

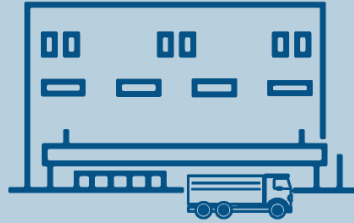


FEMA Restoring Flow Placemat: Food

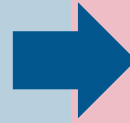
More information is provided in “Restoring Flow: Operational Strategies for Emergency Managers”
For questions, please contact FEMA-TARequest@fema.dhs.gov



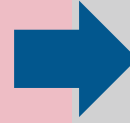
Freight
Manufacturer to Distribution Center



Distribution Center Operations



Freight
Distribution Center to Retail Locations



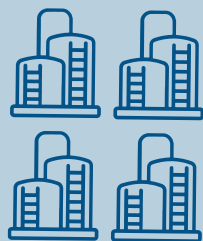
Retailers to Consumers

Problems and Limiting Factors During Disasters

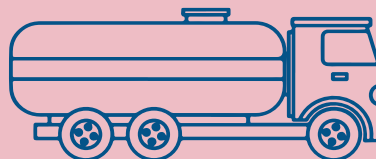
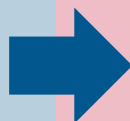
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| <ul style="list-style-type: none">• Truck stops may be affected by outages and increased freight traffic• Limited parking for trucks and freight• Freight limited by regulations, traffic, and access• Inoperable fuel pumps due to lack of electricity•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

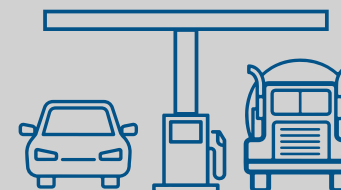
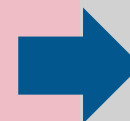
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| <ul style="list-style-type: none">• Waivers for Weight, Hours of Service, and Fuel Additives (local, state and across states)• Support traffic control on access routes• Communicate disaster declarations, restrictions, and waiver information to private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



Tanker Truck Drivers



Retail Gas Stations

Problems and Limiting Factors During Disasters

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| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |
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What can Emergency Managers Do?

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| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> Issue public messaging to discourage panic buying of fuel Support credentialling 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 |
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