



Fuel Security Plan

NOVEMBER 2025



Te Kāwanatanga o Aotearoa
New Zealand Government



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
HĪKINA WHAKATUTUKI

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

MBIE develops and delivers policy, services, advice and regulation to support economic growth and the prosperity and wellbeing of New Zealanders.

More information

Information, examples and answers to your questions about the topics covered here can be found on our website: **mbie.govt.nz**

Disclaimer

This document is a guide only. It should not be used as a substitute for legislation or legal advice. The Ministry of Business, Innovation and Employment is not responsible for the results of any actions taken on the basis of information in this document, or for any errors or omissions.

ISBN 978-1-991409-45-4 (Online)

NOVEMBER 2025

©Crown Copyright

The material contained in this report is subject to Crown copyright protection unless otherwise indicated. The Crown copyright protected material may be reproduced free of charge in any format or media without requiring specific permission. This is subject to the material being reproduced accurately and not being used in a derogatory manner or in a misleading context. Where the material is being published or issued to others, the source and copyright status should be acknowledged. The permission to reproduce Crown copyright protected material does not extend to any material in this report that is identified as being the copyright of a third party. Authorisation to reproduce such material should be obtained from the copyright holders.

Minister's foreword



Fuel security is a cornerstone of New Zealand's economic resilience and national wellbeing.

As an island nation without domestic refining capabilities, we are heavily reliant on importing liquid fuels to keep us moving and our

communities connected. This makes us vulnerable to global supply chain disruptions – a risk we can no longer afford to ignore.

This Government is committed to ensuring New Zealanders have continued and reliable access to fuel where and when they need it.

The *Fuel Security Plan* sets out a strategic pathway to bolster our medium- to long-term resilience. It builds on the progress we have already made – increasing our onshore fuel stocks and publishing a *National Fuel Plan* for emergency responses – and outlines further measures to ensure people and business can continue to access fuel no matter what challenges the future brings.

The *Fuel Security Plan* is not just about managing risk. It is also about supporting economic growth and building greater self-reliance. That means investing in domestically produced energy to reduce our dependence on global markets and creating new opportunities for regional development and innovation. By harnessing our own resources, we can strengthen our energy sovereignty and ensure New Zealand is better prepared for the future.

I am pleased to present this plan as a critical step towards securing our energy future.

Hon Shane Jones
Associate Minister for Energy

Contents

Introduction 1

About our fuel system2

Our vision and objectives4

Focus area 1: Resilience against global supply shocks5

Focus area 2: Domestic resilience7

Focus area 3: Supporting domestic fuel alternatives9

Focus area 4: Resilience in a transitioning market.....11

Delivery timeframes..... 12

Annex: Plan on a page 14

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 disasters such as cyclones or earthquakes that may prevent fuel reaching those who need it.

This *Fuel Security Plan* sets out the Government's medium- to long-term strategy to make New Zealand's fuel system more resilient and secure.

In February 2025, we published the *Fuel Security Study*.¹ It found that 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 *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.

The *Fuel Security Plan* is closely linked to the Government's emergency response plan for domestic fuel disruptions: the *National Fuel Plan*.²

The *National Fuel Plan* explains who is responsible during a fuel emergency, including government agencies, fuel companies, and Civil Defence Emergency Management Groups. If a disruption occurs, the plan outlines the steps to follow, such as activating the Fuel Sector Coordinating Entity to lead the response. It also includes tools to manage fuel supply, such as diverting fuel shipments or introducing demand limits. The plan is tested every year through national exercises to ensure readiness.

The *Fuel Security Plan* is also closely linked to the security of supply work across the energy sector. The Government is focused on ensuring New Zealand has secure and affordable energy.

¹ Available here: www.mbie.govt.nz/dmsdocument/30476-fuel-security-study-pdf

² Available here: www.civildefence.govt.nz/cdem-sector/guidelines/national-fuel-plan

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 include some biofuels.³

Before 2022, we imported crude oil to be refined at the Marsden Point refinery. 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.

