



DEFEND TODAY, SECURE TOMORROW

# National Critical Functions Assessment Colonial Pipeline – Report #2

## NATIONAL CRITICAL FUNCTIONS ASSESSMENT

### (U) CURRENT STATUS

(U//FOUO) The Colonial Pipeline halted all pipeline operations on May 7 after proactively taking certain systems offline to contain the threat from an ongoing cybersecurity incident. Colonial has hired a third-party cybersecurity firm and is working to return the pipeline to normal operation, but the timeline for full restoration is unknown at this time.

(U//FOUO) While all four mainlines (Lines 1, 2, 3 and 4) remain offline, some smaller lateral lines between terminals and delivery points are now operational as of May 9. Colonial expects to resume service via manual operations on Line 4 between Greensboro, NC to Dorsey, MD by 10 May. As Lines 1 and 2 remain offline, resumed service on Line 4 will likely be able to only provide relief for a fixed duration/volume, depending on how much product is currently stored in Colonial Pipeline break-out tankage in Greensboro. (Updates noted in blue text)

### (U) OVERVIEW

(U//FOUO) More than 250 pipeline shippers and 270 product storage terminal companies use the Colonial Pipeline system to transport refined petroleum products to locations in 14 states.

(U//FOUO) There are limited alternatives to move refined petroleum products from the U.S. Gulf Coast without utilizing the Colonial Pipeline system, particularly for markets in the U.S. Southeast. The much smaller, 700,000 b/d Plantation Pipeline runs a similar route to the Colonial Pipeline, but it does not supply markets further north than the Washington, D.C. area, and likely has minimal ability to increase volumes above their normal supply.

(U//FOUO) During an extended outage of the Colonial Pipeline, Central Atlantic markets such as New York and Philadelphia would potentially increase imports via other modes of transit, predominantly by vessel. For some markets in the Southeast, product would need to either be trucked directly from Gulf Coast refineries to their destination or shipped by marine vessel to coastal ports (Wilmington, Savannah, Charleston, Jacksonville, and Mobile, etc.) and then trucked to inland markets (e.g., Atlanta, Charlotte, Raleigh, etc.).

(U//FOUO) Some Southeastern U.S. fuel markets may be significantly impacted due to the shutdown of the Colonial Pipeline. The Colonial Pipeline is currently the sole source of supply to the Nashville, TN market as supply of refined product via barge on the Cumberland River has been limited due to a lock closure. Fuel markets in Hampton Roads, VA, Raleigh, NC, and southwestern Georgia are also largely dependent on supply received via the Colonial Pipeline.

**(U) NATIONAL CRITICAL FUNCTIONS ASSESSMENT**

(U//FOUO) According to DOE, a shutdown lasting beyond May 12 would have widespread impacts on fuel supply in the Southeast and Central Atlantic markets and likely impact many of the NCFs across the Distribute, Manage, and Supply functions. CISA has conducted a preliminary assessment and identified the following National Critical Functions as potentially impacted due to the shutdown of the Colonial Pipeline.

(U) Table 1 – National Critical Functions Assessment #2

National Critical Function	Geographic Concentration	Justification
Exploration and Extraction of Fuels	Regional	Gulf Coast refiners may need to reduce runs or shut-in operations if production builds up in tankage and marine loadings cannot be quickly arranged. This could impact the operations of offshore platforms which supply Gulf Coast refineries.
Fuel Refining and Processing Fuels	Regional	
Store Fuel and Maintain Reserves	National	More than 270 Terminal facilities are potentially impacted by the closure of the Colonial Pipeline. The timing of the last Colonial resupply before the shutdown will also affect the timeframe of impacts.
Transport Cargo and Passengers by Air	Regional	Colonial directly serves seven airports in the US including ATL, BNA, BWI, CLT, GSO, IAD, and RDU. Additional airports are served indirectly by Colonial, including airports in Norfolk and Richmond, VA. Airports generally store enough jet fuel for three to five operational days, increasing risk if there is a prolonged shutdown. DOT lifted restrictions on transportation of gas/diesel/jet fuel by road on 9 May for "emergency conditions" which could offset some of the impact.
Transport Cargo and Passengers by Road	National	Inventories of gasoline have been readied for the summer driving season and are usually replenished every five to six days. If the pipeline remains offline for days, shortages at terminals that receive fuel in the southeastern U.S. and Atlantic Coast markets could begin to affect retail stations and consumers. Consumers engaging in 'panic buying' of gasoline could exacerbate shortages.
Transport Passengers by Mass Transit	Regional	Bus transit systems in the southeast reliant on gasoline or diesel may experience disruptions in their ability to provide services if fuel becomes unavailable. Some Southeastern bus transit systems such as MARTA (Atlanta metro area) primarily use natural gas as their fuel source and may experience little to no impact from this incident.
Transport Materials by Pipeline	National	Markets in the Southeast are highly dependent on the Colonial Pipeline for petroleum product supply. More than 250 shippers use the Colonial Pipeline system to transport refined petroleum products to locations in 14 states. Colonial delivers more than 70% of the

National Critical Function	Geographic Concentration	Justification
		<p>transportation fuels supply to Georgia, South Carolina, North Carolina, Tennessee, and Virginia.</p> <p>The Plantation Pipeline, which parallels part of the Colonial Pipeline, is currently understood to be operating at or near capacity. Colonial has restored operations on some branch lines moving fuel to inland markets.</p> <p>Traders and fuel shippers are seeking vessels to deliver gasoline that would have been shipped on the Colonial Pipeline system. A DOT Emergency Declaration has provided an exemption for portions of the Federal Motor Carrier Safety Regulations allowing motor carriers and drivers providing direct assistance to the impacted States.</p>
Provide Public Safety	Regional	Fuel shortages could impact the ability of emergency services to provision their fleet of vehicles, potentially impacting fire, police, and EMS services.
Maintain Supply Chains	Regional	Manufacturers that rely on petroleum distillates may be impacted by reduced refinery runs or temporary shut-in of operations. Logistics chains in the southeast may face disruptions if diesel availability is limited.
Transport Cargo and Passengers by Rail	Regional	Over 26,000 freight and 431 passenger locomotives are in operation in the U.S. Except for a few passenger rail lines that are electrified (Amtrak’s Northeast corridor and Harrisburg, PA line), the remainder of passenger rail and all of freight rail in the U.S. is diesel-powered.

(U) The table is U//FOUO

#### Geographic Impact Scale

- **Local:** Impacts are anticipated only in the geographic area affected by the incident;
- **Regional:** Impacts are anticipated broadly across the FEMA / CISA Regional footprint from this incident;
- **National:** Impacts are anticipated across two or more FEMA / CISA Regional footprints from this incident

#### (U) TRACKING ISSUES

- Availability of Commercial Driver’s License holders with the appropriate state-level endorsements (Hazardous Materials, Cargo Tank hauling) to transport fuel supplies across the impacted area if needed
- Cheatham Lock closure on the Cumberland River affecting barge transportation options for the Nashville metropolitan area.
- Time lag in potential movement of fuels by vessel and limitations at port facilities to receive and distribute fuel.

**(U) ISSUANCE**

Initial Issuance: May 8, 2021

Update: May 10, 2021