



28 April 2026

Ref: DOIA-REQ-0030149

Andrew Riddell

Email: fyi-request-34259-5dfb76ec@requests.fyi.org.nz

Tēnā koe Andrew Riddell

Thank you for your email of 26 March 2026 to the Ministry of Business, Innovation and Employment (MBIE) requesting, under the Official Information Act 1982 (the Act), the following information:

Politik reports that yesterday a briefing was provided to top business CEOs on the fuel crisis. Politik further reports "The CEOs were briefed by Ministry of Business Innovation and Employment (MBIE) officials, the head of the Department of Prime Minister and Cabinet, Ben King and the deputy CEO of the Ministry of Foreign Affairs and Trade, Taha McPherson". Please provide copies of the meeting agenda, the attendance list, all briefing notes used or referred to by the officials presenting this webinar, copies of any power points or other documents screen shared during the webinar, and a recording or transcript of the webinar.

It may be helpful to provide additional context for the briefing held on 25 March 2026. The briefing took the form of a webinar intended for domestic New Zealand businesses. Invitations were issued on 24 March 2026 by MBIE Chief Executive Nic Blakeley to a range of businesses and other sector representatives.

The webinar provided a forum for businesses and other stakeholders to hear updates and participate in discussion on developments in the Middle East and the current fuel situation. The session focused on what these developments may mean for domestic New Zealand businesses and on practical steps that could be taken in response.

The aim of the webinar was to deliver a practical briefing to help businesses better understand the current situation and plan with confidence. This webinar was the first in a series of briefings intended to support businesses during this period.

I can confirm there was no recording or transcript of the webinar. As such, your request for this information is refused under section 18(e) of the Act as the information does not exist.

Please refer to the document schedule below for a list of information identified as being in scope of your request. A small amount of information is withheld under section 6(a) of the Act to avoid prejudicing the security or defence of New Zealand or the international relations of the New Zealand Government.

Document	Document name	Withholding/refusal sections
1.	Domestic Business Briefing (Middle East)	Released in full
2.	2026.03.25 Fuel webinar – briefing pack	Some information withheld under section 6(a)
3.	Registration list 20260325	Withheld in full – section 9(2)(a)

You will note that the registration list is withheld in full under section 9(2)(a) of the Act to protect the privacy of individuals. I recognise the public interest in this information and as such a summary has been provided under section 16(1)(e) of the Act.

If you wish to discuss any aspect of your request or this response, or if you require any further assistance, please contact OIA@mbie.govt.nz.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'Sarena', with a stylized flourish extending to the right.

Sarena Saunders
Workstream Lead, Engagement, Channels and Insights
Fuel Response



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

Domestic Business Briefing (Middle East)

led by the Ministry of Business, Innovation and Employment

25 March 2026, 2.00pm

Released under the Official Information Act 1982





MBIE LED DOMESTIC BUSINESS BRIEFING (MIDDLE EAST)

Date: Wednesday 25 March
Technical Check-In: 1.45pm
Start time: 2pm
Finish: 3pm
Moderator: Sarena Saunders, GM Customer Design and Innovation
MBIE

Host: Nic Blakeley, Chief Executive, Ministry of Business,
Innovation and Employment (MBIE)

Panelists: Ben King, Chief Executive, Department of the Prime
Minister and Cabinet
Taha Macpherson, Deputy Chief Executive (Policy),
Ministry of Foreign Affairs and Trade (MFAT)

Experts: Jolyon Swinburn, Ministry of Transport

Communications Support: Tina Sudell, Principal Communications Advisor, MBIE
Barnaby Haszard Morris, Senior Communications, MBIE

Zoom Technical Support: Suyin Thompson, Senior Advisor Sector Engagement

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GUIDANCE FOR PANELLISTS

- As a panellist, please join the webinar by clicking on your **panellist link**
- Consider what Wi-Fi you are joining from. If joining from MBIE network, there has been issues with a high number of people using the wi-fi and the webinar cutting out in past webinars. If joining from MBIE please plug in to the network via an ethernet cable. If you are able to join from home, please consider this.
- Please join the webinar 10 minutes prior to start time for attendees. This will enable us to ensure we have resolved any technical issues before commencing the session
- Find a quiet space with minimal noise or interruption. If there is someone else with you, its best if they are not also dialling into the webinar as this will create sound issues.
- Speak directly to the camera where possible and sit close to the laptop
- Make sure there is no bright light behind you such as a window. The light is best coming from the front of you so that you are lit up
- Wait to be brought in by the lead presenter before speaking
- Be clear and concise when providing comments and answers
- Mute your microphone when you are not speaking, but leave your video on



RUN SHEET

Time	Segment & Notes	Host/Panellist Lead
2.00 pm	Housekeeping	Sarena Saunders
2.03 pm	Introduction	Nic Blakeley
2.05 pm	Global Context	Taha MacPherson
2.10 pm	National coordination, system assurance and cross-government alignment	Ben King
2.20 pm	Domestic impacts	Nic Blakeley
2.27 pm	Q&A	Sarena Saunders and Panel
2.57 pm	Close	Nic Blakeley
3.00 pm	END	

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WELCOME AND HOUSEKEEPING – SARENA SAUNDERS

Kia ora koutou thanks for joining us today I'm Sarena Saunders, I'll be assisting moderating the questions a little later but firstly a bit of housekeeping.

- Session for business leaders only – if you are media respectfully please leave.
- Encourage you to drop questions into the QA as we go through the session.
- Please note we are moderating today's questions – this will help enable us to group similar questions for a single response so that in the interests of time we can get through as many as possible.
- We may not have the answers to all your questions.
- This is a series so your areas of interest and questions will inform the content for the next sessions.
- There will be a summary Q&A with your invitation to attend the next event.
- You can find the QA function at the bottom of your screen – if it is not visible click on the three dots to access it.
- Over to you Nic.

INTRODUCTION – NIC BLAKELEY 2 MINS

Kia ora/ Good afternoon I'm Nic Blakeley Chief Executive of MBIE.

Thanks for joining us today for this update on the current impacts of the situation in the Middle East for domestic New Zealand businesses.

