Manawatu-Whanganui Regional Fuel Plan

V1.0: June 2018

Document Control

Date	Version	Author	Approved
21 March 2018	0.1: For review by lifelines group and MW CDEM	Lisa Roberts, IDL	David Miller, MW LAG Chair
23rd April	0.2: Incorporate feedback from lifelines group and CDEM staff	Lisa Roberts, IDL	David Miller, MW LAG Chair
21st June 2018	1.0: Incorporates feedback from CEG and completed maps.	Lisa Roberts, IDL	David Miller, MW LAG Chair

PLAN SUMMARY

Overview

This Plan sets out arrangements for managing fuel shortages in the Manawatu-Whanganui (MW) Region in an event involving a MW CDEM response. The purpose is to ensure that roles for managing fuel supply disruptions are understood and arrangements for prioritised supply to the region's 'CDEM Critical Customers (Attachment A) are in place. The Plan recognises the dependence on fuel by these customers to provide important community services.

Event Escalation

Four levels of response are described in the Plan. As the event level increases:

1. Fuel companies are required to have plans to ensure continued supply to CDEM-critical customers (for this region, listed in Attachment A).
2. CDEM (at a local, group or national level depending on scale of impact) will invoke CDEM-critical customer prioritisation.
3. Fuel companies will advise CDEM how to access those arrangements.
4. MBIE /MCDEM may invoke other measures to restrict fuel demand in more serious events.

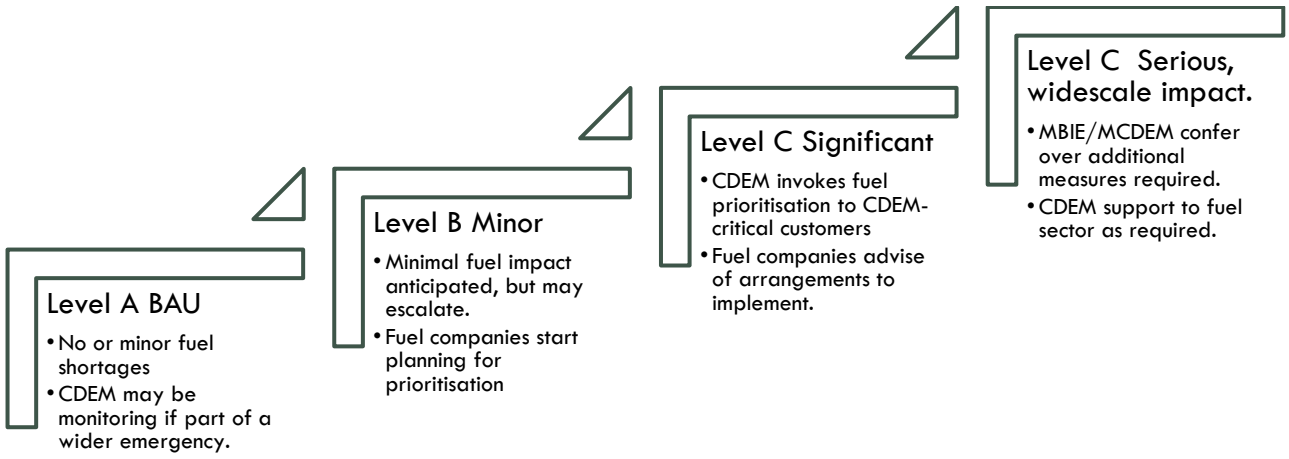


Figure 1: Key roles in Escalating Fuel Disruption

Coordination / Communication

Main communication lines are shown in Figure 1-2 (in an event involving a MW CDEM response, noting the following.

1. At a national level, the national lifeline utility coordinator (LUC) will coordinate with MBIE lead.
2. Fuel companies will engage with CDEM via the highest-level LUC involved in response (local, group, national), who will involve other LUCs in impacted areas.
3. Fuel sector reports on supply and distribution impacts will be sent to CDEM and MBIE (if both activated).
4. Fuel prioritisation requests should be made to the four supply companies (not directly to fuel stations) as the supply companies control the supply chain.
5. Engagement between local CDEM Emergency Operations Centres (EOCs) and service stations / distribution companies may occur relating to CDEM support (eg: security) but national agencies are to be kept informed.

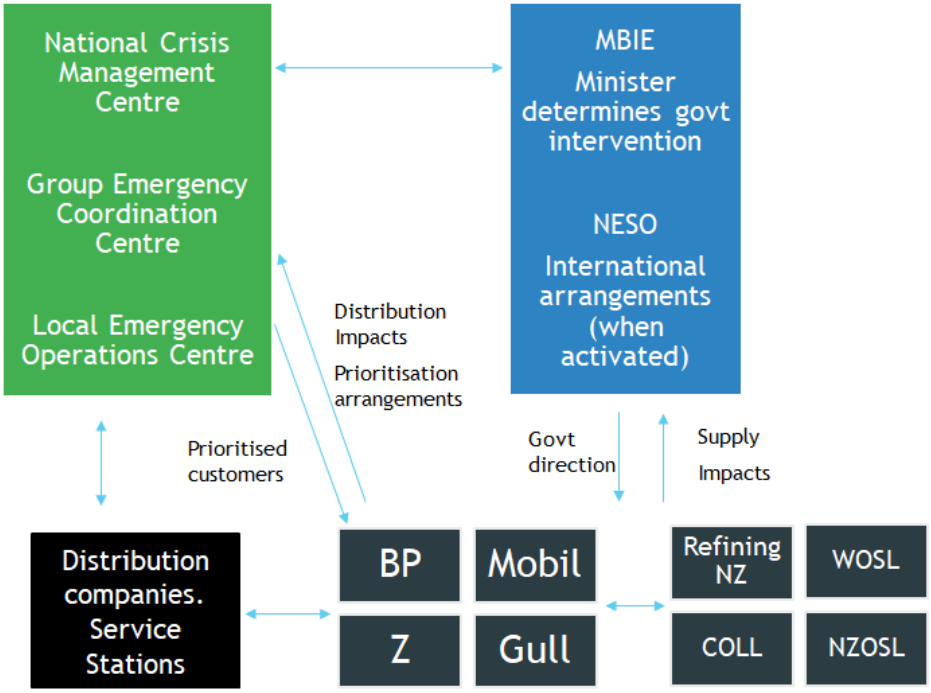


Figure 2: Communication Lines.

MBIE: Ministry for Business, Innovation and Employment. NESO: National Emergency Sharing Organisation. WOSL: Wiri Oil Services Limited, NZOSL: NZ Oil Services Limited, COLL: Coastal Oil Logistics Limited

Priority Access to CDEM-Critical Customers

Fuel companies are responsible under the National CDEM Fuel Plan for establishing suitable arrangements to provide prioritised supply to CDEM-Critical Customers. The specific arrangements will be appropriate to the situation and may include actions such as designating service stations for CDEM-Critical Customer use.

The following fuel stations have been identified as a priority for the region to enable access across the region by CDEM-Critical customers. However, any designation of fuel stations for prioritised supply will be confirmed, with consideration of event impacts, when fuel prioritisation measures are invoked.

