



# AIDE MEMOIRE

## Updated Cabinet paper on Phase 2 of fuel response plan

|                                 |               |                        |         |
|---------------------------------|---------------|------------------------|---------|
| <b>Date:</b>                    | 9 April 2026  | <b>Priority:</b>       | High    |
| <b>Security Classification:</b> | In confidence | <b>Tracker number:</b> | 0030797 |

|   |  |
|---|--|
| <b>Information for Minister(s)</b>                  |  |
| <b>Hon Nicola Willis</b><br>Minister of Finance     | <b>Hon Shane Jones</b><br>Associate Minister of Energy |
| <b>Hon David Seymour</b><br>Minister for Regulation |  |

|   |  |                            |                    |
|---|--|----------------------------|--------------------|
| <b>Contact for telephone discussion (if required)</b> |  |                            |                    |
| <b>Name</b>   | <b>Position</b>  | <b>Telephone</b>           | <b>1st contact</b> |
| Iain Cossar   | Fuel Response Policy Lead,<br>Ministry for Business,<br>Innovation, and Employment | Privacy of natural persons | ✓                  |
| Adam Jackson  | Chief Advisor to Chief Executive, Ministry for Regulation                          |                            |                    |

|   |
|---|
| <b>The following departments/agencies have been consulted</b>   |
| Ministry of Transport, Ministry for Primary Industries, Treasury, Ministry for the Environment, Ministry for Regulation, Department of Internal Affairs, Energy Efficiency and Conservation Authority |

**Minister's office to complete:**

- |   |  |
|---|--|
| <input type="checkbox"/> Approved             | <input type="checkbox"/> Declined            |
| <input type="checkbox"/> Noted                | <input type="checkbox"/> Needs change        |
| <input type="checkbox"/> Seen                 | <input type="checkbox"/> Overtaken by Events |
| <input type="checkbox"/> See Minister's Notes | <input type="checkbox"/> Withdrawn           |

**Comments:**



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### Purpose

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This aide memoire summarises changes to the Cabinet paper following feedback from the Ministerial Economic Security and Supply Chains Group meeting on 8 April 2026.

#### Privacy of natural persons

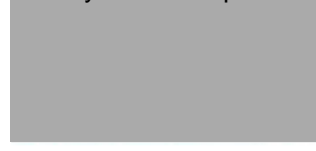


**Iain Cossar, Fuel Response Policy Lead**

Ministry of Business, Innovation and  
Employment

9 April 2026

#### Privacy of natural persons



**Adam Jackson, Chief Advisor to Chief  
Executive**

Ministry for Regulation

9 April 2026

### Background

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1. The Ministerial Economic Security and Supply Chains Group met on 8 April 2026 to discuss preparedness for Phase 2 of the National Fuel Plan and consider regulatory adjustments to reduce fuel use.
2. A draft Cabinet paper was provided alongside a list of potential regulatory relief measures proposed by agencies, the public and businesses. Only regulatory changes for heavy vehicles were included in the initial draft Cabinet paper with other options assessed as not being ready for consideration. The proposed EECA campaign for Phase 2 was also included as Annex 1 in the Cabinet paper.

### Adjustments following Ministerial oversight group feedback on regulatory relief measures

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3. Ministers explicitly directed agencies to progress broader regulatory relief measures beyond transport. The Ministry for Regulation was identified as the lead agency to work alongside relevant agencies to ensure that proposals are fully explored.
4. The Cabinet paper and associated Annex 2 on regulatory relief proposals has been updated to reflect this direction and subsequent input from lead agencies. Regulatory relief proposals for further work now include relief for heavy vehicles, commercial fishing, and commuting.
5. The Cabinet paper also instructs key agencies to work with the Ministry for Regulation on guidance to local government on adapting compliance activities to reduce fuel use.



6. Proposals relating to road user charges are not included as Ministers agreed not to progress further work on these. Proposals relating to aviation have also not been included because the Ministry of Transport confirmed that there are no regulatory barriers. **Free and frank opinions**

[Redacted]

## Further information on EECA's campaign

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7. Confidential advice to Government

[Redacted]

8.

9.

10.

[Redacted]



## Other changes

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11. An additional annex (Annex three) has been included which summarises policy responses of relevant countries, this information was provided by MFAT and sourced via diplomatic channels.