Joining me today is Ben King Chief Executive of the Department of Prime Minister and Cabinet.

And Taha Macpherson, Deputy Chief Executive for Policy at the Ministry of Foreign Affairs.

The Middle East conflict is a major shock to the global energy market and New Zealand is clearly facing a significant impact.



The purpose of this session is to ensure you have the information you need in order to plan and manage your business risks.

- Information on the current fuel system situation, including global context and the New Zealand position.
- The frameworks and monitoring arrangements that are in place to manage risk
- Some clarity on what this means for businesses

Taha will shortly cover the global context and Ben will fill you in from the all of Government perspective. I'll then give you the detail on MBIE's areas of responsibility.

With that I'll pass to Taha.

GLOBAL CONTEXT – TAHA MACPHERSON DCE – POLICY, MFAT 5 MINS

Good afternoon, everyone,

After four weeks, the outlook for the conflict between the US, Israel and Iran remains uncertain.

The United States has indicated in recent days that it is pursuing direct negotiations with Iran. Iran has publicly denied this – and it is too early to say at this point whether anything will come from it.

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So, it's a welcome development that they might be talking s 6(a).

s 6(a)

Iran may take the opportunity to pause military action. It may also look to continue to inflict economic damage, as a way of deterring future attacks and as a negotiation tactic to secure further concessions.



Even though Iran's military has been significantly degraded, it is still able to attack shipping, oil production, and other targets. Under current conditions this is not anticipated to change.

Iran's ability to choke the Strait of Hormuz continues to be its strongest leverage point.

Prior to the war, about 20 million barrels of oil passed through the Strait of Hormuz daily: 20% of global production. Almost all of this is now stuck inside the Persian Gulf.

Iran surrounds the Strait on three sides and there are a range of ways it can interfere with shipping. The options to counter this are limited.

Even if Hormuz opened today, there would be a significant tail of economic disruption:

- Over 2,500 tankers remain trapped inside the Persian Gulf.
- Key ports and oil facilities have been damaged across the Gulf.
- Resuming production in some oil fields could take months; and
- It is possible that there will need to be de-mining in the Strait

New Zealand has taken a clear and consistent position on the conflict. Like much of the international community, we share the US and Israel's concerns about Iran's destabilising behaviour internationally and its nuclear ambitions.

A regional conflict is not in New Zealand's interests. We are keen to see this end as soon as possible. Our diplomatic outreach has focused on supporting de-escalation and a negotiated end to the conflict.

We have also been actively working to shore up New Zealand's supply chains.

We have been engaging closely with Singapore and Korea, our two main sources of refined fuel, to stress the need to work together and avoid unilateral export controls.

We are in contact with our partners in the Middle East to understand the situation and to identify alternative supply routes.



We are using existing agreements and trade groups to safeguard our imports, and to emphasize the need to cooperate on fuel supply chains.

New Zealand will continue to engage with overseas partners to understand potential export measures being taken and will work to mitigate the impacts of this on New Zealand supply chains.

This includes tracking supply chain impacts on non-fuel critical goods from our international partners and reinforcing the importance of working together to secure our supply chains.

To conclude: there are a number of ways this could end. s 6(a)

but the crisis is unlikely to have a tidy end.

s 6(a)

This is

likely to see shipping in the Gulf remain disrupted, and ongoing security and economic disruptions.

We are hoping for a positive outcome but preparing for this to drag on.

With that I'll hand over to Ben.

NATIONAL COORDINATION, SYSTEM ASSURANCE AND CROSS-GOVERNMENT ALIGNMENT – BEN KING, CHIEF EXECUTIVE DPMC

10 MINS

Ben is speaking off the cuff.

[Handover to Nic]

THE DOMESTIC IMPACTS – NIC BLAKELEY 7 MINS

New Zealand's fuel stocks are healthy.



New Zealand is continuing to closely monitor the impacts of the escalating conflict in the Middle East on global fuel markets. While this is a fast-moving situation internationally, fuel supply into New Zealand remains stable, and onshore and incoming stocks are healthy.

New Zealand imports 100% of its liquid fuel needs, i.e., petrol, diesel and jet fuel.

Over the last five years, New Zealand has sourced over 90 percent of petroleum imports from Asian refineries, mostly from Singapore and South Korea.

Over the same period these refineries have sourced just over three quarters of their crude oil imports from countries bordering on the Persian Gulf.

Consequently, countries like New Zealand and Australia are more exposed than other parts of the world, given the source of our fuel.

Fuel stock levels remain at or above Minimum Stockholding Obligation levels – the MSO.

Introduced in 2025, the MSO acts as a strategic reserve of petrol to safeguard domestic supply during disruptions.

The reserves are in addition to fuel held in service stations and in vehicles.

We are publishing stock numbers twice a week on the MBIE website – the latest update was yesterday, and as at midnight 18 March, we had 50 days of petrol, 46 days of diesel, and 45 days of jet fuel

These are for fuel held in shipping terminals and ships headed our way.

Changes in weekly stock levels are normal and we will see numbers move around from week to week as fuel is used and replenished by incoming ships.

We have also published data for the next two weeks showing how many ships are on the way to New Zealand with fuel.



The National Fuel Plan and our 2026 Fuel Response Plan

It is too early to say with any certainty how the current conflict is likely to impact fuel supply in the longer-term.

Fuel companies report no current issues with supply chains.

As I've said New Zealand has healthy stock levels of petrol, diesel and jet fuel, both onshore and en route.

Global supply chains are rapidly responding and our New Zealand fuel companies are working hard to source supply. MBIE is talking to the fuel companies every day to keep abreast of the situation.

Prices have risen and could well continue to rise, but there is no current issue with supply. Rising prices are starting to have an impact on demand, as you would expect, as New Zealanders consider different ways to get around.

The best outcome is that global supply chains are able to respond and continue to supply the fuel we need.

But while we all want the situation to improve, given what you've heard from Taha, it is prudent and responsible for us to have a plan in place in case it doesn't

In 2024, the National Fuel Plan was published, which sets out what measures could be considered if shortages in supply were to become an issue.

