



COVERSHEET

Minister	Hon Nicola Wills	Portfolio	Finance
Title of Cabinet paper	Additional items on the Economic response to the Middle East conflict	Date to be published	10 August 2026

List of documents that have been proactively released

Date	Title	Author
9 March 2026	Additional Item: Imported Fuel Levels and Reserves: Update [CAB-26-MIN-0071]	Cabinet Office
16 March 2026	Additional Item: Middle East Update: Fuel, Critical Supply Chains and Fuel Specifications [CAB-26-MIN-0081]	Cabinet Office
23 March 2026	Additional Item: Economic Response to the Middle East Conflict [CAB-26-MIN-0088]	Cabinet Office
30 March 2026	Additional Item: Economic Response to the Middle East Conflict [CAB-26-MIN-0103]	Cabinet Office
7 April 2026	Additional Item: Additional Item: Economic Response to the Middle East Conflict [CAB-26-MIN-0118]	Cabinet Office
20 April 2026	Additional Item: Conflict in the Middle East: Updates and Impacts [CAB-26-MIN-0130]	Cabinet Office
28 April 2026	Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group [CAB-26-MIN-0144]	Cabinet Office
28 April 2026	Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group Closed Session [CAB-26-MIN-0145]	Cabinet Office
4 May 2026	Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group [CAB-26-MIN-0157]	Cabinet Office
11 May 2026	Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group [CAB-26-MIN-0164]	Cabinet Office

Information redacted

YES / NO (please select)

Any information redacted in this document is redacted in accordance with MBIE's policy on Proactive Release and is labelled with the reason for redaction. This may include information that would be redacted if this information was requested under Official Information Act 1982. Where this is the case, the reasons for withholding information are listed below. Where information has been withheld, no public interest has been identified that would outweigh the reasons for withholding it.

Some information has been withheld for the reason of commercial information.



Cabinet

Minute of Decision

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Additional Item: Imported Fuel Levels and Reserves: Update

Portfolio **Associate Energy**

On 9 March 2026, Cabinet:

- 1 **noted** the briefing of the Associate Minister for Energy on the Middle East conflict and implications for fuel security;
- 2 **agreed** to establish a Ministerial Group to monitor the impact of the conflict in the Middle East, with a focus on economic security including on fuel stocks and price, supply chain impacts and resilience, and impact on New Zealand's exporters;
- 3 **agreed** that the Ministerial Group will be chaired by the Minister of Finance and include the Associate Minister for Energy, Minister for Energy, Minister of Transport, Minister for Trade and Investment, Minister of Agriculture, Minister of Commerce and Consumer Affairs, and Minister Brooke van Velden;
- 4 **directed** MBIE, with input from relevant agencies, to report to the Ministerial Group on a weekly basis;
- 5 **invited** the Associate Minister for Energy to provide Cabinet with regular oral updates, as required.

Rachel Hayward
Secretary of the Cabinet



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Additional Item: Middle East Update: Fuel, Critical Supply Chains and Fuel Specifications

Portfolio **Associate Energy**

On 16 March 2026, Cabinet:

- 1 **noted** the briefing from the Associate Minister for Energy on the conflict in the Middle East and its impact on fuel supply;
- 2 **authorised** the Associate Minister for Energy to consider regulatory options to diversify New Zealand's fuel supply;
- 3 **invited** the Associate Minister for Energy to submit a paper to Cabinet on 23 March 2026 presenting the options above, including analysis of the associated benefits.

