



## AIDE MEMOIRE

### Cover briefing for Cabinet Paper: Fuel response plan

<b>Date:</b>	24 March 2026	<b>Priority:</b>	Urgent
<b>Security classification:</b>	Sensitive	<b>Tracking number:</b>	0029898

#### Information for Minister(s)

Hon Nicola Willis

**Minister of Finance**

Hon Shane Jones

**Associate Minister of Energy**

#### Contact for telephone discussion (if required)

Name	Position	Telephone	1st contact
Nic Blakeley	Chief Executive, MBIE	Privacy of natural persons	
Paul O'Connell	Fuel Response Plan Lead, MBIE		✓

#### The following departments/agencies have been consulted

The following agencies have been consulted on the Cabinet paper: the Treasury, Ministry of Foreign Affairs and Trade, Ministry for Primary Industries, Ministry of Defence, Ministry of Justice, Ministry for Regulation, Ministry of Social Development, Ministry of Education, Ministry of Transport, National Emergency Management Agency and Ministry of Health. The Department of Prime Minister and Cabinet has been informed.

#### Minister's office to complete:

Approved

Declined

Noted

Needs change

Seen

Overtaken by Events

See Minister's Notes

Withdrawn

#### Comments



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### Purpose

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To provide you a Cabinet Paper seeking the Ministerial Economic Security and Supply Chains Group's agreement to the Fuel Response Plan 2026.

Paul O'Connell  
**Fuel Response Plan Lead**  
MBIE

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## Background

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1. On 23 March 2026 Cabinet authorised the Ministerial Economic Security and Supply Chains Group (the Ministerial Group), plus the Prime Minister, in consultation with relevant portfolio Minister(s) as required, to have power to Act to take decisions on any urgent economic matters arising that require Cabinet-level decisions prior to scheduled Cabinet meetings, and to report those decisions back to the next Cabinet meeting (CAB-26-MIN-0088 refers).
2. We have prepared the Cabinet paper attached in Annex One for the Ministerial Group to consider on 25 March 2026. The Cabinet paper seeks agreement to a fuel response plan and framework for managing escalation of the fuel disruption, as discussed with you previously.
3. This briefing sets out the results of initial testing of the high-level framework with fuel industry representatives, key risks of the proposed plan, and legal implementation details. Talking points for Cabinet are attached in Annex Two.

## Industry and agency feedback, key risks, and legal implementation

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*Industry confirmed high-level support for the overall framework but raised views about early steps and highlighted implementation risks*

4. We tested a draft of the plan with key fuel industry representatives over recent days. This included major suppliers and relevant industry participants such as Gull, Z Energy, BP, Foodstuffs, NZ Post, Mainfreight, Mobil, Waitomo, and Channel Infrastructure.
5. They generally agreed that a high-level response plan makes sense and that a staged framework provides a sensible basis for managing the fuel disruption. They also agreed that decisions to move between steps will require difficult judgements and that a basket of indicators to inform shifting rather than one trigger is the correct approach.
6. Industry representatives consistently supported early public communication. Their view was that the Government should act now to encourage a reduction in unnecessary demand and discourage panic buying, rather than wait until tighter controls are required.
7. They considered that early messages on fuel conservation and practical steps people can take to reduce usage would help stabilise demand and reduce the risk of sharper interventions later. This approach would be consistent with voluntary messaging under step 2 of the plan.

### Free and frank opinions

8. There were mixed views from industry regarding implementing stricter measures under steps 3 and 4 and giving effect to customer priority. Free and frank opinions

[Redacted]

9. Confidential advice to Government

[Redacted]

10. Further work with industry is needed before Ministers can have confidence that these measures will work as intended. This work would test whether the proposed controls are practical, consistent, and enforceable during steps 3 and 4. We will also need to consider how much implementation detail should be made public, and at what point, so that

communications provide clarity without increasing panic buying or other unintended demand responses.

11. Regarding customer priority, the high-level priority bands provide a reasonable basis for the framework and are sufficient to support decisions in principle. The main risk sits in translating those broad categories into settings that can be applied fairly, consistently, and at pace during a disruption. Ministers (or delegated decision makers) may need to make difficult decisions about who should fall within each priority band, as some users will not fit neatly into a single category.
12. We will work further with industry and relevant agencies to test the categories, resolve likely boundary issues, and confirm that the final settings are operationally workable and enforceable.