In the past weeks we have been working on updating that plan for these current circumstances, which has involved a lot of discussion with the fuel companies. We will continue to work closely with the fuel companies to flesh out the detail of how the Plan could be implemented if needed.

Minister Willis has indicated that she intends to talk more about this Plan in the coming days.



The FSCE continues to meet the 5 importer sub-group every day to get the most up to date information from importers about supply risks.

As part of the Government's wider work in this space, the Fuel Response 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 Response 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.

Measures in response

At this stage, all shipments are on track to be delivered, and it will be a matter of weeks rather than days before our fuel supplies become strained.

We are keeping a close eye on the situation and will keep you informed if that changes.

The Government has also agreed to temporarily allow fuel that meets Australian standards to be supplied in New Zealand. Allowing Australian spec fuel in New Zealand reduces the risk that we are excluded from much-needed fuel supply purely for technical reasons. Before now, Australia and New Zealand had slightly different rulebooks for what counts as acceptable fuel — things like how thick it should be, how clean it needs to be, and whether certain types of newer cleaner fuels were allowed. New Zealand has basically just agreed to play by the same rulebook as Australia, so tankers heading that way can pull into our ports too New Zealand and Australian fuel specifications are almost identical, and there are no material differences that would affect the safety or quality of our fuel.

Our fuel specifications will still ensure fuel quality, make sure fuel is compatible with our vehicles, avoid harmful impacts on human health and the environment, and protect consumers. The Government is ensuring that fuel sold in New Zealand must



still be 'fit for common purpose', which means it can safely be used in New Zealand vehicles.

We are planning for a range of scenarios to make sure we are ready to respond.

Demand restraint measures would be one of the final measures in the Government's toolkit. At this point, there is still no indication that we will need to use those measures. As I say, we'll let you know if this changes.

We can now open for questions – Sarena I'll handover to you.

LIVE Q&A: FACILITATED BY SARENA

Please use the QA function to add your questions its at the bottom of your screen.

We'll get through as many as possible in this session.

You'll be receiving an email following this session and we'll answer as much as we can in this email.

First question –

[Hand back to Nic]

CLOSE – NIC BLAKELEY

Thank you again to all of you for joining us today.

I hope that the session has been informative and I look forward to continuing to connect with you over the next few weeks.

As Sarena said we'll be following this with an email with the link for the next session and also answers to any questions we have been unable to answer today.



APPENDIX 1: FREQUENTLY ASKED QUESTIONS

MBIE – Middle East Conflict Reactive Q&As

MBIE – Middle East Conflict Reactive Q&As	12
Regional and global fuel security impacts.....	13
New Zealand’s fuel supply	14
Fuel Rationing.....	16
Fuel pricing	17
The Government’s role and levers.....	18
IEA Collective Action (21/03).....	21
Supply chains.....	22
LNG.....	25
What is the impact on Tourism	
NEW ZEALAND FUEL FACTS AT A GLANCE	

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REGIONAL AND GLOBAL FUEL SECURITY IMPACTS

How have global markets reacted to the conflict?

Markets have remained relatively calm so far, but there may be increased volatility if the conflict escalates. Equity markets and the New Zealand dollar have remained fairly stable. The price of crude oil has risen sharply but is still lower than the levels seen when Russia invaded Ukraine.

How is Australia responding to the fuel security situation?

Since 2023, Australian importers and refiners have been required to maintain a baseline level of fuel stocks as part of Australia's national fuel security framework. This takes the form of a 'minimum stockholding obligation' and requires importers and refiners to hold reserves of up to 24 and 26 days' worth of usual demand respectively. Australia has previously housed its fuel stockpiles offshore in the United States.

The Australian Government has announced temporary amendments to Australia's petrol quality standards, aimed at supporting fuel supply, stabilising prices and easing pressure on disrupted supply chains. Similarly, New Zealand has agreed to temporarily allow fuel that meets Australian standards to be supplied in New Zealand. This will reduce the risk that we are excluded from much-needed fuel supply purely for technical reasons

In response to the unprecedented IEA collective action, Australia will also be relaxing its Minimum Stockholding Obligation for petrol and diesel. New Zealand is not currently planning to relax our own MSO and we will be releasing oil tickets as our contribution to collective action.

Is New Zealand working with Australia on the response?

Yes – it's important that New Zealand's response to the impacts of the Middle East conflict on our fuel security is closely aligned with Australia's. New Zealand is already collaborating closely with Australia, including exchanging insights and ensuring we have the latest intelligence on any emerging supply chain risks.

We are also engaging at the ministerial level. New Zealand's Minister for Energy Hon Simon Watts met with Australian Resources Minister Madeleine King in mid-March at the Indo Pacific Energy Security summit in Tokyo, Japan. The bilateral was an important opportunity to reinforce the importance of collaboration with our partners in the Asia Pacific with the shared goal of keeping our refined fuel supply chains open.

Ministers will be staying in touch over the coming weeks as New Zealand's response evolves, and the New Zealand Government will monitor any response measures that Australia takes to ensure its domestic fuel security.

If shipping routes around the Middle East can't be used/are impacted, what alternative options are available?

Global shipping companies are experienced in re-routing to deal with conflict situations, including in the Middle East. Re-routing via alternative corridors is already happening, including around the Cape of Good Hope. Another option, depending on the destination market, is to go through the Panama Canal.

Is there a risk of South Korea limiting fuel exports?

The Ministry of Business, Innovation and Employment and Ministry of Foreign Affairs and Trade are actively monitoring the situation in our major supplier countries (Japan, Singapore, South Korea, Malaysia).



NEW ZEALAND'S FUEL SUPPLY

How does New Zealand's fuel system work?

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.¹

New Zealand imports all its refined fuel from overseas with ships arriving once every two days; this remains the case despite the current conflict.²

These supply routes remain active, and fuel importers continue to report healthy stock levels and ongoing deliveries.

Our national infrastructure — including terminals at Marsden Point, Mount Maunganui, Wellington, and Lyttelton — is designed to handle large volumes reliably.

Are we at risk of running out of fuel?

New Zealand's fuel stocks are healthy. We're continuing to work with fuel importers and keeping a close eye on fuel stocks. Regular updates are now published twice a week on the MBIE website. Fuel supply remains healthy, with good levels of fuel in New Zealand and more on the way. Fuel importers continue to report no issues with incoming shipments.