Diana Hawker
for Secretary of the Cabinet



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Additional Item: Economic Response to the Middle East Conflict

Portfolio **Finance**

On 23 March 2026, Cabinet:

- 1 **noted** the trajectory, duration, and the motivations of the key protagonists of the Middle East conflict continue to be uncertain;
- 2 **noted** that the economic implications of the Middle East conflict are significant, with supply chain disruptions and price effects likely to endure for many months;
- 3 **noted** the importance of deliberate and intensive diplomatic engagement during the crisis, ensuring New Zealand is well postured to understand context and maintain supply lines for key imports and exports;
- 4 **noted** the centrality of our diplomatic relationship with Australia in this crisis, and directed officials to continue to explore the scope for a non-binding ANZAC fuel pact;
- 5 **noted** the draft Fuel Response Plan which will be consulted with industry in the next couple of days, with the Ministerial Economic Security and Supply Chains Group finalising the plan on Wednesday night for public announcement later in the week;
- 6 **noted** the Chair of the Chief Executives' Governance Group (DPMC) is working with the Public Service Commissioner to develop a Public Sector Fuel Plan, which will be approved by the Ministerial Economic Security and Supply Chains Group;
- 7 **agreed** to reset the membership of the Ministerial Economic Security and Supply Chains Group as follows:
 - 7.1 led by the Minister of Finance;
 - 7.2 supported by the Associate Ministers of Finance (Hon David Seymour, Hon Chris Bishop and Hon Shane Jones); and
 - 7.3 the Minister of Energy;
- 8 **authorised** the Ministerial Economic Security and Supply Chains 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;

- 9 **noted** the importance of Ministers reviewing public sector work programmes to allow the Government to pivot resources to drive an effective economic response to the Middle East conflict.

Rachel Hayward
Secretary of the Cabinet



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Additional Item: Economic Response to the Middle East Conflict

Portfolio

Finance

On 30 March 2026, Cabinet:

- 1 **noted** the trajectory, duration, and the motivations of the key protagonists of the Middle East conflict remains uncertain;
- 2 **noted** that the economic implications of the Middle East conflict are significant, with supply chain disruptions and price effects likely to endure for many months;
- 3 **noted** the ongoing importance of deliberate and intensive diplomatic engagement during the crisis, ensuring New Zealand is well postured to understand context and maintain supply lines for key imports and exports;
- 4 **noted** the decisions of the Ministerial Economic Security and Supply Chains Group on 25 March 2026, attached to CAB-26-MIN-0103, which included agreement to update the National Fuel Plan, and was announced on 27 March 2026;
- 5 **noted** the Public Service Commission continues to develop a Public Sector Fuel Plan, which will be published by the Commission over the coming days;
- 6 **agreed** that Hon Judith Collins KC and Hon Mark Mitchell be added to the Ministerial Group of delegated Ministers to approve the Public Sector Fuel Plan, in paragraph 5 above;
- 7 **authorised** the Chair of the Ministerial Economic Security and Supply Chains Group to determine whether to hold an assessment meeting under the National Fuel Plan, based on initial advice from officials when a criterion is met.

Rachel Hayward
Secretary of the Cabinet

Ministerial Economic Security and Supply Chains Group

Decisions taken on 25 March 2026

The Ministerial Economic Security and Supply Chains Group:

- 1 **agreed** 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 services;with Ministers retaining flexibility to move between steps (including by fuel type) based on monitored factors, officials' advice, and input from industry;
- 2 **agreed** 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 **agreed** that Ministers will consider the adequacy of regulated minimum storage obligations (MSO) for each fuel type at each assessment;
- 4 **directed** officials to further develop steps 3 and 4 in consultation with fuel companies and industry representatives, local government and other relevant entities;
- 5 **invited** 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 paragraph 4 above;
- 6 **directed** the Public Service Commissioner to develop a public sector fuel response plan that prioritises critical services and has options to minimise discretionary fuel use, with the intention to publish at step 2;

- 7 **delegated** 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 **invited** 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. **invited** 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. **authorised** 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.



