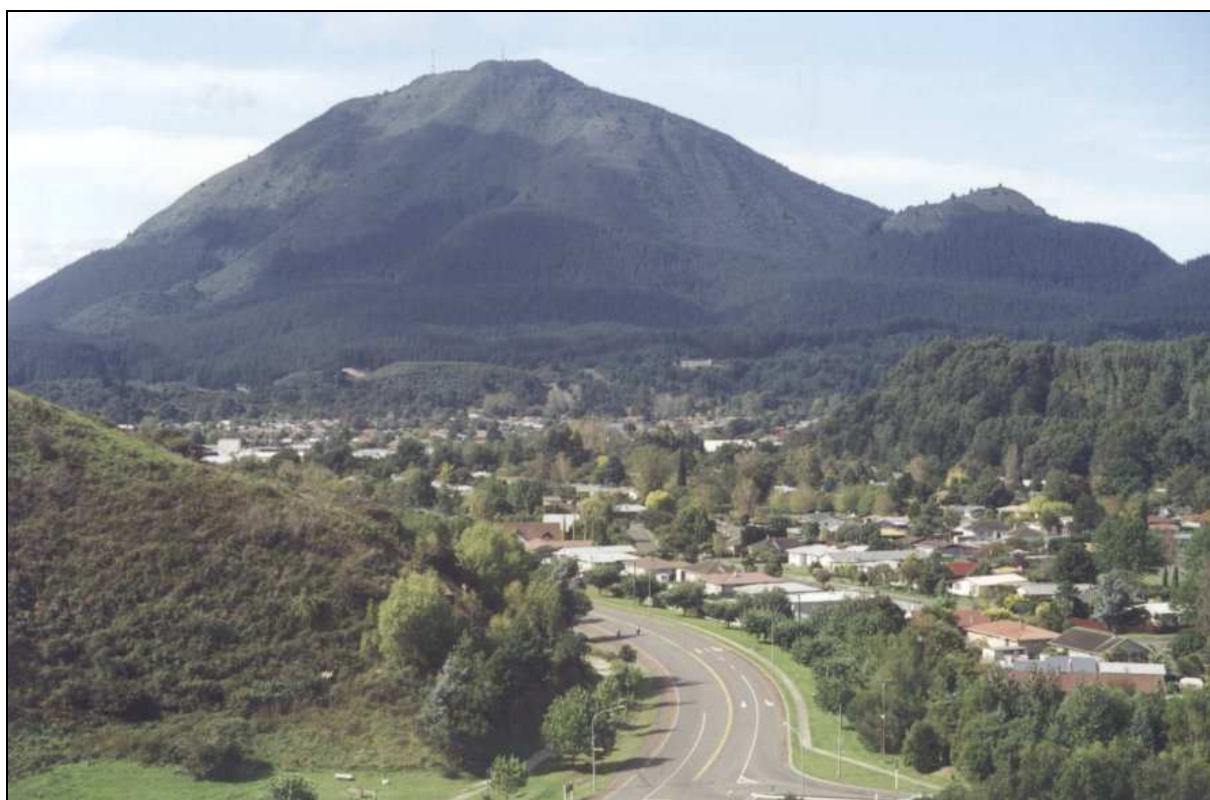




KAWERAU DISTRICT COUNCIL

EVACUATION PLAN 2011



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EVACUATION OF KAWERAU DISTRICT

Any Evacuation Plan must be simple, logical and enforceable.

Section 86, Civil Defence Emergency Management Act 2002 may require the evacuation of any place, premise, exclusion of place, or premises and every person commits an offence who wilfully fails to comply with any direction given to him or her.

Section 90 Civil Defence Emergency Management Act 2002 authorises certain persons to requisition any land building equipment, bedding, food, or other supplies necessary for the preservation of human life. Every person commits an offence who wilfully fails to comply with any direction given to him or her.

Current thinking for evacuation of any area now dictates that consideration for the safety of the public is of prime importance. Before evacuation is contemplated, consider other means of ensuring public safety e.g. locking all windows and doors to ensure non-contamination of environment.

INTERNAL EVACUATION

It is most probable that evacuation of any part of Kawerau will be capable of being handled internally. Most evacuations of this nature will be handled without the necessity of declaring a Civil Defence Emergency. These evacuations are routine for those emergency services dealing with such an event. Legislation empowering those emergency services will be sufficient for such evacuations, e.g. gas leak and armed offender situations.

However, should an emergency arise necessitating the declaration of a Civil Defence Emergency by the Mayor, such arrangements for internal evacuation are well catered for in the Civil Defence Plan and Headquarters SOP.

Immediate arrangements can be made to accommodate up to 500 evacuees within the Kawerau District by way of Marae, Church Halls, Hotel and Motel accommodation.

TRANSPORTATION

There will be a shortfall of transportation within the Kawerau District. Kawerau Coaches has 13 assorted buses and vans available to transport up to 576 persons, including disabled individuals from Kawerau if necessary (see Appendix A).

However, depending upon numbers of people requiring evacuation, consideration may be given to requisitioning buses from neighbouring districts.

The Ambulance Service may be stretched to capacity transporting those persons living in a home environment or those non-ambulatory patients in hospitals.

No specific arrangements can be made to evacuation routes until the problem presents itself. However, it will remain the prerogative of the Police to arrange for cover of 'pointsmen' at key locations.

EXTERNAL EVACUATION

If it is inevitable that the whole of, or parts of the Kawerau District need to be evacuated beyond the District's boundaries, the following criteria for such an evacuation must be considered.

