Draft Fuel Security Plan

Consultation document
July 2025

MINISTRY OF BUSINESS, INNOVATION & EMPLOYMENT
HĪKINA WHAKATUTUKI

Te Kāwanatanga o Aotearoa
New Zealand Government

Ministry of Business, Innovation and Employment (MBIE)
Hīkina Whakatutuki – Lifting to make successful

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ISBN: 978-1-991143-29-7 (Online)

July 2025

Minister's foreword

Fuel security is a priority for this Government. Ensuring people and businesses have reliable access to fuel is essential to our way of life and growing the economy.

As an island nation without domestic refining capabilities, we rely on importing almost all of our liquid fuels. This makes us uniquely vulnerable to global supply chain disruptions, meaning our economic prosperity is at risk.

This Government is committed to reducing New Zealand's exposure to the harm and cost of crises and is taking action to bolster our resilience to such disruptions.

We have already taken steps to strengthen our fuel security through boosting minimum fuel reserves and ensuring fuel is stored in the right places. But we know there is more to do; this draft Fuel Security Plan outlines the steps we are taking to ensure that New Zealanders have the fuel we need to sustain our way of life, do business and grow our economy.

We are seeking your feedback to ensure our ambition is backed by appropriate policy to protect New Zealand from disruptions to fuel supply.

Please provide feedback to GasFuelPolicy@mbie.govt.nz by 5pm on 25 August 2025.

Hon Shane Jones

Associate Minister for Energy

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Introduction

New Zealand's economy and our way of life depend on liquid fuels. Because our fuels are imported from overseas, we are vulnerable to disruptions that occur beyond our borders, increasing fuel prices and causing supply shortages. We are also vulnerable to natural disasters such as cyclones or earthquakes that may prevent fuel reaching those who need it.

The Government has plans in place to respond to immediate fuel disruptions. Our *National Fuel Plan* sets out how we will work with the fuel industry to manage domestic disruptions, which are usually short-term and localised.[1]

We need to consider what measures we need to put in place to ensure our fuel system is resilient in the medium to long term. We depend on imported liquid fuels and have several critical single points of failure within our borders. At the same time, our liquid fuel use is changing – demand for petrol is already declining due to more efficient engines and the rise of electric vehicles.

In February 2025, we published the *Fuel Security Study*.[2] It found while our fuel supply chains are largely resilient, there are opportunities to further strengthen our fuel security, in both the short and long-term.

This draft Fuel Security Plan builds on that study and is part of the Government's wider work to ensure access to critical goods and services is maintained. It sets out the steps the Government is taking to make New Zealand's fuel system more resilient and secure.

The *Fuel Security Plan* looks ahead to 2035 and beyond (see box). The 2035 timeframe provides a practical 10-year outlook that balances long-term planning with the flexibility to adapt to rapid changes in fuel technologies and global energy trends.

Our vision and objective to 2035 and beyond

Our vision is to have a fuel system that is resilient to disruptions, so that people have access to fuel where and when they need it.

Our objective is to maintain fuel supply by:

- improving energy independence
- reducing vulnerabilities in our fuel supply chains
- minimising the impact of fuel disruptions

The plan focuses on four areas:

1. Resilience to global supply disruptions
2. Domestic resilience
3. Supporting domestic fuel alternatives
4. Resilience in a transitioning market

We want your views

We are seeking your feedback on this draft Fuel Security Plan. Your insights will help shape a plan that reflects the needs and priorities for New Zealand.

We welcome your views on the proposed focus areas, actions, and any additional measures you believe should be considered. Throughout the draft plan, you'll find questions to guide your input.

Next Steps

Submissions close at 5pm, 25 August 2025.

How to Have Your Say: You can provide feedback by emailing your submission to GasFuelPolicy@mbie.govt.nz

[1] Available here: https://www.civildefence.govt.nz/cdem-sector/guidelines/national-fuel-plan

[2] Available here: https://www.mbie.govt.nz/dmsdocument/30476-fuel-security-study-pdf

About our fuel system

New Zealand relies on imported refined liquid fuels. These fuels – primarily petrol, diesel and jet fuel – are critical for our industries, businesses and day-to-day activities. Our liquid fuels are mostly derived from crude oil but also includes some biofuels. [3]

Before 2022, we imported crude oil to be refined at the Marsden Point refinery for use in New Zealand. The refinery produced around 70 per cent of New Zealand's fuel supplies, with the remaining shortfall imported directly as refined products (ie as petrol, diesel or jet fuel).