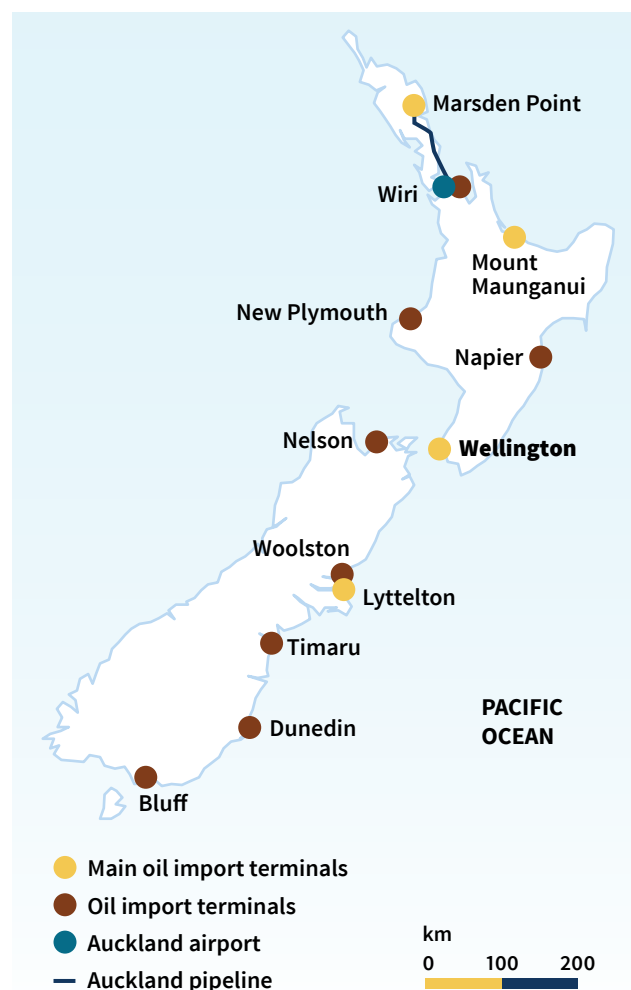
We rely on the private sector to deliver fuel

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 capable of receiving larger ships that can carry up to 120 million litres.

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.

FIGURE 1: Our import terminals



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.

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.

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.

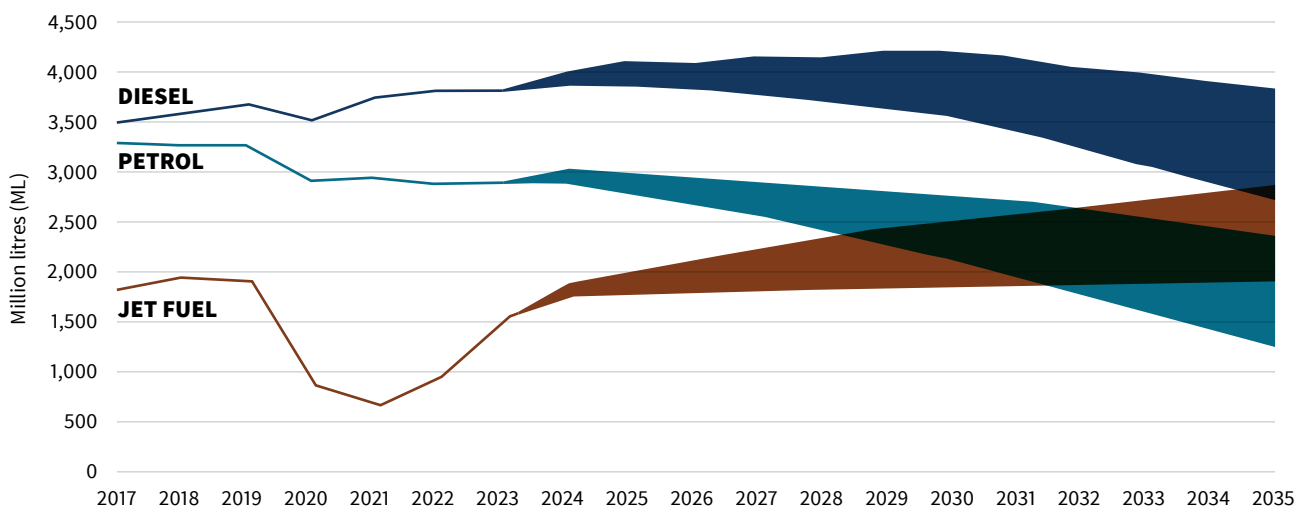
Our fuel use is changing as sectors electrify and alternative fuels emerge. Petrol demand has already plateaued and is expected to decline further as vehicles become more efficient and more people switch to battery electric vehicles.