You may notice our fuel stock levels moving around from update to update. We can assure you that this is a normal part of how fuel is distributed around the country and then replenished by incoming imports.

How much fuel does NZ hold?

MBIE is updating its website regularly latest fuel stocks (both onshore and en route). You can access this information at: [Impact of the Middle East conflict on our fuel security | Ministry of Business, Innovation & Employment](#)

Does the Government have any comment on the diesel situation in particular?

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.

The IEA notes that jet fuel and diesel have seen material losses of supply, but purchasers are also likely to have more options given the more diverse markets and suppliers.

We are monitoring fuel supply and prices across all fuel types.

What operational meaning should be attached to the combined "total stock" figure on MBIE's website?

Operationally, total stock is fuel stock "in country" already available for use and "stock on water" is fuel stock on ships en route to New Zealand. The 'total stock' figure on MBIE's website is calculated by adding the in country and stock on water for each fuel to get a total stock figure in litres, which is then divided by the total demand in litres per day to get a total New Zealand fuel position.

We are in contact with fuel importers who have reported no known delays in shipments.

MSO regulations treat fuel stock within our Exclusive Economic Zone (EEZ) as stock that can be counted towards the MSO requirement.

¹ [Fuel Security Plan | Ministry of Business, Innovation & Employment](#)

² Need a reference to confirm a ship every 2 days



In a prolonged disruption scenario, does MBIE treat product on water as equivalent to stock physically held in New Zealand?

For disruption planning and reporting we are including product on water both inside and outside the EEZ.

MSO regulatory requirements only count fuel on ships in New Zealand's EEZ.

How confident is MBIE that cargoes currently counted as "on water" will arrive in New Zealand on schedule?

Global fuel companies operating in New Zealand are confident that cargoes will arrive in New Zealand on schedule.

What are MBIE's current estimates of daily national consumption for petrol, diesel and jet fuel?

New Zealand's average daily demand for petrol, diesel and jet fuel as at January 2026 (average MSO data) is as follows:

- Petrol 8.1 million litres/day
- Diesel 10.7 million litres/day
- Jet Fuel 4.8 million litres/day

(This is equivalent to Petrol = 51 thousand barrels/day, Diesel = 67 thousand barrels/day, Jet = 30 thousand barrels/day).

Based on those demand levels, how many days of forward cover would in-country stocks alone represent?

Based on the averages listed above, the days' cover of stock in country is as follows:

- Petrol 33 days (~265 million litres, with demand of 8.1 MLpd)
- Diesel 28 days (~294 million litres, with demand of 10.7 MLpd)
- Jet Fuel 32 days (~155 million litres, with demand of 4.8 MLpd)

See more at [SP-04-24-National-Fuel-Plan-Final-2024.pdf](#)

Are there issues with independents accessing fuel stocks?

Based on information provided by the Fuel Sector Coordinating Entity participants, MBIE is not aware of any supply issues to independents. There are media reports of some stations being dry, but this is not generally a supply issue.

Have shipments of oil been cancelled because of the escalating conflict?

There are reports of one cancellation of a shipment from Asia, but it is not clear whether this is as a result of the Middle East conflict. There have also been reports of cancelled shipments on their way to Australia.

For New Zealand, there is no immediate impact on supply. We continue to monitor developments closely.

Fuel companies are reporting to officials that shipping fuel to New Zealand continues as usual, and variations in volumes week to week is normal. It's also important to note that New Zealand has different supply chain routes than Australia.

We are publishing stock numbers regularly on the MBIE website.

There is uncertainty ahead, but we continue to keep a close eye on fuel supplies.

Which countries currently supply the largest share of New Zealand's refined fuel imports?



In 2025, New Zealand imported over 90 percent of its fuel from four countries in Asia - South Korea (51 percent), Singapore (31 percent), Malaysia (9 percent) and Japan (3 percent).

How is NZ positioned from a stockpile potentially impacting shipping and air freight should there be delays or increased demand from markets like China who purchase 80% from the Middle East?

In 2025, New Zealand imported over 90 percent of its fuel from refineries in Asia - South Korea (51 percent), Singapore (31 percent), Japan (9 percent) and Malaysia (3 percent).

The Government's minimum stock obligation (MSO), introduced in 2025, acts as a strategic reserve of petrol to safeguard domestic supply during disruptions.

Minimum mandated levels are: 21 days of diesel, 24 days of jet fuel and 28 days of petrol to be held in tanks in our country and ships in our EEZ. These reserves are in addition to fuel held in service stations and in vehicles.

Why are petrol stations running out of fuel across the country?

Based on information provided by the Fuel Sector Coordinating Entity and fuel importers, MBIE is not aware of any widespread fuel supply issues at this time.

While there have been media reports of some individual service stations temporarily running low, these are localised issues and do not indicate a broader supply shortage.

We are seeing a significant increase in demand across the national fuel network over the past week. Fuel companies are working as quickly and safely as possible to move fuel through the supply chain and ensure it is delivered to where it is needed to meet demand.

FUEL RATIONING

Is the Government considering fuel rationing?

It is too early to say with any certainty how the current conflict is likely to impact fuel supply in the longer-term.

MBIE is actively assessing the fuel security situation for New Zealand following the recent events in the Middle East and is in close contact with fuel companies.

Fuel companies report no current issues with supply chains. New Zealand has healthy stock levels of petrol, diesel and jet fuel, both onshore and en route.

The National Fuel Plan has measures on managing sustained domestic supply disruption, including rationing if needed. See more at [SP-04-24-National-Fuel-Plan-Final-2024.pdf](#)

What would trigger fuel rationing?

In a sustained fuel disruption, it may be necessary to ration fuel and prioritise supplying essential services. The National Fuel Plan envisages that the disruption would need to be significant before rationing measures are implemented. We are preparing for this possibility as a precaution.

The Petroleum Demand Restraint Act 1981 allows for fuel rationing by empowering the Government to make "petroleum demand restraint regulations". These regulations could impose measures to restrain demand for petroleum products or ensure the equitable distribution of petroleum products when they are, or are likely to be, in short supply.

