Fuel Storage Register

Civil Defence Emergency Management
Marlborough Region 2018

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1. Introduction

1.1. Purpose and Overview

The purpose of this report is to provide Civil Defence Emergency Management Marlborough (CDEM) a better understanding and picture of large-volume fuel stores throughout the Marlborough Region in the event of a civil defence emergency, allowing CDEM to maintain critical infrastructure and life-saving community services and facilities.

Additionally the report looks to flag risks and vulnerabilities in the network with respect to ongoing fuel supplies during a civil defence emergency, and understand the supply demand equation for critical infrastructure.

Specifically this reports looks at the following items:

- Identification of fuel stores throughout Marlborough. The report identifies where possible fuel stores throughout Marlborough of volumes greater than 5,000 litres fluid fuels (those classified as 3.1A or 3.1D), 1,000 kilograms of Liquid Petroleum Gas (LPG), and 10 tonnes of coal.
- Identification of transportation routes and fuel accessibility. The report identifies current transportation routes, and considers alternatives. This is only draft in nature and outlines options. It does not detail these or model options.
- Identification of fuel demands for critical infrastructure. The report identifies where possible fuel demands for critical infrastructure, including Emergency Services, Telecommunications, Health.
- Identification of portable fuel distribution and portable power systems. The report identifies, where possible, means of portable fuel/power distribution.
- Risk to storage facilities. Summarise outcome of questionnaires asking respondents to identify and consider the risks to their storage facilities following a major civil defence emergency.
- Provide a list of contacts. Establish a contact database for those fuel storage sites identified.
- Next steps and future actions. Suggestions for future actions following and building on findings of this report.

This report does not cover:

- A complete and comprehensive list of all fuel stores. While all efforts were made to provide a list as complete and comprehensive as possible, the report relies on end-user participation and the accuracy of their input.
- Identification of a critical supplier list. The report identifies fuel stores throughout the region, but does not draw conclusions as to which would be most suitable/appropriate for CDEM during a civil defence emergency as we are not aware of all CDEM motivations and drivers.
- Assessment of transportation route vulnerabilities. The report while identifying in many cases the routes suppliers/distributers use to supply the Marlborough Region, it does not make a judgement or assessment as to the resilience of these routes.

1.2. Assumptions and Expectations

In the event of a civil defence emergency, and/or public knowledge of an impending fuel shortage or fuel restrictions we can assume the following may impact on our findings:

- In the event of power failure those tanks relying on pump feed may have no ability to provide fuel without intervention. While some sites do have the ability to connect diesel generators these are not universal but appear to be more common in newer installations.

  As a means of mitigating this to some degree, Marlborough Lines noted that it may be able to directly feed a site from the pole via generator with some adjustments to the network by network engineers. This however may take some time to implement and will require disconnection of adjacent sites feed from the pole.

- Depending on the scope and nature of the event fuel store integrity may be in question. Independent engineering inspections may be necessary to establish the structural integrity of any fuel stores before it can be determined safe.

- It is anticipated that Panic buying will occur in the first 1-3 days (until most vehicle tanks are filled). This may have a substantial impact on any known stores of fuel and will impact on the recorded volumes within this report.

- Fuel stocks at stations along evacuation routes will experience particularly high demands. Likely those along State Highway 1 south of Blenheim, State Highway 6 north of Renwick, and State Highway 63 west of Blenheim.

- Reliability of information. We worked with survey recipients to interpret and collate responses (where these were returned) and rely on the detail and accuracy of the information provided.

  A number of responses were sent but not returned at the time of drafting this report.

1.3. Hazardous Substances and New Organisms (HSNO) Act 1996

We worked with WorkSafe who holds a register of test certificates issued by test certifiers under the Hazardous Substances and New Organisms (HSNO) Act 1996 (the Register). The Register contains information about certificates issued for locations where hazardous substances are stored and certificates issued for tanks in which hazardous substances are stored.

The Register was searched following an Official Information Act (OIA) request made under the Official Information Act (1982) and the results were provided.

Review of the information provided raised some concerns with respect to the reliability of this data. It was noted that in many (but not all) cases the information was duplicated for concurrent years with variation in both volume and location from year-to-year in some cases. Additionally only sites where test certificates provided to WorkSafe will appear on the list and we cannot be certain of its completeness.

As such, where provided, we have relied on information provided by site representatives before those on the WorkSafe list. Where no information was provided by site representatives we have relied on the information provided by WorkSafe. This appears as on the details listed in Appendix 2 as a colour coding, green where a survey was returned, yellow where the Register indicates fuel stores but no survey was returned.

2. Regional Fuel Storage Information

2.1. Nature and location of current fuel storage

The primary objectives of this report was to ascertain the amount of fuel stored within the Marlborough Region by type and location. This extended to volumes greater than 5,000 litres fluid fuels (those classified as 3.1A or 3.1D), 1,000 kilograms of Liquid Petroleum Gas (LPG), and 10 tonnes of coal.

Details are listed within Appendix 1 of this report. A searchable electronic database has also been prepared for use by CDEM.

In addition to above, we have opted to include the regional distribution based within Port Nelson and operated by New Zealand Oil Services Ltd (NZOSL). Petroleum products from this regional distribution terminal service Nelson/Tasman, Marlborough and West Coast regions.

General observations of the survey data includes:

Port Nelson

- Storage tanks at Port Nelson (managed by NZOSL) hold the majority of fuel for distribution via State Highway 6 to service stations and industry in the Marlborough Region.
- Fuel stores are limited to petroleum (91 and 95 octane varieties), diesel, and light fuel oil (LFO) for shipping. Aviation fuels are not stored within this terminal.
- Fuel volumes are typically restocked on a fortnightly basis, but was noted to vary. Particularly in summer months when more recreational vessels increase demand on 95 octane. During lower demand periods, resupply may be stretched out to 3-weeks.
- Fuel re-supply is undertaken on behalf of the wider industry based on port stocks, not individual company stocks. As a result independent companies do not have direct control of stock levels or frequency of replenishment.
- All tanks appear to be above ground but are electrically pumped during normal operation. The site cannot presently accept generator feeds, but fuel can be distributed manually via air pump in the event of a power failure.

Marlborough Airport / Royal New Zealand Air Force (RNZAF) Base Woodbourne / Omaka Airport

- Both Marlborough Airport and RNZAF Base Woodbourne are situated on land owned by the crown and share many facilities.
- Air BP service Marlborough Airport, RNZAF Base Woodbourne, and Omaka from local stores held on site. These stores are limited to diesel (for RNZAF operations), Jet A1, and AV Gas. New Zealand Defence Force (NZDF) also has small stores of LPG and coal on base.
- Fuel volumes are restocked from the Lyttelton Port terminal along State Highway 1, or Picton Ferry when sourced from the North Island.
- Fuel demand is highly variable year-round due to RNZAF exercises, events including Classic Fighters Omaka held biennially, forest fires etc.
- Mobile fuel dispensers are used at this location and are shared between both Marlborough Airport/Woodbourne and Omaka.
- Diesel is stored above ground, with Jet A1 above ground and AV Gas stored below ground. Discussions with NZDF indicate that investigations are being undertaken to move to more above ground tanks. Manual pump capability available on site.
- NZDF fuel stores would be restricted in the event of a civil defence emergency as RNZAF would be expected to provide critical support to any regional/national emergency and these stores would be essential in support of this activity.

Wairau Hospital

- At the time of drafting this report we have not had a response from Wairau Hospital.

Service Stations

- Fuel volumes vary throughout the region and have nominated capacities listed in Appendix 2, but typically vary in capacity from 10,000 to 50,000 litres for 91 & 95 Octane or diesel.

- Most will have small stores of LPG available via bottle swap arrangements. The volume at each site varies, but due to limited stocks at these sites have not been included in this report. A smaller number of stations have much larger above ground tanks with volumes in the order of 15,000 to 30,000 kilograms. These sites are listed in Appendix 2. Please note, the larger volumes are based upon numbers provided by the WorkSafe Register.

- Fuel availability is variable from location to location and throughout the year with seasonal demand increasing during summer months.

- Petrol/diesel tanks are almost exclusively located below ground, with very few sites having any ability to pump fuel during a power failure. Discussions with representatives of the distributers we were able to speak to indicated this was constantly being evaluated and explored when developing new sites or upgrading/renovating existing sites.

Schools

- Ministry of Education data indicates that of the 30 schools (including Primary, Intermediate, and Secondary Schools) within the region only 11 may any notable fuel stores. Further to this, fuel stores could only be determined for 7 sites (2 of which are based on the WorkSafe Register).

- Fuel stores are limited to coal or diesel for heating purposes. Some may have smaller amounts of LPG for cooking, or petroleum for lawnmowers and the like, but these have not been noted within this report due to quantities.

- Due to the nature of fuel usage, quantities and volumes are very variable with stores typically re-stocked leading up to winter and only maintained through this time.

Emergency Services

- Fire and Emergency New Zealand and New Zealand Police do not have any notable fuel stores on site. With the only recorded fuel stores within on-site generators at select sites.

- Of the 22 Fire and Emergency New Zealand stations throughout the region, only two are noted as having any fuel stores or fixed generator on site. The remaining stations (primarily Voluntary Rural Fire Force sites) are used to secure appliances or store equipment.

- Both the Picton and Blenheim Police Stations have on site gen-sets but only limited bulk stores, relying on the on-board tanks for capacity. Operation times are limited with notified times of 12-hours and 55-hours respectively.

Local industries (Civil Engineering / Vineyards etc.)

- While many of the Civil Engineering firms operating throughout the region have no fixed bulk fuel stores, many have mobile tankers or mobile gen-sets located in their yards or distributed around worksites within the region.

- A number of winery operations have large volumes of fuel stored on site, many of which are located remotely throughout the region. The fuel stores within these are very variable and linked with the harvest season.

- Moderate stores of LPG are located throughout the region at various commercial/industrial operations. Notably campsites and similar businesses.

Telecommunications

- Chorus indicates they have 7 sites throughout the Marlborough Region with on-site gen-sets complete with fuel storage. Those being; Black Birch Range, Blenheim, Lochmara Bay, Picton, Renwick, Spring Creek, and Weld Cone.

- Fuel capacity for each site varies between 500 and 5,000 litres.

3. Fuel Transportation and Accessibility

Building on the work we completed for the Nelson/Tasman fuel study we have co-ordinated with industry distributers to determine current transport routes to the region, and identified alternative options for transportation should the primary routes be jeopardised.

3.1. Current transportation routes

Petrol / Diesel

Petrol, Diesel and Light Fuel Oil (LFO) is currently delivered and held for distribution at Port Nelson for the West Coast, Nelson/Tasman, and Marlborough regions. This is managed by New Zealand Oil Services Ltd (NZOSL) on behalf of the wider industry. NZOSL indicate region wide demand is variable and deliveries via vessel vary in frequency according to seasonal demand.

Fuel stocks for the region are managed as total volumes based on port stocks, not individual company stocks. As a result independent companies do not have direct control of stock levels or frequency of replenishment.

Fuels are distributed to Port Nelson via ship, and from Port Nelson via road along State Highway 6.

Table 1: Total Fuel Tank Capacity at Port Nelson

Fuel Type	Max. Volume (litres)	Min. Volume (Litres)		Tank Type
Petrol (91 octane)	1,571,296	261,402	(16.6% of total)	Above Ground
Petrol (95 octane)	2,733,113	285,939	(10.4% of total)	Above Ground
Diesel	6,649,572	221,595	(3.3% of total)	Above Ground
Light Fuel Oil (LFO)	3,362,286	73,138	(2.2% of total)	Not specified

Notably, after review of the information provided in 2009 by National Fuel Distributers as part of the Nelson Tasman Fuel Storage Report we have observed a substantial reduction in total capacity at this site. This reduction is as much as 90% for 91 Octane, 70% for Diesel, and 40% for LFO. Counter to this trend there has been a small increase in capacity of 95 Octane of around 10%.

Specialist fuels

Specialist fuels such as aviation fuel (AV-Gas and Jet-A1) are delivered directly to commercial customers (Air BP) in the region via road from the Lyttelton depot.

LPG

We have been unable to determine current transportation routes at the time of this report. But would anticipate that bulk stores are delivered directly to commercial customers in the region via road from the Lyttelton depot.

Coal

We have been unable to determine current transportation routes at the time of this report. But would anticipate that bulk stores are delivered directly to commercial customers in the region via road from the West Coast.

3.2. Alternative transportation options

It is unknown what will be impacted following a civil defence emergency, and the scope of isolation the region might experience following on from an event. While Port Nelson has been identified as a Major Hazard Facility we are uncertain whether Port Nelson will experience major disruption following an event, this is further compounded by any disruption of service along State Highway 6.

As part of this report we have undertaken preliminary investigations into alternative transportation options. The feasibility of implementation will need to be explored in greater detail and is outside the scope of this report.

Via Road

Due to its location and terrain, the Marlborough Region is wholly reliant on three main trunk lines with respect to road access for all fuel types. Should current transportation routes be impacted in part or in whole by a major civil defence emergency road access would likely be limited to State Highway 1 from Christchurch, or State Highway 63.

However even these routes are vulnerable in a major event (as evidenced by the 2016 Kaikoura event) and may be as impacted as State Highway 6 during this time.

Petrol/Diesel
Should State Highway 6 be disrupted, in part or whole, petroleum could be sourced from the Lyttelton Oil Terminal, or via State Highway 63 provided these remain open.

Specialist fuels
Supply of aviation fuels relies entirely on delivery from the Lyttelton Oil Terminal. Should State Highway 1 between Blenheim and Christchurch be disrupted, in part of whole, the only viable alternative transportation route requires tankers to be shipped out of Wellington via Picton.

LPG
Should State Highway 6 be disrupted, in part or whole, LGP could be sourced from further south via State Highway 1 provided this too is not disrupted, in part or whole.

Coal
Should State Highway 6 be disrupted, in part or whole, Coal could be sourced from further south via State Highway 1 or 63 provided these too are not disrupted, in part or whole.