Bulls	BP Bulls (generator plug)
Dannevirke	BP Dannevirke
Levin	BP Levin (backup generator)
Manawatu	Z Sanson
Palmerston North	BP Blue Moon
Palmerston North	BP Main Street
Palmerston North	BP Palmerston North (generator plug)
Palmerston North	BP Pioneer
Palmerston North	BP Palmerston North Truckstop
Waiouru	Caltex Waiouru
Whanganui	BP Whanganui (backup generator)
Whanganui	Caltex Whanganui North
Woodville	Caltex Victoria Avenue

CDEM-Critical Customer Responsibilities

CDEM-critical customers are responsible for:

- Ensuring that the staff and contractors have suitable identification and means of payment.
- Reasonably conserving fuel (without impacting their ability to maintain core services).
- Having their own business continuity arrangements relating to fuel supply.
- Other actions noted in Section 3.

CONTENTS

1 INTRODUCTION

1.1 Scope

This plan gives effect to the *National CDEM Fuel Plan* for the Manawatu-Whanganui region. It provides:

1. An overview of the potential fuel supply disruption scenarios in Manawatu-Whanganui.
2. Roles and responsibilities during fuel shortages in the region.
3. Processes for prioritising allocation of fuel to CDEM-Critical Customers.
4. How critical resources will be managed.
5. Further action that can be taken to improve the regional resilience.

1.2 Roles and Responsibilities

All agencies are expected to:

- have plans and procedures to enable them to perform their functions outlined in this Fuel Plan; and
- ensure relevant staff and contractors are aware of, and are adequately trained to implement, these plans and procedures.

The specific roles and responsibilities of key sectors managing major fuel disruptions are summarised in Table 1 (further detailed in the *National CDEM Fuel Plan)*[1].

Sector/Agency	Planning Roles and Responsibilities
Lifeline Utilities (includes fuel sector)	▪ Be able to function to fullest possible extent in an emergency, albeit at a reduced level.
	▪ Have arrangements with fuel suppliers to get priority in an emergency.
	▪ Participate in CDEM planning and exercises on an ongoing basis.
	▪ Have continuity plans in place for organisation and sector.
	▪ Provide technical advice to CDEM.
Service Stations	▪ Maintain Business Continuity Plans to ensure continued operation.
	▪ Maintain plans to access power backup in an emergency.
	▪ Test arrangements as part of CDEM exercises.
CDEM agencies	▪ Maintain national/regional CDEM fuel contingency plans.
	▪ Identify national/regional CDEM Critical Customers and priorities.
	▪ Support fuel sector and Local Authorities, as required for regional fuel distribution disruptions.
MBIE	▪ Maintain the Oil Emergency Response Strategy.
	▪ Manage and coordinate govt response to national fuel supply disruption.
	▪ Convene and chair NESO.

Table 1: Sector Responsibilities

It is noted that the following agencies have statutory powers in certain fuel shortage circumstances:

- The **National Emergency Sharing Organisation (NESO)** is an industry/government group that can be activated by MBIE. The International Energy Agreement Act (IEAA) 1976 requires that a NESO group exist in order to deal with an international disruption to fuel supplies. The IEAA is one of several Acts that provides powers to the Minister of Energy and Resources under which regulations may be introduced controlling the production, acquisition, distribution, supply or use of fuel in New Zealand.

[1] *The Ministry of CDEM and MBIE are currently reviewing and combining the National CDEM Fuel Plan and Oil Emergency Response Strategy respectively. This will be subject to the outcomes of any review following the 2017 Auckland fuel pipeline disruption.*

- **The Ministry of Economic Development (MBIE)** administers the *Oil Emergency Response Strategy (OERS)*, which includes five mechanisms to either reduce demand or increase the supply of fuel. MBIE would only consider implementing mechanisms after consulting NESO. The OERS mechanisms are listed below, along with the relevant pieces of legislation under which the Minister of Energy and Resources has the power to introduce them:
  - Ticket release
  - Specification relaxation - (Energy (Fuels, Levies, and References) Act 1989)
  - Surge production – (International Energy Agreement Act 1976)
  - Restricted Purchasing Scheme (rationing) - (Petroleum Demand Restrain Act 1981)
  - Voluntary fuel savings campaign.

- **Under the CDEM Act 2002, National and Group Controllers** have access to emergency powers once a declaration has been made (s. 85) in order to "*provide for the conservation and supply of fuel*", coupled with ability to requisition supplies (s. 90) under certain circumstances.

1.3 An Overview of Fuel Supply to Manawatu-Whanganui

Crude oil imported by Z, Mobil and BP is refined by Refining NZ at Marsden Point, which supplies 70% of the finished oil products consumed in NZ with the remaining volume being directly imported. Marsden Refinery holds on average 11 days supply of crude oil and around 8 days of finished product.

From Marsden Point, fuel is shipped to ports around New Zealand (and piped to Auckland). Most of the Manawatu-Whanganui region's fuel is trucked from Wellington and Napier (New Plymouth only currently stores diesel), including jet fuel.

NZ has a highly integrated and coordinated supply chain. The major oil companies share use of a number of key facilities, including Marsden Point, WOSL and the connecting pipeline. When there is a stock shortage, stocks are allocated between companies based on their current stock ownership and normal demand requirements at each storage location.

Gull imports refined fuel directly into its terminal in Mount Maunganui and distributes to its retail outlets by truck.

1.4 Fuel Disruption Scenarios

Any significant fuel supply disruption anywhere in NZ can potentially have impacts across the national supply chain. Most fuel supply disruptions can and will be managed within the oil industry. However, there are a number of scenarios which could potentially require government assistance to ration and manage fuel supplies in the region (and in many cases nationally). For example:

- International supply disruptions.
- A major unplanned refinery outage longer than 1-2 weeks. The oil industry could secure additional refined fuel supplies from offshore but this is likely to take at least 6 weeks. If the outage is caused by a tsunami (the Refinery is within modelled inundation zones) there are likely to be national shortages.
- More than one port being inoperable (low probability event, eg: east coast tsunami).
- Widespread power outages across the region (only 2 fuel stations in the region have back-up generation).
- Road disruptions – With no significant fuel storage in the region, the fuel supply is almost completely reliant on the road network with fuel trucked in from ports in Wellington and Napier. Only 1-2 days supply is typically held in service stations.

2 PRIORITISING FUEL ALLOCATION

2.1 Responsibilities

Table 2 illustrates each sector's responsibilities and key actions as a fuel supply disruption increases (reference, *National CDEM Fuel Plan*). The overall philosophy is that business-as-usual commercial arrangements will remain in place as long as possible, or until such time as there is a possible threat to continued supply of fuel to CDEM-Critical Customers.

2.2 Activation of Arrangements

In the event of a potential Level 2 situation (refer Table 2) affecting Manawatu-Whanganui's fuel supply, fuel companies should advise:

- The CDEM Group Duty Officer if the impact is largely confined to that region;
- The National CDEM duty officer if potential to impact on several regions, and
- Other agencies required to be notified through NESO.