It is highly probable that in this event a Regional Declaration of a Civil Defence Emergency will then be in force and evacuation details will be the decision of the Group Regional Controller.

TRANSPORTATION

Approximately 15% of the Community will require assistance in transportation during an evacuation. This equates to approximately 1,000 people.

Sector Posts and Welfare Centres have been set up throughout the District and those persons requiring transportation will be asked to assemble at the centres. Those persons with special needs will be catered for on an 'as needs' basis.

The responsibility for such establishments as Rest Homes will be to arrange suitable transportation to their counterparts in other parts of the country. A more complex situation may arise where people within their own homes have special medical needs. These will be dealt with on an 'as needs' basis.

Kawerau's pool of public transport is limited, so transportation will be required from other parts of the country, e.g. Rotorua, Tauranga and Whakatane.

Forestry is a primary industry for Kawerau. The forestry industry has a large transport fleet at its disposal and this may be utilised for an immediate evacuation.

Self-evacuation by private motor vehicle is still the preferred option and the one most likely to be adopted.

Railway transportation may be considered, but because of the unlikely event of a train being available when required, caution should be taken when considering use of this form of transportation. The same criteria apply to aircraft. However, there are numerous light planes and helicopters that can be utilised for such events.

SUPERVISION OF ROUTES

In the initial stage of the evacuation it may be possible to deal with breakdowns and road blockages from local resources, but once the evacuation is under way, it would appear to be more practicable to call in appropriate resources from throughout the Bay of Plenty.

Therefore, the Civil Defence organisations of Environment Bay of Plenty and Whakatane District are to be requested to establish breakdown and clearance machinery pools at all major intersections on an 'as required' basis.

Whilst helicopter surveillance would be available and ideal; given the limited number of these machines that may not be available when required fixed-wing aircraft may be deployed from the Whakatane Airport.

It is probable that many evacuees will wish to join family members at Taupo, Whakatane or other coastal communities. Having passed from the Kawerau District, the responsibility for onward passage rests with other authorities and to evaluate the risk becomes theirs.

It should be noted that registration of evacuees will take place in a safe environment and not at their point of departure.

PLEASE NOTE – CLOSE CO-OPERATION WITH ENVIRONMENT BAY OF PLENTY AND WHAKATANE DISTRICT COUNCIL WILL BE NEEDED TO IMPLEMENT THIS PLAN. IT IS HIGHLY LIKELY THAT A REGIONAL DECLARATION WILL BE IN FORCE.

PRIMARY EVACUATION ROUTES

The following points of evacuation routes are as follows, together with suggested manned controls.

A) Turn left from town on State Highway 34 to intersection of State Highway 30. Turn right. Cross railway lines then turn next left on to State Highway 34.

or

B) Turn right from town on State Highway 34 to intersection of State Highway 30. Turn left (100 metres), turn right, and back on to State Highway 34.

TO BE ARRANGED, IN CONJUNCTION WITH WHAKATANE EMERGENCY MANAGEMENT AND THE POLICE

Other evacuation routes will be considered, e.g. private forest roads, as the situation dictates.

It is presumed that the town traffic lights at Tasman Mill are in operation. However, should that not be the case, pointsmen will be required at the junction and any others considered necessary.

ANIMAL WELFARE

It is reasonable to assume that the majority of household pets will accompany their owners. It is the owner's responsibility to ensure the safety and well-being of his/her pets.

In conjunction with the Dog Control Services, pets found abandoned in an evacuated area will, subject to circumstances, be disposed of as necessary. The SPCA will be invited to participate with the Animal Control Unit in these functions.

A major consideration will be stock levels on farms. Ensure sufficient time is available for arrangements to be made for stock transportation from the District.

Federated Farmers and other related organisations must be encouraged to have such planning considerations in place prior to such an event occurring.

PUBLIC INFORMATION

Local and National stations and all media will be issued with specific messages from the Civil Defence Group Controller or the Local Controller as to measures to be taken by members of the public to ensure a smooth evacuation. They will be informed as follows:

- That a state of Civil Defence Emergency is in force.
- Road Rules on evacuation routes will remain in force.
- The evacuation routes will be advised after consideration as to their viability.
- Those without transport to go to the nearest Sector or Welfare Post (refer Local Civil Defence Plan). Transportation from there will be provided.
- Take all personal requirements and documents with you.
- Ensure your house is securely locked and turn off all electricity, gas and water.
- Other information relating to this emergency will be broadcast at regular intervals.
- Information 'hot-line' will be established to enable callers to ascertain information on their own behalf.

Kawerau Coaches Carrying Capacity

Bus	Wheelchair	Seated	Standing	Total
4HIGHR		24		24
CED514	2	13		15
BUS906		45	18	63
BUS907		45		45
BUS908		48	22	70
BUS909		48	18	66
BUS910		41	15	56
XL2432		43	11	54
DLB442		41	20	61
DUH407		45	9	54
NB227		43	18	61
WM6573	1	3		4
EWf174	1	1		5
TOTAL	4	440	131	576

Drivers currently employed

BUDD, M
DUNNE, R
DUNBAR, R
FOSTER, S
HARVEY, GR
MAYNE, P
SIMMONDS, L
STRATTON, P
TAMATEA, S
WENSOR, L

Drivers called in

HARVEY, GG
PAUL, H
CAMPBELL, R
KEINDELL B

Access to Kawerau via Roadways