*Existing legislation can be used to implement the plan*

13. MBIE considers that the Petroleum Demand Restraint Act (the Act) provides broad powers that are likely able to support the regulations needed to implement the plan.

Legal professional privilege

## **Next steps**

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19. We will continue to work with industry to identify feasible rationing and limitation options, and to confirm how priority customers could be identified.
20. MBIE communications is in discussion with relevant Ministers' offices and is seeking direction on a communications approach for the 27 March announcement in line with what is agreed in this Cabinet paper.

## **Annexes**

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Annex One: Cabinet Paper Fuel Response Plan

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<sup>1</sup> We understand that these would be given by the Associate Minister for Energy.

Annex Two: Cabinet Talking Points

**Annex One: Cabinet Paper Fuel Response Plan**

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## **Sensitive**

Office of the Minister of Finance

Office of the Associate Minister of Energy

Chair, Ministerial Economic Security and Supply Chains Group

## **Fuel response plan 2026**

### **Proposal**

1. This paper seeks agreement to a fuel response plan to manage risks to fuel security stemming from the current conflict in the Middle East.

### **Relation to government priorities**

2. This proposal supports the Government's approach to managing the impact of disruptions to fuel security stemming from the current conflict in the Middle East.

### **Introduction**

3. The conflict in the Middle East, and the resulting shipping disruption through the Strait of Hormuz, have tightened global fuel supply and sharply increased prices. While supplies of refined products imported by domestic fuel companies are enroute, and therefore there is no immediate supply issue, prices are rising quickly.
4. The purpose of this paper is not to address cost of living pressures created through higher fuel prices. This is being addressed by Cabinet through other means, including through the recent decision to temporarily increase the in-work tax credit by \$50 per week. Instead, this paper addresses the heightened risk of fuel supply constraints, which may contribute to a breakdown in market conditions, constraining access to fuel for critical industries and essential services.
5. At this stage, fuel stocks have dropped but remain consistent with normal levels, with total stock as at midnight 18 March at:
  - 5.1. petrol – 49.9 days cover (-1.4 from 15 March)
  - 5.2. diesel – 45.5 days cover (-1.6)
  - 5.3. jet fuel – 44.7 days cover (-4.3).
6. However, there is considerable uncertainty about the course of the conflict. Even in the best case, oil supply disruptions are expected to last for several weeks, with the likely disruptions for six to 12 months or longer. In the event of prolonged conflict, fuel availability for critical customers, as well as businesses and households, is likely to be affected.

7. New Zealand's fuel is predominantly sourced from refineries in Korea and Singapore, which are heavily reliant on crude oil from the Middle East. The scale of disruption for New Zealand will largely be determined by the ability of those refineries to source alternative supplies of crude and draw down emergency reserve stocks. If alternatives are not readily available, then refinery output will be further reduced.
8. New Zealand already has a National Fuel Plan, established in 2024, to guide the response to major fuel disruptions. That plan sets out the national coordination framework between government agencies, and the fuel sector, including roles, responsibilities, and tools to manage supply constraints such as prioritisation and demand management.
9. This paper gives practical effect to that framework in the current context. It translates the National Fuel Plan into a clear, staged response tailored to the specific risks New Zealand now faces and sets out how Ministers would assess conditions and take decisions as the situation evolves.

### **Fuel response plan**

10. Under normal conditions, the market is best placed to allocate fuel to its highest value use, even when prices are rising. While Government has a role to support efficient and voluntary exchange, intervention to allocate fuel on a basis other than price cannot be justified unless there is clear market failure.
11. However, if supply deteriorates significantly, it is possible that market conditions will break down, threatening supply to critical industries and life-supporting services. Fuel companies will find it difficult to prioritise critical customers while meeting their contractual obligations to other customers. Prices may not adjust quickly enough to balance supply and demand, and the prospect of shortages may induce panic buying and hoarding behaviours that exacerbate this dynamic.
12. The fuel response plan responds to these risks through four steps, assessed separately for petrol, diesel, and jet fuel. The steps are:
  - 12.1. Step 1: monitoring and supporting normal commercial supply.
  - 12.2. Step 2: precautionary measures to shore up supply, coordinate industry, strengthen public messaging and improve information, and promote voluntary demand restraints.
  - 12.3. Step 3: managed access where Government regulates distribution to protect critical customers (with industry implementing measures within priority customer bands).
  - 12.4. Step 4: protected distribution with more restricted settings and enforcement to protect critical customers.