We saw a significant change in our fuel imports after the refinery closed in April 2022. In 2021, we imported crude oil mostly from the Middle East. We now import our petrol, diesel and jet fuel from overseas refineries, predominantly in Asia.

We rely on the private sector to deliver fuel

We currently have five fuel companies importing fuel into New Zealand: the 'three majors' bp, Mobil and Z Energy and two smaller companies Gull and Timaru Oil Services. Once in the country, fuel is stored in large import terminals before it is distributed to wholesale customers or retail sites.

We have 10 fuel import terminals and two inland terminals (Wiri and Woolston) – see Figure 1. The main terminals are Marsden Point, Mount Maunganui, Wellington and Lyttelton. These terminals can receive medium-sized ships that carry 40 to 50 million litres of liquid fuels, with Marsden Point being capable of receiving larger ships that can carry up to 120 million litres.

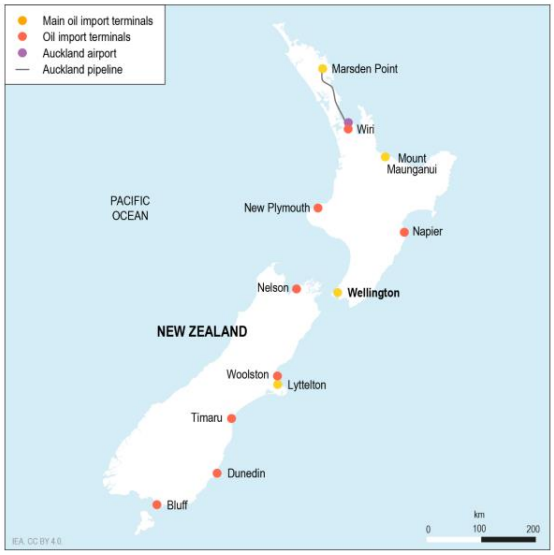

Figure 1: Our import terminals

Our largest terminal, at Marsden Point, receives around 40 per cent of our imported fuel and is crucial for the Auckland market. The owner, Channel Infrastructure, stores fuel on behalf of the three majors in approximately 180 million litres of shared tanks and an additional 100 million litres of private storage tanks.

Fuel from Marsden Point is then either distributed by road to Northland customers or to Auckland through the Ruakaka-to-Auckland Pipeline to the Wiri Terminal in Auckland.

Our fuel use is changing

Diesel is our most important fuel by volume and strategic value. It is used by heavy vehicles, underpins our freight industry, supports offroad use such as in agriculture and is used for peaking and emergency electricity generation. In contrast, petrol is primarily used for the light vehicle fleet.

Our fuel use is changing as sectors electrify and alternative fuels emerge. Petrol demand has already plateaued and is expected to decline further as vehicles become more efficient and more people switch to battery electric vehicles.

[3] Crude oil is the raw resource that is pumped from the ground. Refineries then convert it to refined products that include petrol, diesel and jet fuel.

Diesel demand is forecast to level off and start declining by 2035. Unlike light vehicles, alternatives to diesel-powered heavy transport vehicles are less developed and not yet cost competitive.

Conversely, jet fuel demand is projected to grow for the foreseeable future, especially for long-haul flights where few alternatives to fossil jet exist. In the long term, some of this growth could be met by electric aircraft, sustainable aviation fuel (**SAF**) or hydrogen-powered aircraft, depending on technology advancements and cost reductions.

As an island nation, most of our trade occurs by maritime transport. In the short-term, maintaining a reliable supply of diesel is critical to support domestic and international ships refuelling in New Zealand. As the global shipping industry shifts to alternative fuels, we need to ensure we have the right fuels and infrastructure at our ports to keep pace with these changes and accommodate new ships.