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Additional Item: Economic Response to the Middle East Conflict

Portfolio **Finance**

On 7 April 2026, Cabinet:

- 1 **noted** the trajectory, duration, and the motivations of the key protagonists of the Middle East conflict remains uncertain;
- 2 **noted** that the economic implications of the Middle East conflict are significant, with supply chain disruptions and price effects likely to endure for many months;
- 3 **noted** the ongoing importance of deliberate and intensive diplomatic engagement during the crisis, ensuring New Zealand is well postured to understand context and maintain supply lines for key imports and exports;
- 4 **noted** the decisions of the Ministerial Economic Security and Supply Chains Group at its meeting on 1 April 2026, attached to CAB-26-MIN-0118.

Rachel Hayward
Secretary of the Cabinet

Ministerial Economic Security and Supply Chains Group

Decisions taken on 1 April 2026

1. The Ministerial Economic Security and Supply Chains Group (and Hon. Simeon Brown; Hon. Erica Stanford, Hon. Judith Collins KC, and Hon. Mark Mitchell) discussed the draft Public Sector Fuel Response Implementation plan and actions agencies are already taking to reduce fuel consumption. The Group **directed** that agencies:
 - 1.1 Ensure the full picture of public sector fuel use is established within seven days.
 - 1.2 Include more figures in the final Implementation Plan.
 - 1.3 Consider if there are any other planned initiatives which could be brought forward.
 - 1.4 Conduct a fleet analysis of public service vehicles.
2. The Ministerial Economic and Supply Chains Group (and Hon. Simeon Brown, Hon. Louise Upston, and Hon. Scott Simpson) discussed the In Between Travel (IBT) and National Travel Assistance (NTA) schemes paper which recommended the Group:

- a) Note that as part of understanding the pressures of the Middle East conflict on the delivery of public services the Ministry of Health has identified the IBT and NTA schemes are areas where a proportionate response could be justified

In Between Travel

- b) Agree to a temporary increase to the IBT for a period of 12 months or until the price of 91 octane petrol drops below \$3 for four consecutive weeks
- c) Agree that the temporary increase in the IBT in recommendation b) should be:
 - a. 10%
 - b. 20% (*Treasury preferred*)
 - c. 30%
 - d. 50% (*Ministry of Health preferred*)
- d) Note increasing the IBT for 12 months would cost \$58.8m across government agencies
- e) Agree that Health NZ funding for the IBT adjustment will be sourced from the \$100m p.a. Health Budget 2026 operating envelope
- f) Note that funding sources for the ACC and Ministry of Social Development IBT adjustment will be confirmed following this decision as part of the Budget 2026 process
- g) Note that the Ministry of Health will report back to Cabinet on a review of the IBT funding model and rates in June 2026 before informing work in the lead up to Budget 2027 decisions.
- h) Note there is longer-term work underway on IBT, including a review of 2026 IBT rates, and consideration by the Aged Care Ministerial Advisory Group as part of their broader work programme.

National Travel Assistance

- i) Agree to a temporary increase in the National Travel Assistance Scheme for a period of 12 months or until the price of 91 octane petrol drops below \$3 for four consecutive weeks
 - j) Agree the temporary increase for NTA in recommendation i) should be either:
 - a. 10%
 - b. 20%
 - c. 30%
 - d. 50%
 - k) Note increasing the NTA for 12 months would cost \$4.24m for Health NZ
 - l) Agree to consider a temporary increase to the National Travel Assistance Scheme as part of your Budget 2026 invitation to respond to fuel cost pressures (*Treasury preferred*)
3. After discussion, and as recommended by the Minister of Finance and the Minister of Health, the Group:
- 3.1 **agreed** to a temporary increase of 30% to the IBT for a period of 12 months or until the price of octane petrol drops below \$3 for four consecutive weeks.
 - 3.2 **agreed** to a temporary increase of 30% for the NTA for a period of 12 months or until the price of octane petrol drops below \$3 for four consecutive weeks.
4. The Ministerial Economic and Supply Chains Group discussed the Proposed Information Disclosure Requirements, and as recommended by the Minister of Finance, the Group:
- 4.1 **agreed** to direct agencies to ensure that requests for information from fuel companies are reasonable.
 - 4.2 **agreed** to direct officials to formally consult on this information request with relevant industry participants.
5. The Ministerial Economic and Supply Chains Group discussed the update on public transport with no decisions tabled. The Group **directed** the Ministry of Education to monitor school attendance levels with regard to public transport costs.



