



AIDE MEMOIRE

MBIE's use of the Starboard Maritime Intelligence platform for Fuel Response reporting

Date:	10 April 2026	Priority:	High
Security classification:	Restricted	Tracking number:	REQ-0030855

Information for Minister(s)

Hon Nicola Willis
Minister of Finance

Contact for telephone discussion (if required)

Name	Position	Telephone	1st contact
Jacqui Ellis	General Manager, Data Insights and Intelligence	Privacy of natural persons	✓
Tim Shepherd	Principal Advisor to General Manager		

The following departments/agencies have been consulted

--

Minister's office to complete:

☐ Approved

☐ Declined

☐ Noted

☐ Needs change

☐ Seen

☐ Overtaken by Events

☐ See Minister's Notes

☐ Withdrawn

Comments



AIDE MEMOIRE

MBIE's use of the Starboard Maritime Intelligence platform for Fuel Response reporting

Date:	10 April 2026	Priority:	High
Security classification:	Restricted	Tracking number:	REQ-0030855

Purpose

This paper provides you with an overview of how MBIE uses the Starboard Maritime Intelligence (Starboard) platform and how Starboard data feeds into reporting produced as part of MBIE's Fuel Response. We recommend that you share this paper with your Ministerial colleagues.

Summary

- MBIE uses Starboard to assist with monitoring of incoming fuel shipments.
- Starboard data is used to corroborate information provided by the fuel companies to provide a more comprehensive view of vessels headed for New Zealand than what is offered by Starboard reporting alone.
- Only MBIE has access to the range of information that is required to provide this more fulsome picture.
- MBIE's Fuel Response Data Cell is investigating opportunities for additional reporting on upstream vessels.

Privacy of natural persons



Jacqui Ellis
General Manager, Data Insights and Intelligence
Corporate and Digital Shared Services, MBIE
10 / 04 / 2026

MBIE uses Starboard to assist with monitoring of incoming fuel shipments

1. MBIE uses Starboard as part of its regular Fuel Response reporting, in particular to assist with monitoring of incoming fuel shipments. Starboard is software that combines multiple layers of satellite data, scientific models, vessel information, and intelligence into a common, graphical view of the maritime world.
2. Vessel status snapshots, which are a compilation of information sourced from Starboard vessel tracking data and corroborated against fuel company information, are the key reporting output and are currently being provided to you as part of a twice-weekly Fuel monitoring pack. A recent snapshot is attached as **Annex 1**.

Multiple data sets provide a comprehensive view of incoming fuel shipments

3. Starboard data is used to corroborate the details provided in confidence by the fuel companies on the status of vessel shipments. The shipping information we receive from the fuel companies includes a range of non-publicly available and commercially sensitive information, which Starboard does not have access to, such as:
 - Information on shipments at early stages of the process, including a view of shipments bound for New Zealand even before specific vessels have been assigned
 - Information on vessels that may have multiple stops on the way to New Zealand, in addition to those bound directly for New Zealand (vessels in the former category are typically not identified by Starboard until they have declared that they are bound for New Zealand as the next port)
 - Expected/confirmed fuel volumes for each vessel, depending on where they are in the process, by fuel type.
4. These data sets combined give us an early indication of any disruptions and provide a more comprehensive view of vessels headed for New Zealand than what is offered by Starboard reporting alone. Only MBIE has access to the range of information that is required to provide this more fulsome picture.

We have not made our internal reporting publicly available for commercial sensitivity reasons

5. We are aware that there has been some interest in making more detailed fuel shipment information, and potentially, a version of the vessel status snapshots produced using Starboard, publicly available, and that some external observers have tried to develop their own view of incoming fuel shipments.
6. As discussed above, we utilise detailed shipping information provided to us by the fuel companies, which in essence means that any attempts by observers to provide a separate view will be incomplete.
7. To date, we have not made our internal reporting publicly available due to commercial sensitivity reasons. For example, if a particular vessel is able to be identified and linked with its specific cargo, due to small sample size, such as from fuel stock level information that MBIE makes publicly available elsewhere as part of its regular Fuel Response reporting, this would breach commercial sensitivity provisions.

There may be an opportunity for additional upstream reporting

8. We are also aware that Starboard may be able to offer additional reporting on upstream vessels and upstream supply chain impacts.
9. MBIE's Fuel Response Data Cell is currently investigating what else can be produced in this regard, and the extent to which the Starboard platform could contribute to this. On initial investigation, it is likely that we would still need to incorporate additional information streams, which needs further investigation to confirm any technical requirements and data sharing considerations.

Next steps

10. We will continue to refine the vessel status snapshots as Ministerial requirements evolve to ensure the product remains fit for purpose.
11. We will provide you with an update on our progress on additional upstream vessel reporting in due course.

Annexes

Annex 1: Vessel status snapshot example [Restricted]

Commercial Information