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*)



Our vision and objectives

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

To achieve this, our objective is to maintain fuel supply by:

- Improving energy independence
- Reducing vulnerabilities in our fuel supply chains
- Minimising the impact of fuel disruptions.

In pursuing this vision, we recognise the need to balance resilience with affordability – any measure must deliver value for money.

The actions in the plan will be delivered within the next 10 years – that is from 2025 to 2035. This timeframe provides a practical window that balances long-term planning with the flexibility to adapt to rapid changes in fuel technologies and global energy trends.

The *Fuel Security Study* identified accelerating the energy transition, and thereby reducing import dependency, as the most cost-effective ways to improve fuel security. We are transitioning towards a more fuel-diverse future with increasing electrification and use of alternative fuels such as hydrogen and biofuels. Globally, this transition is happening faster than expected as technology costs fall. For instance, in China, in some cases, electric trucks are now cheaper than diesel trucks over their lifetime, with cost parity expected in Europe and the United States by 2030.⁴ By producing alternative fuels domestically, we can reduce our exposure to global supply shocks and strengthen our energy independence.

With increased uptake of electric vehicles (and other machines), our fuel and electricity systems will become more interconnected. This introduces new vulnerabilities. Ensuring wider energy system security will remain a central consideration alongside fuel security.

Even as we shift to domestic alternatives, New Zealand will continue to rely on imported fuels for the foreseeable future. We must therefore remain prepared to manage and minimise the impacts of import disruptions.

The *Fuel Security Plan* also delivers wider benefits. Increased electrification helps New Zealand meet our emissions targets and contributes to cleaner air and healthier communities. Reducing reliance on imports and using domestically produced energy will improve economic prosperity including for regional communities. We will also improve New Zealand's balance of payments.

This vision provides the strategic direction of the *Fuel Security Plan*. It frames actions as part of a deliberate long-term pathway toward enhanced national fuel security. This approach supports policy continuity, guides investment priorities and reinforces the Government's commitment to future-proofing New Zealand's energy resilience and economic security.

⁴ www.iea.org/reports/global-ev-outlook-2025



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.

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

In the longer term, we also need to reduce our reliance on imported liquid fuels and improve our energy independence. 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.⁵ For example, the Government is promoting fuel efficiency and uptake of electric vehicles.

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

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

5 Emissions Reduction Plan 2026-2030: environment.govt.nz/publications/new-zealands-second-emissions-reduction-plan/

report detailed information on fuel sources, storage, and distribution. This information will improve transparency across the supply chain and allow the 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 days' cover for petrol, 21 days' cover for diesel and 24 days' cover for jet fuel 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 update and publish fuel demand forecasts.



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.

A disruption to critical infrastructure could limit our ability to move fuels around the country.

The 2024 *National Fuel Plan* outlines our approach to preparing for and responding to domestic fuel disruptions. It defines roles and responsibilities and details potential response actions for specific scenarios. It also lists critical customers with the right to access priority supply for the purpose of continuing essential functions. 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 legislation - the reform of the *Civil Defence Emergency Management Act 2002* - 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 2029. 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* in a national-level exercise at least once a year and participate 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 Identify opportunities to improve readiness and response arrangements for the fuel sector through emergency management legislative reform.

Planned

- 2.6 Review and update the *National Fuel Plan* in 2027.
- 2.7 Review the minimum stockholding obligation regime in 2029, including whether changes are required to deliver regional resilience.
- 2.8 Engage with fuel companies to ensure there is sufficient alternative distribution capacity (eg fuel trucks and drivers) to respond to disruptions.
- 2.9 Review the *Petroleum Demand Restraint Act 1981*.



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 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.⁶ 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.

We are considering the role of Special Economic Zones (SEZs) in New Zealand. SEZs are areas where businesses can benefit from incentives that differ from the general business environment.

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.

Producing some of these [alternative] fuels domestically would improve our fuel security and support the economic prosperity objectives set out in Going for Growth.