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Additional Item: Conflict in the Middle East: Updates and Impacts

Portfolio **Finance**

On 20 April 2026, Cabinet:

- 1 **noted** the update from the Minister of Finance on New Zealand's economic response to the conflict in the Middle East;
- 2 **noted** the decisions of the Ministerial Economic and Security Supply Chains Group at its meeting on 16 April 2026, attached to CAB-26-MIN-0130.

Rachel Hayward
Secretary of the Cabinet

**Ministerial Economic Security and Supply Chains Group
Decisions taken on 16 April 2026**

1. The Ministerial Economic Security and Supply Chains Group discussed the provided paper on 'Selection of preferred approach for supporting fuel supply' which recommended the Group:

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- c) Note that option (i), physical supply, provides relatively greater certainty of supply and would be integrated into the local market via established importers but has higher potential fiscal cost
- d) Note that, except for costs involved in refurbishment of the Channel Infrastructure storage, the fiscal costs of option (i) will only be incurred upon product purchase but the ability to secure physical supply will be obtained via completion of a framework agreement with a preferred supplier
- e) Note that option (ii), call option, provides relatively less certainty of supply and uncertainty on how, if exercised, fuel would be integrated into the local market, but has a lower potential cost and is potentially more flexible, e.g. could involve higher volumes and be readily applied to other fuels, such as jet fuel

- f) Note that option (ii) is similar to International Energy Agency (IEA) tickets but can be more readily converted quickly to physical supply
- g) Note that the options are not mutually exclusive and Ministers could choose either or both options

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- 3. The Ministerial Economic and Supply Chains Group discussed the provided paper 'Scenarios for potential fuel supply disruptions and possible policy options to address them' which recommended the Group:
 - a) Note that modelling indicates that the most plausible disruption to shipments of fuel in the short-term would likely be minor. While a more moderate disruption is possible, it is unlikely to be one that would push New Zealand beyond a temporary dip below the MSO levels.
 - b) Note MBIE tested this modelling further with experts who agree with the modelling and that this aligns with the fuel companies' views.
 - c) Note we nevertheless have to be prepared for the worst-case scenario where there is a more sustained or significant level of supply disruption, and have modelled such scenarios ourselves.
 - d) Note the indicative framework in this briefing provides a potential approach to progress use the use of different policy tools (including supply and demand tools) the Government could use, depending on the particular scenario, but more work is needed to refine these.

4. Feedback was provided on the indicative framework for incorporation into further advice and officials were **directed** to report back to the next meeting of the Group on the 22nd April on:

4.1 Specific actions that would be recommended for scenarios outlined in the provided paper.

4.2 Further analysis on Phase 2 – including on triggers, likely length, and using more demand figures to show impacts on supply.



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Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group

Portfolio

Finance

On 28 April 2026, Cabinet:

- 1 **noted** the decisions of the Ministerial Economic and Security Supply Chains Group at its meeting on 22 April 2026, attached to CAB-26-MIN-0144.