Via Air

Fuel distribution via aircraft is possible, but severely limited in practicality. Typically only small volumes of fuel can be transported, and the fuel demand for transport aircraft is relatively high.

Petrol/Diesel
The most flexible option is for military and/or civil rotary-wing aircraft to transport 209 litre steel drums of fuel suspended beneath. RNZAF information indicates that the fleet of NH90 aircraft have a max underslung load of 3,300 kg. This option allows for smaller fuel deliveries to specific locations or isolated areas to support recovery or repair operations. Please note, the availability of these drums is uncertain.

Specialist fuels
The most flexible option is for military and/or civil rotary-wing aircraft to transport 209 litre steel drums of fuel suspended beneath. Please refer to comments made above.

An additional option for the ongoing supply of aviation fuel includes the fuelling of aircraft (both fixed-wing and rotary-wing) aircraft outside of the region, landing at Woodbourne or Omaka, and de-fuelling. The viability of this would be primarily contingent on suitability of airfields following any event.

LPG
Similar to transportation of automotive and aviation fuels, existing LGP canisters can be suspended beneath aircraft. Fortunately much of the LPG stores throughout the region are already secured in suitable storage vessels (45kg, 90kg, and 210kg bottles).

Coal
It would be especially impractical to distribute coal via air and alternative methods should be explored first.

Via Sea

Provided Picton's ferry berths remain functional and State Highway between Picton and Blenheim is still operational following a major civil emergency event, this may prove to be the most viable option for ongoing fuel supply for the region. Existing ferry infrastructure provides the greatest flexibility and capacity of the alternative options available to the region allowing (provided operational) freight, tankers, and support infrastructure for the delivery and distribution of fuels throughout the region.

In addition to the larger ferry services, there are a number of smaller barge operators throughout the region who have the ability to berth at much smaller wharfs and jetties. Some of whom are deliberately set-up for the distribution of fuel to the aquaculture industry throughout the region.

3.3. Fuel Accessibility

All those sites identified as having fuel stored on site were asked if in the event of a major event, and corresponding power failure, they have the ability to access fuel. Whether this be through gravity feed, hand pump, or the ability to connect a gen-set. If yes, how fuel was accessed, and if no, was this something they were considering in the future.

This is likely to only relate to liquid petroleum products, as access to both LPG and coal is usually only obstructed by physical barriers and most often independent of a power supply. Of note, where barriers rely on power these are only maintained while the battery back-up is maintained and fail allowing access. As such we have only drawn attention to those sites with liquid petroleum.

The following is a summary of our findings and observations. A more complete list, including whether the fuel is deemed to be accessible, is listed within Appendix 2 of this report.

Port Nelson

Port Nelson holds the majority of automotive fuels for distribution to the West Coast, Nelson/Tasman, and Marlborough regions. All storage tanks are above ground. NZOSL note that while the site is not set-up for gen-sets, air pumps could be used on each of the tanks to maintain fuel delivery.

This however would be painfully slow and inefficient, especially due to the relative volumes we would be dealing with. It may be worth considering that (if necessary following a major civil defence emergency) local network operators make urgent and temporary alterations to the distribution network within the site to allow power provision via gen-set through existing pole fuses. No investigation into the feasibility of this has been explored as part of this report.

Marlborough Airport / Royal New Zealand Air Force (RNZAF) Base Woodbourne / Omaka Airport

Air BP service Marlborough Airport, RNZAF Base Woodbourne, and Omaka from local stores held on site. These stores are limited to diesel (for RNZAF operations), Jet A1, and AV Gas. Diesel is stored above ground, while Jet A1 above ground and AV Gas stored below ground.

Discussions with NZDF indicate that investigations are being undertaken to move to more above ground tanks throughout the Woodbourne Air Force Base.

Manual pump capability available on site for all tanks, and on-site fuel dispensing is available through existing AirBP plant and equipment.

Wairau Hospital

At the time of drafting this report we have not had a response from Wairau Hospital.

Service Stations

The response from Service Stations is critical following a civil defence emergency in part because of their frequency throughout the region, the typical volume of fuel stored, and accessibility to users. Combined, Service Stations account for the largest portion of total fuel stores as below:

Fuel Type	Max. Volume (litres)	% of total available reserves
Petrol (91 octane)	579,600	100.0%
Petrol (95 octane)	375,400	100.0%
Diesel	965,700	78.6%*
LPG	72,460	52.3%*

* The remainder of the fuel reserves are located at industry/school sites.

Distributer	Petrol (91) (litres)	Petrol (95) (litres)	Diesel (litres)	LPG (Kilograms)
Allied Petroleum Ltd	60,000 (10.3%)	40,000 (10.7%)	70,000 (5.7%)	-
BP New Zealand (inc. G.A.S)	90,000 (15.5%)	75,000 (20%)	155,000 (12.6%)	2,460 (1.9%)
BSP Services Ltd	-	10,000 (2.7%)	80,000 (6.5%)	-
Challenge Fuel	45,000 (7.8%)	30,000 (8.0%)	30,000 (2.4%)	30,000 (21.7%)
Exxon Mobil Corporation	40,000 (6.9%)	40,000 (10.6%)	70,000 (5.7%)	-
NPD Ltd	134,600 (23.2%)	35,400 (9.4%)	360,700 (29.4%)	-
Rockgas	-	-	-	25,000 (18%)
Z Energy Ltd (inc. Caltex)	210,000 (36.3%)	145,000 (38.5%)	200,000 (16.3%)	15,000 (10.7%)

The challenge of course in all cases petroleum/diesel are located below ground and rely on electricity to provide fuel of any volume.

Of the respondents, only the Ward Fuel Stop, BP Blenheim, and Challenge Linkwater appear to have any directly ability to readily provide fuel during a civil defence emergency. While the sites do not have an on-site gen-set, a generator switch is provided.

Speaking with BP's Operating Management System (OMS) Specialist, BP are actively installing generator switches in all new service stations and exploring options when existing service stations are refurbished/modified.

Schools

Of the schools noted as having boilers, 6 appear to utilise diesel furnaces. In each case the diesel tanks are located above ground and could reasonably be filled/emptied through the use of air pumps.

Of note, while not specifically queried we would not expect air pumps to be available on site and units would need to be brought to site.

Emergency Services

Fire and Emergency New Zealand and New Zealand Police do not have any notable fuel stores on site. With the only recorded fuel stores within on-site gen-sets at select sites.

Supply of fuel to each of these could reasonably be co-ordinated through use of air pumps. Of note, while not specifically queried we would not expect air pumps to be available on site and units would need to be brought to site.

Marlborough Lines

Information provided by Marlborough Lines indicate three fuel tanks of note within the region, those being a diesel tank believed to be located at their main yard for vehicles and gen-sets, and a further two (one in Elaine Bay and the other in Kenepuru Heads) supplementing gen-sets located in each location. The former is below ground, the latter two are above.

While more remote the two supplementing fixed gen-sets should be relatively accessible for ongoing supply/extraction as necessary.

Local industries (Civil Engineering / Vineyards etc.)

Of respondents within the wider community most sites were identified as having some means of access to their fuel supply. Most diesel tanks for industry are above ground and reasonably be filled/emptied through the use of air pumps. While the LPG pressure vessels can reasonably be emptied when tapped into.

Of note, while not specifically queried we would not expect air pumps to be available on site and units would need to be brought to site.

Telecommunications

Chorus has notable fuel stores across 7 sites to supply gen-sets at select sites. We have been unable to determine whether each of these tanks are above or below ground but would anticipate that each are above ground.

Supply of fuel to each of these could reasonably be co-ordinated through use of air pumps. Of note, while not specifically queried we would not expect air pumps to be available on site and units would need to be brought to site.

4. Fuel Demands for Critical Infrastructure

We have co-ordinated with the Respondents and determined those sites and services reasonably anticipated to have, or provide, critical infrastructure. Many which have been able to provide information on on-site gen-sets and the respective fuel demands.

4.1. Emergency Power systems

In reviewing available fuel stores throughout the region it is evident the reliance on gen-sets to facilitate effective and efficient fuel supply. We approached those sites believed or anticipated to have fixed or mobile power generation available and the questionnaire asked respondents to indicate whether they had any means of independent power generation. We cannot be certain of the comprehensiveness of this list but does cover sites deemed to provide critical infrastructure throughout the region.

Marlborough Airport / Royal New Zealand Air Force (RNZAF) Base Woodbourne / Omaka Airport

Marlborough Airport do not report having any fixed/mobile gen-sets. RNZAF Base Woodbourne however indicates that nine (9) stand-by generators are located throughout the base and three (3) Uninterrupted Power Supplies (UPS) are located throughout the base.

These are listed within Appendix 3 of this report.

Wairau Hospital

At the time of drafting this report we have not had a response from Wairau Hospital.

Emergency Services

Fire and Emergency New Zealand do not report any gen-sets. New Zealand Police indicate that the Picton and Blenheim Police Stations have on site gen-sets but only limited bulk stores, relying on the on-board tanks for capacity.

These are listed within Appendix 3 of this report.

Marlborough Lines

Marlborough lines have indicated nine (9) gen-sets commissioned at the time of this report. These include six (6) fixed units throughout the region, and three (3) mobile units.

These are listed within Appendix 3 of this report.

Telecommunications

Chorus have indicated seven (7) gen-sets throughout the region at the time of this report.

These are listed within Appendix 3 of this report.

4.2. Mobile Fuel Dispensing Equipment

Please note, these numbers do not include the number of standard fuel tankers utilised by each of the main fuel distributers as their numbers vary based on fuel demands and order fulfilment on any given day. It would be reasonable to anticipate a number of these to be located within the region on any given day but numbers, location and capacity are unknown.

Along with emergency power systems, respondents were asked to indicate whether they had access to mobile fuel dispensing equipment. From the responses it appears there are a number of smaller units available throughout the region suitable to provide smaller scale distribution.

This response focused on petroleum products, as both LPG and coal could reasonably be shipped utilising standard commercial/civil motor vehicles and does not require specialist equipment.

Of the respondents, there were nine (9) that indicated some means of fuel distribution. This is primarily in the form of mini-tanker or tanker-trailers, but does includes two (2) barge unit operated by O'Donnell Park Barging Limited, and four (4) operated by Johnson's Barge Service Ltd.

Marlborough Airport / Royal New Zealand Air Force (RNZAF) Base Woodbourne / Omaka Airport

Air BP service Marlborough Airport, RNZAF Base Woodbourne, and Omaka from local stores held on site with three (3) dispensing vehicles for re-fuelling aircraft. Two (2) are dedicated to Jet A1 and have a capacity of 17,000 and 10,000 litres each, and the third is a AV Gas trailer with a capacity of 2,000 litres.

One of the two vehicles has the ability to de-fuel aircraft if necessary. Allowing fuel to be siphoned from one aircraft into another.

These are listed within Appendix 4 of this report.

Local industries (Civil Engineering / Vineyards etc.)

We approached each of the larger Civil engineering operators throughout the region expecting a number to have mini-tankers or trailers to fuel plant and machinery while working on remote part of the region and road network. From discussions/responses there appear to be a further eight (8) smaller means of fuel distribution. Of note, two (2) are very remote within the region, located at the Rainbow Ski Field.

Additionally, both by O'Donnell Park Barging Ltd and Johnson's Barge Service Ltd operate barges within the region and have the ability to provide fuel via sea. O'Donnell Park Barging Ltd operates two (2) barges of 20,000 and 4,000 litres, and Johnson's Barge Service Ltd have two (2) trailer tanks of 2,000 and 1,600 litres, and two (2) forkliftable tanks of 2,200 litres.

Please note, due to the business as usual use of this equipment, their location is variable and may be isolated in the event of a major civil emergency.

These are listed within Appendix 4 of this report.

5. Risk to Storage Facilities

5.1. Assessment of vulnerability

Of those respondents with fuel storage, each was asked whether an assessment of the vulnerability of their storage has been undertaken and if so, whether steps have been (or will be) undertaken to mitigate any identified risks.

Of respondents (including Service Stations), the majority responded in the negative. That no assessment has been undertaken of the vulnerability of their storage, or were unaware if one has been undertaken, and that no future work is anticipated. Service Stations report that their facilities were designed to industry standards and tank integrity is constantly monitored.

However, we anticipate that industry standards have continued to evolve over time as technology has improved and greater redundancy has been incorporated. As such we anticipate that some of the older tanks and storage vessels may have less resilience than those built more recently.

NZOSL indicated that as identified as a Major Hazard Facility that multiple assessments have been undertaken covering major civil emergency events (earthquake, flooding, and tsunami etc.).

5.2. Completed or Planned Risk Assessments

As to whether an assessment of vulnerability has been undertaken, most respondents indicated that no assessments have been completed or are planned. Details of the assessments were not forthcoming in many cases, but where available are summarised below:

Business	Assessment Types	Mitigation Measures
New Zealand Oil Services Ltd	Earthquake	• Unknown
	Flooding	• Unknown
	Tsunami	• Unknown
Air BP	All natural disasters	• Ongoing upgrades to facilities
New Zealand Defence Force	Unknown	• All tanks are double skinned • Underground tanks are pressure tested annually. • LPG is seismically restrained
Allied – Ward Fuel Stop	Earthquake	• Unknown
	Power Failure	• Unknown
BP – All sites	Unknown	• Fibreglass double-skinned tanks • Auto-Tank Gauging system (ATG). ATG periodically tests the fuel lines and tank leak detection, allowing fuel system to operate if systems remain within parameters. • Gen-set switches being installed
NPD – All sites	Earthquake	• Unknown
	Power Failure	• Unknown
Ashwood Park Retirement Village	Earthquake	• Unknown
	Power Failure	• Unknown

Business	Assessment Types	Mitigation Measures
Dominion Salt	Earthquake	• Unknown
	Power Failure	• Unknown
Johnson's Barge Service Ltd	Earthquake	• Unknown
	Power Failure	• Unknown
	Flooding	• Unknown
Rainbow Ski Field	Unknown	• Unknown
Picton School	Earthquake	• Unknown
Renwick School	Unknown	• Unknown
Whitney Street School	Unknown	• Replaced underground tank with new above ground tank.
Witherlea School	Earthquake	• Unknown

6. Future Actions

This report is built from discussions and input from respondents throughout the Marlborough Region, and is an information gathering exercise rather than a comprehensive data analysis. This is more akin to a first step in developing a more detailed Contingency Plan.

