



13 September 2022

• Sean Rooney
Allied Petroleum Limited
PO Box 31201
CHRISTCHURCH 8444

Dear Sean

ENVIRONMENTAL IMPACT ASSESSMENT – ALLIED DEEPWATER BASIN MARINESTOP, DEEPWATER BASIN MILFORD SOUND

1.0 Introduction

PDP have been commissioned by Allied Petroleum Limited (APL) to prepare an environmental impact assessment (EIA) for their marine refuelling facility located at Deepwater Basin wharf, Milford Sound. The EIA has been prepared to support the concession application with the Department of Conservation (DoC) for the operation of the existing facility. The facility is considered a 'High Impact Activity' by DoC.

The EIA outlines the following:

- A description of the activity including details of the existing facility, its operation, monitoring programme and safety features;
- A description of the environment the facility is located; and
- An assessment of environmental effects associated with the operation of the facility; in the event of a spill or natural disaster that compromises the integrity of the system, and the mitigation measures in place to avoid, remedy or mitigate an adverse effect.

2.0 Description of Activity

The marinestop is an active self-serve (unmanned) diesel refuelling facility located at the Deepwater Basin commercial area at 75 Deepwater Basin Road, Milford Sound. The marinestop operates in a general commercial area and used to supply diesel for the local fishing industry and is also used by local tour operators. The facility is critical for the commercial businesses that operate from this wharf. This is the only commercial refuelling facility at the wharf.

The facility consists of two aboveground storage tanks (ASTs) in a secondary containment bund (defined as the tank compound) supplying two dispensers for refuelling of vehicles/vessels (approximate grid reference NZMS 260 D40:0761-0216). The tank compound is surrounded by a security fence and is illuminated at night by floodlights. Access to the tank compound is restricted to authorised personnel only.

One dispenser is located adjacent to the tanks (within the bund). A concrete pad is located on the outside of the bund where refuelling takes place with a central sump for stormwater collection. This is passed through a 2-stage separator prior to being discharged to ground. A second dispenser is located on the end

of the wharf for the purpose of re-fuelling vessels. Refer to Figures 1 and 2 for the facility layout and attached photographs.

2.1 Tanks

The ASTs comprise two 40,000 L single skin steel tanks. In December 2021 the two 40,000 L balanced siphon tanks (i.e. total capacity 80,000 litres) were modified so that they are now independent tanks to reduce the maximum quantity of fuel released to 40,000 L should a single tank failure occur.

Both tanks supply the wharf and bund dispenser from red jacket submersible pumps with mechanical and electronic leak detectors. The pumps are only activated after a swipe card has been used at the terminal and nozzle activated. When not in use the pipeline is not under pressure thus preventing accidental spillage greater than the contents of the pipeline.

There is also a solenoid valve at the tank which only opens after activation of the swipe card and prevents product siphoning from the pipeline or dispenser.

The tanks have automatic tank gauging fitted and this is monitored remotely for any discrepancy in reconciliation.

2.2 Dispensers

At the end of the wharf there is a Compac Marine Dispenser that supplies vessels via a filtered hose reel to an auto shutoff nozzle (i.e. requires the refuelling person to grip the nozzle open otherwise fuel will not flow).

There is an additional dispenser in the tank bund with a filtered hose reel to an auto shutoff nozzle. Refuelling takes place on the concrete pad with collection sump.

The dispensers were renewed in December 2021 and are fitted with an Everlink card-based fuel management system. Only customers with an Allied Card for this facility can access fuel.

Both dispensers have emergency shut-off buttons fitted in case of an emergency.

2.3 Pipeline

The wharf dispenser is supplied by a 75-metre-long double wall (i.e. secondary contained) Universal Petro Pipe (UPP) that travels underground from the tank compound to a junction box near the water's edge where it transitions into a stainless-steel pipe (single skin) that travels along under the wharf to the dispenser.