The MW Lifeline Utility Coordinator will liaise with the Group Controller, National Controller and MBIE to determine the appropriate mechanism for fuel sector coordination. If an MW CDEM-led response may be required in an event with fuel sector impacts, the Group will convene a conference call with major fuel station owners and MBIE to discuss:

- likely range of impacts of the event to the fuel consumers;
- whether rationing measures need to be considered;
- whether support is required for fuel tanker access (eg: dedicated priority routes or lanes along roads);
- whether CDEM-Critical Customer priority allocation should be commenced, and if so, designated service stations;
- whether restrictions should be lifted to support fuel distribution, such as easing weight limits, fuel specifications, etc;
- whether a Declaration is required to support the response process and ensure CDEM-critical customers can be supplied[2]; and
- confirmation of the CDEM-Critical Customer list.

National fuel company contacts are available through the National Lifeline Utility Coordinator and are also included on the MW Lifelines contact list.

Similarly, such a call may be convened by the National Crisis Management Centre (refer to the national fuel plan) if the impacts are wider than regional or by MBIE (if they are the lead agency.

2.3 CDEM-Critical Customers

The National Fuel Plan requires fuel companies to give priority to CDEM-Critical Customers (refer Attachment 1) once certain triggers are reached (Table 2). In an actual/pending fuel shortage, MW CDEM will review this list for currency and completeness and advise fuel companies of any change. However, until such time as advised otherwise, fuel companies should use this list as a basis for fuel supply priority allocation.

Prioritisation of jet fuel is likely to be managed nationally. It is noted that the region's airports could keep largely operational without jet fuel to the airports if planes are able to re-fuel at departure/arrival locations (in a major jet fuel disruption, both national and international flight schedules will be impacted).

[2] It is expected that fuel companies will voluntarily take steps to ensure CDEM-Critical Customers are supplied, with or without a Declaration.

Fuel Prioritisation Level	Situation	Arrangements	CDEM Sector Actions	Fuel Sector Actions	MBIE Actions
Level A	No or very minor impact on fuel distribution	Oil company BAU Local CDEM EOC Active	Local EOC engages with local service stations as necessary	Normal business operation. Organisational business continuity plans used as needed. Clients are supplied under regular contractual arrangements. 'Off-the-street' customers purchase fuel as per normal.	BAU
Level B	Minimal or anticipated minimal impact on fuel distribution	BAU not enough No declaration CDEM Group ECC Active	Group Lifeline Utility Coordinator (LUC) confers with Local CDEM EOC	Commercial clients supply conditions altered, within actual contractual arrangements (at the discretion of Oil companies) to allow for CDEM critical fuel customers allocation. Explore other supply options – coordination, COLL, fuel specification changes (MBIE). Advise Group LUC of potential fuel shortages.	Monitor situation. Consider applicable OERS measures.
Level C	Significant impact on fuel distribution	State of Emergency is in force. Concerns about the availability of fuel to CDEM critical fuel customers.	LUC contacts Oil companies. LUC confers/coordinates with Oil companies. Convene SCE teleconference. Invoke Fuel Prioritisation Arrangements (CDEM critical fuel customers list) Support to Oil companies as required.	Implement *Force-Majeure* (option as needed). CDEM critical fuel customer list enacted. Supply CDEM critical fuel customers before all others. Estimate likely demand levels and re-supply options. Commercial customers and 'off-the-street' customers still serviced, albeit at a limited capacity.	Monitor situation. Consider applicable OERS measures.
Level D	Serious impact on fuel distribution/multi regional impact AND/OR Major impact to other lifeline utilities infrastructure AND Concerns of potential or actual evidence of 'panic buying'.	State of Emergency is in force. NCMC at Mode 3-4 Oil companies cannot operate to market conditions. Major impact to fuel distribution and/or regional supply.	NCMC LUC confers with Group LUC(s) and Oil companies – Refining NZ and COLL. Invoke Fuel Prioritisation Arrangements (CDEM critical fuel customers list). Arrange for additional security for service stations (as required). Support to Oil companies as required. NCMC confers for MBIE regarding need for rationing.	Non-market mechanisms. Designated service station re-supply. Sale restrictions (to end customers). Designated service stations in key locations are to supply specified CDEM critical fuel customers (or categories) exclusively. AND A limited number of service stations designated to supply fuel to non-critical customers.[3]	Consider applicable OERS measures. Activate NESO if required.

Table 2: Fuel Prioritisation Response Matrix (Reference CDEM National Fuel Contingency Plan)

[3] Alternative option is that certain lanes at service stations are designated for separate use of CDEM critical fuel customers.

2.4 Communication

Main communication lines are shown in Figure 1-2 (in an event involving a MWCDEM response, noting the following.

1. At a national level, the national lifeline utility coordinator (LUC) will coordinate with MBIE lead.
2. Fuel companies will engage with CDEM via the highest-level LUC involved in response (local, group, national), who will involve other LUCs in impacted areas.
3. Fuel sector reports on supply and distribution impacts will be sent to CDEM and MBIE (if both activated).
4. Fuel prioritisation requests should be made to the four supply companies (not directly to fuel stations) as the supply companies control the supply chain.
5. Engagement between local CDEM Emergency Operations Centres (EOCs) and service stations / distribution companies may occur relating to CDEM support (eg: security) but national agencies are to be kept informed.

2.5 Method of Supplying CDEM-Critical Customers

The **fuel companies** are responsible for taking steps to ensure that supply to CDEM-Critical Customers can be maintained throughout the fuel supply disruption. At service stations, this may include:

- Designated service stations only supplying CDEM-Critical Customers;
- Designated lanes or mini-tankers within service stations only supplying CDEM-Critical Customers;
- Monitoring stocks at fuel stations and closing the station to all except CDEM-Critical Customers until the station is re-supplied; and
- Allowing 'queue jumping' by CDEM-Critical Customers.

Fuel stations and truck stops most likely to be appropriate for servicing critical customers are highlighted in Attachment 2 (taking into account location to populations and priority routes, availability of back-up generation, volume of storage and vulnerability to hazards) but will depend on the circumstances of the event as these stations may not be operational.

Unless otherwise directed, fuel companies should make their own judgment as to the most effective way of providing continuous, accessible supply to CDEM-Critical Customers. As soon as any of the above mechanisms are acted on, fuel companies should advise MW CDEM (or the National Crisis Management Centre, if national fuel sector coordination is occurring), of the mechanisms being used.

Fuel companies are also required to coordinate with their distribution suppliers (trucks, mini-tankers, pump trucks) to support prioritisation of supply to designated fuel stations and to CDEM-Critical Customer sites.

CDEM-Critical Customers have responsibilities to support the above process, as outlined in Section 3.1.

Other direct CDEM measures to manage fuel supply, such as requisitioning, are considered a last resort and will generally only occur if fuel company measures to manage supply are considered by CDEM to be inadequate, or otherwise on request by the fuel companies.