Building on the information we have been able to gather in the course of drafting this report we would recommend CDEM Marlborough consider the following future actions:

- On-going communication and co-ordination with NZOSL and their representatives at a regional level. We understand that this is already underway at the time of drafting this report.
- On-going communication and co-ordination with the oil industry and their representatives at a regional level. NPD in particular who are responsible for 24% of total fuel stores across ten (10) Service Stations spread throughout the region. Most importantly post event NPD control 29.4% of diesel throughout the region.
- Identify strategic fuel storage locations throughout the region considering location, accessibility, and resilience, and develop local arrangements with these sites.
- On-going communication and co-ordination with critical infrastructure (i.e. NZ Police, Fire and Emergency, NMDHB and telecommunication networks) as details and fuel demands evolve over time.
- On-going communication with those sites and locations identified within this report as having fuel stores to maintain current and relevant communication details.

Appendix 1 – Contact Database

Civil Defence Emergency Management
Marlborough Region 2018

Company Name	Contact Name	Contact Number	Email Address	Address 1	Address 2	Address 3
Fuel Distributers						
Allied Petroleum Ltd	Sean Rooney	027 244 4027	Sean.Rooney@alliedpetroleum.co.nz	14 McAlpine Street	-	Christchurch
BP New Zealand	Frazer Perry	021 617 503	Frazer.Perry@se1.bp.com	73 Remuera Road	Newmarket	Auckland
BSP Services Ltd	Jeremy Greenwood	027 283 0589	Jeremy@rybak.co.nz	40 Ron Gutherie Road	Christchurch Airport	Christchurch
Challenge Fuel	Glen Colvin	027 237 1224	Glen.Colvin@challengefuel.co.nz	-	-	-
Exxon Mobil Corporation	-	-	-	8 Nugent Street	Grafton	Auckland
New Zealand Oil Services Ltd	Gilbert Blackborough	027 645 3193	Gilbert.Blakeborough@nzosl.co.nz	176 Haven Road	-	Nelson
NPD Ltd	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	13 McPherson Street	Richmond	Nelson
Z Energy Ltd	Jo Mason	021 554 478	Jo.Mason@z.co.nz	3 Queens Wharf	-	Wellington
Services						
Air BP Ltd	Glenn Sloane	027 6688 380	airbp_bhe@hotmail.co.nz	1 Tancred Crescent	Springlands	Blenheim
Fire and Emergency New Zealand - Blenheim	Lewis Jones	027 240 3366	Lewis.Jones2@fireandemergency.nz	4 Symons Street	-	Blenheim
Marlborough Airport	Steve Holtum	021 258 6066	Steve.Holtum@marlboroughairport.co.nz	1 Tancred Crescent	Springlands	Blenheim
Marlborough District Council	-	03 520 7400	mdc@marlborough.govt.nz	15 Seymour Street	-	Blenheim
Marlborough Lines	Nick Patrick	021 894 348	NickPatrick@linesmarl.co.nz	1 Alfred Street	Mayfield	Blenheim
NMDHB – Wairau Hospital						
New Zealand Defence Force	John White	027 273 9522	John.White@NZDF.mil.nz	Middle Renwick Road	Springlands	Blenheim
New Zealand Police – Blenheim Station	Martin Pinder	-	Martin.Pinder@police.govt.nz	8 Main Street	-	Blenheim
New Zealand Police – Havelock Station	Martin Pinder	-	Martin.Pinder@police.govt.nz	59 Main Road	Havelock	Marlborough Sounds
New Zealand Police – Picton Station	Martin Pinder	-	Martin.Pinder@police.govt.nz	36 Broadway	-	Picton
Service Stations						
Allied – Havelock Service Station 24/7	Sean Rooney	027 244 4027	Sean.Rooney@alliedpetroleum.co.nz	82 Main Road	Havelock	Marlborough Sounds
Allied – Ward Fuel Stop 24/7	Sean Rooney	027 244 4027	Sean.Rooney@alliedpetroleum.co.nz	7326 State Highway 1	Ward	Marlborough
BP – Blenheim	Frazer Perry	021 617 503	Frazer.Perry@se1.bp.com	14 Main Street	-	Blenheim
BP – Blenheim Truckstop	Frazer Perry	021 617 503	Frazer.Perry@se1.bp.com	49 Grove Road	-	Blenheim
BSP – Oyster Bay Marina	Jeremy Greenwood	027 283 0589	Jeremy@rybak.co.nz	-	Oyster Bay	Marlborough Sounds
BSP – Picton Marina	Jeremy Greenwood	027 283 0589	Jeremy@rybak.co.nz	Waikawa Road	-	Picton
Caltex – Main St	Grant Stubbs	021 861 826		Cnr Main Street & Freswick Street	-	Blenheim
Challenge – Blenheim	Philip Sweet	03 578 3669	autosqueenstreet@gmail.com	56 Queen Street	-	Blenheim
Challenge – Linkwater	Yvonne Smith	03 574 2201	jysmith@paradise.net.nz	1173 Queen Charlotte Drive	RD1	Picton
G.A.S. – Picton	-	03 573 6725	-	52 Kent Street	-	Picton
G.A.S. – Renwick	-	03 572 9640	-	57 - 59 High Street	Renwick	Blenheim
Mobil – Blenheim	-	03 578 5878	-	Cnr Grove Road & Nelson Street	-	Blenheim

Company Name	Contact Name	Contact Number	Email Address	Address 1	Address 2	Address 3
NPD Broadbridge Truckstop	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	Cnr State Highway 63 & Hawkesbury Road	Woodbourne	Blenheim
NPD CRB Truckstop	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	-	-	-
NPD Elaine Bay Fuel	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	257-259 Elaine Bay Road	Elaine Bay	Marlborough Sounds
NPD Havelock Marinestop	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	Cook Street	Havelock	Marlborough Sounds
NPD Heagney Truckstop	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	8 Liverpool Street	Riverlands	Blenheim
NPD Kaituna Truckstop	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	85 Mahers Road	Kaituna	Blenheim
NPD Okiwi Bay Camp	-	03 576 5006	ShayneH@npd.co.nz	15 Renata Road	Okiwi Bay	Marlborough Sounds
NPD Picton Fuelstop	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	Marina Drive	Waikawa Marina	Picton
NPD Rai Valley Motors	-	03 571 6014	ShayneH@npd.co.nz	6774 State Highway 6	-	Rai Valley
NPD Redwood	Shayne Healey	027 288 0051	ShayneH@npd.co.nz	Cnr Redwood Street & Alabama Road	-	Blenheim
Pak'n Save Blenheim (Mobil)	-	-	-	1 Westwood Avenue	Springlands	Blenheim
Rockgas	-	-	-	1 Sheffield Street	Riverlands	Blenheim
Z Grove Rd	Jo Mason	03 579 2350	Jo.Mason@z.co.nz	Cnr Grove Road & Budge Street	-	Blenheim
Z Picton	Jo Mason	03 520 3000	Jo.Mason@z.co.nz	101 High Street	-	Picton
Z Redwood	Jo Mason	03 579 5790	Jo.Mason@z.co.nz	225 Scott Street	Redwood	Blenheim
Z Springlands	Jo Mason	03 578 5952	Jo.Mason@z.co.nz	165 Middle Renwick Road	-	Blenheim
Industry						
Ashwood Park Retirement Village	-	03 577 9990	-	118-130 Middle Renwick Road	-	Blenheim
BOC Gas	-	0800 111 333	-	Cnr Park Terrace & Redwood Street	-	Blenheim
Chorus New Zealand Ltd	Gary Beaumont	027 7065716	Gary.Beaumont@chorus.co.nz	Halifax Street	-	Nelson
Delegat Wine Estate Marlborough	Andrew Luffman	-	Andrew.Luffman@delegat.com	594 State Highway 63	Renwick	Blenheim
Dominion Salt	Euan McLeish	029 200 6965	Euan.McLeish@domsalt.co.nz	Kaparu Road	-	Lake Grassmere
Drylands Winery	-	-	-	Hammerichs Road	Rapaura	Blenheim
Fulton Hogan	Neil Kydd	03 578 0055	Neill.Kydd@fultonhogan.com	3 Mcartney Street	-	Blenheim
Giesen Winery	Darran Allen	027 544 3736	-	26 Rapaura Rd	Renwick	Blenheim
Grove Park Motor Lodge	-	027 246 8082	-	81 Grove Road	-	Blenheim
Havelock Holiday Park		03 574 2339	info@havelockholidaypark.kiwi	24 Inglis Street	Havelock	Marlborough Sounds
Indac Industries Ltd	-	03 578 3034	info@indac.co.nz	26 Stuart Street	-	Blenheim
Johnson's Barge Service Ltd	Jennie Johnson	03 574 2434	jennie@johnsonsbargeservice.co.nz	17 Rangitane Drive	Havelock	Marlborough Sounds
Matua Wines	-	-	matua@matua.co.nz	351 Jackson Road	Raupara	Blenheim
Nautilus Estate of Marlborough	Clive Jones	021 627 449	cjones@nautilusestate.com	12 Rapaura Road	Renwick	Blenheim
O'Donnell Park Barging Ltd	-	03 573 8880	office@opbl.co.nz	Lagoon Road	Port Marlborough	Picton
PH Kinzett Ltd (Elgas)	--	-	-	412 Old Renwick Road	Renwick	Blenheim
Picton Top 10 Holiday Park Ltd	-	03 573 7212	enquiries@pictontop10.co.nz	70-78 Waikawa Road	-	Picton

Company Name	Contact Name	Contact Number	Email Address	Address 1	Address 2	Address 3
Port Marlborough	-	03 520 3399	reception@pmnz.co.nz	14 Auckland Street	Port Marlborough	Picton
Rainbow Ski field	Andrew Noble	027 249 8888	andrewnoble@skirainbow.co.nz	Nelson Lakes National Park Rainbow Skifield Rd	St Arnaud	Nelson Lakes
Stadium 2000 Trust	-	03 577 8300	bookings@stadium2000.co.nz	Kinross St	-	Blenheim
Timber Link NZ Ltd	Philip Cave	03 520 6240	pcave@timberlinknz.co.nz	40 Waters Avenue	-	Blenheim
Villa Maria NZ Ltd	-	03 520 8472	enquiries@villamaria.co.nz	Cnr Paynters & New Renwick Roads	Renwick	Blenheim
Yealands Winery (Allied)	Sean Rooney	027 244 4027	Sean.Rooney@alliedpetroleum.co.nz	Cnr Seaview and Reserve Roads	Seddon	Blenheim
Schools						
Blenheim School	Denyse Healy	03 577 5542	office@blenheim.school.nz	11 Seymour Street	-	Blenheim
Marlborough Boys' College	Wayne Hegarty	03 578 0119	office@mbc.school.nz	5 Stephenson Street	-	Blenheim
Picton School	Dave Sullivan	03 573 6395	admin@picton.school.nz	5 Buller Street	-	Picton
Redwoodtown School	Aaron Vercoe	03 578 5200	office@redwoodtown.school.nz	90 Cleghorn Street	-	Blenheim
Renwick School	Simon Heath	03 572 8158	office@renwick.school.nz	High Street	Renwick	Blenheim
Whitney Street School	Cheryl Wadworth	027 321 8022	principal@whitneystreet.school.nz	9 Whitney Street	-	Blenheim
Witherlea School	Andrea Harnett	03 578 5568	office@witherlea.school.nz	214 Weld Street	-	Blenheim

Appendix 2 – Notified Fuel Stores

Civil Defence Emergency Management
Marlborough Region 2018

	Fuel Storage (Litres/Kilograms)									Power/Dist.			Comment
Company Name	Petrol (91)	Petrol (95)	Diesel	LFO	Jet A1	AV Gas	Kerosene	LPG	Coal	Mobile Generators	Fixed Generators	Mobile tankers	
Fuel Distributers													
New Zealand Oil Services Ltd	1,571,296	2,733,113	6,649,572	3,362,286	-	-	-	-	-	No	No	No	
Services													
Air BP – Omaka	-	-	-	-	50,000	50,000	-	-	-	No	No	Yes	
Air BP – Woodbourne/Marlborough Airport	-	-	4,000	-	66,000	2,000	-	-	-	No	No	Yes	
Fire and Emergency New Zealand – Blenheim	-	-	-	-	-	-	-	-	-	No	Yes	No	
Marlborough District Council – Central Water Plant	-	-	5,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Marlborough District Council – MOPS	-	-	2,200	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Marlborough District Council – Treatment Plant	-	-	1,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Marlborough Lines – Elaine Bay	-	-	2,928	-	-	-	-	-	-	No	Yes	No	
Marlborough Lines – Kenepuru Heads	-	-	10,000	-	-	-	-	-	-	No	Yes	No	
Marlborough Lines – Other	-	-	9,600	-	-	-	-	-	-	Yes	Yes	No	
New Zealand Defence Force	-	-	34,000	-	52,000	-	-	1,260	180,000	Yes	Yes	No	
New Zealand Police – Blenheim Station	-	-	200	-	-	-	-	-	-	No	Yes	No	
New Zealand Police – Havelock Station	-	-	-	-	-	-	-	-	-	No	No	No	
New Zealand Police – Picton Station	30	-	-	-	-	-	-	-	-	No	Yes	No	
Service Stations													
Allied – Havelock Service Station 24/7	30,000	20,000	20,000	-	-	-	-	-	-	No	No	No	
Allied – Ward Fuel Stop 24/7	30,000	20,000	50,000	-	-	-	-	-	-	No	No	No	Has generator switch installed
BP – Blenheim	50,000	50,000	20,000	-	-	-	-	-	-	No	No	No	
BP – Blenheim Truckstop	-	-	50,000	-	-	-	-	-	-	No	No	No	
BSP – Oyster Bay Marina	-	-	30,000	-	-	-	-	-	-	No	No	No	
BSP – Picton Marina	-	10,000	50,000	-	-	-	-	-	-	No	No	No	
Caltex – Main St	40,000	20,000	40,000	-	-	-	-	-	-	No	No	No	
Challenge – Blenheim	30,000	20,000	20,000					30,000	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Challenge – Linkwater	15,000	10,000	10,000	-	-	-	-	-	-	No	No	No	Has generator switch installed
G.A.S. – Picton	30,000	15,000	60,000	-	-	-	-	2,460	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
G.A.S. – Renwick	10,000	10,000	25,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Mobil – Blenheim	20,000	20,000	40,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
NPD – Broadbridge Truckstop	-	-	40,000	-	-	-	-	-	-	No	No	No	

