore and other areas, such as the major finds in the Bakken formation. According to experts, by fully utilizing these resources and investing in infrastructure, the U.S. could produce millions of barrels per day of its own oil and supplant imports from troubled regions, such as the Middle East.

“NEFI cautions the Federal government not to ‘put all its eggs into one basket’ by focusing exclusively on natural gas as a cure to U.S. energy needs. For 17 out of the last 20 years, gas prices have tracked higher than oil and while prices have been relatively low recently they will not remain low forever. Natural gas producers are already contemplating a cut in production due to the low prices. Price pressures have also caused an increase in petitions by producers for natural gas exports. According to a recent U.S. Energy Information Administration report, gas prices could rise 54% by 2018 as a result of natural gas becoming a world commodity.

“Before taking the considerable financial gamble of converting to other fuels, oilheat consumers should consult their local Oilheat retailers and professional HVAC technicians, among the most trusted sources of energy information and advice by consumers. These industry professionals have assisted millions of consumers with weatherizing their homes, installing the latest ultra-efficient oilheat systems and providing convenient and accessible payment options and loan programs to make energy conservation more affordable for every American home and business. We stand ready to do more.

“Government should never pick winners and losers in our economy. The nation’s Oilheat industry will continue to bring the greatest value, competition among thousands of independent local retailers affording real consumer choice, and the latest in energy efficiency technology – but only if the federal government remains fuel neutral and plays an appropriate role in encouraging domestic energy production and energy conservation.

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The New England Fuel Institute (NEFI) is a non-profit and non-partisan trade association that represents more than 1,200 mostly small business home heating oil, Bioheat® and other fuel retailers and related services companies. For more information visit www.nefi.com

HHS News

U.S. Department of Health and Human Services



www.hhs.gov/news

FOR IMMEDIATE RELEASE

Contact: ACF Press Office

Thursday, December 22, 2011

(202) 401-9215

HHS releases more than \$845 million to states to help low-income households with energy costs

More than \$845 million is being released today by the U.S. Department of Health and Human Services (HHS) to states to help low-income households with their heating and home energy costs under the Low Income Home Energy Assistance Program (LIHEAP). The continuing resolution currently in place allows HHS to release these funds to states, territories, tribes and the District of Columbia.

“Even as the economy shows signs of improvement, many Americans are struggling to make ends meet,” said George Sheldon, HHS acting assistant secretary for children and families. “We are making funds available today to help vulnerable families and seniors pay their heating bills and stay warm during this holiday season and into early 2012.”

LIHEAP assists low-income households, including families with children and seniors, with their home energy needs such as heating in the winter, cooling their homes in the summer, and insulating their homes to make them more energy efficient and reduce their energy costs. The \$845 million in block grant funds released today is in addition to the \$1.7 billion released to states since October 2011. Including the funds released today, states will have received a total of \$2.581 billion in LIHEAP block funds for Fiscal Year 2012.

“There are low-income families, children and seniors across the country that need help paying to heat their homes,” said Jeannie Chaffin, director for the Office of Community Services. “We recognize the importance of getting these funds out quickly so that families can get the help they need during the winter.”

For a complete list of funds available to states today please visit: <http://www.acf.hhs.gov/news/press/2011/2012LIHEAP845K.html>

Individuals interested in applying for energy assistance should contact their local/state LIHEAP agency. For more information, go to: <http://www.acf.hhs.gov/programs/ocs/liheap> or <http://www.acf.hhs.gov/programs/ocs/liheap/brochure/brochure.html>.

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Note: All HHS press releases, fact sheets and other press materials are available at <http://www.hhs.gov/news>.

“2nd Annual Fun Ski Day”



Please join us for the second annual “OHCNH Fun Ski Day”. Once again, we will meet at Mt. Sunapee Ski area on March 7, 2012. This is a 2 for 1 ski day! Rentals are available for those who need them. Please look for more information to follow next month. **There is no need to RSVP**, however, if you would like, RSVP to Laura Everhart at the Oil Heat Council of NH office. She can be reached via e-mail at: laura@nhoilheat.com, or phone at 603-415-8330.

Rain date will be 3/14/12

DIRECTIONS

From I-89 North:

Take Exit 9. Take a right off the exit and follow Route 103 West for 16-17 miles. You will go through the towns of Bradford & Newbury. You will come to the Mount Sunapee traffic circle and it is located on the left.

From I-89 South:

Take a right off Exit 12A and follow to Route 11. Turn right onto Route 11 and follow to Route 103B which will take you to the Mount Sunapee traffic circle. Sunapee is located on the left.



UPDATE FROM CAPITOL HILL

SENATORS DRAW THE LINE WITH OBAMA ON FUEL ASSISTANCE CUTS

This week, a bipartisan group of Senators sent a letter to President Obama urging adequate funding for the federal Low Income Home Energy Assistance Program (LIHEAP) and drawing a line in the sand on potential cuts. As members are well aware, one year ago Obama proposed a 50 percent cut to fuel assistance in his Fiscal Year 2012 budget request. Thankfully, the Congress rejected the proposal and provided \$3.5 billion for the program, but the final funding level was still down \$1.2 billion from the Fiscal Year 2011 level and \$1.6 billion less than the amount authorized by law.

