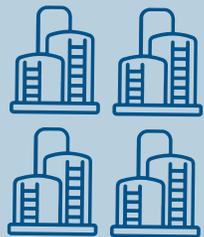


## Problems and Limiting Factors During Disasters

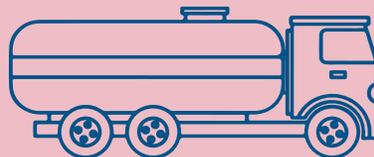
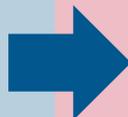
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|---|--|--|---|
| <ul style="list-style-type: none"> <li>• Truck stops may be affected by outages and increased freight traffic</li> <li>• Limited parking for trucks and freight</li> <li>• Freight limited by regulations, traffic, and access</li> <li>• Inoperable fuel pumps due to lack of electricity</li> <li>• Lack of sufficient fuel for freight operations</li> </ul> | <ul style="list-style-type: none"> <li>• Government &amp; non-profit sectors cannot replace capacity of commercial food flows</li> <li>• Power outages may limit operations</li> <li>• Employee access to distribution center may be constrained</li> <li>• Distribution Center employees not recognized as essential personnel</li> <li>• Retail facilities may be impacted or not able to receive deliveries</li> <li>• Telecommunications outages limit communications with drivers and retail</li> </ul> | <ul style="list-style-type: none"> <li>• Freight access may be limited to affected areas</li> <li>• Retail facilities may be impacted or not able to receive deliveries</li> <li>• Freight deliveries may be limited by types of trucks/drivers required for area</li> </ul> | <ul style="list-style-type: none"> <li>• Retail facilities may be affected or unable to open due to staffing and outages</li> <li>• Employees may be directly affected or unable to get to work</li> <li>• Power outages limit functions such as refrigeration, loading dock equipment, and electronic payment transaction systems</li> <li>• Water outages may limit some services</li> <li>• Telecommunications outages limit communications with freight drivers and distribution centers</li> </ul> |
|---|--|--|---|

## What can Emergency Managers Do?

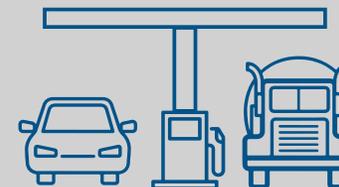
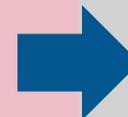
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| <ul style="list-style-type: none"> <li>• Waivers for Weight, Hours of Service, and Fuel Additives (local, state and across states)</li> <li>• Support traffic control on access routes</li> <li>• Communicate disaster declarations, restrictions, and waiver information to private sector</li> <li>• Monitor and support truck stops along key routes</li> <li>• Support credentialling efforts for truck drivers and employees</li> </ul> | <ul style="list-style-type: none"> <li>• Ensure grocery Distribution Centers are priorities for utility and telecommunications companies</li> <li>• Clear main routes to Distribution Centers</li> <li>• Support entry/re-entry credentialling efforts for distribution center employees</li> </ul> | <ul style="list-style-type: none"> <li>• Request waivers of local truck restrictions</li> <li>• Support traffic control on access routes</li> <li>• Provide vehicle escort for freight</li> <li>• Identify staging areas for freight deliveries to affected area</li> <li>• Ensure sufficient parking capacity and drop-and-go staging for freight</li> </ul> | <ul style="list-style-type: none"> <li>• Ensure retail grocery facilities are priorities for utility and telecommunications companies</li> <li>• Points-of-Distribution in areas without operating grocery retailers</li> <li>• Support credentialling efforts for employees</li> <li>• Communicate updates on government assistance (FEMA IA, D-SNAP, SNAP)</li> <li>• Communicate disaster related public health restrictions</li> </ul> |
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**Terminal Fuel Racks**



**Tanker Truck Drivers**



**Retail Gas Stations**

## Problems and Limiting Factors During Disasters

- Electrical and Telecommunications outages affect multiple systems including fuel pumps, facility lighting, payment systems, and data systems
- Problems caused by outages lead to greater wait times, and significant decreases in facility output and tanker throughput

- Truck access may be limited to affected areas
- Retail facilities may be impacted or not able to receive deliveries
- Impacted routes and surges in demand cause increased wait times at facilities
- Hours of Service (including wait times) limit drivers' range and ability to complete routes
- Local private sector trucking may be affected by competing government contracts
- Insufficient drivers with required licensing and familiarity with facility operating practices

- Independent gas stations may be resupplied last compared to bigger brands
- Surges in demand may deplete a gas station's supply faster than usual
- Retail facilities may be impacted or unable to open due to staffing and outages
- Fuel pumps and electronic payment transaction systems may be affected by power outages
- Road debris may limit resupply in affected areas

## What can Emergency Managers Do?

- Clear transportation routes to and from the fuel rack of debris and traffic; plan for traffic control points to regulate traffic flows and staging for waiting tanker trucks
- Ensure Terminal Fuel Racks are restoration priorities for utility and telecommunications companies
- Identify sources to meet generator needs
- Waive Vapor Emissions Standards
- Monitor wait times
- Identify key leadership and personnel related to fuel rack operations

- Request waivers for Weight, Hours of Service, and Fuel Additives (locally and across states)
- Request Hours of Service Waivers early for "notice" disasters
- Provide law enforcement/security for truck drivers willing to make deliveries during off-peak hours
- Provide updates on truck rack wait times
- Request help to recruit tanker trucks and truck drivers from outside the incident area

- Issue public messaging to discourage panic buying of fuel
- Support credentialing for employees
- Identify sources to meet generator needs
- Ensure retail fuel locations are restoration priorities for utility and telecommunications companies
- Prioritize private sector fueling needs to restore flow of lifelines
- Clear routes and direct traffic to avoid congestion on roads