	Fuel Storage (Litres/Kilograms)									Power/Dist.			Comment
Company Name	Petrol (91)	Petrol (95)	Diesel	LFO	Jet A1	AV Gas	Kerosene	LPG	Coal	Mobile Generators	Fixed Generators	Mobile tankers	
NPD – CRB Truckstop	-	-	30,000	-	-	-	-	-	-	No	No	No	
NPD – Elaine Bay Fuel	20,000	-	40,000	-	-	-	-	-	-	No	No	No	
NPD – Havelock Marinestop	19,400	-	50,000	-	-	-	-	-	-	No	No	No	
NPD – Heagney Truckstop	-	-	41,000	-	-	-	-	-	-	No	No	No	
NPD – Kaituna Truckstop	5,000	-	41,000	-	-	-	-	-	-	No	No	No	
NPD – Okiwi Bay Camp	10,000	10,000	5,000	-	-	-	-	-	-	No	No	No	
NPD – Picton Fuelstop	19,000	-	50,000	-	-	-	-	-	-	No	No	No	
NPD – Rai Valley Motors	13,000	7,000	15,500	-	-	-	-	-	-	No	No	No	
NPD – Redwood	48,200	18,400	48,200	-	-	-	-	-	-	No	No	No	
Pak'n Save Blenheim (Mobil)	20,000	20,000	30,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Rockgas	-	-	-	-	-	-	-	25,000	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Z – Grove Rd	80,000	50,000	60,000	-	-	-	-	15,000	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Z – Picton	25,000	25,000	50,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Z – Redwood	40,000	25,000	-	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Z – Springlands	25,000	25,000	50,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Industry													
Ashwood Park Retirement Village	-	-	-	-	-	-	-	1,440	-	No	No	No	
BOC Gas	-	-	-	-	-	-	-	1,035	-	No	No	No	Numbers given over the phone
Chorus New Zealand Ltd – Black Birch Range	-	-	1,000	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Chorus New Zealand Ltd – Blenheim	-	-	5,000	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Chorus New Zealand Ltd – Lochmara Bay	-	-	1,200	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Chorus New Zealand Ltd – Picton	-	-	1,000	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Chorus New Zealand Ltd – Renwick	-	-	500	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Chorus New Zealand Ltd – Spring Creek	-	-	495	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Chorus New Zealand Ltd – Weld Cone	-	-	1,200	-	-	-	-	-	-	No	Yes	No	Numbers given via email
Delegat Wine Estate Marlborough	-	-	20,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Dominion Salt	-	-	10,000	-	-	-	-	7,500	20,000	No	No	Yes	
Drylands Winery	-	-	-	-	-	-	-	4,300	-	No	No	No	Numbers given over the phone
Fulton Hogan	-	-	5,000	-	-	-	-	-	-	Yes	No	Yes	
Giesen Winery			2,500	-	-	-	-	900	-	Yes	No	Yes	

	Fuel Storage (Litres/Kilograms)									Power/Dist.			Comment
Company Name	Petrol (91)	Petrol (95)	Diesel	LFO	Jet A1	AV Gas	Kerosene	LPG	Coal	Mobile Generators	Fixed Generators	Mobile tankers	
Grove Park Motor Lodge	-	-	-	-	-	-	-	1,100	-	No	No	No	Numbers given over the phone
Havelock Holiday Park	-	-	1,000	-	-	-	-	-	-	No	No	No	
Indac Industries Ltd	-	-	-	-	-	-	-	3,000	-	No	No	No	
Johnson's Barge Service Ltd	-	-	-	-	-	-	-	-	-	No	No	Yes	
Matua Wines	-	-	-	-	-	-	-	3,500	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Nautilus Estate of Marlborough	-	-	1,200	-	-	-	-	-	-	No	No	Yes	
O'Donnell Park Barging Ltd	-	-	24,000	-	-	-	-	-	-	No	No	Yes	Numbers given over the phone
PH Kinzett Ltd (Elgas)	-	-	-	-	-	-	-	42,000		Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Picton Top 10 Holiday Park Ltd	-	-	-	-	-	-	-	-	1,125	No	No	No	Numbers given over the phone
Port Marlborough	-	-	-	-	-	-	-	-	-	No	Yes	Yes	Numbers given over the phone
Rainbow Ski field	-	-	30,000	-	-	-	-	-	-	Yes	Yes	Yes	
Stadium 2000 Trust	-	-	3,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Timber Link NZ Ltd	-	-	15,000	-	-	-	-	-	-	No	Unknown	Unknown	
Villa Maria NZ Ltd	-	-	4,700	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Yealands Winery (Allied)	-	-	43,000	-	-	-	-	-	-	No	No	No	
Schools													
Blenheim School	-	-	2,600	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Marlborough Boys' College	-	-	10,000	-	-	-	-	-	-	Unknown	Unknown	Unknown	Compiled from WorkSafe Register
Picton School	-	-	1,800	-	-	-	-	-	-	No	No	No	
Redwoodtown School	-	-	-	-	-	-	-	-	3,000	No	No	No	
Renwick School	-	-	3,200	-	-	-	-	-	-	No	No	No	
Whitney Street School	-	-	3,785	-	-	-	-	-	-	No	No	No	
Witherlea School	-	-	2,660	-	-	-	-	-	-	No	No	No	

Appendix 3 – Emergency Power Systems

Civil Defence Emergency Management
Marlborough Region 2018

Location	Fixed/Mobile	Output (kVA)	Tank Size (Litres)	Runtime (Hours)
Services				
Fire and Emergency New Zealand – Blenheim	Mobile	Unknown	60 litres	unknown
Marlborough Lines – Generator 1	Mobile	1,000 kVA	1,500 litres	7.2 hours
Marlborough Lines – Generator 2	Mobile	500 kVA	928 litres	8.6 hours
Marlborough Lines – Elaine Bay	Fixed	500 kVA	2,928 litres	26.1 hours
Marlborough Lines – Kenepuru Heads	Fixed	1,500 kVA	13,000 litres	38.7 hours
Marlborough Lines – Generator 9	Mobile	300 kVA	617 litres	9.5 hours
New Zealand Defence Force – Substation N7050	Fixed	80 kVA	Unknown	Unknown
New Zealand Defence Force – Comm Centre	Fixed	38.9 kVA	Unknown	Unknown
New Zealand Defence Force – Crash Fire	Fixed	15 kVA	Unknown	Unknown
New Zealand Defence Force – Transmitters A7173	Fixed	10 kVA	Unknown	Unknown
New Zealand Defence Force – Dip Flat Camp 1	Fixed	50 kVA	Unknown	Unknown
New Zealand Defence Force – Dip Flat Camp 2	Fixed	50 kVA	Unknown	Unknown
New Zealand Defence Force – GAvMS	Fixed	Unknown	Unknown	Unknown
New Zealand Defence Force – Trailer Mounted 1	Mobile	25 kVA	Unknown	Unknown
New Zealand Defence Force – Trailer Mounted 2	Mobile	25 kVA	Unknown	Unknown
New Zealand Police – Blenheim Station	Fixed	100 kVA	200 litres	55 hours
New Zealand Police – Picton Station	Fixed	6 kVA	60 litres	12 hours
Industry				
Chorus New Zealand Ltd – Black Birch Range	Fixed	Unknown	1,000 litres	60 hours
Chorus New Zealand Ltd – Blenheim	Fixed	Unknown	5,000 litres	60 hours
Chorus New Zealand Ltd – Lochmara Bay	Fixed	Unknown	1,200 litres	40 hours
Chorus New Zealand Ltd – Picton	Fixed	Unknown	1,000 litres	60 hours
Chorus New Zealand Ltd – Renwick	Fixed	Unknown	500 litres	24 hours
Chorus New Zealand Ltd – Spring Creek	Fixed	Unknown	495 litres	40 hours
Chorus New Zealand Ltd – Weld Cone	Fixed	Unknown	1,200 litres	200 hours
Fulton Hogan	Mobile	7.5 kVA	Unknown	Unknown
Giesen Winery	Fixed	400 kVA	Unknown	48 hours
Port Marlborough	Fixed	100 kVA	Unknown	Unknown
Rainbow Ski field – Gen-set 1	Mobile	300 kVA	Unknown	Unknown
Rainbow Ski field – Gen-set 2	Mobile	100 kVA	Unknown	Unknown

Appendix 4 – Mobile Fuel Dispensing Equipment

Civil Defence Emergency Management
Marlborough Region 2018

Location	Type of Equipment	Capacity (Litres)
Services		
Air BP – Omaka	AV Gas Trailer	2,000 litres
Air BP – Woodbourne/Marlborough Airport	Jet A1 Tanker	17,000 litres
Air BP – Woodbourne/Marlborough Airport	Jet A1 Tanker	10,000 litres
Industry		
Dominion Salt	Unknown	1,000 litres
Fulton Hogan – Tanker 1	Diesel Tanker	1,000 litres
Fulton Hogan – Tanker 2	Diesel Tanker	1,000 litres
Giesen Winery	Diesel Tanker	Unknown
Johnson's Barge Service Ltd – Tank 1	Diesel Trailer	2,000 litres
Johnson's Barge Service Ltd – Tank 2	Diesel Trailer	1,600 litres
Johnson's Barge Service Ltd – Tank 3	Forkliftable tank	2,200 litres
Johnson's Barge Service Ltd – Tank 4	Forkliftable tank	2,200 litres
Nautilus Estate of Marlborough	Diesel Tank	250 litres
O'Donnell Park Barging Ltd – Barge 1	Barge (Diesel)	20,000 litres
O'Donnell Park Barging Ltd – Barge 2	Barge (Diesel)	4,000 litres
Port Marlborough	Diesel Tanker	1,000 litres
Rainbow Ski field – Off Season	Diesel Trailer	1,000 litres
Rainbow Ski field – On Season	Diesel Trailer	1,500 litres

Appendix 5 – Copy of Questionnaire responses

Civil Defence Emergency Management
Marlborough Region 2018

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	1,571,296	261,402	Above ground	3.1A
Petrol (95)	2,733,113	285,939	Above ground	3.1A
Diesel	6,649,572	221,595	Above ground	3.1D
Jet A1	N/A		Above ground	
AV Gas	N/A		Above ground	
Kerosene	N/A		Above ground	
LPG	N/A		Above ground	
LFO	3,362,286	73,138		3.1D

2. How frequently are these typically re-stocked?

Petrol (91) – **2 weeks**

Petrol (95) – **2 weeks**

Diesel – **2 weeks**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other – **LFO 2 weeks**

3. Does the frequency of re-stock change throughout the year?

Yes

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

It can at times, 95 increases over summer due to boats being used etc. Over quieter times replenish of stocks can be stretched out to 3 weeks.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Yes multiple assessments, covering earthquake, flooding, Tsunami,

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

We are a Major Hazard Facility so yes hazards are identified on site and documented / controlled for on site staff and contractors only

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped. In the event power outages through using compressor we could manually pump product via air pump if required.

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Not currently set up for generator

Distributer Questionnaire – Liquid Fuel

If yes, please explain how? If no, is this something that you are considering from the future?

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

No

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

We are the main Fuel Terminal for the top of the south island. Fuel is delivered to us by ship fuel tanker. It leaves site by truck.

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Refer to trucking companies

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

No arrangements currently in place

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

No

If yes, please describe including volume if referring to tank.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: **Gilbert Blakeborough**
Business: New Zealand Oi Services Ltd. 176 Haven Rd & 4 Collins St Nelson
Work Phone: 027 645 3193 – 03 548 0053
After-hours contact: 027 645 3193
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	4000 ltr for Rnzaf Operations		Above / below ground	
Jet A1	66,000 ltr Woodbourne	50,000 ltr Omaka	Above / below ground	
AV Gas	2000 ltr Woodbourne	50,000 ltr Omaka	Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **As required**

Jet A1 – **As required**

AV Gas – **As Required**

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Subject to costumer demand, events such as Air force exercises , weather, extra flights, fires, frosts planes in and out of hangars year round.

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Yes, all natural events have been assessed

No provision for generator to plug in

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes

If yes, what type(s)? Please describe.

On going upgrades to facilities

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Hazard identification information held on site

Emergency services have site plan, max quantities and contact details

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Into plane services by refuelling vehicles

Replenish vehicles from tank by electrical pump

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes

If yes, please explain how? If no, is this something that you are considering from the future?

No provision for gen to plug into supply line

Refuelling vehicle can defuel fuel from tank

Power would be preferred option

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

Priority given to emergency aircraft, subject to stock levels being depleted if resupply is not available

See Q13

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes

If yes, what sort? Please describe.

Would be very beneficial for emergency helicopters and planes

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

2 days – 1 week dependant on levels at time of event and subject to demand of emergency aircraft

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Lyttleton terminal to Blenheim

Picton ferry to Blenheim (if fuel came from nth island)

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

All roads will be considered subject to road/ bridge etc limitations

If all roads into Airport were cut off, Only other option would be to tanker fuel in with aircraft, we defuel that fuel and redistribute

Subject to operator approval and who would get that fuel

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

As demand requires, subject to stock quantity and re supply

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes

If yes, please describe including volume if referring to a tank.