The industry has the ability to borrow and loan stock to each other (at a terminal level) which may be used if a company is having difficulty maintaining supply to a lifeline customer.

2.6 Implementing Rationing Measures

In a CDEM Emergency where the MW Group Controller considers additional controls are needed to ensure continuation of supply to the public:

- The Group Controller will liaise with the National Controller and fuel companies to confirm this need; and
- The National Controller will then request MBIE to instigate regional/national rationing as required.

Further details on rational procedures are in the National CDEM Plan and MBIE Oil Emergency Response Strategy.

3 CDEM-Critical Agencies Roles and Requirements

3.1 CDEM-Critical Customer Responsibilities

CDEM-critical customers are responsible for:

- Ensuring that the staff and contractors required for critical response functions:
  - are aware of their CDEM-critical customer status;
  - have suitable identification (branded cars, company ID cards and/or a signed letter on letterhead); and
  - have alternate means of payment if they are unable to use their contracted fuel company (some fuel companies allow fuel cards to be used at their retail sites if FTPOS is down).
- Reasonably conserving fuel (to the extent possible, without impacting their ability to maintain core services).
- If requested by the Controller, giving priority restoration to support bulk fuel supply (notably water supplies to depots and facilities where mains water is a requirement for them to function and roads).
- Ensuring that non-critical staff and contractors do not unnecessarily take advantage of priority status.
- Having their own business continuity arrangements relating to fuel supply (priority supply arrangements, own stocks, etc).

3.2 CDEM-Critical Customer Response and Impact of Fuel Shortage

Attachment 1 details the CDEM-Critical Sectors, organisations and key contractors. Table 3 outlines the expected responses and issues of CDEM-Critical sectors.

Sector	Response / Comments on Impact of Fuel Supply Disruption
Police	Would conserve fuel for essential use as far as reasonable (though noting that in a disaster event usage will significantly increase).
Fire	As above. Noting that fire trucks typically are used less than police vehicles, so would survive shorter outage.
Ambulance	Fuel requirements significantly increase in a disaster.
Roads	Short term outages have minimal impact, just delays to respond to issues if vehicles cannot be fuelled – impact is more severe in a disaster where road damage occurs. Some fuel storage at contractor sites. In power outage, need manual traffic mgt at major intersections. Longer outages would affect construction works.
Transportation General	All land/sea/air vehicles need fuel to function. With power outage also need generators/diesel for coolstores, port/airport operation.
Telecommunications	Gradual degradation of service, more so in rural areas. Major sites have backup generation but limited fuel stocks.
Broadcasting	Kordia has self-sufficient fuel at sites for 10 days. No information on broadcasters.
Electricity	In fuel shortage only, would scale back maintenance and attend to faults only. In disaster, fuel requirements increase by approximately 30 - 40%.
Water Supply / wastewater	Longer outages could impact on tanker supplies if no rain and could impact on deliver of chemicals/ supplies to treatment plants.
Solid Waste Mgt	Build-up of household rubbish and rubbish at refuse centre.
Hospitals	In power shortages would need diesel for generators.
Banks/Finance	Would need backup generators/diesel for banking / EFTPOS facilities if power out. Also, if telecommunications services down, so are EFTPOS.
Stormwater	Minimal impact unless need vehicles to respond to flooding event. In a power outage would require diesel for generators to supply power to buildings.
Welfare	Primary providers are Red Cross, Salvation Army, MSD/WINZ. Others include Victim Support, Housing NZ, SPCA, Nest (Helicopter), Maritime NZ.
Gas	Rely on fuel for emergency response. Would conserve fuel for this purpose.

Table 3: Impact of, and response to fuel shortage by Manawatu-Whanganui CDEM-Critical Customers

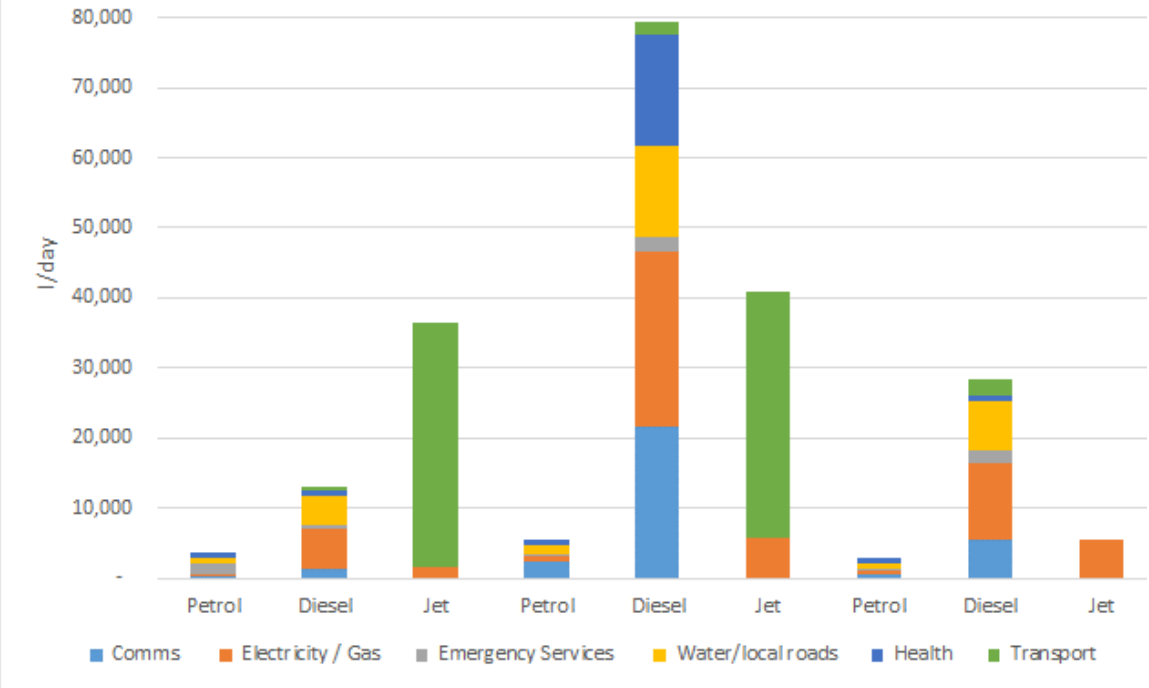
3.3 Fuel Requirements

Figure 3 summarises the typical fuel requirements of MW CDEM-critical customers. This information is intended to assist the fuel industry in determining measures to ensure this demand can be met.

Data received from :
Electricity/Gas: Electra, Electrix, Gasnet, Novagas, Powerco Gas, Powerco Electricity, Scanpower, Transpower, The Lines Company
Telecommunications: 2degrees, Broadspectrum, Chorus, Kordia, Spark, Teamtalk, (excludes Vodafone)
Emergency Services: FENZ, NZ Police (excludes St John, NZDF – but NZDF likely to be self-sufficient)
Local Authorities: Horowhenua DC, Palmerston North CC, Manawatu DC, Tararua DC, Ruapehu DC, Rangitikei DC (excludes Whanganui DC), Horizons RC
Health: Mid Central DHB, Whanganui DHB
Transport: NZTA, Palmerston North Airport (excludes Kiwirail & Whanganui Airport).