Rachel Hayward
Secretary of the Cabinet

Ministerial Economic Security and Supply Chains Group

Decisions taken on 22 April 2026

1. Following an opening international situational update and discussion, the Ministerial Economic Security and Supply Chains Group ('the Group') considered the paper '*Proposed Approach for Jet Fuel under the Fuel Response Plan 2026*'. This recommended Ministers agree to the Jet Fuel Response Plan. Following discussion:
 - 1.1 The Group **directed** the paper be turned into a paper for Cabinet on Tuesday 28 April with more detail included and with specific recommendations for agreement.
 - 1.2 Officials were also **directed** to separately provide information on fuel storage in New Zealand, with a particular focus on jet fuel.
2. The Group discussed the *Fuel Response Plan 2026: The Public Sector Fuel Implementation Plan (PSFIP)* paper, which recommended the Group:
 1. **note** that the Public Sector Fuel Implementation Plan (PSFIP) provides a common framework for agencies to reduce avoidable fuel demand, maintain readiness, protect critical public services, and respond in a coordinated and proportionate way if fuel conditions change, in accordance with the Government's Fuel Response Plan,
 2. **note** that Public Service employees are not treated differently from other members of the public under the PSFIP,
 3. **note** agencies are continuing to take proactive steps to reduce fuel use and continue to deliver their public services,
 4. **endorse** the *Fuel Response Plan 2026: The Public Sector Implementation Plan (PSFIP)*,
 5. **note** that the PSFIP will be publicly communicated and published if we move into Phase Two of the Government's Fuel Response Plan,
 6. **agree** that high fuel-use agencies and agencies delivering critical services should be required to develop Fuel Management Plans, in consultation with their responsible Ministers, to support Phases Two, Three and Four of the Government's Fuel Response Plan,
 7. **note** that the Ministerial Oversight Group will also agree the list of agencies required to prepare a FMP once the Government's Fuel Response Plan is finalised, and
 8. **note** that officials will also support agencies with actions relating to fleet management and contractual obligations to ensure a co-ordinated approach is taken, which will strengthen the public sector's preparedness if we move into further phases.
3. The paper with recommendations was taken as read and agreed. The Group also **directed** the Public Service Commission to:
 - 3.1 Produce a public facing ('retail') version of the *Public Sector Implementation Plan*, to be released publicly ahead of any move to Phase 2.
 - 3.2 Provide formal advice evaluating the impacts of Working From Home.
4. Ministers also discussed that they wanted to individually see relevant portfolio agency fuel plans when available.

5. The Group discussed the paper on *Social Sector Engagement 'Endorsement of the Funded Social Sector Framework* in response to fuel cost pressures'. This recommended Ministers:
1. **endorse** the [framework attached to the paper] for decision-making in the funded social sector within existing funding and contractual settings, which has been agreed by social sector agencies and will start to be applied within their own operating and authorising environment
 2. **note** that social sector agencies have undertaken a preliminary desktop assessment that shows that the framework could alleviate cost pressures for most services, but there are some that are critical and essential and cannot be managed by the framework either in whole or part, or in the short term but not in the medium term
 3. **note** agencies have prepared an approach to engaging with funded social service providers on fuel costs pressures, which includes engaging with providers of services whose cost pressures may not be able to managed through the framework to understand fuel related impacts more clearly
 4. **note** that to support the critical and essential services outlined in recommendation 2 agencies will explore re-prioritising funding within baselines, in-line with each agency's Minister's expectations, once all levers in the framework have been exhausted.

Ministers agreed to the recommended actions.

6. The Group noted the '*Middle East Conflict – Exporter Issues and Responses*' paper.
7. The Group considered a commercial supply chain update in a **closed item**. See CAB-26-MIN-0145 for detail of this discussion.



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Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group Closed Session