2 x Jet a-1 trucks

1 x Avgas trailer

15. Do you have any mobile/fixed power generator(s)?

No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

NO

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Air Bp Bhe
Business:
Work Phone: 03 5729174
After-hours contact: Glenn Sloane 027 6688 380
Satellite phone (if available):

Marlborough Lines - Elaine Bay*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	2,928 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

18 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Neil Patrick
Business: Marlborough Lines
Work Phone: 03 579 3826
After-hours contact: 021 894 348
Satellite phone (if available):

Fuel Tank Info

Fuel Tank Size (L)	Fuel Type	Average Fuel Consumption (L per Week)	Refuelling Period (Weeks)	Average Fuel level upon refuelling	Average time from full to empty (days)	Average time from Refuel level to empty (days)	Fuel Typical Purpose
9600	Diesel	3500	1	6100	19	12	Vehicles and Generators
500	Petrol	100	3	200	35	14	Chainsaws and Minor plant

Generator Info

Generator	Standby Load @ 0.8 pf (kW)	Output Voltages	Transformer Rating (kVA)	Mounting type	Fuel Tank Size (L)	Fuel Consumption at rated standby load (L/hr)	Fuel tank runtime at rated Load (hr)	Fuel Consumption at rated standby load (L/hr)	Fuel tank runtime at 50 %rated Load (hr)
Gen 1	832	11kV, 400V	1000	Flatbed Trailer	1500	207	7.2	116	12.9
Gen 2	440	11kV, 400V	500	Curtain Sider Truck	928	106.8	8.6	55.0	16.8
Gen 3	440	11kV, 400V	500	Fixed (Elaine Bay)	928	111.8	8.3	53.4	17
Elaine Bay Fuel Tank				Fixed (Elaine Bay)	2000	111.8	17.8	53.4	37.4
Gen 4	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Gen 5	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Gen 6	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Kenepuru Heads Fuel Tank*				Fixed (Kenepuru Heads)	10000	335.4	29	176.1	56.7
Gen 7	180	400V	N/A	Skid	418	43.9	9.52	23.0	18.2
Gen 8	165	400V	N/A	Fixed (Taylor Pass)	349	34.9	10	19.2	18.1
Gen 9	300	11kV, 400V	300	Curtain Sider Truck	617	64.8	9.52	35.8	17.2
Gen 10**	88	11kV, 400V	300		250	23.8	10.5	12.6	19.8

*Runtime assumes Gen 4,5, and 6 all running at same time.

**Not yet commissioned

Marlborough Lines - Kenepuru Heads*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	13,000 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

29 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Neil Patrick
Business: Marlborough Lines
Work Phone: 03 579 3826
After-hours contact: 021 894 348
Satellite phone (if available):

Fuel Tank Info

Fuel Tank Size (L)	Fuel Type	Average Fuel Consumption (L per Week)	Refuelling Period (Weeks)	Average Fuel level upon refuelling	Average time from full to empty (days)	Average time from Refuel level to empty (days)	Fuel Typical Purpose
9600	Diesel	3500	1	6100	19	12	Vehicles and Generators
500	Petrol	100	3	200	35	14	Chainsaws and Minor plant

Generator Info

Generator	Standby Load @ 0.8 pf (kW)	Output Voltages	Transformer Rating (kVA)	Mounting type	Fuel Tank Size (L)	Fuel Consumption at rated standby load (L/hr)	Fuel tank runtime at rated Load (hr)	Fuel Consumption at rated standby load (L/hr)	Fuel tank runtime at 50 %rated Load (hr)
Gen 1	832	11kV, 400V	1000	Flatbed Trailer	1500	207	7.2	116	12.9
Gen 2	440	11kV, 400V	500	Curtain Sider Truck	928	106.8	8.6	55.0	16.8
Gen 3	440	11kV, 400V	500	Fixed (Elaine Bay)	928	111.8	8.3	53.4	17
Elaine Bay Fuel Tank				Fixed (Elaine Bay)	2000	111.8	17.8	53.4	37.4
Gen 4	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Gen 5	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Gen 6	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Kenepuru Heads Fuel Tank*				Fixed (Kenepuru Heads)	10000	335.4	29	176.1	56.7
Gen 7	180	400V	N/A	Skid	418	43.9	9.52	23.0	18.2
Gen 8	165	400V	N/A	Fixed (Taylor Pass)	349	34.9	10	19.2	18.1
Gen 9	300	11kV, 400V	300	Curtain Sider Truck	617	64.8	9.52	35.8	17.2
Gen 10**	88	11kV, 400V	300		250	23.8	10.5	12.6	19.8

*Runtime assumes Gen 4,5, and 6 all running at same time.

**Not yet commissioned

Marlborough Lines - Other*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	9,600 litres	3,000 litres	Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **weekly**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

unknown

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Neil Patrick
Business: Marlborough Lines
Work Phone: 03 579 3826
After-hours contact: 021 894 348
Satellite phone (if available):

Fuel Tank Info

Fuel Tank Size (L)	Fuel Type	Average Fuel Consumption (L per Week)	Refuelling Period (Weeks)	Average Fuel level upon refuelling	Average time from full to empty (days)	Average time from Refuel level to empty (days)	Fuel Typical Purpose
9600	Diesel	3500	1	6100	19	12	Vehicles and Generators
500	Petrol	100	3	200	35	14	Chainsaws and Minor plant

Generator Info

Generator	Standby Load @ 0.8 pf (kW)	Output Voltages	Transformer Rating (kVA)	Mounting type	Fuel Tank Size (L)	Fuel Consumption at rated standby load (L/hr)	Fuel tank runtime at rated Load (hr)	Fuel Consumption at rated standby load (L/hr)	Fuel tank runtime at 50 %rated Load (hr)
Gen 1	832	11kV, 400V	1000	Flatbed Trailer	1500	207	7.2	116	12.9
Gen 2	440	11kV, 400V	500	Curtain Sider Truck	928	106.8	8.6	55.0	16.8
Gen 3	440	11kV, 400V	500	Fixed (Elaine Bay)	928	111.8	8.3	53.4	17
Elaine Bay Fuel Tank				Fixed (Elaine Bay)	2000	111.8	17.8	53.4	37.4
Gen 4	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Gen 5	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Gen 6	440	11kV, 400V	500	Fixed (Kenepuru Heads)	1000	111.8	8.9	58.7	17
Kenepuru Heads Fuel Tank*				Fixed (Kenepuru Heads)	10000	335.4	29	176.1	56.7
Gen 7	180	400V	N/A	Skid	418	43.9	9.52	23.0	18.2
Gen 8	165	400V	N/A	Fixed (Taylor Pass)	349	34.9	10	19.2	18.1
Gen 9	300	11kV, 400V	300	Curtain Sider Truck	617	64.8	9.52	35.8	17.2
Gen 10**	88	11kV, 400V	300		250	23.8	10.5	12.6	19.8

*Runtime assumes Gen 4,5, and 6 all running at same time.

**Not yet commissioned

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)	Nil		Above / below ground	
Petrol (95)	Nil		Above / below ground	
Diesel	34,000		Above / ~~below ground~~	
Jet A1	52,000		Above / below ground	
AV Gas	Ref AIR BP		~~Above~~ / below ground	
Kerosene	Nil		Above / below ground	
LPG	1260 kg		Above / below ground	
Coal	180			
Other				

2. How frequently are these typically re-stocked?

Petrol (91) – **NA**

Petrol (95) – **NA**

Diesel – **Fortnightly but seasonal**

Jet A1 – **Infrequently,**

AV Gas – **Refer to BP Airport Fuel Depot**

Kerosene – **NA**

LPG – **As required (Weekly)**

Coal – **Weekly/Fortnightly (Seasonal Demand)**

Other –

3. Does the frequency of re-stock change throughout the year?

Yes ~~No~~

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Jet A1 held on Woodbourne unsuitable for re-use in Aircraft

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~No~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

All diesel fuel is stored above ground double skinned.

Jet A1 is stored underground but pressure tested and certified yearly

LPG is seismically restrained.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~Yes~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS sheets held on site

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

No fuel dispensing capability

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Manual pump capability available on site

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~Yes~~ **No**

If yes, what sort? Please describe

NZDF fuel Stocks would be restricted for NZDF priority use during an emergency.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

10. Are your faclities/systems critical during an emergency, and requred to maintain operational status dueing an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes ~~No~~

If yes, what sort? Please describe.

NZDF Fuel Stocks would be restricted. NZDF would be expected to provide critical support to any national emergency and these resources that we hold on Base would be essential in support of that activity.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

Multiple weeks

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor**?**

SH1 or SH6

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

SH6

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

~~Yes~~ **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

Yes ~~No~~

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

Various fixed and portable (Trailered) generators of various sizes and capacity. Refer Below

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: John White
Business: NZDF Estate and Infrastructure Delivery Manager
Work Phone: 03 5771161
After-hours contact: 027 2739522
Satellite phone (if available):

Points to Note:

AIR BP operate a re-fuelling deport in support of Blenheim Airport and NZDF aircraft operations. Air BP also provide refuelling services for all NZDF managed fuel infrastructure (Not LPG or Coal). It is recommended that they be contacted to establish capacity and capability.

Diesel fuel held on Base consists of 12 x 2ooo ltr above ground double skinned storage tanks and 1 x 10,000 ltr above ground double skinned storage tank.

NZDF LPG Stocks are: Airmans Mess 540KG Paint Shop 720KG and Dip Fat Camp 540KG.

NZDF do not have storage or infrastructure in support of vehicle refuelling or fuel dispensing.

ASSET/SYSTEM/ITEM LIST 3.8 Standby Generators (mechanical)/4.4 Generators and UPS (electrical)		
SERIAL	**LOCATION**	**DESCRIPTION**
Stand-by Generators		
Woodbourne		
EG01	Electrical Generator No 3 Substation (N7050)	EG01 is an 80kVA, 3 phase ECC alternator (Type BRF 250D) powered by a General Motors Detroit diesel (Model No 10437000). The installation is complete with an automatic control panel and is approximately 18 years old.
EG02	Electrical Generator Communications Centre (N7172)	EG02 is a 38.9kVA Stamford 3 phase alternator (Type SC244A) powered by a Lister 4 cylinder diesel (Serial No 3700009HL4001). The installation is complete with an automatic control panel and is approximately ten years old.
EG03	Electrical Generator Crash Fire Building (A7160)	EG03 is a 15kVA, 3 phase alternator powered by a three cylinder Lister diesel (Type TS3). The installation is complete with an automatic control panel and is approximately fourteen years old.

EG04	Electrical Generator Transmitters (A7173)	EG04 is a 10kVA, Hampson Industries 3 phase alternator ((Type AB 132) powered by a Lister two cylinder diesel (No 447HA212). The installation is complete with an automatic control panel and is approximately 26 years old.
EG05	Electrical Generator Dip Flat No 1 (new)	EG05 & EG06 are both 50kVA, 3 phase alternators powered by 4 cylinder KIPOR diesel engines. These units are the primary source of Electricity supply at the Dip Flat Camp. The Generators share the workload with only 1 generator being in service at any 1 time, the remaining unit acting as a standby in situations of maintenance.
EG06	Electrical Generator Dip Flat No 2 (new)	
EG07	Electrical Generator GAvMS located at GTW (A7211)	EG07 is a portable 3 phase alternator (Type BT3.9) powered by a Cummins four cylinder diesel, complete with an automatic control panel.
EG08	Electrical Generator Trailer Mounted Lister	EG08 & EG09 are both trailer mounted, self contained 25kVA 3 phase alternators powered by 3 cylinder Lister Diesel engines.
EG09	Electrical Generator Trailer Mounted Lister	

UPS SYSTEMS		
UPS01	Located at GTW221C to support the Information Services LANS servers	Uninterrupted power supply
UPS02	Located at the Main Gate for gate control and CARDEX access	Uninterrupted power supply
UPS03	Located in the Communications Centre PABX room.	Uninterrupted power supply

New Zealand Police - Blenheim Station*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	200 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

55 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Martin Pinder
Business: New Zealand Police
Work Phone:
After-hours contact:
Satellite phone (if available):

Station	Make	Serial No	Model	Year	Output kVA	Controller	Controller Application	Fuel tank bulk lts	Hour meter	Run Time:
Blenheim Police Station	Perkins 1104		1104	2015	100	DeepSea DSE7320	Auto Mains Fail	200L	20	55 hours
Motueka Police Station	Visa Onis-(Perkins/Stamford)	26787	Galaxy P65 - GX	2017	60	GUARD REVOLUTION. AUTO	Auto transfer switch (ATS)	160L	unknown	39hrs @25% generator load 22hrs @50% generator load
Nelson Central Police Station	Mason's	MOW 95		2006	95	Deep Sea Electronics (DSE) 521	Auto Start control	1000l	39	72 hours
Picton Police Station	Honda Petrol Portable	926009/13	H6000	Unknown	6		Manual Operation	30L	10 @ 75% Load	12 hours
Kaikoura	Honda Petrol Portable	EM65 IS	Honda	Unknown			Manual Operation		12hrs	8
Tasman DHQ	Visa Onis-(John Deer/Stamford)	17355	Galaxy JD80 GX	2016	80	VISA EVOLUTION MAN	Auto transfer switch (ATS)	160L	16	21hrs @25% generator load 16hrs @50% generator load

New Zealand Police - Picton Station*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)	30 litres		Above / below ground	
Petrol (95)			Above / below ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) – **unknown**

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

12 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Martin Pinder
Business: New Zealand Police
Work Phone:
After-hours contact:
Satellite phone (if available):

Station	Make	Serial No	Model	Year	Output kVA	Controller	Controller Application	Fuel tank bulk lts	Hour meter	Run Time:
Blenheim Police Station	Perkins 1104		1104	2015	100	DeepSea DSE7320	Auto Mains Fail	200L	20	55 hours
Motueka Police Station	Visa Onis-(Perkins/Stamford)	26787	Galaxy P65 - GX	2017	60	GUARD REVOLUTION. AUTO	Auto transfer switch (ATS)	160L	unknown	39hrs @25% generator load 22hrs @50% generator load
Nelson Central Police Station	Mason's	MOW 95		2006	95	Deep Sea Electronics (DSE) 521	Auto Start control	1000l	39	72 hours
Picton Police Station	Honda Petrol Portable	926009/13	H6000	Unknown	6		Manual Operation	30L	10 @ 75% Load	12 hours
Kaikoura	Honda Petrol Portable	EM65 IS	Honda	Unknown			Manual Operation		12hrs	8
Tasman DHQ	Visa Onis-(John Deer/Stamford)	17355	Galaxy JD80 GX	2016	80	VISA EVOLUTION MAN	Auto transfer switch (ATS)	160L	16	21hrs @25% generator load 16hrs @50% generator load

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	30,000		Above / below ground	
Petrol (95)	20,000		Above / below ground	
Diesel	20,000		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Depends on demand**

Petrol (95) – **Depends on demand**

Diesel – **Depends on demand**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Emergency Response Plan

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

State Highway 1 from Lyttelton or SH6 / SH1 from Nelson

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

SH6 from Nelson

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

No formal arrangement

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to tank.