## Annexes

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Annex 1: Updated draft Cabinet paper- Fuel response plan: Phase 2 readiness



**Annex one: Draft Cabinet Paper – Fuel response plan: Phase 2 readiness**

# Publicly available information



# Publicly available information



# Publicly available information



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## Annex 3: COUNTRY COMPARISONS OF POLICY RESPONSES TO IMPACTS OF FUEL MARKET DISRUPTION

|                       | Fuel Security Plan activated                                    | Flexible work/congestion mitigations                    | Limitations on Government travel                   | Economic relief   | Education   | Publicity Campaign:  | Transport regulation:   | Other  |
|-----------------------|---|---|--|---|---|--|---|--|
| <b>Australia</b>      | On Level 2 of 4 in <a href="#">National Fuel Security Plan</a>  | Voluntary where it works for businesses and individuals | Encouraged not mandated                            | Trade credits; Temp. tax relief for small business ( <a href="#">Package details here</a> ); Federal tax cuts on petrol & diesel; Federal fuel excise on petrol & diesel halved Heavy Vehicle Road User charges removed   | Stated intention to keep schools open (2 April)   | Public has been asked to voluntarily reduce petrol consumption <a href="#">Address to the Nation   Prime Minister of Australia</a> | International relations<br>Increase access to the road network for larger trucks; VIC + TAS free public transport.  | Double penalties for price gouging; Government powers to underwrite purchase of fuel and vital supplies by private sector; Interest-free loans for some businesses |
| <b>Japan</b>          | No specific measures announced                                  | No directive  | No restrictions                                    | Reintroduced fuel subsidies and gasoline price caps   | No directives   | Focused on discouraging panic buying   | No official directive   | Oil tankers recently arrived via alternative routes (UAE, Saudi). Japan says likely to continue this method from May   |
| <b>Korea</b>          | Crude: Level 3 of 4 tiers<br><br>LNG: Level 2 of 4 tiers        | Work from home encouraged (potentially mandated April)  | No restrictions                                    | USD \$17bn supplementary budget with subsidies on fuel, public transport, compensation to refineries, direct cash support to HH covering @70% of Koreans, small businesses, energy-exposed sectors, fuel price cap (with volume-capped exports); fuel tax cuts. | Schools are included in the 'public sector' impacted by vehicle rationing. School staff will have limited carpark access during the week. | "Save every drop of fuel" message from the President   | Public sector alternate day vehicle use; private vehicles limited carparks; crackdowns on hoarding, illegal fuel distribution, and price manipulation; subsidised public transport for some users | Eased coal plant operating limits; increased nuclear power plant capacity; strategic stockpile exchange with industry of 20 m barrels                              |
| <b>Malaysia</b>       | No tiered system  | Work from home policy introduced for government workers | Restrictions for government agencies and ministers | Subsidies for diesel and RON95 for Malaysian citizens (200L/month)  | Under consideration, not yet announced  | Focused on Malaysia's resilience and ability to manage the crisis  | No rationing restrictions   |  |
| <b>Singapore</b>      | Precautionary activation (no phasing)                           | No directive  | No restrictions                                    | NZD \$1.36bn package for business, HH and individuals on top of earlier and enhanced HH rebates; Very broadly targeted - all HH getting some help, assistance for energy intensive sectors (note their strong fiscal situation)                                 | No directives   | Encouraging public to conserve and be more efficient   | Not mandated  | Monitoring of retail electricity pricing and consumer protections  |
| <b>United Kingdom</b> | No tiered system in the National Emergency Plan for Fuel (NEPF) | International relations                                 | No restrictions                                    | 5p per litre cut in UK fuel duty; £50 million support for oil heating costs for low-income households at "acute risk", unclear how many but < 1.5m households or < 5% of total households; lowering of energy price cap; expansion of Warm Homes Plan           | No directives   | International relations  | No rationing or restrictions (a last resort in the NEPF); no consumption limits<br>Contingency planning is underway for supply side actions like releasing oil reserves.                          | Accelerating renewables and nuclear power. Ministerial statements against fuel price gouging, and an anti-profiteering framework is in place.                      |

Note: highlighted sections indicate the policy has been activated.