Portfolio **Finance**

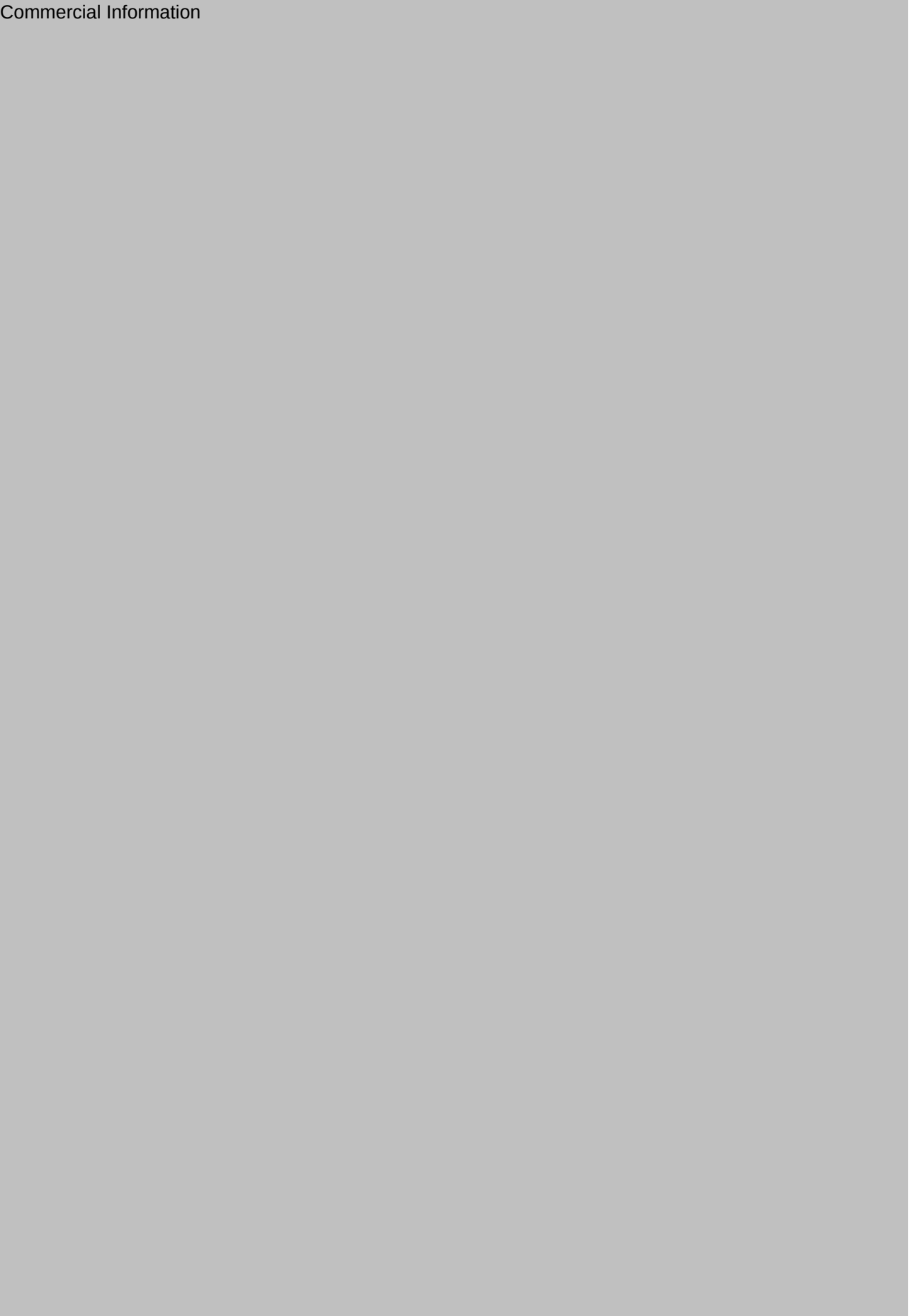
On 28 April 2026, Cabinet:

- 1 **noted** the decisions of the Ministerial Economic and Security Supply Chains Group Closed Session at its meeting on 22 April 2026, attached to CAB-26-MIN-0145.

Rachel Hayward
Secretary of the Cabinet

Ministerial Economic Security and Supply Chains Group Decisions taken on 22 April 2026

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2. The Group **agreed** the recommendations. It also:
 - acknowledged negotiations are ongoing
 - discussed minimising Government risk around contamination of fuel and that it considers this sits with Z and Channel Infrastructure where appropriate.
 - registered interest in best assuring alignment between the storage facility coming online (1 June) and the shipment arriving, where possible.
 - Discussed that a non-binding agreement could be announced soon. Post Cabinet on Tuesday 28 April was discussed as a good option.
3. The Group also **directed** officials to continue work on further supply options, particularly for jet fuel, while prioritising this specific negotiation.