Trailer tanks in Nelson (if available)

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Sean Rooney
Business: Allied Petroleum
Work Phone: 0800 383 566
After-hours contact: 027 244 4027
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	30,000		Below ground	
Petrol (95)	20,000		Below ground	
Diesel	50,000		Below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Depends on demand**

Petrol (95) – **Depends on demand**

Diesel – **Depends on demand**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake

Power Failure

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Emergency Response Plan

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Generator connection terminals on site.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

State Highway 1 from Lyttelton or SH6 / SH1 from Nelson

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

SH6 from Nelson

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

No formal arrangement

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to tank.

Trailer tanks in Nelson (if available)

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Sean Rooney
Business: Allied Petroleum
Work Phone: 0800 383 566
After-hours contact: 027 244 4027
Satellite phone (if available):

BP - Blenheim Station*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	50,000		Above / below ground	
Petrol (95)	50,000		Above / below ground	
Diesel	20,000		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **unknown**

Petrol (95) – **unknown**

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Generator switch - test have an 80Kva Generator able to maintain full site operations

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

unknown

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to tank.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Frazer Perry
Business: BP Oil New Zealand
Work Phone: 021 617 503
After-hours contact: -
Satellite phone (if available):

Nitepay – Yes (able to operate in more security tense situations like fuel rationing).

Generator Switch – Yes (test have an 80Kva Generator able to maintain full site operations)

Number Plate Recognition - Yes (ability to select plate numbers for auto approval)

ATM – Yes

LPG Cages – x2

Tank Integrity:

BP COCO Stores are all fiberglass double-skinned tanks. This provides some of the highest protection levels against leaks. Coupled with all double skinned tanks is the Auto-Tank Gauging system (ATG). ATG periodically tests the fuel lines and tank leak detection, and allows fuel system to operate as long as these systems remain within parameters.

This means that no on-site checking is immediately required as the ATG will indicate the likelihood of leak, and BP will prioritize its inspection based upon ATG information.

This has proven effective in previous crisis situations as following Christchurch we were able to identify quickly what was able to operate, what stock levels were at each site, and where to direct any engineering help to, shortening the time taken to be back to fully operational. In the hours following the Kaikoura earthquake we were able to ascertain that the tanks had maintained their integrity and therefore could take fuel deliveries, without having to send in engineers to assess.

BP - Blenheim Truckstop*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	50,000		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Generator switch - 25KVa generator is adequate for a 3 phase site, 14.4KVa for single phase

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

unknown

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

unknown

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to tank.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Frazer Perry
Business: BP Oil New Zealand
Work Phone: 021 617 503
After-hours contact: -
Satellite phone (if available):

ATG – Yes

Payment Terminal – Yes (ability to remotely lock out the terminal to restrict or hold product)

Generator ability:

In early 2008 tests were conducted on two types of typical BP truckstop to confirm capability & generator sizing.

- A 25KVa generator is adequate for a 3 phase site (typically an above ground PUFF tank with transfer pump and submersible pump) including power demand during tanker delivery.
- A 14.4kW generator is required for a single phase site (typically an underground tank with single submersible pump).

Note: A single trailer mounted generator as used in the trials can operate as a single or three phase generator at above ratings.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	30,000 lts	2000lts	below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – _____

Petrol (95) – _____

Diesel – **Monthly**

Jet A1 – _____

AV Gas – _____

Kerosene – _____

LPG – _____

Other – _____

_____

3. Does the frequency of re-stock change throughout the year?

Yes

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Over the Christmas New Year holiday period, Picton can be re-stocked daily.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

No

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

No

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Operate under a Tier 1 response plan that has been produced for both sites. Both sites have tank test certification and Picton has a location test certificate due to the Petrol stored.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

From tanker to site is gravity feed. From site to end user electrically pumped.

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

No

The cost to set both sites up to operate from a generator is to high. The only way you could possibly remove fuel would be to use a manual pump through the top of the tank.

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

No

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson to Picton route and also Port Underwood Rd

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

No Contingency in place, we would liaise with supplier on best means practical.

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

No

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Jeremy Greenwood
Business: BSP Services Ltd
Work Phone: 03 357 9203
After-hours contact: 027 283 0589
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)	10,000 lts	1500lts	below ground	
Diesel	50,000 lts	2000lts	below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) – **Weekly**

Diesel – **Weekly**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Over the Christmas New Year holiday period, Picton can be re-stocked daily.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

No

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

No

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Operate under a Tier 1 response plan that has been produced for both sites. Both sites have tank test certification and Picton has a location test certificate due to the Petrol stored.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

From tanker to site is gravity feed. From site to end user electrically pumped.

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

No

The cost to set both sites up to operate from a generator is to high. The only way you could possibly remove fuel would be to use a manual pump through the top of the tank.

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

No

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson to Picton route and also Port Underwood Rd

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

No Contingency in place, we would liaise with supplier on best means practical.

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

No

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Jeremy Greenwood
Business: BSP Services Ltd
Work Phone: 03 357 9203
After-hours contact: 027 283 0589
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	40,000	NIL	Above / below ground	
Petrol (95)	20,000	NIL	Above / below ground	
Diesel	40,000	NIL	Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	9KG bottles (swap)		Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –
Petrol (95) –
Diesel –

Varies on season. 2 – 4 times per week.

Jet A1 –
AV Gas –
Kerosene –
LPG – Weekly.
Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Peak – Summer and holiday weekends.
Lowest – Winter months

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Full safety and HSNO info is on site.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~ No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

SH 63. SH 1

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

No

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to tank.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: GRANT STUBBS
Business: CALTEX MAIN ST
Work Phone: 035782200
After-hours contact: 021861826
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	15,000	3,000	~~Above~~ / below ground	
Petrol (95)	10,000	1,000	~~Above~~ / below ground	
Diesel	10,000	2,000	~~Above~~ / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	20 x 9Kg Bottles		(Above) ~~below ground~~	

2. How frequently are these typically re-stocked?

Petrol (91) –
Petrol (95) –
Diesel –

} Summer months weekly
Winter Weekly – Monthly

Jet A1 –
AV Gas –
Kerosene –
LPG –
Other –

3. Does the frequency of re-stock change throughout the year?

(Yes) No

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

↑

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes (No)

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes (No)

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Hazard Manuel on Site

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Power

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

(Yes) Yes

If yes, please explain how? If no, is this something that you are considering from the future?

a generator Switch over has been installed and a 5 KVA generator on site.

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes (No)

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

SH W 6 Nelson – Havelock
Mahakipaua Rd – Queen Charlotte Dr

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

No

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Not aware of any.

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes (No)

If yes, please describe including volume if referring to tank.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: John + Joanne Smith
Business: Challenge Linkwater
Work Phone: 03 5742201
After-hours contact:
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	40,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Every 2 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Grape Harvest, daily

Summer every 2 days

Winter every 3 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Distributer Questionnaire – Liquid Fuel

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Shayne Healey – Nick Cairney
Business: Nelson Petroleum Distributors (NPD)
Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	30,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Every 7 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Grape Harvest, daily

Summer every 5 days

Winter every 8 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Distributer Questionnaire – Liquid Fuel

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Shayne Healey – Nick Cairney
Business: Nelson Petroleum Distributors (NPD)
Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	20,000	2000	Above / ~~below ground~~	3YE
Petrol (95)			Above / below ground	
Diesel	40,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 30 days**

Petrol (95) –

Diesel – **Every 30 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Summer every 20 days

Winter every 30-40 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Shayne Healey – Nick Cairney
Business: Nelson Petroleum Distributors (NPD)
Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	19400	750	Above / ~~below ground~~	3YE
Petrol (95)			Above / below ground	
Diesel	50,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 4 days**

Petrol (95) –

Diesel – **Every 4 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Summer every 4 days

Winter every 6 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

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Name: Shayne Healey – Nick Cairney
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Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	41,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Every 3 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Grape Harvest, daily

Summer every 3 days

Winter every 5 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Distributer Questionnaire – Liquid Fuel

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Shayne Healey – Nick Cairney
Business: Nelson Petroleum Distributors (NPD)
Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	5000	750	Above / ~~below ground~~	3YE
Petrol (95)			Above / below ground	
Diesel	41,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 10 days**

Petrol (95) –

Diesel – **Every 3 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Grape Harvest, every 2 days

Summer every 4 days

Winter every 5 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Distributer Questionnaire – Liquid Fuel

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Shayne Healey – Nick Cairney
Business: Nelson Petroleum Distributors (NPD)
Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	10,000	750	~~Above~~ / below ground	3YE
Petrol (95)	10,000	750	~~Above~~ / below ground	3YE
Diesel	5000	500	~~Above~~ / below ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 20 days**

Petrol (95) –

Diesel – **Every 20 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Summer every 15 days

Winter every 25 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

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Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	19,000	750	Above / ~~below ground~~	3YE
Petrol (95)			Above / below ground	
Diesel	50,000	2000	Above / ~~below~~ ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 3 days**

Petrol (95) –

Diesel – **Every 3 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

Distributer Questionnaire – Liquid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Summer every 2 days

Winter every 4 days

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

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Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	13,000	750	~~Above~~ / below ground	3YE
Petrol (95)	7000	750	~~Above~~ / below ground	3YE
Diesel	15,500	500	~~Above~~ / below ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 7 days**

Petrol (95) – **Every 7 days**

Diesel – **Every 7 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

~~**Yes**~~ **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~**No**~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

No, but a generator could be used

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

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Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)	48,200	2000	~~Above~~ / below ground	3YE
Petrol (95)	18,400	750	~~Above~~ / below ground	3YE
Diesel	48,200	4000	~~Above~~ / below ground	3Z
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) – **Every 5 days**

Petrol (95) – **Every 5 days**

Diesel – **Every 5 days**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

~~**Yes**~~ **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **~~No~~**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, power failure, tank maintenance

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~Yes~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

MSDS Diesel

MSDS Petrol

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

~~Yes~~ **No**

If yes, please explain how? If no, is this something that you are considering from the future?

We have a 'switch-over' installed so generator power can be easily setup, however we have no generator onsite.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Nelson – Marlborough SH6

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes, SH63

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Nil

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes ~~**No**~~

If yes, please describe including volume if referring to tank.

Trucks, up to 43,000 litres

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Shayne Healey – Nick Cairney
Business: Nelson Petroleum Distributors (NPD)
Work Phone: 0272880051 - 0272880125
After-hours contact: Shayne Healey – Nick Cairney
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)	60L		Above / ~~below~~ ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	45L gas x 32		Above / ~~below~~ ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) – As required

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG – twice weekly

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes (No)

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

(Yes) No

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

EQ | power failure.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes (No)

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

hazard I/O and polaces onsite

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

— gas cylinders

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes NO Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes (No)

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

(Yes) No

If yes, what sort? Please describe.

generator for O^2 cylinders for residents food/heating

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

1 week

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

ALL

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

NO

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

none in place

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes (No)

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile power generator(s)?

Yes No

If yes, please describe delivery capacity.

1 x 10L petrol generator

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business:
Work Phone:
After-hours contact:
Satellite phone (if available):

ASHWOOD PARK RETIREMENT VILLAGE

LPG EMERGENCY PROCEDURES (GAS LEAK)

LPG emergency procedures are detailed in the Emergency Procedures document issued by the Environmental Protection Authority, and in the LPG SDS issued by Contact Energy. Both documents are located in red folders in the emergency documents in-basket at both reception areas.
Gas is supplied from cylinders to boilers located between the kitchen and the H wing, and at the end of the K-wing in the Coleman's Rd carpark, from where it is reticulated between AOC and the K Wing to the boilers by the gardener's garage outside of the K wing. A gas leak could occur at any of these locations.
A gas leak requires a different evacuation response to that of fire. **LPG sinks ie collects close to the floor, and does not activate the seals on the fire doors. It also can be ignited by electrical devices. DO NOT ACTIVATE THE FIRE ALARM SYSTEM.**

The first priority in the event of an emergency is for the safety of all people present.

Begin evacuation to 50 meters from the source of the leak, at the same time make an emergency call to the fire department.

1. EMERGENCY PHONE CALL

- Call from a safe place, 50 meters from source of leak
- **Dial 1.111 and ask for the fire service**
- Do not hang up until told to do so by the emergency service
- Give the address according to the site of the gas leak:

Outside the kitchen

120 Middle Renwick Road BLENHEIM – Cross Street is Coleman's Road

K-wing/AOC or Coleman's RD carpark gas installation

9A Colemans Road BLENHEIM – Cross Street is Middle Renwick Road

- Immediately after calling 1.111, **on another phone** call the **facility manager**, who will call the maintenance officer, and the plumber

	Name	Phone (day)	Phone (night)	Phone (mobile)
Facility Manager	Ross Bisset	577 9990	578 8407	027 555 6135
Owner	Ross & Toni Bisset	577 9990	578 8407	027 555 6139
Maintenance officer	Vaughn Stewart	0274 452313	0274 452313	0274 452313
Gas Supplier	Rock Gas	577 9717 03 54366336		0800 100 270
	Contact Energy	Emergency no. 0800 427345		
Plumber	Morgan's	578-0060	578- 0060	Linked to land line

Report to your Manager all events that result in harm to people or damage to property when the emergency services or employees are involved

2. LPG LEAK CHECKLIST *if immediate isolation of localized leak is not possible*

- First priority is the immediate safety of the people present- give direction to commence evacuation to 50 m.
- Contain the leak if it is safe to do so (refer to 6.turning off the gas)
- Next call emergency services
- Delegate someone to call maintenance officer, Village Manager (Ross Bisset), and Facility Nurse Manager. **Refer to communication**
- If help is available allocate responsibilities

3. COMMUNICATION *staff first then residents*

Because of the risk of igniting the gas the usual means of emergency communication in the zone are not possible.