"LIHEAP is the main federal program that helps low-income households and seniors with their energy bills, providing vital assistance during both the cold winter and hot summer months," the letter said, citing the growing number of families, seniors and veterans that have sought the federal benefit. "As such, as you finalize your Fiscal Year 2013 budget request, we ask that you take into account the great need for LIHEAP and the devastating impact cuts to the program could have on seniors and low-income families and ask that you restore LIHEAP funding to the Fiscal Year 2011 level [of \$4.7 billion]." The President's Fiscal Year 2013 budget request is due out in February.

The letter was signed by Senators Reed (D-RI), Whitehouse (D-RI), Snowe (R-ME), Collins (R-ME), Sherrod Brown (D-OH), Sanders (I-VT), Leiberman (I-CT), Blumenthal (D-CT), Shaheen (D-NH), Ayotte (R-NH), Scott Brown (R-MA), Kerry (D-MA), Gillibrand (D-NY), Schumer (D-NY), Lautenberg (D-NJ), Menendez (D-NJ), Levin (D-MI), Stabenow (D-MI), Wyden (D-

OR), Merkley (D-OR), Klobuchar (D-MN), Franken (D-MN), Baucus (D-MT), Tester (D-MT), Bingaman (D-NM), Tom Udall (D-NM), Casey (D-PA), Coons (D-DE), Brown (D-OH), Lugar (R-IN), Begich (D-AK), Landrieu (D-LA), Pryor (D-AR), Akaka (D-HI), Johnson (D-SD), Kohl (D-WI), Cantwell (D-WA), Rockefeller (D-WV) and Mikulski (D-MD), (...). NEFI had supported efforts to collect signatures for the letter. A similar letter is due from LIHEAP supporters in the House of Representatives (by month end).

NATIONAL OILHEAT RESEARCH ALLIANCE (NORA) RENEWAL UPDATE

Thank you for continued support of federal legislation (H.R.1756 in the House and S.949 in the Senate) to promote oilheat efficiency, research and consumer education by renewing and strengthening the National Oilheat Research Alliance (NORA). This is a vital program for the oilheat industry and its consumers. The federal law authorizing the program expired on February 6, 2010. NEFI and other industry advocates are working tirelessly to renew or "reauthorize" NORA, which will require legislative action by the U.S. Congress.

NEFI has learned that Rep. John Olver (D-MA-01) and Rep. Frank Guinta (D-NH-01) will sign-on as co-sponsors. The bill now enjoys 65 bipartisan co-sponsors in the House and 15 in the Senate. If you have not already contacted your members of Congress, please join the effort! (...)

Report by Jim Collura, NEFI Vice President for Gov't Affairs (jimcollura@nefi.com)

Retrieved from the January 20, 2012 edition of NEON

Attention OHCNH Members,

Mike Trunzo of NEFI has requested that the OHCNH join in the effort to gain Senator Ayotte as a co-sponsor for the NORA reauthorization bill. Below is the proposed text that will be used in a group letter to Senator Ayotte. If your company is interested in signing on to this bill, please contact Mike Trunzo directly at michael.trunzo@nefi.com, or call (617)924-1000.

Dear Senator Ayotte,

On behalf of my company, listed below, I would urge you to take action to support the National Oilheat Research Alliance.

The National Oilheat Research Alliance is a program developed by Congress to do research and development, to fund industry education and training, and to help consumers. This program operates at no cost to the federal government, and is funded by a fee paid for by retailers of heating oil. This program has helped advance technology in the heating oil industry by upgrading the efficiency of appliances in homes, by doing research to better evaluate in home efficiency of Oilheat systems, and developing the use of biofuels. Tens of thousands of heating oil technicians have been trained by this program, and their skills and ability to earn a living have improved.

Unfortunately, the 111th Congress failed to act on this program. It is vitally important that the 112th Congress prepare legislation to enact this program. Representative Bass/Senator Shaheen is currently working on legislation to extend and improve this program. I hope that you will be able to be a co-sponsor and support the legislation that he develops. It will benefit the thousands of families in Ohio that currently heat with oil.

Sincerely,



Oil Heat Council
of NEW HAMPSHIRE

E-MAIL DIRECTORY

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Executive Director

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WWW.NHOILHEAT.COM

February 14, 2012
Valentine's Day



March 7, 2012
2nd Annual Fun Ski Day
Mount Sunapee, NH
(More Information to Follow)

March 28, 2012
Reasonable Suspicion Training
9am - 12pm
19 Henniker St., Concord, NH
(More Information to Follow)

March 28, 2012
Essential Recordkeeping
1pm - 4pm
19 Henniker St., Concord, NH
(More Information to Follow)

Concord, NH 03302-3898
19 Henniker Street • PO Box 3898