These regulation making powers are broad and were intentionally designed to allow the Government to implement controls such as limits on fuel purchase quantities, allocation schemes, priority-use rules and restrictions on vehicle use.



Regulations would need to be made under section 4 of the Act to enable fuel rationing due to supply disruption resulting from the Iran conflict.

FUEL PRICING

Why are prices moving if supply is stable?

New Zealand is not immune to the impacts of a change in the global crude oil price. Crude prices have significantly increased since the conflict began, and this has a direct correlation to the price we pay at the pump.

The Government has made it clear to the fuel companies that our fuel markets must deliver competitive prices to consumers and continue to function as smoothly as possible during the conflict. We have asked the Commerce Commission to closely monitor retail prices and fuel importer margins through this period.

How will the Government manage price increases at the pump for Kiwi consumers?

The Minister for Commerce and Consumer Affairs has directed the Commerce Commission to closely monitor retail prices and fuel importer margins through this period. Containing the cost-of-living pressure from price increases at the pump is a top priority for this Government. The Minister has written to the Commission to reiterate expectations.

Officials are keeping a close watch on retail prices and fuel importer margins should there be any significant deviations from historical levels. The Government has made it clear to the fuel companies that our fuel markets must deliver competitive prices to consumers and continue to function as smoothly as possible during the conflict.

If motorists suspect any opportunistic pricing or price gouging at petrol stations, we encourage them to report to the Commerce Commission. The Commission can investigate and take enforcement action if needed.

Are fuel retailers unfairly increasing prices for consumers?

The Government is monitoring the situation. Crude prices have significantly increased, which has a direct correlation to the price we pay at the pump. New Zealand is not immune to the impacts of a change in the global crude oil price. Our fuel prices have increased, but it is still too early to say what the full impact will be on the price we pay. This is a dynamic situation that we're monitoring closely.

How does this compare to past fuel security disruptions?

The nature of this shock is different to the aftermath of Russia's invasion of the Ukraine in 2022 as it is more significant in scale. The Russian invasion caused significant disruption to supply chain constraints and, at its height, a 52–56 per cent surge in Brent and WTI crude prices, along with sanctions forcing a change in Russian supply chains.

According to the IEA, global oil markets are contending with their largest disruption in history, with profound implications for energy security, affordability and the world economy. More than 10 million barrels per day of oil production in the Middle East are already curtailed or shut in, while more than 5 million barrels per day of oil product exports are now unavailable.

During recent similar supply disruptions, global fuel supply chains have shown strong resilience and adaptability. Markets have stabilised through increased production from diverse regions, strategic shock management and strengthened international cooperation.

How is the ETS factored into fuel pricing, and at what point is it applied?



For liquid fossil fuels the NZ ETS obligation is set as far up the supply chain as practicable – specifically when a supplier imports fuel into New Zealand.

Suppliers then pass through the costs associated with their ETS obligations to consumers.

Why not just cancel the ETS on petrol?

Activities subject to the ETS are listed in the Climate Change Response Act (CCRA) – this includes petrol imports. Petrol is a significant source of emissions priced into the NZ ETS – this means that it would be difficult to exempt petrol without undermining the environmental integrity of the ETS

On the recommendation of the relevant Minister, the Governor-General can exempt certain activities from the ETS. Before recommending this, the Minister must be satisfied that:

- the order will not materially undermine the environmental integrity of the emissions trading scheme; and
- the costs of making the order do not exceed the benefits of making the order.

In addition to the legislative reasons, the current Climate Strategy and Emissions Reduction Plan both emphasise the importance of credible markets and regulatory predictability in the ETS. Creating exemptions for certain activities may run counter to this and undermine the long-term intent of the ETS.

THE GOVERNMENT'S ROLE AND LEVERS

What is the Government doing to manage the situation?

The Government is monitoring fuel markets daily and working with fuel companies to ensure security of supply.

Regular public reporting of fuel stock levels on the MBIE website provides transparency for New Zealanders.

Agencies are meeting regularly with fuel importers under the National Fuel Plan to maintain clear oversight.

The Fuel Sector Coordinating Entity (FSCE) is the national governing body for planning for, and coordinating a response to, a major fuel disruption – including progressing any response measures that may be required during the disruption.

It is responsible for ensuring government, key stakeholders and the public are kept informed with consistent information.

Ministers are receiving advice from officials and preparing for a range of scenarios.

What is the Government doing to ensure the public are well informed about the impact of the conflict on New Zealand's fuel supply and pricing?

The Government is monitoring fuel markets daily and working with fuel companies to ensure security of supply. As part of this, MBIE is regularly publishing information on the fuel security situation for New Zealand on its website. You can access the latest available information on fuel stocks at: [Impact of the Middle East conflict on our fuel security | Ministry of Business, Innovation & Employment](#)

MBIE has also convened the Fuel Sector Coordinating Entity, which consists of government agencies and fuel companies, under the National Fuel Plan, to provide a greater level of oversight as we traverse the impacts of this situation.

MBIE is also working closely with journalists and Ministers to ensure consistency in public-facing communications about the situation, and we will continue to update the public as the situation evolves.



What is the National Fuel Plan?

The National Fuel Plan is a readiness and response framework for the fuel sector. It includes agreed roles and responsibilities for agencies – including MBIE, NEMA and Civil Defence Emergency Management Groups. Fuel companies, central and local government and CDEM Groups worked together to develop this plan.

What is the Fuel Sector Coordinating Entity?

The Fuel Sector Coordinating Entity (FSCE) is the national governing body for planning for, and coordinating a response to, a major fuel disruption – including progressing any response measures that may be required during the disruption.

It is responsible for ensuring government, key stakeholders and the public are kept informed with consistent information.

As the lead agency for managing New Zealand’s fuel security following the recent events in the Middle East, the Ministry of Business, Innovation and Employment (MBIE) has convened the FSCE to enable information sharing between government and the fuel sector.

Key functions for the FSCE during a response include:

- o Facilitating sector solutions.
- o Requesting and coordinating support from the Government.
- o Coordinating and providing fuel sector situational information to MBIE.
- o Distributing situational information from MBIE.
- o Coordinating with other affected sectors as required.