1. Make all emergency calls beyond the 50 meter safety zone.
2. Because of the communication difficulties a priority is to delegate the responsibility of making the emergency calls when this is possible.
3. **Do not use walkies or mobile phones within the 50 meter zone. Ensure all walkies are immediately turned off in the 50 meter zone.** This will mean delegating to a staff member to advise verbally others in the zone.
4. **Emergency calls and notification of other staff will need to occur outside of the zone**

3.1 Priority communication

- Turn off devices in the zone
- Emergency call to fire brigade
- Notify others on the emergency contact list
- Get assistance to evacuate residents

3.2 During business hours (day time, Monday - Friday excluding public holidays);

Delegate to the first competent staff member the responsibility of:

- advising the receptionist at the reception area closest to the gas leak to make the emergency calls, and other staff as indicated below.
- **going out of the 50 meter zone, and using the walkie to notify all other staff with walkies in the facility: channel 3=CCU, channel 5= Rest Home, channel 8= the Oaks**
- **Key Messages**: Gas leak – location - assistance required - turn off mobiles, walkies, and electrical devices in the evacuation zone

- If the reception area is within the 50 meter zone, the receptionist is to go to the nearest phone outside of the 50 meter limit to make the calls ie the Oaks, or take the Rest Home cordless phone beyond 50 meters

Reception 1 (Coleman's RD) responsible for advising
AOC (if the gas leak is at the Coleman's road end, notify AOC first after the emergency calls; if at the kitchen end, notify them last);
Oaks
Facility Nurse Manager
Any contractors on site
Villas 7 & 18 (if gas leak at the kitchen end)

Reception 2 (Rest Home) responsible for advising
Rest Home first
Kitchen (by phone if the gas leak is at the Coleman's Rd end)
Diversional Therapist- all volunteers, entertainers
Gardeners
Hair Dresser
Carpet cleaner

3.3 After hours

Use the walkie or cordless to contact other staff on site if safe to do so - ie outside of 50 meters. Otherwise send the first available person to make contact or go yourself

- Notify the R.N verbally immediately gas is detected.
- Emergency call to fire brigade
- Notify the facility manager
- Get assistance from either CCU or Rest Home staff to evacuate residents
- Don't forget AOC if the K-wing is affected

The Facility Manager

- Contact the maintenance officer
- Contact the plumber if necessary
- Contact the Facility Nurse Manager, to contact other staff if necessary

5. EVACUATION

Begin evacuation at the same time as emergency calls are being made, if there are sufficient staff on hand to do so. Otherwise, emergency calls first, then evacuation.

Turn off electrical devices as you evacuate rooms.

Use pillows outside of the door to indicate room checked-**leave doors open**

Do not close fire doors.

Evacuate to beyond the 50 meter perimeter from where the gas is detected.

CCU K- wing residents and AOC are to be evacuated to the Rest Home dining area / Vintage lounge

If the kitchen end is affected evacuate Rest Home residents in the Lavender, Rose and Palms wings, and studios 1-8, to the Palms lounge, or Studio corridor/ dining area.

Evacuate the H Wing to the K wing dining area.

Evacuate villas 7 & 18 to the villas behind them

Don't use the car parks

The fire department will determine whether a full evacuation of the premises is required. Be prepared for this eventuality, which is likely if the gas leak is not immediately resolved.

Resident and staff Head count

The wardens in each area are responsible for doing a head count of all residents, staff, and visitors in their area. This can be delegated. Priority should be given to people in the affected area first, but <u>all</u> areas must initiate a head count as soon as a gas leak evacuation is signaled.

6.TURNING OFF THE GAS

Two different situations when you may have to turn off the gas:

- In a major earthquake where there is obvious damage to the building
- When there is no such event, but a localized leak

<u>Precautions</u>

- Do not endanger yourself
- Make sure you have an escape route
- Keep hands and face clear of any escaping gas
- No smoking or use of electrical devices within 50 m

- **Take a good deep breath of clean air before approaching the gas cylinders. Do not proceed if you cannot do this task without breathing in gas**

K Wing gas cylinders

- Get key to Chem Store cupboard from the Maintenance storeroom AOC (code CLR>13). The Chem Store cupboard is located next to the K Wing emergency exit.
- The key to the padlocks securing the cage around the cylinders is hanging on the inside wall on the right- hand side of the door to the Chem Store
- Unlock the middle cage door.
- **Turn the 2 vertical yellow handles on the gas pipes to horizontal**

Kitchen/H wing cylinders

- Turn off the cylinders as indicated on the notice on the wall

BOC Gas*

Filled out using information provided by another means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	1,035		Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG – **unknown**

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: BOC Gas
Work Phone: 0800 111 333
After-hours contact:
Satellite phone (if available):

Chorus - Black Birch Range*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1,000 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presumably gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

60 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Chorus - Blenheim*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	5,000 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

60 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Chorus - Lochmara Bay*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1,200 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

40 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Chorus - Picton*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1,000 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presumably gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

60 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Chorus - Renwick*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	500 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown – presume gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

24 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Chorus - Spring Creek*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	495 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

40 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Chorus - Weld Cone*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1,200 litres		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **unknown**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

200 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Gary Beaumont
Business: Chorus
Work Phone: 03 989 0094
After-hours contact: 027 706 5716
Satellite phone (if available):

Chorus Fuel Requirement Marlborough region

Area	Site Name	Alpha	Tank Size (litres)	AG or UG	Approx Max Run time	Comments
Marl	Renwick	RCK	500	base	24	Temp generator on site, 500 litre base tank and 24 hour run time.
Marl	Lochmara Bay	LOB	1200	AG	40	
KK	Kaikoura	KK	495	AG	40	
KK	Riley's Hill	RIH	1000	AG	100	due to be removed as load has dramatically reduced
KK	Puhi Peaks	PUP	1000	AG	100	due to be removed as load has dramatically reduced
Marl	Weld Cone	WDC	1200	UG	200	
Marl	Blenheim	BM	5000	UG	60	
Marl	Picton	PN	1000	AG	60	
Marl	Black Birch Range	BBR	1000	AG	60	
Marl	Jamie's Knob	JOB	1200	AG	100	due to be removed as load has dramatically reduced
Marl	Spring Creek	SCK	495	UG	40	

Chorus will also from time to time use petrol powered GenSets and these require a maximum of 50 litres per Genset per day. We would not anticapte more than 20 being deployed any any 1 time in this region.

Chorus and our service partners also would require a mixture of Petrol and Diesel to maintain the vehicle fleet

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	10,000litre		**Above /** below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			below ground	
LPG	7.5 Tonne		**Above** / below ground	
Coal	20Tonne		**Above**	
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Monthly**

Jet A1 –

AV Gas –

Kerosene –

LPG – **2 x weekly**

Coal – **Every 4 days**

Other –

3. Does the frequency of re-stock change throughout the year?

No

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

EQ / Power Failure

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Hook up portable pump

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

No

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

1 week

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

SH1

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Only north or south on SH1

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

none

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes

If yes, please describe including volume if referring to a tank.

1000litre

15. Do you have any mobile/fixed power generator(s)?

No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: euan mcleish
Business:dominion salt
Work Phone:0292006965
After-hours contact:0292006965
Satellite phone (if available):

Drylands Winery*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	4,500 kg		Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG – **unknown**

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

unknown

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

unknown

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

unknown

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: Drylands Winery
Work Phone:
After-hours contact:
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)	0		Above / below ground	
Petrol (95)	0		Above / below ground	
Diesel	5000-5000		Above	
Jet A1	0		Above / below ground	
AV Gas	0		Above / below ground	
Kerosene	0		Above / below ground	
LPG	0		Above / below ground	
Coal	0			
Other	0			

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Twice weekly**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

No

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

No

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

All sites have hazard ID

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped but could be syphoned

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

As above

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

No

If yes, what sort? Please describe

No but we would assist in any way we could

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes

If yes, what sort? Please describe.

Production of asphalt for emergency repairs and to run our fleet of trucks and machinery to assist

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

3 days

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

SH6

SH63

SH1

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes 63 or 6

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

None

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes

If yes, please describe including volume if referring to a tank.

2 at 1000 ltr Capacity

15. Do you have any mobile/fixed power generator(s)?

Yes

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

Small mobile 7.5 kw

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Neill Kydd
Business:03 5780055
Work Phone:0274470270
After-hours contact:0274470270
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	2500 litres	200 litres	Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	900 kg	200kg	Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Weekly**

Jet A1 –

AV Gas –

Kerosene –

LPG – **Weekly**

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

March through to May (Harvest), deliveries increase to twice weekly

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Hazard register – LPG & Diesel storage

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

400kwh backup generator

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

24 – 48 hours

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Picton to Blenheim

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

Potable diesel tank

15. Do you have any mobile power generator(s)?

Yes No

If yes, please describe delivery capacity.

Small portable generator

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Darran Allen
Business: Giesen Group Limited
Work Phone: 027 544 3736
After-hours contact:
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1,000 litres		Above / ~~below ground~~	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – Twice a year

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

~~**Yes**~~ **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

~~**Yes**~~ **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Gravity feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes **No**

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

~~**Yes**~~ **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

~~**Yes**~~ **No**

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: Havelock Holiday Park
Work Phone: 03 574 2339
After-hours contact:
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	3,000 kg		Above / ~~below ground~~	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG – **Fortnight**

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

~~**Yes**~~ **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Max volume around 85% of total capacity.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

~~**Yes**~~ **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

~~**Yes**~~ **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Pressure feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~**No**~~

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

~~**Yes**~~ No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

~~**Yes**~~ **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

~~**Yes**~~ No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: Indac Ltd
Work Phone: 03 578 3034
After-hours contact:
Satellite phone (if available):

Johnson's Barge Service

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –
Petrol (95) –
Diesel – Weekly
Jet A1 –
AV Gas –
Kerosene –
LPG –
Coal –
Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes (circled) **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, Flooding, Power Failure

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No** (circled)

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Yes – within our H&S Manual.

7. What is the method of fuel dispensing e.g. gravity feed ~~or electrically pumped~~? Petrol driven & electrically pumped. pump.

Both

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes (circled) Yes

If yes, please explain how? If no, is this something that you are considering from the future?

Pumping is done via eletricity generated from our vessels, or buy pump motors on the tank, or gravity feed so we don't rely on mains electricity.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe Don't know

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes (No)

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

1 - 2 weeks

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

SH6 from Nelson

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Nelson → Hvlk via Wairau Valley.
We could send a vessel straight to Nelson to fill our tanks.

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

NONE.

Marlborough Marine Radio has our vessel details inc. fuel capacity for maritime emergencies.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes (circled) **No**

If yes, please describe including volume if referring to a tank.

4 x portable tanks - two with their own petrol driven pumps & two with electrical pumps.

15. Do you have any mobile/fixed power generator(s)?

Yes No (circled)

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Peter Johnson
Business: Johnson's Barge Service Ltd.
Work Phone: 03 5742434
After-hours contact: 0274 447 929
Satellite phone (if available): NA

Jennie Johnson
Johnson's Barge Service Ltd
0274 908 148

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1200 L	200L	Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	880 kg	400kg	Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG – Monthly

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Diesel peak summer, lowest winter

LPG peak autumn, lowest summer

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Flammable materials identified which includes LPG + Diesel.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Diesel – gravity
LPG – pressure

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

No generator on site

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

~~Yes~~ No

If yes, what sort? Please describe.

Power for cooling. No current backup via a generator

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

Hours only

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Local roads

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

NO -

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

None

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

(Yes) No

If yes, please describe including volume if referring to a tank.

250L Diesel tank

15. Do you have any mobile/fixed power generator(s)?

Yes (No)

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: CLIVE JONES
Business: NAUTILUS ESTATE
Work Phone: 03 578 6008
After-hours contact: 021 627449
Satellite phone (if available):

O'Donnell Park Barging Limited*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	24,000	0	Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) – _____

Petrol (95) – _____

Diesel – _____

Jet A1 – _____

AV Gas – _____

Kerosene – _____

LPG – _____

Coal – _____

Other – _____

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Not applicable

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

Not applicable

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Not applicable

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped from the barge

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Barges are self-contained

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

Not applicable

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

Not applicable

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

Not applicable

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

20,000 litre and 4,000 litre barges

15. Do you have any mobile power generator(s)?

Yes No

If yes, please describe delivery capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: O'Donnell Park Barging Limited
Work Phone: 03 573 8880
After-hours contact:
Satellite phone (if available):

Picton Top 10 Holiday Park Ltd*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel			Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG	1125 kg (25x45kg)		Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel –

Jet A1 –

AV Gas –

Kerosene –

LPG – Unknown

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

Unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Pressure feed

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

Unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

Unknown

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

Unknown

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile power generator(s)?

Yes No

If yes, please describe delivery capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: Picton Top 10 Holiday Park Ltd
Work Phone: 03 573 7212
After-hours contact:
Satellite phone (if available):

Port Marlborough*

Filled out using information provided by other means

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	Unknown		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – Unknown

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Unknown

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Unknown

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

Unknown

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Unknown

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Unknown

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

Unknown

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

Unknown

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

Unknown

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Unknown

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Unknown

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Unknown

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

1,000 litre mobile tanker on site

15. Do you have any mobile power generator(s)?

Yes No

If yes, please describe delivery capacity.

100Kva fixed gen-set for port lifelines

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business: Port Marlborough
Work Phone:
After-hours contact:
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)	minimal		Above / below ground	
Petrol (95)	minimal		Above / below ground	
Diesel	20000l on mountain storage 12months 10000l at base of ski area access – on season only from June to Oct	4000l out of season from Oct to May. 2000l during season minimum	Above / ~~below ground~~ Both tanks are above ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) – **N/A**

Petrol (95) – **N/A**

Diesel – 20000l – filled to capacity in June at start of season and replenished as required June to October.