*Step 1: Normal supply, market is working*

13. At Step 1, prices are exclusively responsible for guiding market behaviour, with the Government only playing a supporting role to promote supply, either through regulatory change or diplomatic activity.
14. We are currently at Step 1. Prices have risen, but there is no significant disruption to supply to New Zealand. The market is efficiently allocating fuel to households and businesses.
15. Action taken so far includes:
  - 15.1. diplomatic efforts to secure additional fuel for New Zealand
  - 15.2. agreement to relax the Engine Fuel Specifications to match Australia to the extent appropriate
  - 15.3. work to understand the profile of public sector demand across the three fuel types to inform possible action at step 2.

*Step 2: Early disruption, voluntary demand reduction*

16. At Step 2, price signals are still working, but there is a risk of further disruption.
17. Government action in this step aims to increase supply and support voluntary demand reduction from households, businesses, and the public sector. These measures start to prioritise securing fuel supply and increasing fuel savings over 'business as usual' policy objectives:
  - 17.1. further steps to increase fuel supply to New Zealand, such as further relaxation of Engine Fuel Specifications and exercise of purchase options
  - 17.2. strengthening messages to consumers about sensible fuel use to prevent panic buying
  - 17.3. Confidential advice to Government
  - 17.4. active industry coordination to support an additional reduction in voluntary demand, and ensure supply to critical customers
  - 17.5. removing any non-essential regulatory barriers to reduced use, where temporary relaxation will not create immediate risks to health and safety or other relevant concerns
  - 17.6. reducing public sector demand where appropriate.

18. The intention of these limited measures is to enable voluntary reductions in demand, and avoid a move to Step 3, supporting the market to continue the efficient allocation of fuel to businesses and households.

*Step 3: Managed access – protecting critical customers*

19. A move to Step 3 is only anticipated if there is a significant deterioration in supply, contributing to the break down in efficient market behaviour and threatening supply to critical industries and life-supporting services, justifying greater Government involvement.
20. At Step 3, the Government may allocate overall fuel distribution according to priority tiers of customers, but fuel companies would be responsible for determining and implementing the specific measures needed to give effect to those objectives.
21. The principle of relying on industry decision-making and implementation to the extent possible is central to Step 3. Any direct regulation would be implemented in partnership with industry and only progressed to maintain the supply of fuel for critical industries and life-supporting services.
22. For petrol and diesel, Government action in this step is to allocate fuel distribution by fuel companies according to priority tiers. The indicative bands of customers, all of which need to be further tested and developed before finalisation, in order of prioritisation, are:
  - 22.1. *Band A: life-supporting services* – uncapped supply – e.g. emergency services, courts, corrections, hospitals, lifeline utilities and defence
  - 22.2. *Band B: economically important services* – e.g. critical transport services (e.g. road freight for supermarket and grocery supply chains, international air links), food supply and primary production during time-critical periods
  - 22.3. *Band C: essential services* – e.g. public transport, essential infrastructure maintenance, and rural GPs and district nurses
  - 22.4. *Band D: other commercial customers* – this comprises all other commercial and business fuel uses
  - 22.5. *Band E: general retail sales to consumers.*
23. The approach to prioritisation within step 3 may shift over time, beginning with 'light' prioritisation (e.g. regulating for designated retail outlets for bands A and B), with the introduction of stronger allocative mechanisms (e.g. volume caps, purchase limits) over time to manage overall demand, ensure access for higher priority bands and prevent disruptive depletion of fuel stocks.
24. Our preference is for fuel companies to determine many of the specific measures needed to give effect to the priority tiers. For example, fuel companies would

determine supply levels to individual customers with existing contractual arrangements in Bands B–D, and how to implement any purchase limits.