The FSCE escalation framework is set out in New Zealand’s National Fuel Plan.

Have the escalation levels in the National Fuel Plan been activated and what level is New Zealand at?

When an international disruption starts affecting New Zealand’s fuel supply, the National Fuel Plan helps ensure communities stay safe and supported. It sets out measures for fuel to be prioritised for essential services such as our hospitals and health services, emergency services, food transport and freight and electricity, water, and telecommunications services.

MBIE has convened the Fuel Sector Coordinating Entity under the National Fuel Plan, which increases lines of communications with the fuel industry and oversight of fuel imports. We are currently at level 1 of the Fuel Plan.

If the situation were to worsen, the Government has a range of tools it can use to manage supply pressures and keep essential services running. These steps would only be taken if genuinely needed, and they would be scaled to match the severity and duration of the disruption.

To be clear, we are not experiencing the types of sustained supply disruption that the National Fuel Plan enables as emergency measures.

As part of the Government’s wider work in this space, 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.

Who makes the decision to escalate response levels?

Depending on how severely events in the Middle East impact New Zealand’s fuel sector, the Government may decide to formally ‘activate’ the FSCE and escalate the response to



Level 2. Officials are providing advice to ministers on relevant considerations for that now, and we will have more to say once they have considered that advice. The potential response measures set out at each level of the National Fuel plan will be made in line with usual decision-making practice, i.e. by agencies and ministers they have the powers to do so, or by Cabinet where required.

Acknowledging that 60-70% of Venezuela's oil and 90% of Iran's oil was heading to China and this will increase price pressure on supplies that are now globally available; what is New Zealand doing to secure medium-term supply at a cost that won't cripple the local economy?

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). They are ordering well ahead of time to ensure we have medium-term supply headed to New Zealand.

New Zealand is not immune to the impacts of a change in the global oil prices. It's unavoidable that global fuel price increases will be reflected at pump prices in New Zealand.

Back-pocket: Will the Government provide any financial compensation for firms who have had business operations disrupted or have incurred unexpected costs due to the Iran conflict?

As of 13 March Cabinet had not discussed financial compensation for individual firms and there is no real precedent for Government intervening in this way during previous conflicts. It is unlikely that the Government will be providing financial compensation, and government support is more likely to be focussed on consular support to staff.

FUEL SPECIFICATIONS

How long will the measures be in place?

The Government is proposing to limit the length of time we will accept Australian-specification fuel to six months, or earlier if international fuel supply constraints are eased.

The changes are a temporary measure to provide additional fuel resilience while global market conditions remain uncertain.

How much of a difference could relaxing fuel specs actually make? What information or evidence do we have?

Fuel importers have advised that the main benefit is access to a wider range of shipments that can get here faster, because we can accept fuel that is already available in our regional markets.

For example, with a shipment of fuel from the USA, a very large tanker could discharge fuel to Marsden Point before carrying on to Australia. This could make supplying the New Zealand market much more attractive to refiners.

Why is Australia changing their fuel specs?

Australia announced on Thursday 12 March that it's temporarily relaxing part of its fuel specs because Ampol's refinery in Brisbane is not currently compliant with recent changes to Australia's fuel specs. While the Brisbane refinery is upgrading infrastructure,



the fuel from the Brisbane refinery is being exported. Australia is relaxing its fuel specs so that fuel can be used domestically.

Why isn't New Zealand relaxing its standards around sulphur, like Australia?

Australia's Brisbane refinery currently exports high sulphur fuel. Australia is relaxing its sulphur standards so it can use the product from the refinery at home, rather than needing to export it. It is not anticipated that Australia would export this diesel to New Zealand, so there is no need for us to relax our sulphur standards alongside them. Relaxing sulphur levels would come with downsides in terms of pollution and impact on vehicles (particularly newer vehicles' engines), so we wouldn't match Australia's change unless needed.

Is it safe for me to fill up my car with fuel that meets different standards?

New Zealand and Australian fuel specifications are already very similar, and there are no material differences that would impact on the safety or quality of our fuel.

Our fuel specifications will still ensure fuel quality, make sure fuel is compatible with our vehicles, avoid harmful impacts on human health and the environment, and protect consumers. The Government is ensuring that fuel sold in New Zealand must still be 'fit for common purpose', which means it can safely be used in New Zealand vehicles.

For example, there are some differences between Australian and New Zealand specifications to account for warmer or colder climates. That means that diesel sold in Queensland couldn't be sold in the South Island, because there is a big difference in temperature.

If the NZ and Australian fuel specs are so similar, and there are benefits to aligning, why are our specs currently different from Australia?

Our fuel specs are very similar, and they are broadly based on the European standard. Each country updates fuel specs at different times in response to various triggers in line with its domestic circumstances.

What fuel would this change to fuel specifications cover?

Allowing Australian-spec fuel would just cover ground and shipping fuels – predominately petrol and diesel. Jet fuel is set to an international standard common for all commercial flights everywhere. Relaxing it would create significant safety risks and would not increase our flexibility in sourcing jet fuel supplies.

IEA COLLECTIVE ACTION (21/03)

What has the IEA agreed to? What is a collective action?

On 11 March IEA members agreed to take collective action by making 400 million barrels of oil from their emergency reserves available to the market. Collective action aims to add supply to the global oil market, which should help reduce pressure on refiners' access to oil from the Middle East and stabilise markets.

The current IEA collective action is significantly greater in volume than what was agreed to by IEA Members for collective action in response to the Russia-Ukraine



conflict. Is collective action mandatory or voluntary? What are the options to comply?

The collective action process is part of New Zealand's Treaty obligations under the Agreement on an International Energy Programme.

All IEA members – including New Zealand – are expected to participate in the collective action. IEA members have the freedom to choose how to respond to collective action, provided that their actions fulfil the IEA's allocated response for that country. Options include releasing domestic stock, reducing stock obligations on commercial entities, releasing oil tickets and reducing demand.

New Zealand has previously met collective actions through release of oil tickets.

How will New Zealand be fulfilling our obligations for IEA collective action?