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. The coming International Maritime Organization's Net-Zero Framework will incentivise

⁶ Available here: www.mbie.govt.nz/business-and-employment/economic-growth/going-for-growth

international shipping companies to adopt low-carbon fuels through a combination of shipping emissions targets and emissions pricing mechanisms. There is also increasing interest in developing international green shipping corridors. New Zealand ports will need to ensure their fuel supply infrastructure keeps up with the changes. We need to ensure our regulatory framework does not impede the development of supply chains and infrastructure for green shipping fuels.

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.
- 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 aviation sector that improve fuel security.
- 3.7 Engage with industry and investigate regulatory barriers to the use of alternative shipping fuels that improve fuel security.



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.

Demand for traditional liquid fuels is likely to drop in the long-term as sectors transition to electricity and other alternative fuels.

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. 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. In this instance, we can require fuel stocks to be held in specific locations.

We have already implemented a geographically specific jet fuel stockholding obligation at Auckland Airport in response to the 2019 *Government Inquiry into the Auckland Fuel Supply Disruption*. From 1 November 2026, the Government will require fuel companies to hold at least 10 days of jet fuel at 80 per cent of operations. We will continue to monitor progress on other jet fuel infrastructure investments at the airport, 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 Fuel Supply Disruption*.

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 2029. 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: Resilience against global supply shocks				
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 days' cover for petrol, 21 days' cover for diesel and 24 days' cover for jet fuel 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 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.			

FUEL SECURITY PLAN ACTIONS		2025-2030	2030-2035	2035 ONWARDS
FOCUS AREA 2: Domestic resilience				
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 <i>National Fuel Plan</i> in a national-level exercise at least once a year and participate 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	Identify opportunities to improve readiness and response arrangements for the fuel sector through emergency management legislative reform.			
2.6	Review and update the <i>National Fuel Plan</i> in 2027.			
2.7	Review the minimum stockholding obligation regime in 2029, including whether changes are required to deliver regional resilience.			
2.8	Engage with fuel companies to ensure there is sufficient alternative distribution capacity (eg fuel trucks and drivers) to respond to disruptions.	→		
2.9	Review the <i>Petroleum Demand Restraint Act 1981</i> .			
FOCUS AREA 3: Supporting domestic alternatives				
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 aviation sector that improve fuel security.			
3.7	Engage with industry and investigate regulatory barriers to the use of alternative shipping fuels that improve fuel security.			
FOCUS AREA 4: Resilience in a transitioning market				
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 <i>Government Inquiry into the Auckland Fuel Supply Disruption</i> .	→		

ANNEX: Plan on a page

OUR VISION:

To have a fuel system that is resilient to disruptions, so 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.

 Resilience against global supply shocks	 Domestic resilience	 Supporting domestic alternatives	 Resilience in a transitioning market
ACTIONS UNDERWAY	ACTIONS UNDERWAY	ACTIONS UNDERWAY	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 days' cover for petrol, 21 days' cover for diesel and 24 days' cover for jet fuel 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.	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 <i>National Fuel Plan</i> in a national-level exercise at least once a year and participate 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 Identify opportunities to improve readiness and response arrangements for the fuel sector through emergency management legislative reform.	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 that use alternative fuels. 3.5 Introduce a new standard for renewable diesel.	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 <i>Government Inquiry into the Auckland Fuel Supply Disruption</i>.
ACTIONS PLANNED	ACTIONS PLANNED	ACTIONS PLANNED	ACTIONS 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.	2.6 Review and update the <i>National Fuel Plan</i> in 2027. 2.7 Review the minimum stockholding obligation regime in 2029, including whether changes are required to deliver regional resilience. 2.8 Engage with fuel companies to ensure there is sufficient alternative distribution capacity (eg fuel trucks and drivers) to respond to disruptions. 2.9 Review the <i>Petroleum Demand Restraint Act 1981</i>.	3.6 Investigate whether there are regulatory barriers impeding the use of alternative fuels in the aviation sector which improve fuel security. 3.7 Engage with industry and investigate regulatory barriers to the use of alternative shipping fuels that improve fuel security.	



Te Kāwanatanga o Aotearoa
New Zealand Government

AOG 12132