Figure 3: Fuel Requirements of CDEM - Critical Customers (litres/day)

	Baseline			Scenario 2: Major region-wide			Scenario 3: Major Cyclonic Storm		
	Normal Demand (l/day)			Normal Demand (l/day)			Normal Demand (l/day)		
Comms	168	1,425	-	2,370	21,670	-	460	5,474	-
Electricity / Gas	341	5,544	1,500	821	24,921	5,800	621	10,837	5,500
Emergency Services	1,606	470	-	250	2,000	-	250	2,000	-
Water/local roads	762	4,374	-	1,223	13,096	-	784	6,974	-
Health	740	775	-	820	15,800	-	760	815	
Transport	-	570	35,000	-	1,850	35,000	-	2,200	-
Total	**3,617**	**13,158**	**36,500**	**5,484**	**79,337**	**40,800**	**2,875**	**28,300**	**5,500**



3.4 Critical sites Requiring Generator Refuelling

In a longer term, widespread fuel shortage, re-fueling of generators is likely to be a key issue. To support local and regional coordination of re-fueling critical lifelines and community sites, a map and list of major sites potentially requiring generator fuel are shown in Attachment 3.

4 OTHER CONSIDERATIONS

4.1 Assumptions and Expectations

In the event of a disaster, and/or public knowledge of an impending fuel shortage, it can be expected that:

- Panic buying will occur, peaking in the first 1-3 days (until most vehicle 'tanks are full'); and
- Fuel stocks at stations along evacuation routes will experience particularly high demand.

During fuel shortages, it can be expected that:

- It will take around 2-3 days for fuel rationing via OERS mechanisms to be in place;
- Fuel station managers are likely to voluntarily implement measures (with or without request);
- Most customers will be patient and respectful, but behavior and law and order could deteriorate; and
- Fuel companies will have plans for how they will manage security at stations.

Many fuel supply disruptions impacting the region will also have national impacts and are likely to be coordinated by the National Crisis Management Centre (if part of a CDEM response) or MBIE (via NESO).

4.2 Management of Critical Resources

CDEM will support, as much as practical, the securing of critical resources for fuel companies during fuel supply disruptions. Critical resources for fuel companies are likely to be:

- Generators (if disruption is during a power outage)
- Pumps to extract fuel from storage tanks (hand/air)
- Road access
- Security guards

This does not reduce responsibility for fuel companies to have their own business continuity arrangements in relation to security, power-backups and other logistical requirements.

4.3 Payment

Retail service stations accept payment through EFTPOS (if communications systems are operating), manual credit card transactions, fuel cards or cash depending on availability. Truck stops require fuel cards.

In all cases, payment for fuel is the responsibility of each individual CDEM-Critical Customer.

4.4 Fuel Tank Inspections

In many cases, fuel tanks will need to be inspected following an emergency. In particular, for earthquakes or where inundation is involved such as flooding, storm surge or tsunami. If the fuel tanks are damaged and the quality of the fuel is affected, it will no longer be useable.

Many fuel companies will perform the first dip test themselves on the fuel to test for quality but if inspections are required, there are specialist contracting companies that perform that task.

Although arranging fuel tank inspections and ensuring fuel quality is the responsibility of the fuel companies, CDEM may be able to assist with prioritising sites as necessary if it becomes a critical resource.

ATTACHMENT 1: LIST OF CDEM-CRITICAL CUSTOMERS

	Key Agency	Named Key Contractors
CDEM	Manawatu-Whanganui Emergency Management	
Health/ Hospitals	Mid Central DHB	
	Whanganui DHB	
Emergency Services / Defence	Fire and Emergency NZ	
	NZ Defence Force	
	NZ Police	
	St Johns	
Transport	Kiwirail	
	New Zealand Transport Agency	
	Palmerston North Airport	Air BP
	Plus local authorities below.	
Water Wastewater Stormwater Solid Waste Roads	Horowhenua District Council	Higgins
	Manawatu District Council	Higgins
	Palmerston North City Council	
	Rangitikei District Council	Higgins
	Ruapehu District Council	
	Tararua District Council	
	Whanganui DC	Downer, Veolia
Telecom-munications	2degrees	
	Broadspectrum	
	Chorus	
	Kordia	
	Teamtalk	Downers
	Vodafone	
	Inspire Net	
Electricity / Gas	Electra	Tatana Contracting
	Electrix	
	Gasnet	
	The Lines	
	Novagas	
	Powerco Gas	Higgins
	Powerco Electricity	Downers
	Scanpower	
	Transpower	
Fuel	BP	
	Z / Caltex	
	Mobil	
	COLL	
	Refining NZ	
	Allied	
	Rural Fuels	
	Challenge	
	Gull	
	G.A.S	
Welfare	To be confirmed – will be event specific.	

ATTACHMENT 2: FUEL STATIONS AND FUEL STORAGE LOCATIONS

The following fuel stations are considered to be the most likely for designation as priority sites servicing CDEM-Critical Customers. This has been assessed considering the location to populations, priority routes, availability of back-up power, volume of storage, proximity to emergency services and vulnerability to hazards. However the priority for re-opening will depend on the situation at the time, the areas most affected and the resources available.