The underground pipeline was replaced in 2009 with the current UPP pipeline. A line pressure integrity test was undertaken on this pipeline in November 2020.

2.4 Spill Containment

The two ASTs are located within a concrete bund designed to contain any spills. The bund underwent a significant upgrade in 2021 to increase its capacity to 110% containment. The bund was also resealed and underwent a hydrotest to prove its integrity.

Any accumulated water in the bund is drained manually via a sump and two-stage separator. The manual draining process allows a visual assessment for the presence of any fuel in the bund area before discharge. Any fuel present would indicate a potential spill event or leak and further investigated.

The underground section of pipework is double wall UPP. This means that any leak of the inner pipeline is captured within the secondary containment system. Unless a breach of the secondary containment occurs, there would be no discharge to the environment from the underground section of pipework.

2.5 Compliance and Inspections

The tanks have current Stationary Container System Compliance Certificates issued in accordance with regulations 6.32 and 17.91 of the Health and Safety at Work (Hazardous Substances) Regulations 2017 (copies attached). These were issued in February 2022 and are required to be renewed in February 2027 (every 5 years) in accordance with Worksafe Regulations.

The site is covered by an Emergency Response Plan and approved Marine Oil Transfer Site Oil Spill Contingency Plan. A copy of this is included with the application.

Preventative Maintenance Inspections are undertaken monthly. These include inspection of the:

- ✧ Pumps and dispensers
- ✧ Fill/dip points and bulk storage tanks
- ✧ Drainage and oil/water separators
- ✧ Automatic tank gauges
- ✧ Payment systems

More comprehensive six-monthly checks are also undertaken that include inspection of the:

- ✧ Critical safety devices
- ✧ Pumps and dispensers
- ✧ Fill/dip points
- ✧ Automatic tank gauges
- ✧ Payment systems
- ✧ Aboveground tank checks
- ✧ Vent pipes
- ✧ Drainage and sumps
- ✧ General site observations

3.0 Description of the Environment

The site is located within the Fiordland National Park. The commercial wharf is located at end of Deepwater Basin Road approximately 800 m south-west of the settlement of Milford Sound, Southland. The area is located within land parcel Pt Section 6 Blk I Milford Sound SD and is zoned as National Park under the Southland District Plan.

The marinestop operates in a general commercial area for the local fishing industry and is also used by local tour operators. The area is classified as a highly disturbed area. Infrastructure in the immediate area of the facility include a large commercial building adjacent to the wharf and a shelter/toilet block to the north.

The wharf and general commercial area is located on what was part of the Cleddau River delta. River protection works have been undertaken to protect this area from flooding and permits are in place to continually maintain the stopbanks. The immediate area surrounding the refuelling facility is surfaced with compacted gravel or patches of grass. The area has a high level of vehicle movement associated with the wider commercial use of the area. The closest area of natural bush is located 35 m north. A tidal inlet connected to Deepwater Basin is located 20 m to the north. The tank compound is located approximately 45 m from Deepwater Basin, with the wharf (and dispenser) extending directly over Deepwater Basin. Deepwater Basin is part of the upper reaches of Milford Sound, which is considered to be an ecologically sensitive surface water body due to the presence of ecologically sensitive aquatic flora and fauna which is internationally renowned.

The Cleddau River is located approximately 120 m to the south-east (confluence with Deepwater Basin).

The refuelling facility is located in a highly disturbed and commercial part of the Milford Sound settlement and therefore there is unlikely to be highly sensitive terrestrial fauna and flora in the immediate vicinity of the facility. However, given the properties of diesel and the facility's proximity to surface water, Deepwater Basin, and Milford Sound, are considered sensitive receptors and could be adversely impacted as a result of a fuel leak/spill event.

4.0 Assessment of Effects

An environmental impact assessment has been undertaken to understand the environmental effects associated with a spill/leak event and the mitigation measures in place to avoid, remedy or mitigate an adverse effect occurring.

