Notes from ILTA COVID-19 Zoom Webinar -- #2; 3-26-2020

Participation: 144 call-ins

**Updates and Announcements**

- ILTA is considering changing its weekly COVID-19 Webinars from 3 PM to 4 PM due to competing government calls
- The ITLA IdeaScale site remains open for stories and resources [https://ilta.ideascale.com/](https://ilta.ideascale.com/)
- Earlier in the week, ILTA sent a letter to EPA asking it to extend the winter summer gasoline blend deadline from May 1 to June 1. A number of others have also asked (individual companies and other trade associations). It is believed we could hear back in a few days, but typically it takes at least a week to hear back. (UPDATE: EPA extended the transition to May 20: [https://www.epa.gov/newsreleases/epa-announces-steps-protect-availability-gasoline-during-covid-19-pandemic](https://www.epa.gov/newsreleases/epa-announces-steps-protect-availability-gasoline-during-covid-19-pandemic))
- List of RVP waivers was sent out on Thursday. Companies should let us know if any other states have issued waivers. We will try to keep this up to date.
  - ILTA will post on IdeaScale and the Pandemic site on the website.
- ILTA has heard from PMAA and Tank Truck Operators. They are looking for more flexibility from terminals. Some of the drivers may be symptomatic, and are asking them to stay home. Some drivers are doing different routes. They say they need to bring drivers to different terminals. This presents challenges due to distancing – and new driver training isn’t happening.
  - Obviously, drivers are considered essential workers, but complications remain.

**Participant Questions and Discussion**

*Have any participants faced difficulties regarding the classification of terminal workers as essential?*

- Zenith Energy notes that the state of Oregon doesn’t seem interested in following CISA guidelines and is unsure if contracted workers at the facilities are included in the essential designation.
- ILTA, can, on a state-by-state basis, write a letter to the governor, or at least the governor’s association, although it may be too early to determine if this is needed.

*What is the status of ILTA’s correspondence with EPA regarding Alternate Monitoring Plans for inspections?*
ILTA has been working with EPA’s compliance office on AMPs. We’ve asked for Inservice inspections to meet the inspections that companies are facing in the next month or so. EPA is currently working on a national AMP but has not responded regarding a potential timeframe.

How are you managing the competing needs at your facilities regarding drivers?

- Vopak has demonstrated concern that some drivers are looking for letters or other legal proof regarding their status as an essential worker.
- One participant has provided contractor letters similar to that of their employees.
- In Massachusetts and Maine, Sprague deferred to DHS guidelines and cut and pasted it into an email, which clearly identified petroleum and transportation workers, those involved in marine facilities.
- Zenith Energy did have some areas where the letter has to be for each individual employee and not a blanket letter. (This happened in city of New York: They asked that it has the letter in their name, their TWIC card and their ID).
- ILTA suggests having the CISA memo in hand and referencing it if stopped.

How are companies dealing with new drivers coming into their facilities?

- Sprague has been able to handle their new drivers by emailing, remoting one on one interactions, and social distancing. Monitoring it day by day, based on traffic.
- Vopak has not seen any new drivers but continues to card its employees and has added a new measure of requiring thermal scans of everyone. They’ve modified some of the fire fighter thermal scanners and have been able to calibrate them so they can do forehead temperatures at a distance.
  - This technique will be shared based on attorney permission
  - Not regulatory approved but has seemed to work and has been shared with its equivalents globally
- Flint Hills Resources has continued to offer new driver orientations and are carding new drivers. They have are social distancing, conducting the face to face portion of the orientation in a one-to-one setting, and are requesting carriers pre-announce any new drivers twenty-four hours in advance.

How are companies dealing with PPEs in wake of constraints?

- EC/PetroDiamond reports that they already have a small supply in advance and has not had to recycle yet.
- Zenith Energy has a good number of masks in advance due to Coast Guard warnings and notes that if PPE’s aren’t saturated, they can go in regular trash.

Are companies still facing issues regarding CBP restricting marine vessels coming from Europe?

- Sprague mentions that CBP continues to restrict access to said vessels. If a vessel has not been at sea for 14 days, CBP will not board it, and Sprague has
taken a similar policy, causing a delay for several ships. However once that 14 day period has passed, both board these vessels.

Has the virus caused any issues on rail transportation?

- Zenith has not experienced any issues, but it has instituted a policy of wiping everything down due to viruses long lifespan on metal surfaces.