Securing the Supply of Gasoline and Light Oil in the Tohoku Region (Disaster Area) and the Kanto Region: Emergency Measures to Ensure Supply Lines and Establish an Expanded Distribution Network

Transfer of additional production obtained by raising operation ratios to the Tohoku region (approximately 20,000 kl/day)

Restricting exports and demand

Raise operating ratios of refineries in western Japan to 95% or higher

Draw on product stocks in refineries in western Japan and transfer them to the Kanto region: 50,000 kl within 3 days

Employ a large number of tanker trucks
Secure railway transportation networks

Stable supply in the Kanto region

Draw on product stocks in Kanto region refineries (approx. 30,000 kl)
Enhance supply structure via cooperation among companies

Important supply hub for the Tohoku region
Tank storage: 25,000 kl
Shipment capability: approx. 5,000 kl/day*

(Reference)
Pre-quake fuel sales in Miyagi Pref.: approx. 10,000 kl/day; approx. 38,000 kl/day in the Tohoku region overall

*Total volume/capacity for all products

Provisional Translation (As of March 17)
### Ensuring Supply Lines in the Quake-hit Tohoku Region

#### Major increase of tanker trucks (300 vehicles)
- Approximately 1,100 tanker trucks are engaged in the supply of gasoline, etc., in the Tohoku region.
- Approx. 400 of the above trucks supply gasoline, etc., from oil tank facilities to service stations.
- The biggest bottleneck is the shortage of tanker trucks supplying gasoline from oil tank facilities to service stations.
- METI has requested oil companies to provide 300 additional tanker trucks from other areas, such as the Kansai region, to secure a supply network of 700 trucks.

#### Mass transfer of gasoline, etc. from western Japan to the Tohoku region
- Raising the operating rate of refineries in western Japan (each refinery is to target a 95% operating ratio).
- Restricting exports and demand.
- Transfer of approx. 20,000 kl/day of gasoline, etc. to the Tohoku region.
- In addition to supplies from two refineries in Hokkaido, ensure a supply of 38,000 kl/day of gasoline, etc., equivalent to demand in the Tohoku region before the earthquake occurred.

#### Early restoration of oil storage facilities (Shiogama) on Pacific Coast
- The Shiogama Oil Tank Facility, which suspended operations due to the earthquake, is a major hub of gasoline, etc., supply in the Tohoku region, and early restoration of operations is crucial.
- On March 16, the Shiogama Facility resumed shipments of stock.
- It is necessary to enable tankers to dock at piers, remove debris from neighboring waters, and arrange for inspection by the Japan Coast Guard.

#### Designation of key service stations and concentrated supply
- Given the following considerations, designate key service stations in the disaster area, and focus efforts to supply gasoline, etc., to them.
  - Key supply points for emergency vehicles (fire, police, etc.)
  - Key supply points for maintaining a logistics network for relief goods.
  - Key supply points for supporting earthquake evacuees.

### Ensuring Stable Supplies of Gasoline and Light Oil in the Kanto Region

- Late next week, 3 refineries that have currently suspended operations are expected to begin operating again, and supply shortages will be almost completely eliminated. The response over the next few days is crucial.
- METI instructed oil companies to release 50,000 kl from stocks in refineries in western Japan, transfer this oil to the Kanto region, and inject it into the market, within the next 3 days.
- Draw on stocks in operating refineries in the Kanto region (approx. 30,000 kl)
- Enhance supply structure via cooperation among companies (provide tanker trucks to other companies)

### Kerosene supply measures
- Mass land transportation using oil drums.

### Securing the railway transportation network
- Mass land transportation using oil drums.

### Securing the railway transportation network
- As of March 17