The assessment has been based on operational spillage or a spill or leak event occurring as opposed to the effects from customers using the facility (i.e. boat and vehicles) as the facility is located in a recognised commercial area. The discharge of diesel into the environment is considered the primary driver to any adverse effect occurring and has been the focus of this assessment.

The following table provides a summary of the possible spill/leak scenarios, how the contaminants would enter the environment and measures to avoid, remedy or mitigate the effects.

Table 1: Assessment of Effects and Mitigation Measures		
Values	Spill/Leak Scenario & Potential Adverse Effects	Mitigation Measures
<p>Terrestrial (Land) Values</p>	<ul style="list-style-type: none"> ∴ Spillages during refilling ASTs by road tankers ∴ Operational spillage by customers (to land) ∴ Equipment failure/rupture to land (includes natural disasters including earthquakes and floods) <p>The above scenarios could result in diesel being spilt or discharged to ground. In general, with the mitigation measures in place, the volume of any spilt/leaked diesel would typically be captured in the secondary containment devices and 2-stage separator.</p> <p>In the unlikely event that a breach of the secondary containment occurs, or diesel is spilt outside of the stormwater catchment area, diesel would enter the ground. Minor spillages of diesel would bind to the surface/shallow soil and have no effect to any natural features such as native vegetation and wildlife as there are none present on site. There is also considered to be no risk to the current commercial operations in the wider site from any minor spillage (i.e. human health via direct contact or inhalation exposure pathways).</p> <p>Larger spill/leak events would infiltrate shallow soils and migrate vertically through the soil column to the water table where it would move in the direction of groundwater flow. If a sufficiently large spill/leak was to occur, there is the potential it could reach Deepwater Basin/Milford Sound via</p>	<p>Operational drips and minor spillages during dispensing are possible and likely, but the volume of spillage is typically minor and would be captured on the concrete refuelling pad (dispenser by the bund). Stormwater from this area is directed to a central sump and passed through a 2-stage separator before discharge to ground. The separator provides containment of any spilt diesel and through regular maintenance removed from site.</p> <p>A spill kit is present on site. Signage onsite is also present to provide details of what to do and who to contact in the event of a spill event.</p> <p>A Site Emergency Response Plan and the Tier 1 Oil Spill Response Plan have been prepared for the facility and are included with the application. These documents outline the emergency responses associated with a disaster or spill/leak event. This includes contact details and a response process with regional and local councils, civil defence and the police (depending on the event). The Marine Oil Spill Contingency Plan has been approved by Maritime New Zealand.</p> <p>The likelihood of a leak in the fuel system is very low, and the likelihood of a leak entering the environment even lower as a result of a number of mitigation measures.</p> <p>Secondary containment - The ASTs are located within a containment bund and the underground pipework is also secondary contained. This means that any leak of these components is captured within the secondary containment system. Unless a breach of the secondary containment occurs, there would be no discharge to the environment. The only section not secondary contained is the stainless-steel pipework beneath the wharf (refer discharge to aquatic and marine values assessment below).</p> <p>Reconciliation - The tanks have automated and remotely monitored tank gauges continually reconciling the volume in the tanks against the volume of fuel dispensed. Any discrepancy triggers and alert to investigate the cause. The automated monitoring system means that any leak from the fuel system can be investigated, and actions initiated to quickly, minimising any environmental effect.</p>