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Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group

Portfolio

Finance

On 4 May 2026, Cabinet:

- 1 **noted** the decisions of the Ministerial Economic and Security Supply Chains Group at its meeting on 29 April 2026, attached to CAB-26-MIN-0157.

Rachel Hayward
Secretary of the Cabinet

Ministerial Economic Security and Supply Chains Group

Decisions taken on 29 April 2026

1. Following an opening international situational update and discussion, the Ministerial Economic Security and Supply Chains Group ('the Group') **directed** a briefing come to Ministers on geopolitical support regarding fuel to the Pacific Islands.
2. The Group also discussed a request received from the United States of America on a "Maritime Freedom Construct" which New Zealand had been asked to join. The Ministry of Foreign Affairs and Trade will explore this further and report back to Ministers.
3. The Group reviewed and discussed the updated Fuel Response Plan, including changes that had occurred since the Fuel Response Plan was initially introduced to the public. The updated framework was broadly accepted, and the Group **directed**:
 - 3.1 The fuel plan ensure any rationing at phase four is appropriately managed where practical by fuel importers and distributors.
 - 3.2 Officials ensure the Commerce Act 1986 'safe harbours' for collaboration are considered when working on regulatory relief options for phase 4.
 - 3.3 Officials further explore and refine triggers in each phase, in particular, what is triggered at phase 3.
 - 3.4 On communications and engagement:
 - 3.4.1 The plan be 'softly tested' with stakeholder groups that are already being engaged.
 - 3.4.2 A public communications plan be developed, led by Ministers' press secretaries.

The Plan will be further updated.



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Additional Item: Conflict in the Middle East: Decisions of the Ministerial Economic and Security Supply Chains Group

Portfolio **Finance**

On 11 May 2026, Cabinet:

- 1 **noted** the update from the Minister of Finance on New Zealand's economic response to the conflict in the Middle East;
- 2 **noted** the decisions of the Ministerial Economic and Security Supply Chains Group at its meeting on 8 May 2026, attached to CAB-26-MIN-0164.

Rachel Hayward
Secretary of the Cabinet

Ministerial Economic Security and Supply Chains Group**Decisions taken on 8 May 2026**

1. Following a verbal report back from Officials regarding their visits to Singapore and South Korea, the Ministerial Economic Security and Supply Chains Group ('the Group') **directed** Officials to:
 - 1.1 provide Ministers with a written post-trip report.
 - 1.2 consider how New Zealand's relationship with South Korea regarding fuel can be maintained longer term.
2. The Group considered the paper *Updated Diesel and Petrol Fuel Response Plan 2026 and Phase 4*, and:
 - 2.1 **noted** that the Ministerial Economic Security and Supply Chains Group agreed to the Fuel Response Plan 2026 on 25 March 2026, and Cabinet noted that decision on 30 March 2026 [CAB-26-MIN-0103].
 - 2.2 **noted** that Cabinet has since taken related decisions on Phase 2 measures and a separate Jet Fuel Response Plan [CAB-26-MIN-0120 and CAB-26-MIN-0142].
 - 2.3 **noted** that officials have engaged with fuel suppliers, major fuel users, iwi, Pacific partners, and agencies on the workability of the current Fuel Response Plan 2026.
 - 2.4 **noted** that scenario testing indicates a large-scale, ongoing diesel or petrol supply disruption is unlikely, and that smaller shocks are more plausible and likely to be manageable through supply measures first.
 - 2.5 **agreed** to the updated Diesel and Petrol Fuel Response Plan 2026.
 - 2.6 **disagreed** to update the phase assessment criteria for the updated Diesel and Petrol Fuel Response Plan 2026 by removing the fuel stock level criterion, noting that fuel stock levels will continue to be monitored through regular fuel market monitoring and inform advice where relevant.
 - 2.7 **agreed** to the following regulatory proposals, which were agreed in principle on 7 May 2026, being progressed for activation in the following Phases:
 - 2.7.1 Permanently allow Class 1 licence holders to drive heavier vehicles, and Class 2 licence holders to drive heavier electric buses under Phase 1, as soon as practicable.
 - 2.7.2 Remove permit requirements for 50MAX vehicles and for relocating unladen HPMV rental vehicles under Phase 1, as soon as practicable.
 - 2.7.3 Lift some route and time restrictions on over-dimension vehicles (i.e. allow them to use motorways and toll roads) under Phase 2.
 - 2.7.4 Increase weight limits for permitted high productivity motor vehicles (HPMVs) by 4% (approx. 2 tonne increase per vehicle) under Phase 4.
 - 2.7.5 Increase weight limits for 50MAX vehicles by 10% (to 55 tonnes) under Phase 4.
 - 2.7.6 Reduce maximum speed limits to 90km/h or 80km/h under Phase 4.