25. Implementation of this step will be challenging. There will be difficulties defining each band (e.g. vehicles owned by economically important services would be covered, but consideration will need to be given to private vehicles used by workers to get to those businesses), informing allocation decisions, and implementing systems required to identify which band an individual customer falls into.
26. Fuel companies have also indicated they could limit purchases to bulk supply customers but were concerned about the impacts of trying to manage demand via limits for retail customers. **Commercial Information** [REDACTED]. There are also concerns about staffing and enforcement at fuel pumps, and aggressive behaviour and thefts by motorists. Officials are currently working with fuel companies to understand what is possible, and what may be required on government's side in order to enable them to implement restrictions.
27. For jet fuel, the aviation industry supports an allocation model to manage any supply gaps with a transparent lead-in process that allows airlines to plan ahead. This would provide the certainty airlines need to manage operations effectively when supply gaps emerge.
28. Step 3 is likely to have significant economic and social costs. Government is not well equipped to identify the highest value users of scarce fuels, and the prioritisation exercise is likely to be contested and difficult to calibrate, with de-prioritised users likely to lobby for access.
29. New Zealand also has constitutional obligations towards Tokelau, Niue and the Cook Islands as members of our Realm, including a standing commitment to provide these partners with whole-of-government administrative assistance. Any move to step 3 will have direct implications for the Realm, given their heavy reliance on oil for their electricity mix and their supply chain dependence on New Zealand. **Confidential information entrusted to the Government** [REDACTED]

#### *Step 4: Protected distribution – existing restrictions tightened*

30. A move to Step 4 would be taken only under the most serious conditions, where sufficient supply cannot be obtained even at high prices and more stringent restrictions and enforcement are required to protect critical customers and maintain essential services.
31. Government action for petrol and diesel in this step includes:
  - 31.1. reduce volume caps on Bands B–D
  - 31.2. sharply limit Band E (general retail) to prioritise critical services. **Confidential advice to Government** [REDACTED]

- 31.3. impose fines and penalties for non-compliance.
32. For jet fuel, the transparent allocation model would continue to apply, taking account of the scale of the supply gap. Confidential advice to Government

*Factors that will convene a Ministerial meeting to consider a move between steps of the fuel response plan*

33. The Fuel Security Ministerial Oversight Group will be responsible for deciding whether a shift between steps is appropriate, with the Group required to consider a move between steps under the following circumstances:
- 33.1. export restrictions: If any of our source refineries introduce or relax export restrictions
  - 33.2. fuel stock levels (+/- three days since the last published update)
  - 33.3. a fuel company informs the government that they are unlikely to fill future orders
  - 33.4. a breach, or a notification of an imminent breach, of the minimum storage obligations
  - 33.5. any significant policy changes in Australia or the International Energy Agency
  - 33.6. a significant disruption to regional distribution.
34. If any of these matters occur, the Fuel Security Ministerial Oversight Group will assess the situation and decide whether to move steps, based on officials' advice (including market behaviour and industry feedback). There will be no automatic move between steps and Ministers will retain flexibility to adjust policy and consider other factors as necessary. Confidential advice to Government
35. We may be at different steps in the plan for different fuels. For example, we could move to step 2 for diesel, but stay at step 1 for petrol and jet fuel.

**Next steps and implementation**

36. More detailed policy decisions and further consultation will be needed to give effect to the fuel response plan. We expect to seek decisions over the next two weeks on additional supply-side measures to secure more fuel for New Zealand (e.g. exercising purchase options on IEA tickets), measures to enable and encourage greater decreases in demand at step 2 (including removing regulatory barriers, e.g. Confidential advice to Government and the detailed settings of steps 3 and 4 (including priority customers and an indicative set of volume caps and other specific limits at step 3).

37. We propose inviting EECA to develop a public facing fuel response. This could begin with practical actions that the public can do now to make fuel stretch further with the ability to move to more targeted fuel reduction messages, if these are needed.
38. In accordance with New Zealand's international obligations, the Ministry of Foreign Affairs and Trade will seek limited exemptions to enable diplomatic agents and consular officers accredited to New Zealand who hold privileges and immunities under the Vienna Convention on Diplomatic Relations or the Vienna Convention on Consular Relations to be exempt from any restrictions that may be imposed under the fuel response plan. This will enable their diplomatic and consular missions to carry out their functions.

### **Financial Implications**

39. There are no direct financial implications from the proposals in this paper. However, sustained high fuel prices will have impacts on businesses and households. Decisions on cost-of-living relief are being sought through other papers.
40. High fuel prices will have impacts for the economy in terms of decreasing economic activity. This will lead to indirect fiscal impacts through reduced revenue.
41. The measures proposed to support steps 3 and 4 are expected to have even further impact on the economy as allocation will no longer be based on price, but on managed allocation. This is likely to incur economic cost whether it is industry or government making these decisions.
42. Given the anticipated restrictions in steps 3 and 4 there could also be a heightened expectation for financial support. This would be expected to have direct fiscal implications.
43. Many life supporting and essential services are publicly funded. In the first instance, public sector entities should reprioritise within baselines to meet critical cost pressures and maintain required service levels. The Treasury is currently gathering information on significant users of fuel within the public sector, the potential fiscal impacts of sustained high prices, and options to manage these.