Table 1: Assessment of Effects and Mitigation Measures

Values	Spill/Leak Scenario & Potential Adverse Effects	Mitigation Measures
	<p>the groundwater migration pathway and presents as a risk to the sensitive ecological receptors present.</p> <p>If diesel migrated beneath any existing nearby buildings, a potential risk to site workers via the indoor inhalation exposure pathway may exist (although a low risk with diesel). This would need to be assessed as part of the investigation and remedial works triggered as a result of a significant spill/leak event.</p> <p>The mitigation measures will not only reduce the potential for a large spills/leaks to occur, but if one did occur, it would be identified quickly and remedial works initiated to minimise any environmental or human health effect. This is a significant change to the fuel systems that operated in the past without the automated monitoring systems, where they would continue to operate and leaks could remain undetected for long periods of time. This not only increased the volume of fuel released into the environment, but also allowed fuel to migrate further from the leak point in the subsurface environment, often undetected until it reached a receptor triggering a response.</p>	<p>Shutoff nozzles – The dispensers have auto shutoff nozzles that require a person to physically hold down the trigger to operate and is therefore present at all times when filling is occurring. The eliminates a person leaving a nozzle unattended and overfilling a tank. Only Allied card holders can use the system.</p> <p>Pump activation – The pumps to dispense fuel will only operate when the swipe card system has been activated. This means in the event of a line rupture or damage to the system (i.e. damage to the wharf or vandalism of the dispenser), the pump will not automatically switch on to keep the line pressurised. The volume of fuel in the line is the maximum that could be lost to the environment.</p> <p>Training – The road tanker drivers delivering fuel to the facility are highly trained and experienced. This will reduce the risk of any spillage during the transfer process.</p> <p>Testing and inspections – Renewal of the stationary container system compliance certificates, and any required testing for that renewal process, will be completed every 5 years (in accordance with Worksafe Regulations). Monthly preventative maintenance inspections are undertaken and more comprehensive inspections undertaken 6-monthly to monitor the condition of the facility and requirement of any maintenance.</p> <p>In the event of a natural disaster, the level of damage to the facility will depend on the severity and nature of the event. However, the measures outlined above will provide a degree of mitigation to the release of diesel into the environment. The facility will be inspected as soon as possible following a natural disaster event to confirm the facilities integrity.</p>

Table 1: Assessment of Effects and Mitigation Measures		
Values	Spill/Leak Scenario & Potential Adverse Effects	Mitigation Measures
Aquatic and Marine Values	<ul style="list-style-type: none"> ∴ Operational spillage by customers directly into Deepwater Basin (wharf dispenser) ∴ Overland flow into Deepwater Basin (large spill events or stormwater runoff) ∴ Subsurface migration of contaminants with groundwater flow into Deepwater Basin (associated with ground contamination) ∴ Equipment failure/rupture/damage (pipework/valves on Wharf) <p>The above scenarios could result in diesel being spilt or discharged directly into a surface water body or migrating via groundwater or overland flow to a surface water body. Any drips/minor spills from the wharf dispenser have the potential to result in a visual impact on the water surface. Given the large water body and dilution effect, occasional drips during refuelling would have a negligible impact to the overall water quality and aquatic ecosystems on the wider area. Visually however, it would be quite apparent (sheening on the water surface) and would trigger a response to investigate the cause and clean up. As such, mitigation measures to minimise drips and minor spills have been adopted to reduce any impacts on the ecologically recognised and sensitive environment.</p> <p>Larger spill/leak events have the potential to result in a significant adverse impact to Deepwater Basin/Milford Sound and would present as a risk to the sensitive ecological receptors present. This is recognised by Allied.</p>	<p>Operational drips and minor spillages during dispensing are possible and likely, but the volume of spillage is typically minor. Any spillage (unless retained in the vessel) could directly enter Deepwater Basin. Mitigation measures minimise any impact to Deepwater Basin during refuelling activities are as follows:</p> <p>Spill Kit – A spill kit is present on site and a spill response plan has been prepared in the event of a spill. The spill response plan includes details of when Environment Southland is to be contacted for larger spill events.</p> <p>Shutoff nozzles – The dispensers have auto shutoff nozzles that require a person to physically hold down the trigger to operate and is therefore present at all times when filling is occurring. This eliminates a person leaving a nozzle unattended and overfilling a tank. Only Allied card holders can use the system.</p> <p>Pump activation – The pumps to dispense fuel will only operate when the swipe card system has been activated. This means in the event of a line rupture or damage to the system (i.e. damage to the wharf or vandalism of the dispenser), the pump will not automatically switch on to keep the line pressurised. The volume of fuel in the line is the maximum that could be lost to the environment.</p> <p>The likelihood of a leak entering the ground and being of sufficient volume to migrate to Deepwater Basin is low as a result of the majority of the system being secondary contained and tank gauging/reconciliation monitoring. The mitigation measures will not only reduce the potential for a large spills/leaks to occur, but would be identified quickly meaning that it would be able to be investigated and remediated minimising the potential for contaminants to reach Deepwater Basin.</p> <p>In the event of a natural disaster, the level of damage to the facility will depend on the severity and nature of the event. However, the measures outlined above will provide a degree of mitigation to the release of diesel into the environment. In particular, the pump activation requirement will mean if the dispenser or stainless-steel pipework section is damaged, only the volume of the pipework will be released. Emergency responses practices and spill containment would then be actioned to minimise the impact to the environment.</p>

