



Department of Energy

Washington, DC 20585

November 8, 2012

MEMORANDUM FOR CHAD WHITEMAN

POLICY ANALYST

OFFICE OF MANAGEMENT AND BUDGET

FROM:

ADAM SIEMINSKI

ADMINISTRATOR

U.S. ENERGY INFORMATION ADMINISTRATION

*Howard Grunpelt
for AS*

SUBJECT:

Calls to Petroleum Product Terminals in the New York/New Jersey Area

The Energy Information Administration (EIA) is notifying the Office of Management and Budget (OMB) of the modification in collection frequency, and questions for Form EIA-815, "Monthly Bulk Terminal and Blender Report" to assess the operational status of bulk terminals in the New York and New Jersey Area that were in the path of Hurricane Sandy. This hurricane struck the U.S. East Coast on Monday October 29, 2012. The OMB control number for this form is 1905-0165. The monthly survey is a census of the bulk terminals and blenders.

Respondents

All bulk terminals in the New York/New Jersey area identified as possibly affected by Hurricane Sandy.

Frequency of Survey Submissions

Data collection will begin the week of November 3, 2012, and will be conducted on a periodic basis until operations return to normal or November 23, 2012, at the latest. Data collection will be primarily by telephone and electronic mail. On or before November 16, 2012, EIA will reassess the status of the bulk terminals for this collection and determine if it is necessary to collect data for an additional period of time and send additional notification to OMB. If EIA finds that less frequent data collection satisfies the need for information about the recovery of petroleum products terminal operations, EIA will reduce the frequency of data collection.

There is precedent for conducting additional energy information collections during times of rapid price change or natural disaster. For example, EIA collected daily gasoline price data under the EIA-878 survey from April 29, 1996, through August 2, 1996, to provide Congress, Federal officials, and the transportation industry a measure of the daily, rapid price increases at both regional and national levels. A confluence of circumstances and events that exacerbated a low inventory situation was identified as



the cause of increased prices during that period. During the 1991 Iraq war, the data were used by Congress and Federal officials to monitor the retail price of gasoline on a daily basis.

Burden

The total burden is estimated to be 66 hours, i.e., 0.33 hours per terminal times up to an average of 5 surveys per terminal times 40 terminals over a period of 20 days. The 40 terminals identified as being of interest for this survey are operated by approximately 15 companies (i.e. terminal operating companies may have multiple terminals). The estimated total cost to respondents for the burden hours is estimated to be \$4,471 dollars, i.e., 66 hours times \$67.74 per hour (The average loaded salary plus benefits for an EIA employee is \$67.74 per hour). In fact, the actual burden to respondents may be less, because no data collection is necessary once terminals are fully operational.

Table 1.

Number of Terminals	Burden Hours	Frequency	Duration	Total Burden Hours
40	.33	Periodic up to 5 collections	20 Days	66

This request reflects an absolute change of 66 burden hours.

Modification of Collection

The collections will consist of the following additional instructions to callers (*in italics*) and questions for bulk terminals:

The purpose of these calls is to initiate a conversation about the operational status of various petroleum products storage terminals in the New York/New Jersey area. Specifically, we need to ask about the following.

1. What is the operational status of the terminal? Is the terminal in fully or partially operational or completely down?
2. If the terminal is in partial operation or down, then what is the cause and is there an estimate of when full operation will be restored?
3. What are the obstacles to returning to full operation? In particular, I think there is an interest in things the government might be able to do to help the situation (e.g. maybe there is a need for a generator or some other equipment that could be provided by the National Guard).
4. In particular, we need to find out if the truck rack is operating. If the truck rack is operating, then is there adequate supply at the terminal to load the trucks that are arriving?

5. What are the normal modes of delivery to the terminal? Are any of these delivery modes compromised (e.g. Are there pipelines that are out of service or are there problems with barge loading facilities?)
6. Which pipelines supply the terminal?
7. What is the origin (origin country or U.S. source) and normal frequency of deliveries by tankers and barges?

We anticipate that these questions will require respondents to check internally before finalizing their submission and will therefore likely take approximately .33 hours to complete. During this call, EIA will not collect the detailed product information resident on the cleared form EIA-815.

Provisions for Confidentiality of Information

The information reported on Form EIA-815 are not currently protected as confidential in accordance with the Confidential Information Protection and Statistical Efficiency Act of 2002 (CIPSEA). Disclosure limitation procedures are not applied to the statistical data published from this survey's information. Thus, there may be some statistics that are based on data from fewer than three respondents, or are dominated by data from one or two large respondents. In these cases, it may be possible for a knowledgeable person to estimate the information reported by a specific respondent.

Publication

Upon receipt of the data from the EIA-815 EIA will prepare a report assessing the fuel supply situation in areas of New York and New Jersey affected by Hurricane Sandy. The report will address issues related to fuel availability as well as the ability of the fuel delivery system in affected areas to supply drivers and other fuel customers with fuel particularly at the retail level. Findings from calls to petroleum products terminals will be used to evaluate the ability of terminals to perform their usual role of receiving bulk deliveries of fuel products and then dispensing the products into trucks for delivery to retail outlets in the aftermath of Hurricane Sandy given widespread and prolonged power outages, flooding, and other factors. The report will be provided to senior leaders within EIA and the Department of Energy to facilitate the Federal response to the disaster.