2.8 **agreed** that the Minister of Transport take further necessary policy decisions on the regulatory proposals to enable each to be ready for activation, consistent with the intent of the fuel response plan.

2.9 **agreed** to the proposed operational design for Phase 4 of the updated Diesel and Petrol Fuel Response Plan 2026 based on:

- 2.9.1 priority and uncapped access for Category 1 (critical services) users, supported by registration and credentialling, with access arrangements designed to support continuity of life, public safety, and core state functions.
 - 2.9.2 Category 2 (prioritised) users and Category 3 (other commercial and community) users would have uncapped access to fuel at the prevailing market price through truck stops and bulk delivery (without transaction limits), subject to fuel-saving plans, record-keeping, demand reduction requirements, and targeted verification, and would be subject to transaction limits when accessing fuel through retail sites.
 - 2.9.3 Category 4 (general public) users would access fuel through retail pumps only, with transaction limits.
 - 2.9.4 escalated Phase 4 settings that can introduce stronger controls where needed, including higher savings targets for Category 2 and 3 users, lower transaction limits at retail pumps, and additional credentialling requirements.
 - 2.9.5 compliance and enforcement arrangements, including targeted verification, direction powers, offences, and penalties for non-compliance, subject to further legal design.
- 2.10 **noted** that later-phase measures, particularly Phase 4 fuel prioritisation, may raise legal, Treaty of Waitangi, New Zealand Bill of Rights Act 1990, and Human Rights Act 1993 issues.
- 2.11 **noted** that officials will provide further advice before ministers take decisions on the specific design settings for any Phase 4 controls, including advice on legal powers, Treaty implications, rights risks, implementation, compliance, and enforcement.
- 2.12 **agreed** to publicly release the updated Diesel and Petrol Fuel Response Plan 2026 alongside Phase 4 overview, Summary of updates for the Diesel and Petrol Fuel Response Plan 2026, and Phase 4 user categories, subject to minor changes to by officials to ensure consistency.
- 2.13 **agreed** that public communications should describe the updated Plan's objectives, phases, and high-level approach, but should not include specific fuel saving targets, access arrangements, or operational settings before they are needed.

3. The Group then **directed** Officials to:

- 3.1 provide assurance to Ministers that coastal and rail transport options are being incentivised.
- 3.2 explore whether automated number plate recognition technology could be utilised to enforce transaction limits at retail pumps.

3.3 ensure that those who need to travel to seek essential medical treatment were not prohibited from doing so.

3.4 further refine the communications plan.

4. The Group also **directed** Treasury to provide the Minister of Finance with further information on the costs and impacts, including fiscal costs, of available options to mitigate the impacts of high diesel prices.