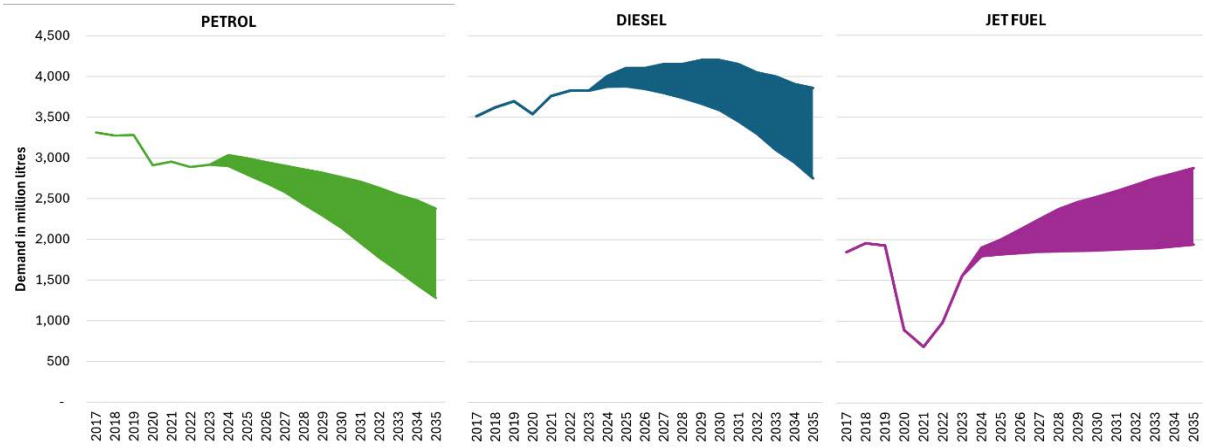

Figure 2: Demand forecast for petrol, diesel and jet fuel (from the 2025 Fuel Security Study)

Questions for consultation

1. Do you support our vision for the fuel system (see box on page 1)? Why / why not?
2. Have we identified the correct objectives for our liquid fuel security (see box on page 1)?
3. Do you agree that the plan should be considered within the next 10 years, ie out to 2035? Why / why not?

Focus area 1

Resilience against global supply shocks

Our dependence on imported fuels means that if overseas supply is disrupted, we could face fuel shortages and rising costs at home.

We depend on imported liquid fuels – petrol, diesel and jet fuel – to meet domestic demand. This exposes us to the risk of international supply disruptions and volatile oil markets.

Fuel shortages can have widespread impacts across our economy if we do not have sufficient alternative domestic sources to meet demand.

We are already taking steps to monitor and minimise supply risks. We are a member of the International Energy Agency (**IEA**), which helps to stabilise supply during global disruptions. During a disruption, the IEA can coordinate the release of strategic oil stocks held by member countries. For instance, in 2022, New Zealand participated in collective action to release oil stocks following the Russian invasion of Ukraine.

International agreements can help ensure ongoing access to fuel if global supplies are disrupted. We will continue to work with key fuel exporting nations to include fuel security in plurilateral and bilateral agreements.

At home, the government requires fuel importers to hold liquid fuel reserves through the minimum stockholding obligation (**MSO**). The MSO requires 28 days' cover for petrol, 21 days' cover for diesel and 24 days' cover for jet fuel, either stored onshore or on incoming ships within our exclusive economic zone.

Given the importance of diesel for our economy, we are increasing the diesel stockholding obligation to 28 days' cover for importers with more than a 10 per cent market share from July 2028. In 2026, we will consider expanding this increased obligation to all diesel importers.

In the longer term, we also need to reduce our reliance on imported liquid fuels and improve our energy independence. We are transitioning towards a more fuel-diverse future with increasing use of alternative fuels including electrification, hydrogen and biofuels (see Figure 3 for the global outlook). By producing these fuels domestically, we can reduce our exposure to global supply shocks. Wider energy security will remain a central consideration throughout this transition.

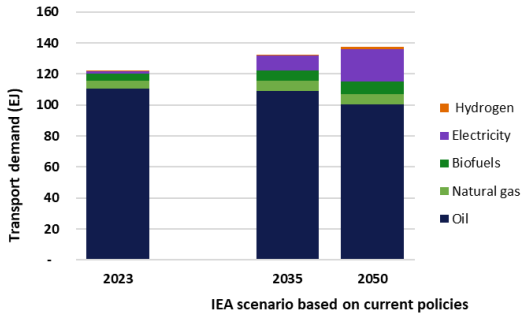

Figure 3: Liquid fuel demand in transport for International Energy Agency scenarios (source: IEA World Energy Outlook 2024 dataset)

The *Fuel Security Study* identified accelerating the energy transition as one of the most cost-effective ways to improve fuel security. Many of the actions across government to reduce emissions and improve energy efficiency will also improve our energy independence by reducing demand for imported liquid fuels.[4] For example, government is promoting fuel efficiency and uptake of electric vehicles.