5.0 Summary

An environmental impact assessment for the Deepwater Basin Marinestop has identified that the facility is a 'high impact area' defined by DoC.

The facility is located in a highly active commercial area so the impact to the environment associated with the physical presence and activity of people using the facility (i.e. vehicles and boats) is not considered to have an increased level of impact to the environment in that area of Milford Sound. However, the storage, dispensing and potential for a diesel leak/spill event has the potential to cause an adverse effect on the environment, and is recognised by Allied.

Operational drips and minor spillages during routine dispensing operations are possible and likely, however, the volume is typically minor and would be captured by the site infrastructure and passed through a separator before discharge to ground. There are also mitigation/response measures in place to minimise any spillage during refuelling of boats from the wharf directly on Deepwater Basin. The ASTs and underground sections of pipework are all double contained so the likelihood of a leak entering the environment is very low. In the unlikely event that a leak occurs that breaches the secondary containment, remote monitoring of the system will trigger an emergency response to investigate, and if required, remediation of the area.

The mitigation measures that Allied have installed/initiated at the site, coupled with the 3-monthly, 6-monthly inspections, reduce the potential for an adverse effect to occur for the operational refuelling facility.

6.0 Limitations

This report has been prepared by Pattle Delamore Partners Limited (PDP) on the basis of information provided by Nelson Petroleum Distributors Limited (NPD) and publicly available information. PDP has not independently verified the provided information and has relied upon it being accurate and sufficient for use by PDP in preparing the report. PDP accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information.

This report has been prepared by PDP on the specific instructions of NPD for the limited purposes described in the report. PDP accepts no liability if the report is used for a different purpose or if it is used or relied on by any other person. Any such use or reliance will be solely at their own risk.

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Yours faithfully

PATTLE DELAMORE PARTNERS LIMITED

Prepared by



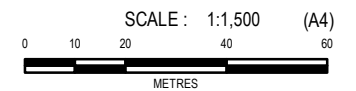
Scott Wilson

Technical Director – Contaminated Land



FIGURE 2 : SITE PLAN

SOURCE:
 1. AERIAL IMAGERY (FLOWN 2018-2019) SOURCED FROM THE LINZ DATA SERVICE AND LICENCED FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL LICENCE.
 2. CADASTRAL TOPOGRAPHICAL INFORMATION AND INSET SOURCED FROM THE LINZ DATA SERVICE <https://data.linz.govt.nz/> AND LICENCED FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL LICENCE.



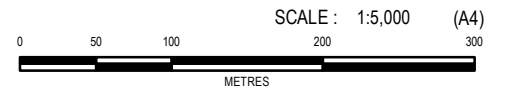


SITE LOCATION



SOURCE:
1. AERIAL IMAGERY (FLOWN 2018-2019) SOURCED FROM THE LINZ DATA SERVICE AND LICENCED FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL LICENCE.
2. CADASTRAL/TOPOGRAPHICAL INFORMATION AND INSET SOURCED FROM THE LINZ DATA SERVICE <https://data.linz.govt.nz/> AND LICENCED FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL LICENCE.