### **Legislative Implications**

44. Enabling measures at step 2 (e.g. removing regulatory barriers) will require legislation. Legislative options will be considered as these measures are further developed.
45. Steps 3 and 4 of the fuel response plan will require regulations. Given the potential urgency of these measures, it is prudent that Parliamentary Counsel be instructed to draft regulations ahead of any decisions to make them. At this stage the focus will be on regulations under the existing powers in the Petroleum Demand Restraint Act 1981.

46. Legal professional privilege

47.

48.

### **Impact Analysis**

49. Cabinet's impact analysis requirements apply to this proposal but there is no accompanying Regulatory Impact Statement, and the Ministry for Regulation has not exempted the proposal from the impact analysis requirements. Therefore, it does not meet Cabinet's requirements for regulatory proposals.
50. The Ministry for Regulation and the Ministry of Business, Innovation and Employment have agreed that impact analysis will be provided when reporting back to the Ministerial Economic Security and Supply Chains Group.

### **Human Rights**

51. The proposals in this paper are consistent with the New Zealand Bill of Rights Act 1990 (NZBORA) and the Human Rights Act 1993. These issues will be further considered as the detailed framework is developed, e.g. indirect impacts on freedom of movement (NZBORA s18) from fuel supply restrictions.

### **Consultation**

52. The following agencies have been consulted on this paper: the Treasury, Ministry of Foreign Affairs and Trade, Ministry for Primary Industries, Ministry of Defence, Ministry of Justice, Ministry for Regulation, Ministry of Social Development, Ministry of Education, Ministry of Transport, National Emergency Management Agency and Ministry of Health. The Department of Prime Minister and Cabinet has been informed.
53. The approach outlined in this cabinet paper fuel plan has been discussed with both fuel companies and a range of major fuel customers. There will be further detailed engagement with these stakeholders to ensure the approaches in steps 3 and 4 are appropriate and able to be successfully implemented if they are required.

## Communications

54. A public summary of the fuel response framework has been developed, which is attached at **Annex 1**. We intend to announce the fuel response framework on Friday 27 March 2026.

## Proactive Release

55. This paper will be published on MBIE's web site, subject to withholdings as appropriate under the Official Information Act 1982.

## Recommendations

The Minister of Finance and Associate Minister of Energy recommend that the Ministerial Economic Security and Supply Chains Group:

1. **agree** to the fuel response plan 2026: a market- and price-led framework with four steps and Ministerial decision points, under which Government action escalates from
  - 1.1. (step 1) monitoring and supporting normal commercial supply, to
  - 1.2. (step 2) precautionary measures to shore up supply, coordinate industry, strengthen public messaging and improve information, and promote voluntary demand restraints, to
  - 1.3. (step 3) managed access where Government regulates to protect critical customers (with industry implementing within priority customer bands), and, if required, to
  - 1.4. (step 4) protected distribution with more restrictive settings and enforcement to maintain essential serviceswith Ministers retaining flexibility to move between steps (including by fuel type) based on monitored factors, officials' advice, and input from industry.
2. **agree** to the following factors that would lead to Ministers convening a meeting to assess a shift in steps:
  - 2.1. export restrictions: if any of our source refineries introduce or relax export restrictions
  - 2.2. fuel stock levels (+/- three days since the last published update)
  - 2.3. a fuel company informs the government that they are unlikely to fill future orders
  - 2.4. a breach, or a notification of an imminent breach, of the minimum storage obligations

- 2.5. any significant policy changes in Australia or the International Energy Agency
- 2.6. a significant disruption to regional distribution.
3. **agree** Confidential advice to Government  
[Redacted]
4. **direct** officials to further develop steps 3 and 4 in consultation with fuel companies and industry representatives
5. **invite** the Minister of Finance to report back to the Ministerial Economic Security and Supply Chains Group with an updated fuel response plan at the conclusion of consultation as set out in recommendation 4 above
6. **direct** the Public Service Commissioner to develop a public sector fuel response plan that prioritises critical services and has options to minimise discretionary fuel use
7. **delegate** authority to the Minister of Finance and Associate Minister of Energy to make changes to the public facing fuel response plan (Annex 1) consistent with the policy decisions in this paper
8. **invite** EECA to commence, from 28 March 2026, a two-tiered public information campaign, funded from baselines, that:
  - 8.1. first, encourages practical actions to improve fuel efficiency and reduce consumption; and
  - 8.2. second, if required, moves to targeted messaging that asks the public to limit specific types of fuel use.