[4] Emissions Reduction Plan 2026-2030: https://environment.govt.nz/publications/new-zealands-second-emissions-reduction-plan/

Further actions on accelerating the transition are covered under *Focus Area 3: Supporting domestic alternatives* on pages 8-9.

Finally, we need good data to make evidence-based decisions. We collect data under various regulatory frameworks, including the MSO and the *Fuel Industry Act 2020*. As part of the MSO, fuel importers must report detailed information on fuel sources, storage, and distribution. This information will improve transparency across the supply chain and allow government to identify vulnerabilities. We will also regularly update and publish national fuel demand forecasts to support decision making on fuel security.

Our actions:

Underway

1.1 Participate in the IEA's coordinated efforts to ensure stable fuel supply.
1.2 Participate in biennial global emergency exercises coordinated by the IEA and adopt new recommended actions to enhance emergency preparedness.
1.3 Monitor the minimum stockholding obligation, which currently requires fuel importers to hold 28, 21 and 24 days of petrol, diesel and jet fuel cover onshore.
1.4 Make regulations requiring importers (with more than 10 per cent market share) to hold an additional seven days of diesel.
1.5 Engage with key fuel export nations to secure continued market access to fuel in supply disruptions.
1.6 Improve the government's visibility of information on fuel sources, storage and distribution through information disclosure regimes.

Planned

1.7 Review minimum stockholding obligation regulations in 2026 to determine whether to require all importers to hold an additional seven days of diesel.
1.8 Information campaigns on fuel demand management and fuel switching to alternative fuels.
1.9 Regularly review and update fuel demand forecasts.

Questions for consultation

4. Do you believe Focus area 1 addresses the challenges the fuel sector is facing? Why / why not?
5. Do you believe the actions under Focus area 1 will improve New Zealand's fuel security? Why / why not?
6. Are there any additional actions under Focus area 1 the Government could take to reduce dependence on imported fuels and improve our energy independence?

Focus area 2

Domestic resilience

Our domestic fuel supply relies on critical infrastructure, which can limit our ability to distribute fuel around the country during disruptions.

The nature of our fuel import and storage infrastructure means there are many potential critical single points of failure in our liquid fuel supply chain.

We rely on port infrastructure, pipelines, storage terminals and roading networks to distribute imported liquid fuels stored at key import terminals to end users across the country. A disruption to critical infrastructure could limit our ability to move fuels around the country.

The *National Fuel Plan 2024* outlines our approach to preparing for and responding to domestic fuel disruptions. It defines roles and responsibilities, details potential response actions for specific scenarios – such as diverting ships, relaxing fuel specifications and implementing demand constraint measures. It also provides a framework template to guide the development of Regional Fuel Plans, helping to ensure consistency across the regions. The *National Fuel Plan* is reviewed and updated every three years, with the next update scheduled for 2027.

The effectiveness of our response to fuel emergencies depends on preparation, practice and coordination across the fuel supply chain. The Fuel Sector Coordinating Entity, comprised of government and industry representatives, oversees fuel emergency planning and leads responses to major disruptions. The *National Fuel Plan* is tested every year during national or fuel-specific exercises. The Fuel Sector Coordinating Entity is also supporting advice on the new *Emergency Management Bill*, to identify opportunities to improve readiness and response arrangements for the fuel sector.

In a sustained fuel disruption, it may be necessary to ration fuel and prioritise supplying essential services. We will review the *Petroleum Demand Restraint Act 1981* to ensure it allows the necessary measures to be implemented if fuel rationing is required.

The fuel pipeline from Marsden Point to Auckland is a key part of our fuel distribution system, particularly for jet fuel. From 1 November 2026, fuel companies will be required to hold a minimum of 10 days of jet fuel cover at 80 per cent operations at Auckland Airport to improve regional resilience against this single point of failure.

We will review the MSO regime in 2030. This will consider the level or strategic location of fuel stocks and will identify whether additional location specific obligations are required to ensure our fuel stocks continue to deliver regional resilience.

The *Fuel Security Study* identified the ready availability of fuel trucks as a key measure to mitigate the impact of temporary pipeline or infrastructure outages. Fuel companies are best positioned to optimise their trucking fleets and ensure the availability of drivers.

