The Terminal Industry: Why It Matters

Terminals are a vital component of our nation's supply chain, connecting the U.S. economy and overseas markets in the trade of bulk liquid commodities.

Both importers and exporters of liquid commodities—from crude oil to petrochemicals to food-grade products—need terminals to connect them to their customers. Terminals do much more than store bulk liquids. Terminal operators provide essential logistics needed to transfer bulk liquids from one mode of transport to another, whether from ship to truck, ship to barge, or pipeline to rail.

Whether these facilities are located in a port, on a river, along a rail line or along a pipeline, terminals create a positive economic impact in their local communities and for the nation as a whole.

Industries and end-users that depend on terminals delivering products safely, efficiently and reliably include refiners, chemical manufacturers, oil and natural gas producers, fuel distributors, food growers and producers, utilities, commodity brokers, government agencies and the military.

ILTA: Who We Are

The International Liquid Terminals Association represents more than 80 terminal companies with operations in all 50 states.

ILTA members provide storage and transportation logistics for a wide range of liquid commodities, including refined petroleum products, crude oil, chemicals, renewable fuels, fertilizers, vegetable oils and other food-grade materials. ILTA member facilities are located in over 700 communities, generating good-paying jobs and supporting local governments through property taxes.

ILTA is the only trade association that advocates exclusively for the liquid terminal industry. ILTA is dedicated to helping its members consistently provide safe, reliable and environmentally responsible services at their facilities.
Ensure Chemicals Are Treated Consistently and Appropriately in the Chemical Facilities Anti-Terrorism Standards (CFATS)

**BACKGROUND:**
Congress directed the Department of Homeland Security (DHS) in 2006 to establish security requirements—CFATS—for facilities that store large quantities of certain listed chemicals. Unfortunately, current regulations miscategorize gasoline, diesel and other fuels. ILTA believes the CFATS program should treat all chemicals consistently and according to their actual flammability ratings rather than misconceptions propagated by Hollywood special effects.

**ILTA’S POSITION:**
Congress should support ILTA’s technical amendment to CFATS reauthorization that ensures appropriate treatment of gasoline, diesel and fuel mixtures.

Support Efforts to Maintain and Improve our Waterways, including through the Harbor Maintenance Trust Fund (HMTF), Inland Waterways Trust Fund (IWTF) and Water Resources Development Act (WRDA)

**BACKGROUND:**
The Harbor Maintenance Trust (HMTF) and the Inland Waterways Trust Fund (IWTF) were created to ensure that our nation’s ports, waterways and harbors receive the investments they need to remain safe, efficient and globally competitive. The HMTF is funded by fees on imports and domestic shipments using the waterways, and the IWTF is funded by barge operators that use the waterways. As of January 2019, the HMTF held an unappropriated balance of more than $9 billion. Meanwhile, the WRDA—public laws enacted by Congress to deal with various aspects of water resources, including environmental, structural, navigational, flood protection and hydrology—is up for reauthorization in 2020.

**ILTA’S POSITION:**
Congress should support full distribution of HMTF to maintain and improve our nation’s sea infrastructure. Congress should conform the cost-sharing for IWTF-financed construction projects to require in the future 25 percent of the project cost to be derived from the IWTF and the remaining 75 percent from General Revenues. Congress should authorize WRDA, either alone, or as part of a broader law to improve the nation’s infrastructure, including water resource infrastructure projects aimed at improving ports and relieving traffic congestion.

Prioritize Passage of Infrastructure Legislation

**BACKGROUND:**
The American Society of Civil Engineers has scored U.S. infrastructure a D-plus. Roads and bridges need modernization and expansion, but so, too, do our commercial railroads, ports, harbors and waterways. Terminals, which provide essential logistics needed to transfer bulk liquids from one mode of transportation to another, are also infrastructure, playing a critical role in the export and import of commodities ranging from crude oil to petrochemicals to food-grade products.

**ILTA’S POSITION:**
Congress should move forward with action to modernize and expand the nation’s infrastructure. Liquid terminals depend on a host of transportation modes, including roads, railroads, waterways and pipelines. Public investment in these modes will jumpstart investment of private capital into the terminal industry, as investors have more certainty about infrastructure reliability. This will bolster America’s exports and help with its trade balance.

For more information, please contact Peter Lidiak at 703-875-2011 or plidiak@ilta.org