FIGURE 1 : SITE LOCATION





1 SITE LAYOUT
Scale 1:250 @ A3

ID	DESCRIPTION	DATE
A	Preliminary	15/06/2021



Photograph 1: Photo showing the tank compound



Photograph 2: Photo showing the tank compound



Photograph 3: Photo on top of the tank



Photograph 4: Photo of the bund



Photograph 5: Photo of the dispenser at the end of the wharf



Photograph 6: Photo of the stainless-steel pipework beneath the wharf

APPROVED COMPLIANCE CERTIFIERS LTD

Plain Speak Compliance Certification previously Approved HSNO Certification Ltd

PO Box 7134
DUNEDIN 9040

Greg Quin: office@approvedcompliancecertifiers.co.nz

Web: www.tst.co.nz



COMPLIANCE CERTIFICATE STATIONARY CONTAINER SYSTEM

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

Company# / NZBN: **563789 / 9429038924330**

Certificate No: **000352-00042998**

PCBU Issued To:

Allied Petroleum Limited

PO Box 31201

Christchurch 8444

03 341 2790 027 244 4027

Sean Rooney

sean.rooney@alliedpetroleum.co.nz

Site Location: **-44.67696300 167.92175000**

Allied Deepwater Basin 43KL D Tank T1

Deepwater Basin Rd

Milford Sound 9679

03 341 2790 027 244 4027

Above Ground Stationary Container Details:

Tank Type: **Aboveground Single Skin Steel Tank 6mm shell / 8mm ends**

Design Std: **SWI:Management of pre-2006 Stationary Container Systems up to 60,000L**

Manufacturer: **Unknown**

Date of Manuf: **1987 est**

Max Tank Capacity: **43,000 litres**

Manuf Ref: **T1**

Safe Fill Level: **39,750 litres**

Equipment Details:

Tank filled by electric transfer pump with actuator valves linked to overfill probe.

50mm black pipe delivery line from tank fitted with various shutoff valves and steel braided flexis pumped from a tank mounted red jacket.

Everlink system inside compound supplies hose reel for adjacent refuelling.

An independent double contained UPP delivery line transitions through a sump and reappears at the wharf entry to a protected supported stainless steel line which supplies a Compac MR160S (Marine) dispenser (Serial: 21H-15158201) , activated by an Everlink EL-AFM-TB management system.

The Compac dispenser supplies fuel to vessels via a filtered hose reel to an auto shutoff nozzle. 80mm tank vent fitted with 50mm twin Donaldson filters

Class / GHS:

3.1D: GHS Flammable liquids Category 4

Substance:

Tank1: Diesel 43,000L Tank (SFL 39,750L)

Max Tank Capacity

43,000 litres

Details of certification:

Petrotec PS3 for works undertaken 8/2/2022.

Section of bund raised to 110% capacity.

Petrotec Hydrotest 30/11/2021 - Job PS1748.

Small sections of surface corrosion repaired and repainted.

Fuel line painting and wrapping upgraded where necessary.

Emergency management plan in place including suitable fire extinguishers..

Maintain volume related separation distances inline with Sched 12 of Health & Safety at Work (Hazardous Substances) Regulations 2017

Certificate term issued to SWI 2018 - Validity Periods of Compliance Certificates for Stationary Container Systems.

PCBU is responsible for maintaining the facility in a compliant state throughout duration of this certificate

This certificate remains in force until the expiry date unless any of the components specified in the above Stationary Container System is repaired, altered, relocated or there is a change of service in respect of the contents of the container.