New Zealand's allocation under the IEA collective action is for 1.577 million barrels of crude oil or equivalent. We hold oil tickets, which are options to purchase different types of oil or refined fuel. We will release some of the tickets we hold to the global market.

What is the impact for New Zealand at home?

Releasing these tickets has a minimal impact on New Zealand's fuel security position. Oil tickets are contracts that give the Government the option to purchase different types of fuel. New Zealand is not releasing physical supply to the market.

While not a direct comparison, the release is comparable to around 10.9 days of daily New Zealand fuel demand.

The purchase options New Zealand will release are for crude oil, which cannot be refined in New Zealand, and for a form of gasoline that cannot be used under New Zealand specifications.

How would NZ rebuild fuel stocks to meet its 90-day obligation? What are the cost implications?

Eventually New Zealand would be expected to return its fuel stocks back to a level sufficient to meet its 90-day obligation, at a time in the future specified by the IEA. This will not be until such time as the IEA judges that oil markets have returned to more normal operations which could be sometime in the future. The timing and cost of this is accordingly highly uncertain.

What kind of impact will this have on NZ consumers?

Release of oil stocks by New Zealand, along with the release by other IEA members, will increase international stocks by improving market supply. This may help to place downward pressure on prices.

The IEA published a report outlining options that could help protect people from the oil shock. Will New Zealand be taking any of the measures in the report?

Ministers are receiving advice on a range of different measures. We are currently at Level 1 (of four levels) of the National Fuel Plan, which means there is currently minimal impact on fuel distribution across the country – but the response may escalate. We are planning for a range of scenarios to make sure we are ready to respond. We will keep the public informed.

SUPPLY CHAINS

What is the Government observing in terms of supply chain implications for New Zealand?



At this stage, the Government is closely monitoring shipping and air-freight movements through the affected region. We are tracking early indicators such as route adjustments, carrier advisories, and potential congestion points. We are also drawing on updates from international partners to assess any evolving risks. Overall, our focus is on ensuring we maintain visibility of potential impacts as the situation develops.

What actions is the Government taking in response?

The Government is taking a coordinated cross-agency approach to monitoring and assessing supply chain implications. This includes:

- **Engaging with key regional partners**, including Australia and Singapore, to exchange insights and ensure we have the latest intelligence on any emerging supply chain risks.
- **Maintaining direct engagement with industry** to gather on-the-ground feedback from freight forwarders, and exporters.
- Ensuring government agencies can provide relevant guidance and information quickly, should conditions change.

We are also working with MFAT to ensure any updates relevant to the business sector can be included in their weekly Market Intelligence Report.

What does the Government recommend businesses do right now?

We encourage businesses to take a proactive and practical approach by:

- **Engaging early with logistics providers, importers, and export customers** to understand any operational adjustments, routing changes, or commercial implications.
- **Reviewing business continuity plans**, including alternative freight options, inventory strategies, and customer communication plans.
- **Staying informed** through official channels such as MFAT's Market Intelligence Report and agency updates.
- **Assess and stress-test supply chains beyond tier 1 suppliers** to identify where upstream vulnerabilities may sit – including reliance on single-source suppliers, concentration risks, or exposure to routes affected by regional instability.

These steps will help businesses stay prepared should any supply chain conditions shift. We would also encourage businesses to engage with their associations to share insights on the emerging supply chain implications. Alternatively, if you have information to share, or if you have questions on supply chains, please contact us at gulftradeenquiries@mfat.govt.nz. In this current phase of supply chain disruptions, business and industry insights are critical to inform our assessment of the wider situation and appropriate steps that the government can consider responses.

What could be the implications for New Zealand if the conflict expands and affects the Suez Canal?

A prolonged or expanded conflict involving Iran that disrupts the **Suez Canal** would have **significant global supply chain impacts**, given that Suez normally carries around **12% of global trade** and serves as a critical route for containerised goods between Europe, the Middle East, and Asia. When the canal was previously blocked, similar proportions of global trade experienced major delays.

Current reporting shows that carriers are already **avoiding the broader region** due to heightened risks, with some lines **suspending Suez transit and rerouting vessels via the**



Cape of Good Hope, adding weeks to sailing times and tightening global container capacity. CMA CGM, for example, has suspended Suez passage and begun rerouting vessels, a step other carriers are also taking.

If an expanded conflict were to limit or close Suez access, New Zealand could face:

- **Longer transit times** for goods travelling to or from Europe and parts of the Middle East, as vessels divert thousands of kilometres around Africa.
- **Reduced global container capacity**, as extended routes absorb ships and cause congestion elsewhere.
- **Higher freight rates and volatility** across both ocean and air networks, consistent with what freight analysts are already observing in Middle East-linked trade lanes.
- **Upward pressure on fuel costs** if disruptions coincide with constraints in nearby chokepoints such as the Strait of Hormuz. Past and current analysis highlights that prolonged disruptions in these corridors typically elevate global energy and transport prices.

Knock-on effects from global freight delays, container shortages, and cost increases would likely be felt across multiple sectors.

What is the impact of the crisis on plastics and fertiliser?

Most packaging plastics are derived from petroleum feedstocks. New Zealand exporters rely on consistent, affordable plastic packaging to meet overseas market standards, so instability in supply chains can raise input costs and create delays. Key nutrients in fertiliser are also linked to gas and oil production. Nitrogen production is dependent on natural gas as a feedstock, while sulphur is a by-product of oil refining. Disruptions or price spikes therefore raise fertiliser costs and reduce availability.

How does MBIE assess the medium to long-term impact of the Middle East conflict on New Zealand's economy and domestic demand, and how does this compare with shocks like the GFC or COVID-19?

From a supplychain perspective, the Middle East conflict is primarily driven by a refined petrochemical and fuelrelated shock at this stage.

These disruptions, along with longer shipping routes and delays, are adding upward pressure to global fuel and petrochemical prices. For New Zealand, which relies on imported fuels and petrochemicalderived inputs across manufacturing, agriculture, plastics, and transport, these pressures can translate into higher operating costs and longer lead times.