Bulls	BP Bulls (generator plug)
Dannevirke	BP Dannevirke
Levin	BP Levin (backup generator)
Manawatu	Z Sanson
Palmerston North	BP Blue Moon
Palmerston North	BP Main Street
Palmerston North	BP Palmerston North (generator plug)
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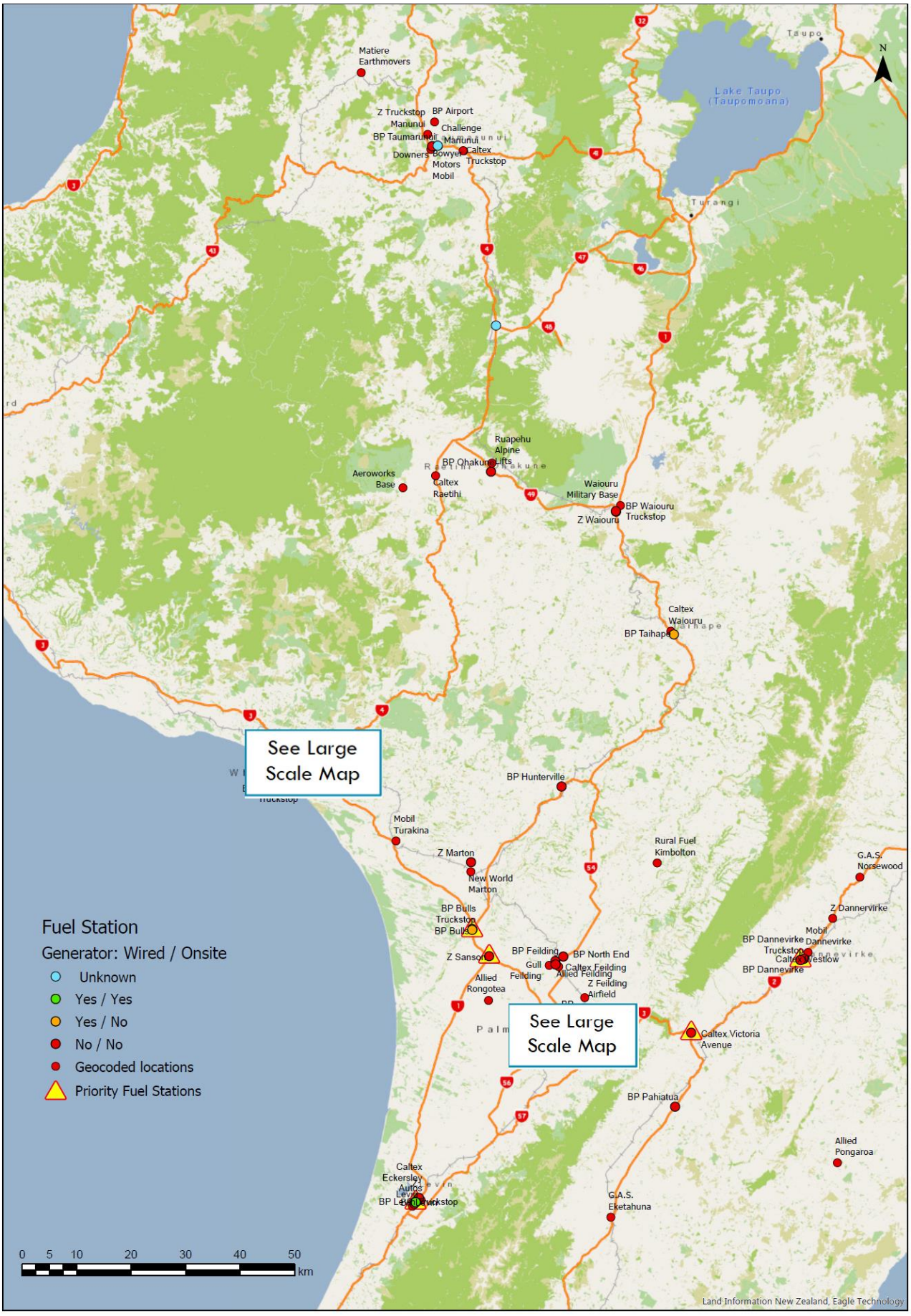
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Matiere
Earthmovers
Z Truckstop
Manunui
BP Airport
Challenge
Manunui
BP Taumarunui
Caltex
Truckstop
Downers
Bowyers
Motors
Mobil
Ruapehu
Alpine
Lifts
BP Ohakune
Aeroworks
Base
Caltex
Raetihi
Waiouru
Military Base
BP Waiouru
Truckstop
Z Waiouru
Caltex
Waiouru
BP Taihape
See Large
Scale Map
BP Hunterville
Mobil
Turakina
Z Marton
New World
Marton
Rural Fuel
Kimbolton
G.A.S.
Norsewood
Z Dannervirke
Mobil
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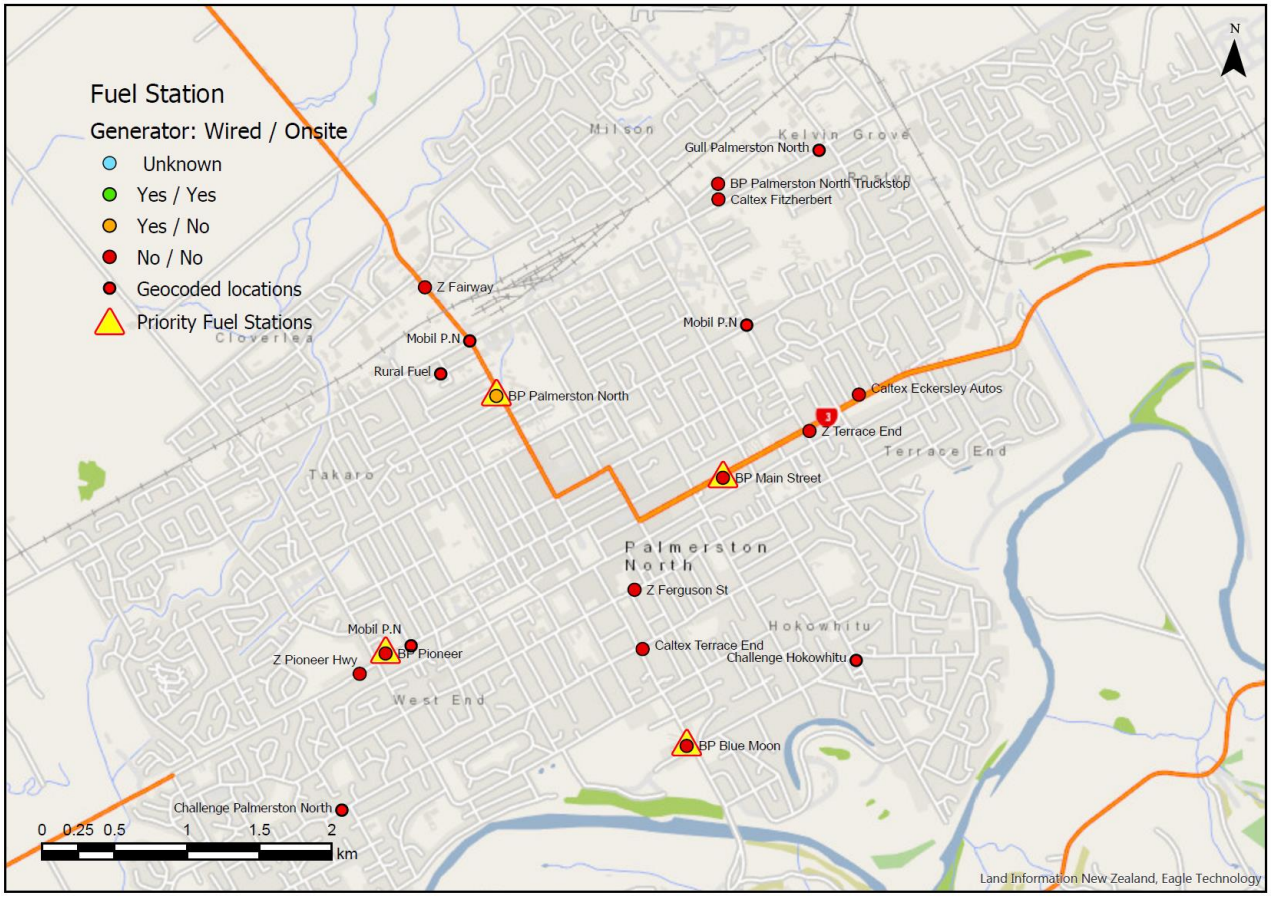
BP Bulls
Truckstop
BP Bulls
Z Sanson
BP Feilding
BP North End
Gull
Feilding
Caltex Feilding
Allied Feilding
Allied
Rongotea
Z Feilding
Airfield
See Large
Scale Map
Caltex Victoria
Avenue
BP Pahiatua
Allied
Pongaroa
Caltex
Eckersley
Autos
Levin
BP Levin Truckstop
G.A.S.
Eketahuna
Fuel Station
Generator: Wired / Onsite
Unknown
Yes / Yes
Yes / No
No / No
Geocoded locations
Priority Fuel Stations
0 5 10 20 30 40 50
km
Land Information New Zealand, Eagle Technology