### Legislative implications

7. **invite** the Associate Minister of Energy to issue drafting instructions to the Parliamentary Counsel Office to develop regulations to implement steps 3 and 4 ahead of them becoming necessary
8. **authorise** the Associate Minister of Energy to make additional policy decisions and technical changes to steps 3 and 4, consistent with the general policy intent, on issues that arise in drafting.

Authorised for lodgement

Hon Nicola Willis  
Minister of Finance

Hon Shane Jones  
Associate Minister of Energy

## Annex Two: Cabinet Talking Points

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### Talking points: Fuel Response Plan

25 March 2026

#### Background

- I am seeking agreement to a four-step fuel response plan to help New Zealand manage any disruption to fuel supplies.
- The closure of the Strait of Hormuz is tightening supply to the refineries we rely on and pushing prices up – we hope to not need to be at the more advanced steps of this plan, but we need to be ready well ahead of time.
- We need a clear plan now so we can act early, make decisions in an orderly way, and give New Zealanders confidence about what to expect.
- This plan is about maintaining fuel supply and access, not fuel prices. Any work on possible support for pricing pressures is being progressed separately.

#### The Fuel Response Plan

- This paper is specifically seeking agreement to the fuel response plan. In parallel, officials are progressing related work to increase fuel supply which we will discuss in more detail next week.
- We are also working to manage the impacts of price rises separately. Ministers will take decisions on these issues separately, but together they form part of the Government's overall response.

#### *Overview of steps*

##### *Step 1*

- At step 1, the market is still functioning normally. Prices may rise, but fuel is still flowing and supply to New Zealand is not significantly disrupted. This is where we are now.
- At this stage, the Government's role is to strengthen supply and stay close to industry, so we can spot any problems early and respond quickly if conditions change.
- We have already taken practical steps, including diplomatic efforts to secure additional fuel and agreement to align engine fuel specifications more closely with Australia.

##### *Step 2*

- At step 2, the market is still working, but the risk of disruption is rising, so the focus shifts to taking sensible precautions early.
- The aim at this stage is to shore up supply, encourage voluntary reductions in demand, and give consumers clear messages that help avoid panic buying.
- Most of the response at step 2 would still rely on voluntary action, with price signals doing most of the heavy lifting, so the aim is to manage pressure without moving to tighter controls.

##### *Step 3*

- At step 3, supply is under significant strain and the market is no longer working well enough on its own, so Government may need to step in to protect critical services.
- The focus at this stage is to prioritise fuel for life-supporting services and other essential parts of the economy, with the fuel industry leading the practical delivery of that response.
- This would be challenging to put into effect at pace, particularly for retail limits and enforcement, which is why officials are working closely with fuel companies now on what can realistically be stood up if needed.
- For jet fuel, the focus would be on supporting an allocation model to manage any supply gaps.

#### *Step 4*

- At step 4, price signals have failed and supply is so constrained that stronger government controls would be needed to protect critical services.
- At that point, tighter caps, stricter limits on retail sales, and formal enforcement would be used to make sure available fuel goes where it is needed most.
- For jet fuel, the allocation model would continue to apply, with some additional interventions such as contracting life critical aviation services.

#### *Triggers for moving between steps*

- Officials will monitor clear warning signs, including export restrictions, falling stock levels, refinery output drops, and policy changes in Australia or through the International Energy Agency.
- If one of those triggers is met, Ministers will assess the full picture, including market behaviour and industry advice, before deciding whether to change steps.
- This is a complex situation, and there is a balance to strike between moving early, giving people clarity, and making sure the practical arrangements are workable if conditions worsen.

#### **Implementation**

- To put this plan into effect, more detailed policy decisions will still be needed, and I expect to bring those back to this group over the next two weeks – officials will be working closely with industry to inform these future decisions. This is a government guided plan, we are working with industry in partnership to ensure implementation.
- Those decisions will include practical measures to secure additional fuel supply, remove barriers to voluntary demand reduction if needed, and identify which customers should be prioritised if tighter controls become necessary.
- I intend to announce a public version of the fuel response framework on Friday 27 March.