Issue Date:

08 Feb 2022

Date Comes into Force:

08 Feb 2022

Expiry Date:

08 Feb 2027

Greg Quin: _____

Compliance Certifier Registration **000352**

Previous cert number: 000352-00042108

Disclaimer: This certificate is issued by Greg Quin, being an individual compliance certifier authorised by WorkSafe New Zealand under, and in accordance with, regulation 6.8(2)(a) to (d) of the Health and Safety at Work (Hazardous Substances) Regulations 2017

APPROVED COMPLIANCE CERTIFIERS LTD

Plain Speak Compliance Certification previously Approved HSNO Certification Ltd

PO Box 7134
DUNEDIN 9040

Greg Quin: office@approvedcompliancecertifiers.co.nz

Web: www.tst.co.nz



COMPLIANCE CERTIFICATE STATIONARY CONTAINER SYSTEM

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

Company# / NZBN: **563789 / 9429038924330**

Certificate No: **000352-00042999**

PCBU Issued To:

Allied Petroleum Limited

PO Box 31201

Christchurch 8444

03 341 2790 027 244 4027

Sean Rooney

sean.rooney@alliedpetroleum.co.nz

Site Location: **-44.67696300 167.92175000**

Allied Deepwater Basin 43KL D Tank T2

Deepwater Basin Rd

Milford Sound 9679

03 341 2790 027 244 4027

Above Ground Stationary Container Details:

Tank Type: **Aboveground Single Skin Steel Tank 6mm shell / 8mm ends**

Design Std: **SWI:Management of pre-2006 Stationary Container Systems up to 60,000L**

Manufacturer: **Unknown**

Date of Manuf: **1987 est**

Max Tank Capacity: **43,000 litres**

Manuf Ref: **T2**

Safe Fill Level: **39,750 litres**

Equipment Details:

Tank filled by electric transfer pump with actuator valves linked to overfill probe.

50mm black pipe delivery line from tank fitted with various shutoff valves and steel braided flexis pumped from a tank mounted red jacket.

Everlink system inside compound supplies hose reel for adjacent refuelling.

An independent double contained UPP delivery line transitions through a sump and reappears at the wharf entry to a protected supported stainless steel line which supplies a Compac MR160S (Marine) dispenser (Serial: 21H-15158201) , activated by an Everlink EL-AFM-TB management system.

The Compac dispenser supplies fuel to vessels via a filtered hose reel to an auto shutoff nozzle. 80mm tank vent fitted with 50mm twin Donaldson filters

Class / GHS:

3.1D: GHS Flammable liquids Category 4

Substance:

Tank2: Diesel 43,000L Tank (SFL 39,750L)

Max Tank Capacity

43,000 litres

Details of certification:

Petrotec PS3 for works undertaken 8/2/2022.

Section of bund raised to 110% capacity.

Petrotec Hydrotest 30/11/2021 - Job PS1748.

Small sections of surface corrosion repaired and repainted.

Fuel line painting and wrapping upgraded where necessary. Emergency management plan in place including suitable fire extinguishers..

Maintain volume related separation distances inline with Sched 12 Tables of Health and Safety at Work (Hazardous Substances)

Regulations 2017

Certificate term issued to SWI 2018 - Validity Periods of Compliance Certificates for Stationary Container Systems.

PCBU is responsible for maintaining the facility in a compliant state throughout duration of this certificate

This certificate remains in force until the expiry date unless any of the components specified in the above

Stationary Container System is repaired, altered, relocated or there is a change of service in respect of the contents of the container.

Issue Date:

08 Feb 2022

Date Comes into Force:

08 Feb 2022

Expiry Date:

08 Feb 2027

Greg Quin:

Compliance Certifier Registration **000352**

Previous cert number: 000352-00042109

Disclaimer: This certificate is issued by Greg Quin, being an individual compliance certifier authorised by WorkSafe New Zealand under, and in accordance with, regulation 6.8(2)(a) (d) of the Health and Safety at Work (Hazardous Substances) Regulations 2017