In addition to disruptions from infrastructure failures, our fuel supply can be disrupted if there are issues with the quality of the fuel we import. Importers and the government monitor the quality of our imported fuel. This allows us to detect and identify the source of off-specification fuel early to minimise the risk of a fuel disruption event.

Our actions:

Underway

2.1 Monitor fuel-related risks on the National Risk Register, as part of delivering the National Risk and Resilience Framework.

2.2 Test the *National Fuel Plan* at least once a year through the National Exercise Programme, where relevant, and participation in fuel sector exercises.
2.3 Implement location-specific minimum stockholding obligation for jet fuel at Auckland Airport.
2.4 Monitor the quality of automotive and marine fuel to ensure imported products meet our quality, performance, and safety requirements.

Planned

2.5 Review and update the National Fuel Plan in 2027.
2.6 Review the minimum stockholding obligation regime in 2030, including whether changes are required to deliver regional resilience.
2.7 Engage with fuel companies to ensure there is sufficient alternative distribution capacity (eg fuel trucks and drivers) to respond to disruptions.
2.8 Review the *Petroleum Demand Restraint Act 1981*.
2.9 Identify opportunities to improve readiness and response arrangements for the fuel sector through the development of the *Emergency Management Bill*.

Questions for consultation

7. Do you believe that Focus area 2 addresses the challenges the fuel sector is facing? Why / why not?
8. Do you believe actions under Focus area 2 will improve New Zealand's fuel security? Why / why not?
9. Are there any additional actions under Focus area 2 the Government should do to enhance domestic resilience of critical infrastructure?

Focus area 3

Supporting domestic alternatives

Investing in domestic fuel alternatives will help reduce long-term supply risks but faces barriers.

Investing in low-carbon alternative fuels can be risky. The technology may not be mature or proven, the costs may be high or there may be uncertainty about whether there is a market for that fuel.

Alternative fuels include biofuels, hydrogen, and electricity. Conventional biofuels are already well established globally. Advanced biofuels, such as renewable diesel, are chemically identical to fossil fuels and can be used in the existing vehicles and fuel infrastructure.

Producing some of these fuels domestically would improve our fuel security and support the economic prosperity objectives set out in Going for Growth.[5] In New Zealand, production of these fuels – apart from electricity – is still in early stages, or not yet proven at a commercial scale.

We are providing an enabling regulatory environment to encourage domestic production of low-carbon alternative fuels. For example, we are making consenting for key infrastructure easier and faster through the Fast-track regime.

One way of encouraging domestic production is to use Special Economic Zones (**SEZs**). SEZs are areas where businesses can benefit from tailored policies on regulation, financial support and access to infrastructure that differ from the general business environment. We are considering the role of SEZs in New Zealand.

We are removing barriers to adopting low-carbon alternative fuels to help increase business and consumer choice. We are introducing a new fuel standard for renewable diesel. Through the Low Emissions Heavy Vehicle Fund, the government provides grants to organisations to offset the additional cost of purchasing zero or low-emissions heavy vehicles.

Insufficient investment in public charging infrastructure can generate concerns around transitioning to electric vehicles, slowing the pace of their adoption. We are supporting public chargers through the Supercharging EV Infrastructure work programme.

Alternatives to aviation fuel are more challenging than petrol or diesel. Sustainable aviation fuel (**SAF**) is the only viable alternative to long-haul aviation. Short-distance flights can be electrified or use hydrogen. We will continue to engage with industry to better understand the barriers and opportunities for greater uptake of SAF in New Zealand.

In the shipping sector, we are monitoring industry efforts to explore alternative fuel options to improve fuel security.

Our actions:

Underway

3.1 Explore the role of Special Economic Zones to facilitate projects that enhance fuel security.

3.2 Provide an enabling regulatory environment to encourage domestic production of low-carbon alternative fuels.

[5] Available here: https://www.mbie.govt.nz/business-and-employment/economic-growth/going-for-growth

3.3 Support deployment of EV charging infrastructure through the Supercharging EV Infrastructure programme.
3.4 Support uptake of heavy goods vehicles which use alternative fuels.
3.5 Introduce a new standard for renewable diesel.

Planned

3.6 Investigate whether there are regulatory barriers impeding the use of alternative fuels in the shipping and aviation sectors that improve fuel security.

Questions for consultation

10. Do you believe Focus area 3 addresses the challenges the fuel sector is facing? Why / why not?
11. Do you believe actions under Focus area 3 will support investment in domestic production of low-carbon alternative fuels?
12. Are there any additional actions under Focus area 3? Is there more the Government can do to support development of domestic production of low-carbon alternative fuels?