10000l tank placed on site in June of each and replenished on regular basis during season from June to October

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

Other – _____

3. Does the frequency of re-stock change throughout the year?

Yes **~~No~~**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Replenishment aligned with seasonal operation of Skifield which is operational June to October generally. Out of season main 20000l tank on mountain holds approximate minimum of 4000l and replenished June to 20000l at beginning of season. A second 10000l tank is brought in, in June and kept a bottom of access road. All mobile plant and vehicles refilled here and winter snow makes tanked access to main on mountain take difficult in snow and ice conditions

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **~~No~~**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Yes risk assessment has occurred and as tank is within DoC concession area. Resource consent held for fuel storage. Power not an issue as 20000l tank supplies multiple generators 300 & 100 kva that provide power to field. There is no reticulated power and earthquake risk is more likely to affect access than mountain base area

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **~~No~~**

If yes, what type(s)? Please describe.

NA – Lower 10000l tank at base of access is used to manage risk of fuel tanker supplies not being above access mountain in winter snow and ice conditions.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Yes – resource consent, dangerous goods and spill kits all on moutnain

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

20000l – Pumped bowser at tank for vehicles plus gravity reticulated supply to generators is in place and second refuelling for vehicles at 300kva site

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

There is no grid reticulated power to skifield. The fuel storage is used to run 300 & 100 kva generators for our own power supply and we have some other smaller generators and these can be gravity refuelled using underground reticulation system.

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~**Yes**~~ **No**

If yes, what sort? Please describe

Not required

10. Are your faclities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

End-User Questionnaire – Liquid/Solid Fuel

If yes, what sort? Please describe.

Yes but only for localised emergency if we had staff/patrons trapped on mountain – power is available from generators so long as fuel available if the mountain road was inaccessible

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

This depends on the number of people on mountain but if it was only on-mountain staff <10 people then with the 4000l we could maintain power and vehicles for over a week so long as fuel storage was greater than 4000 litres.

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

SH6/SH63, local roads between Wakefield and St Arnaud and the Wairau/Rainbow Valley Road

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Our biggest risk is our own mountain road being out of action – if critical smaller quantities of fuel could be brought via Hanmer Springs along the Molesworth/Rainbow Road

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

None but we do liaise with emergency services if there ware other sorts of emergencies/events on mountain

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes

Yes one 1000l trailer tank permanently on mountain and a 1500l trailer tank on and off mountain during the winter season

~~**No**~~

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

If yes, please describe including volume if referring to a tank.

1000l trailer plus 1500l NPD trailer during season

15. Do you have any mobile power generator(s)?

Yes ~~No~~

If yes, please describe delivery capacity.

300kva

100kva

Other smaller generators

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Rainbow Ski Area – Rainbow Sports Club Inc
Business: Skifield/snowports operator
Work Phone: 03 5211861
After-hours contact: 0272498888 – Andrew Noble Rainbow Committee (Compliance)
andrewnoble@skirainbow.co.nz
Satellite phone (if available): Yes but only for calling out
Manager@skirainbow.co.nz
Committee@skirainbow.co.nz
operations@skirainbow.co.nz

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	15000		Above / below ground	above
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Monthly 8-10000 litres top up**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

No

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

No

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

No

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Hazard ID manual

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrical pump

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

No

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

6 weeks

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Nelson to Blenheim

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

No

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

None

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)? No

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Phil Cave Marius Diconi
Business: Timberlink ,40 Waters Ave
Work Phone 03 520 6240
After-hours contact: 021417375 021 021 911828
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	43,000		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Depends on demand**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Emergency Response Plan

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically Pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

State Highway 1 from Lyttelton or SH6 / SH1 from Nelson

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

SH6 from Nelson

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

No formal arrangement

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to tank.

Trailer tanks

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Sean Rooney
Business: Allied Petroleum
Work Phone: 0800 383 566
After-hours contact: 027 244 4027
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres)	Min. Volume (litres)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	1800	1200	Above / ~~below ground~~	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – Twice per year

Jet A1 –

AV Gas –

Kerosene –

LPG –

Other –

3. Does the frequency of re-stock change throughout the year?

(Yes) No

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Winter

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

(Yes) **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe. earthquake.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes (No)

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc. yes

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Power Pumped.

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes Yes

If yes, please explain how? If no, is this something that you are considering from the future?

No

Civil Defence Marlborough Emergency Management Fuel Study

Distributer Questionnaire – Liquid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during án emergency?

Yes (No)

If yes, what sort? Please describe

10. What transportation routes are critical to your business in both taking delivery of fuel from your distributor, and/or delivering fuel to the end-user (as applicable)?

Delivered.

11. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Blenheim.

12. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

13. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes (No)

If yes, please describe including volume if referring to tank.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name:
Business:
Work Phone:
After-hours contact:
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)	40 litres.	0 litres	(Above) / below ground	
Petrol (95)	—	—	Above / below ground	
Diesel	40 litres.	0 litres.	(Above) below ground	
Jet A1	—	—	Above / below ground	
AV Gas	—	—	Above / below ground	
Kerosene	—	—	Above / below ground	
LPG	—	—	Above / below ground	—
Coal	3 tonnes	½ tonne.		
Other	—	—	—	—

2. How frequently are these typically re-stocked?

Petrol (91) – monthly.
Petrol (95) – —
Diesel – monthly.
Jet A1 – —
AV Gas – —
Kerosene – —
LPG – —
Coal – monthly
Other – —

3. Does the frequency of re-stock change throughout the year?

(Yes). No

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

petrol & diesil used for lawn mowing so fluctuates with grass growth i.e. Spring growth high usage, winter low usage.

Coal only used for heating during may to September balance of year only ½ tonne in storage.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

—

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

petrol / Diesil gravity fed.

Coal electrical drive Auger.

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

~~Yes~~ No. ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes (No) .

If yes, what sort? Please describe

10. Are your faclities/systems critical during an emergency, and requred to maintain operational status dueing an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

(Yes) No

If yes, what sort? Please describe.

Generator to provide heating using coal.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

1 month.

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Roading.

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

—— .

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

—— .

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

(Yes). No

If yes, please describe including volume if referring to a tank.

Two 40 litre plastic fuel tanks.

15. Do you have any mobile power generator(s)?

Yes (No).

If yes, please describe delivery capacity.

—————.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Redwood Town School.
Business: School.
Work Phone: 578 5200.
After-hours contact: 021 02954027.
Satellite phone (if available):

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	3200 litres	600 litres	below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **Twice a year**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

During the warm months of the year we don't keep it full.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

We would be unable to use the diesel for our boiler if there is power failure or it is damaged.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

No – We do get a Compliance Certificate annually (attached)

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes No

If yes, please explain how? If no, is this something that you are considering from the future?

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

Depending on how full the storage tank is and if we have power. We could operate a pump to syphon the diesel out but we do not have a pump on site.

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

We get our Diesel through South Fuels so either Nelson or Christchurch – in the past we have had it delivered from Nelson when State Highway 1 was closed.

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Yes

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

None

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

Yes No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Heather Johnson
Business: Renwick School
Work Phone: 03 5728158
After-hours contact: 027 2799337
Satellite phone (if available):

evatech solutions

COMPLIANCE CERTIFICATE

Stationary Container Systems

Issued in accordance with regulations 6.23 and 17.91 of the Health and Safety at Work (Hazardous Substances) Regulations 2017

This certificate certifies that the requirements prescribed in regulation 17.91 for a stationary container system compliance certificate have been met

Unique Register Number:	CER-0161-004443	**CC Certificate Number:**	SC138
Company / Legal Entity:	Renwick School		
Postal Address:	P O Box 48 171, Renwick, 7243		
Companies Office No.:		**NZBN:**	
Full Name:	Simon Heath		
Email Address:	simon@renwick.school.nz	**Primary Phone Number:**	03 572 8158

Site Details:

Site Description:	Boiler House in centre of School
Physical Address:	26 High Street, Renwick, 7204
GPS Coordinates:	-41.50742 , 173.8338
Compliance Plan Number:	COM1618A

1. Stationary Container

Tank Serial Number:	Tank 1
Tank Type:	Below Ground Stationary Tank
Maximum Quantity:	3200 Litres
Year of Manufacture:	Unknown – Pre 1/7/2006
Tank Details:	Steel Tank underground of unknown providence. Pressure test conducted 2016 result pass.
Design Specifications:	HSNO CoP 13-2

Certified for Substances:

Name:	**Class(es):**
Diesel	3.1D

Ancillary Equipment

Equipment Type:	Worksafe Approved Burner, Burning Installation
Ancillary ID:	NU Way C3 Type A Burner
Approval Details/Numbers:	COM1618A

Details of Certification:

Dip Records are to be kept monthly.

Issued Date:	**Date Comes Into Force:**	**Expiry Date:**
14 March 2018	**28 March 2018**	**27 March 2019**

Philip McMath
Worksafe Authorised Compliance Certifier (TST100161)

22 Solway Drive Witherlea Blenheim 7201 PH 022 340 4710 EM pmcmath.evatech@gmail.com WEB www.evatechsolution.co.nz

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	**3785 litres**		Above / below ground	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) –

Petrol (95) –

Diesel – **3 times per year**

Jet A1 –

AV Gas –

Kerosene –

LPG –

Coal –

Other –

3. Does the frequency of re-stock change throughout the year?

Yes **No**

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

Peak times during winter terms i.e May- Sept, no demand over summer months or during school holidays.

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes **No**

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Recently assessed as having to have underground tank replaced later this year due to age. Will replace with an above ground tank ready for use in 2018.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes **No**

If yes, what type(s)? Please describe.

Replace tank

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

We have a Risk or Hazard Assessment Register on site.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electrically pumped.

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes **No**

If yes, please explain how? If no, is this something that you are considering from the future?

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

Yes **No**

If yes, what sort? Please describe

10. Are your faclities/systems critical during an emergency, and requred to maintain operational status dueing an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

Yes **No**

If yes, what sort? Please describe.

Required for heating but children would be sent home in an emergency.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site? **N/A – if no heating children are sent home**

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor? **South Fuel routes – not sure whether from Chch or Nelson**

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established? **No**

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

N/A – we send students home

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

Yes **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile power generator(s)?

Yes No

If yes, please describe delivery capacity.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: Cheryl Wadworth
Business: Whitney Street School
Work Phone: 03 5783028 / 0273218022
After-hours contact: Clive Gapper (caretaker) 0277828236
Satellite phone (if available):

Witherlea School

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

1. What types of fuel (petrol, diesel, AV-gas/Jet A1, LPG etc.) do you have in storage on site, what is the tank capacity, the minimum volume you allow it to reach, and whether the tank is above/below ground?

Type	Capacity (litres/tonnes)	Min. Volume (litres/tonnes)	Tank Type	Classification
Petrol (91)			Above / below ground	
Petrol (95)			Above / below ground	
Diesel	2660 litres		Above ~~/ below ground~~	
Jet A1			Above / below ground	
AV Gas			Above / below ground	
Kerosene			Above / below ground	
LPG			Above / below ground	
Coal				
Other				

2. How frequently are these typically re-stocked?

Petrol (91) – _____

Petrol (95) – _____

Diesel – **Approx 6 weekly from May to October**

Jet A1 – _____

AV Gas – _____

Kerosene – _____

LPG – _____

Coal – _____

Other – _____

3. Does the frequency of re-stock change throughout the year?

Yes ~~**No**~~

If yes, please describe these seasonal fluctuations, including peak and lowest demand periods.

As above

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

4. Has there been any assessment of the vulnerability of your storage facilities to natural and technological hazards?

Yes ~~No~~

If yes, what type(s) of hazards have been assessed e.g. earthquake, power failure etc.? Please describe.

Earthquake, spillage.

5. Is any future work of the risk to storage or vulnerability of the facilities anticipated?

Yes ~~No~~

If yes, what type(s)? Please describe.

6. Please list any relevant hazard information available (e.g. whether you have a hazard identification manual on site etc.

Hazard identification signage.

7. What is the method of fuel dispensing e.g. gravity feed or electrically pumped?

Electric Pump

8. In the event of long-term loss of power, do you have the ability to access fuel from the storage tanks or are set up to run with a generator?

Yes ~~Yes~~

If yes, please explain how? If no, is this something that you are considering from the future?

Probably not considering it. Ministry of Education would take emergency if required.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

9. Does this fuel storage facility have a pre-catastrophic event agreement in place to ensure supply during an emergency?

~~Yes~~ **No**

If yes, what sort? Please describe

10. Are your facilities/systems critical during an emergency, and required to maintain operational status during an emergency? This might include fuel for generators or emergency service vehicles, coal for heating, and/or LPG for cooking etc.

~~Yes~~ No

If yes, what sort? Please describe.

11. How long do you anticipate critical systems can be maintained at operational levels with current fuel stores on site?

6 weeks

12. What transportation routes are critical to your business in both taking delivery of fuel from your distributor?

Direct driveway access from the road.

13. If one or more of these routes are cut-off following an emergency (i.e. State Highway 1 from Christchurch following the Kaikoura quake), do you have contingency or alternative routes established?

Supply from within Blenheim

14. Please identify regional arrangements your company has during emergencies to co-ordinate fuel supply to emergency services and lifeline agencies, and reporting requirements to the Civil Defence Emergency Management Group Controller.

Civil Defence Marlborough Emergency Management Fuel Study

End-User Questionnaire – Liquid/Solid Fuel

15. Do you have any mobile fuel dispensing equipment (e.g. fuel pumps, mobile tanks etc.)?

~~Yes~~ **No**

If yes, please describe including volume if referring to a tank.

15. Do you have any mobile/fixed power generator(s)?

~~Yes~~ No

If yes, please identify whether they are mobile/fixed, and describe delivery/tank capacity.

We are establishing a fuel storage contact database for use in emergencies. Please fill in the following details for yourself, and alternative contact if available:

Name: M Hewson
Business: Witherlea School
Work Phone:)3 5785568
After-hours contact: 021 472282
Satellite phone (if available):

www.wsp-opus.co.nz