Fuel Station
Generator: Wired / Onsite
Unknown
Yes / Yes
Yes / No
No / No
Geocoded locations
Priority Fuel Stations
N
Milson
Kelvin Grove
Gull Palmerston North
BP Palmerston North Truckstop
Caltex Fitzherbert
Z Fairway
Mobil P.N
Cloverlea
Rural Fuel
BP Palmerston North
Caltex Eckersley Autos
Z Terrace End
Terrace End
Takaro
BP Main Street
Palmerston North
Z Ferguson St
Hokowhitu
Caltex Terrace End
Challenge Hokowhitu
Z Pioneer Hwy
BP Pioneer
West End
BP Blue Moon
Challenge Palmerston North
0 0.25 0.5 1 1.5 2
km
Land Information New Zealand, Eagle Technology


Fuel Station
Generator: Wired / Onsite
Unknown
Yes / Yes
Yes / No
No / No
Geocoded locations
Priority Fuel Stations
N
Caltex Tremaine
Aramoho
OnTrack Earthmoving
Lake Virginia
Wanganui East
Saint John's Hill
BP Wanganui East
Z Dublin St
Springvale
Z London St
Caltex Wanganui North
BP Wanganui
Whanganui
BP Taupo Quay
Durie Hill
Gonville
BP Wanganui Truckstop
Kaitoke Lake
Lake Kohata
Lake Wiritoa
0 0.5 1 2 3 4
km
Land Information New Zealand, Eagle Technology

Fuel Stations

Name	Address 1	Address 2	City	Wired for Generator	Generator on Site
Allied	43 South Road, SH1	Horowhenua	Levin	N	N
Allied Feilding Fuel Stop	Crnr Waughs and Turner Rd	Feilding	Feilding	N	N
Allied Pongaroa	10823 Route 52	Pongaroa	Pongaroa	N	N
Allied Rongotea	5 Douglass Square	Rongotea	Rongotea	N	N
Bowyer Motors Mobil	167 Hakiaha St	Taumarunui	Taumarunui	N	N
Bowyer Motors Mobil	167 Hakiaha St		Taumarunui	N	N
BP Airport	249 Taringamotu Road	Taumarunui	Taumarunui		
BP Blue Moon	254 Fitzherbert Ave	West End	Palmerston North	N	N
BP Bulls	92-94 Bridge Street	Bulls		Yes	N
BP Dannevirke	5 High St		Dannevirke	N	N
BP Feilding	134 Kimbolton Rd		Feilding	N	N
BP Hunterville	74 Main North Rd	Hunterville		N	N
BP Levin	59 Oxford St		Levin	Yes	Yes
BP Main Street	646 Main St	Palmerston North Central	Palmerston North	N	N
BP North End	300 Kimbolton Rd		Feilding	N	N
BP Ohakune	75 Clyde St		Ohakune	N	N
BP Pahiatua	Cnr Hall & Main St		Pahiatua	N	N
BP Palmerston North	339 Rangitikei St		Palmerston North	Yes	N
BP Pioneer	705 Pioneer Highway	Takaro	Palmerston North	N	N
BP Taihape	80-88 Hautapu St	Taihape		Y	N
BP Taumarunui	4 Hakiaha St		Taumarunui	N	N
BP Taupo Quay	75 Taupo Quay	Wanganui Central	Wanganui	N	N
BP Wanganui	185 London Street	Springvale	Wanganui	Yes	Yes
BP Wanganui East	112 Anzac Parade & Jones St	Wanganui East	Wanganui	N	N
Caltex Eckersley Autos	839 Main Street East\/State Highway 3		Palmerston North	N	N
Caltex Eckersley Autos	311 Oxford Street		Levin	N	N
Caltex Feilding	114 South Street		Feilding	N	N
Caltex Fitzherbert	777 Tremaine Avenue		Palmerston North	N	N
Caltex Raetihi	2 Parapara Road		Raetihi	N	N
Caltex Sanson Truck Stop	61 Dundas Road	Sanson	Sanson	N	N
Caltex Terrace End	Cnr Fitz Avenue & College Street		Palmerston North	N	N
Caltex Tremaine	State Highway 3		Wanganui	N	N
Caltex Victoria Avenue	33 Vogel Street		Woodville	N	N
Caltex Waiouru	17 State Highway 1		Waiouru	N	N
Caltex Wanganui North	241 Victoria Avenue		Wanganui	N	N
Caltex Westlow	166 High Street		Dannevirke	N	N
Challenge Hokowhitu	344 Albert St	Hokowhitu	Hokowhitu	N	N
Challenge Longburn	56 New Zealand State Highway 56	Longburn	Longburn	N	N
Challenge Manunui	156 Totara Street	Manunui	Taumarunui	N	N
Challenge Palmerston North	98 College St	Awapuni	Palmerston North	N	N
G.A.S National Park	1 Waimarino Tokaanu Road		National Park	N	N
G.A.S. Eketahuna	41 Main Street	Eketahuna	Eketahuna	N	N

G.A.S. Norsewood	19 Coronation Street	Norsewood	Norsewood	N	N
Gull	150 Oxford St	Horowhenua	Levin	N	N
Gull Feilding	62 Awahuri Road	Feilding	Feilding	N	N
Gull Palmerston North	999 Tremaine Ave	Roslyn	Palmerston North	N	N
Mobil Bulls	Bridge Street		Bulls		
Mobil Dannevirke	206 High Street	Dannevirke	Dannevirke	N	N
Mobil Levin	346 Oxford Street	Horowhenua	Levin	N	N
Mobil Palmerston North	734 Pioneer Hwy	Takaro	Palmerston North	N	N
Mobil Palmerston North	Cnr Rangitikei St & Tremain Ave	Palmerston North	Palmerston North	N	N
Mobil Palmerston North	Cnr Ruahine & Featherston Streets	Palmerston North	Palmerston North	N	N
Mobil Turakina	SH 3 Turakina		Turakina	N	N
New World	21 Bath Street	Horowhenua	Levin	N	N
New World Marton	Wellington Road		Marton	N	N
Rural Fuel	27 Matipo St	Takaro	Takaro	N	N
Rural Fuel Kimbolton	Kimbolton Road	Kimbolton	Kimbolton	N	N
Z Dublin St	14 Dublin Street	Whanganui	Whanganui	N	N
Z Fairway	439 Rangitikei Street	Cloverlea	Palmerston North	N	N
Z Ferguson St	372 Ferguson Street	Palmerston North	Palmerston North	N	N
Z Levin	15 Oxford St		Levin	N	N
Z London St	171 Glasgow Street	College Estate	Whanganui	N	N
Z Marton	166 Broadway		Marton	N	N
Z Pioneer Hwy	676 Pioneer Highway	Highbury	Palmerston North	N	N
Z Sanson	SH1 North	Sanson	Manawatu	N	N
Z Terrace End	768 Main Street	Roslyn	Palmerston North	N	N
Z Waiouru	1 SH1 North		Waiouru	N	N
Z Waiouru	11 State Highway 1		Waiouru	N	N

