

Summary of response tools in the National Emergency Plan for Fuel

Triggers for the implementation of the NEP-F will inevitably depend on the circumstances at the time, but will take into account the impact fuel shortages are having, or may have, against a range of indicators from industry, government and responder organisations. As with all decisions concerning the use of Emergency Plans, there are clear objectives which lie behind it and which the possible measures are designed to address, namely to:

- protect human life and, as far as possible, property. Alleviate suffering;
- support the continuity of everyday activity and the restoration of disrupted services at the earliest opportunity; and
- uphold the rule of law and democratic process.

Should it be necessary to use emergency powers, under the Energy Act 1976, the Government would prioritise fuel to the emergency services and other essential service providers such as utility companies to make the best use of reducing quantities of fuel to minimise the impact on emergency and other essential services that underpin daily life. If there is sufficient diesel to supply emergency and other essential service providers then the surplus will be prioritised to truck stops and HGV motorway filling stations to help keep supply chains operational. Any remaining fuel would then be allocated by the oil industry to retail filling stations where it would be likely that motorists would be limited to a maximum purchase of fuel per visit to the forecourt

The main tools within the NEP-F are:

- Maximum Purchase Scheme which would limit the general public to 15 litres of fuel per visit (though this is variable). This is designed to ensure that all motorists have access to some fuel;

- Designated Filling Stations (DFS) would provide priority access to road transport fuels for defined customers requiring them for a priority use. The Department of Energy and Climate Change (DECC) would implement the scheme designating a number of filling stations for the provision of fuel for the Emergency Service Scheme and Utilities Fuel Scheme use only. Fuel suppliers/distributors will be instructed to give priority deliveries of fuel to these sites;
- Commercial Scheme which prioritises diesel supply to commercial filling stations and truck stops to support the continuation of critical supply chains;
- The Emergency Services Scheme under which fuel would be prioritised to Designated Filling Stations and would allow unlimited fuel to blue light emergency vehicles;
- Utilities Fuel Scheme under which fuel would be prioritised to Designated Filling Stations for use by logoed vehicles in the delivery of pre-identified essential services;
- Bulk Distribution Scheme which enables oil companies and distributors to prioritise fuel products to supply retail filling stations, truck stops, depots and commercial storage sites; and
- Mutual Aid Scheme under which the DECC has encouraged organisations to develop voluntary mutual aid arrangements to support the delivery of essential services.