Focus area 4

Resilience in a transitioning market

Insufficient maintenance of fuel infrastructure through the transition could impact security of supply.

Demand for traditional liquid fuels is likely to drop in the long-term as sectors transition to electricity and other alternative fuels. There is uncertainty in the pace and scale of this transition, creating challenges for consumers, industry and government.

Infrastructure investors and operators may not invest in infrastructure for these fuels due to the risk of stranded assets, ie the risk that the economic life of the asset is not realised.

Premature closure of or underinvestment in critical infrastructure could impact consumers' access to fuels, or increase regional vulnerabilities to supply disruptions, especially during emergencies.

We will continue monitoring regional fuel supply and demand patterns, and regularly engage with industry stakeholders. This will allow us to identify any emerging security of supply issues – such as rapid stock depletion following a major disruption – and consider whether government intervention is required.

The 2019 Government Inquiry into Auckland Fuel Supply Disruption recommended urgently building resilience into the infrastructure for supplying Auckland Airport with jet fuel. In response, government will require fuel companies to hold at least 10 days of jet fuel at 80 per cent of operations from 1 November 2026. We will continue to monitor progress on infrastructure investments, ensuring they consider other resilience measures including the input capacity to the airport fuel terminal.

Our actions:

Underway

4.1 Monitor patterns of fuel supply and demand to ensure consumers have access to products.

4.2 Monitor progress on resilience measures at Auckland Airport as recommended by the 2019 Government Inquiry into the Auckland Supply Disruption.

Questions for consultation:

13. Do you believe Focus area 4 addresses the challenges the fuel sector is facing? Why / why not?
14. Is there a role for government to minimise risk of stranded assets or underinvestment?
15. Are there other actions the government should be doing under Focus area 4?

Delivery timeframes

Review points for the Fuel Security Plan

We will review the Fuel Security Plan during the scheduled updates such as the National Fuel Plan update in 2027 and the review of the Minimum Stockholding Obligation (**MSO**) regime in 2030.

At these review points, we will check progress, revisit assumptions, and make sure the plan stays useful and effective as conditions change.

Timeframes for delivering actions

	Fuel Security Plan Actions		2025-2030	2030-2035	2035 onwards
Focus area 1	1.1	Participate in the IEA's coordinated efforts to ensure stable fuel supply.			
	1.2	Participate in biennial global emergency exercises coordinated by the IEA and adopt new recommended actions to enhance emergency preparedness.			
	1.3	Monitor the minimum stockholding obligation, which currently requires fuel importers to hold 28, 21 and 24 days of petrol, diesel and jet fuel cover onshore.			
	1.4	Make regulations requiring importers (with more than 10 per cent market share) to hold an additional seven days of diesel.			
	1.5	Engage with key fuel export nations to secure continued market access to fuel in supply disruptions.			
	1.6	Improve the government's visibility of information on fuel sources, storage and distribution through information disclosure regimes.			
	1.7	Review minimum stockholding obligation regulations in 2026 to determine whether to require all importers to hold an additional 7 days of diesel.			
	1.8	Information campaigns on fuel demand management and fuel switching to alternative fuels.			
	1.9	Regularly review and update fuel demand forecasts.			
Focus area 2	2.1	Monitor fuel-related risks on the National Risk Register, as part of delivering the National Risk and Resilience Framework.			
	2.2	Test the National Fuel Plan at least once a year through the National Exercise Programme, where relevant, and participation in fuel sector exercises.			
	2.3	Implement location-specific minimum stockholding obligation for jet fuel at Auckland Airport.			
	2.4	Monitor the quality of automotive and marine fuel to ensure imported products meet our quality, performance, and safety requirements.			
	2.5	Review and update the National Fuel Plan in 2027.			