Fuel Storage

Higgins Contractors Depot	Kawakawa Road	Feilding	Feilding	N	N
Ohakea Air Base	State Highway 1	Ohakea	Ohakea	N	N
Scanpower	Oringi Business Park	Oringi	Oringi	N	N
Z Feilding Airfield	Campbell Road	Taonui	Taonui	N	N

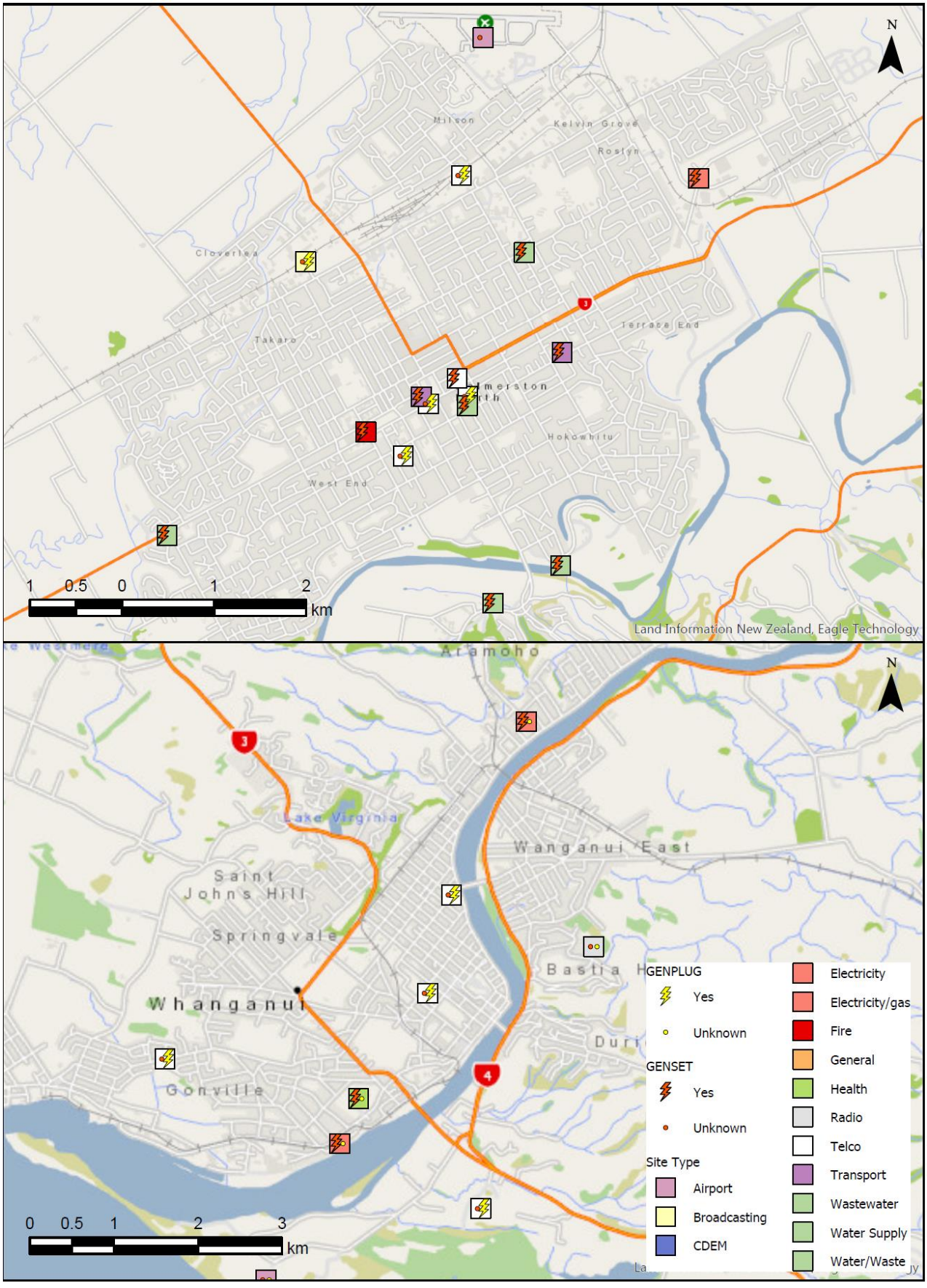
Truckstops

Aeroworks Base	7304 MAKOTUKU VALLEY RD		Raetihi	N	N
BP Bulls Truckstop	5 Funnell Street	Bulls	Bulls	N	N
BP Dannevirke Truckstop	3 High Street	Dannevirke	Dannevirke	N	N
BP Levin Truckstop	7 Seddon Street		Levin	N	N
BP Palmerston North Truckstop	26 Malden Street	Palmerston North	Palmerston North	N	N
BP Waiouru Truckstop	22 Main Road (SH1)		Waiouru	N	N
BP Wanganui Truckstop	390 Heads Road	Wanganui	Wanganui	N	N
Caltex Truck Stop	State Highway 4	Manunui	Taumarunui	N	N
Downers	58 Kururau Road		Taumarunui	N	N
Jilesens Contractors	11 Bell Road		Taumarunui	N	N

Matiere Earthmovers	Philips Street		Matiere	N	N
OnTrack Earthmoving	6 George Street		Raetihi	N	N
Ruapehu Alpine Lifts (Ohakune/Turoa/ Whakapapa)	Old Station Road		Ohakune	N	N
Waiouru Military base	Ruapehu Road		Waiouru	N	N
Z Dannevirke	6 School Road	Matamau	Dannevirke	N	N
Z Truck Stop Manunui	Miro Street	Manunui	Taumarunui	N	N

ATTACHMENT 3: LIFELINES / KEY COMMUNITY SITES

These sites have been identified as critical lifelines sites potentially requiring re-fuelling in a power outage.


N
Milson
Kelvin Grove
Roslyn
Cloverlea
Takaro
Terrace End
Palmerston North
Hokowhitu
West End
1 0.5 0 1 2
km
Land Information New Zealand, Eagle Technology
Aramoho
Lake Virginia
Wanganui East
Saint John's Hill
Springvale
Whanganui
Gonville
Durie Hill
0 0.5 1 2 3
km
GENPLUG
Yes
Unknown
GENSET
Yes
Unknown
Site Type
Airport
Broadcasting
CDEM
Electricity
Electricity/gas
Fire
General
Health
Radio
Telco
Transport
Wastewater
Water Supply
Water/Waste