	Fuel Security Plan Actions		2025-2030	2030-2035	2035 onwards
	2.6	Review the minimum stockholding obligation regime in 2030, including whether changes are required to deliver regional resilience.			
	2.7	Engage with fuel companies to ensure there is sufficient alternative distribution capacity (eg fuel trucks and drivers) to respond to disruptions.			
	2.8	Review the *Petroleum Demand Restraint Act 1981.*			
	2.9	Identify opportunities to improve readiness and response arrangements for the fuel sector through the development of the *Emergency Management Bill.*			
Focus area 3	3.1	Explore the role of Special Economic Zones to facilitate projects that enhance fuel security.			
	3.2	Provide an enabling regulatory environment to encourage domestic production of low-carbon alternative fuels.			
	3.3	Support deployment of EV infrastructure through the Supercharging EV Infrastructure programme.			
	3.4	Support uptake of heavy goods vehicles, which use alternative fuels.			
	3.5	Introduce a new standard for renewable diesel.			
	3.6	Investigate whether there are regulatory barriers impeding the use of alternative fuels in the shipping and aviation sectors, that improve fuel security.			
Focus area 4	4.1	Monitor patterns of fuel supply and demand to ensure consumers have access to products.			
	4.2	Monitor progress on resilience measures at Auckland Airport as recommended by the 2019 Government Inquiry into the Auckland Supply Disruption.			

Annex: Plan on a page

OUR VISION

To have a fuel system that is resilient to disruptions, so that people have access to fuel where and when they need it.

CONTEXT

New Zealand's economy and way of life depend on liquid fuels. There is increasing demand for low-carbon alternatives to fossil fuels. The government has a National Fuel Plan that outlines our approach to respond to domestic issues when they arise. The 2025 *Fuel Security Study* found that our fuel system is largely resilient and identified measures to further enhance our fuel security.

OBJECTIVES

Maintain fuel supply by:

> improving energy independence
> reducing vulnerabilities in our fuel supply chains
> minimising the impact of fuel disruptions

FOCUS AREAS	Resilience against global supply disruptions	Domestic resilience	Supporting domestic alternatives	Resilience in a transitioning market
ACTIONS	**Underway** 1.1 Participate in the IEA's coordinated efforts to ensure stable fuel supply. 1.2 Participate in biennial global emergency exercises coordinated by the IEA and adopt new recommended actions to enhance emergency preparedness. 1.3 Monitor the minimum stockholding obligation, which currently requires fuel importers to hold 28, 21 and 24 days of petrol, diesel and jet fuel cover onshore. 1.4 Make regulations requiring importers (with more than 10 per cent market share) to hold additional seven days of diesel 1.5 Engage with key fuel export nations to secure continued market access to fuel in supply disruptions. 1.6 Improve the government's visibility of information on fuel sources, storage and distribution through information disclosure regimes.	**Underway** 2.1 Monitor fuel-related risks on the National Risk Register, as part of delivering the National Risk and Resilience Framework. 2.2 Test the National Fuel Plan at least once a year through the National Exercise Programme, where relevant, and participation in fuel sector exercises. 2.3 Implement location-specific minimum stockholding obligation for jet fuel at Auckland Airport. 2.4 Monitor the quality of automotive and marine fuel to ensure imported products meet our quality, performance, and safety requirements.	**Underway** 3.1 Explore the role of Special Economic Zones to facilitate projects that enhance fuel security. 3.2 Provide an enabling regulatory environment to encourage domestic production of low-carbon alternative fuels. 3.3 Support deployment of EV charging infrastructure through the Supercharging EV Infrastructure programme. 3.4 Support uptake of heavy goods vehicles, which use alternative fuels. 3.5 Introduce a new standard for renewable diesel.	**Underway** 4.1 Monitor patterns of fuel supply and demand to ensure consumers have access to products. 4.2 Monitor progress on resilience measures at Auckland Airport as recommended by the 2019 Government Inquiry into the Auckland Supply Disruption.
	Planned 1.7 Review minimum stockholding obligation regulations in 2026 to determine whether to require all importers to hold an additional seven days of diesel. 1.8 Information campaigns on fuel demand management and fuel switching to alternative fuels. 1.9 Regularly review and update fuel demand forecasts.	**Planned** 2.5 Review and update the National Fuel Plan in 2027. 2.6 Review the minimum stockholding obligation regime in 2030, including whether changes are required to deliver regional resilience. 2.7 Engage with fuel companies to ensure there is sufficient alternative distribution capacity (eg fuel trucks and drivers) to respond to disruptions. 2.8 Review the *Petroleum Demand Restraint Act 1981*. 2.9 Identify opportunities to improve readiness and response arrangements for the fuel sector through the development of the *Emergency Management Bill*.	**Planned** 3.6 Investigate whether there are regulatory barriers impeding the use of alternative fuels in the shipping and aviation sectors, that improve fuel security.	**Planned**