MBIE is actively monitoring these developments. We are engaging daily with industry and across government to understand emerging risks, receive information on stock and expected supply. This includes tracking potential vulnerabilities around critical chemicals, minerals, and other key goods that underpin production across many sectors. In the short term, the current situation differs from shocks like the GFC or COVID19. Those events caused widespread immediate financial or operational shutdowns across the entire economy. However, based on our experience with COVID-19, as Nicole highlighted, we would expect a return to BAU to take some time.



Whether the current events become a wider structural and systemic supply chains shock will depend on how prolonged the disruption to Middle East supply routes becomes.

LNG HOW WILL THE CONFLICT IN THE MIDDLE EAST AFFECT NEW ZEALAND'S ACCESS TO IMPORTED LNG?

The Government is monitoring the conflict in the Middle East closely. The medium to long-term impacts on the LNG market are unclear because there is also a significant increase in production capacity coming online. IEA forecasts show a 50 per cent increase in capacity from 2025-2030.

Energy Minister Simon Watts has spoken with his counterparts in a range of countries, and there are opportunities for New Zealand to secure supply from non-middle east locations, for example, Canada or Alaska.

The fact is New Zealand's dry year problem and domestic gas situation are significant issues that need dealing with. LNG remains the leading solution available to manage the dry year problem at this time, and it buys us time for alternative options to arise in future. The value of LNG isn't so much its price, it's that the availability of LNG in New Zealand will enable generators to run gas-fired generation. LNG prices could double before diesel would become a more attractive fuel for generation (on the basis of cost of generation alone).

The recently released GIC 2026 Gas Supply and Demand Study (produced by PWC) suggests prices in a domestic gas-only market could reach \$31/GJ and cause significant economic destruction. Earlier work by Sense partners shows that having LNG saves \$1.2b in GDP by 2035. This all underscores that the counterfactual to LNG is not continuing as we are, it is significant economic destruction.

TOURISM

What is the impact on tourism?

We know volatility in jet fuel prices is increasing airfares and leading to some flight consolidation. Currently this consolidation is not expected to significantly impact tourism volumes as passengers can be accommodated on alternative services.

Given New Zealand is now late in our peak summer arrival season, the impact on overall international visitor arrival volumes has so far been limited and daily international visitor arrivals remain stable. It is still too early to identify the medium-term impacts on tourism and visitor arrivals.

We know airlines and the wider tourism sector are increasingly concerned about the medium-term impacts of high oil prices on domestic and international tourism. We are not currently seeing dampened medium or long-term demand yet but are tracking the situation closely.

MESSAGING FROM AOG SITREP – 25 MARCH 2026

Immigration operations and the New Zealand border continue to operate as normal. People affected can apply for all the same visa categories that were available before the conflict.



We recognise the situation may make it difficult for some people to access standard documents; applicants should provide what they can reasonably access, and INZ will take a pragmatic, empathetic approach within existing immigration settings.

MPI remains closely engaged with major companies across all sectors, including dairy, forestry, red meat, honey, forestry, viticulture, fertiliser, aquaculture, fisheries, vegetables, and horticulture to manage impacts from the Middle East conflict and support continued trade. Primary sector businesses are well equipped to deal with disruption and are planning for any issues that arise.

New Zealand's key primary products remain in high demand and continue to reach export markets, with established processes in place to redirect shipments and manage disruptions where needed.

Primary sector exporters are managing freight logistics well directly with their partners and there are no issues with cool store capability.

At present, there is enough fertiliser supply available to meet demand until spring, and businesses report sufficient packaging is available.

Our exporters have built strong resilience. MPI and NZTE remain focused on ensuring they have the support and information they need to navigate ongoing volatility.

Treasury scenarios suggest that impact is likely to mean higher inflation in the near-term. Treasury's next public economic and fiscal update will be released with the Budget on May 28. That will capture repercussions of the Iranian situation and any other developments.

A proportion of NZ trade transits through or originates from the Middle East region. Recent trade negotiations and agreements mean NZ's security and economic interests are increasingly linked to the Middle East.

The Minister of Finance has instructed Treasury and Inland Revenue to work on targeted support measures to help ease the burden of high fuel prices on households.

- Cabinet confirmed a temporary \$50 per week increase to the in-work tax credit, applying from 1 April 2026.

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New Zealand Fuel - Facts at a glance

Where does our fuel come from?



New Zealand imports almost all of its petrol, diesel, and jet fuel as **refined products**.

- > In 2025, the majority of imports came from two countries:
 - South Korea 51%
 - Singapore 31%
 - with smaller volumes from Malaysia (9%), Japan (3%), Brunei and India (2% each), China and Oman (1% each).
- > Although we import refined fuel from Asia, the refineries supplying us source **70–80% of their crude oil from the Persian Gulf**, which means New Zealand remains exposed to Middle East supply disruptions.

Where does fuel arrive?



Fuel enters New Zealand through **10 coastal import terminals** and **two inland terminals**.

- > Marsden Point (Northland) is the largest, handling around **40% of national fuel demand** and most fuel for the Auckland region.
- > Other key terminals are **Mount Maunganui, Wellington, and Lyttelton**.

Who imports and supplies fuel?

New Zealand has five fuel importers: BP, Gull, Mobil, Timaru Oil Services (TOSL), and Z Energy.

- > BP, Mobil and Z Energy hold around 90% of the national fuel market share.
- > Gull and Timaru Oil Services are independent importers and together make up the remaining approximately 10% of the market share.

How much fuel does NZ use?

New Zealand uses **about 24 million litres of fuel per day**:



Diesel: 10.7 million litres

- > Diesel is primarily used by heavy commercial and industrial transport, including road freight, agriculture, construction, and rail.
- > Diesel is the most critical fuel type for keeping the economy operating, making diesel supply particularly sensitive to disruption.



Petrol: 8.1 million litres

- > Petrol is used mainly by households and light vehicles, including private cars and small commercial fleets.
- > It supports everyday mobility and commuting, but plays a smaller role in freight and export activity than diesel.



Jet fuel: 4.8 million litres

- > Jet fuel is used almost exclusively by commercial aviation, including passenger services, air freight, and emergency aviation.
- > Although lower in volume than diesel or petrol, it is difficult to find short-term substitutes for jet fuel.

How much fuel can NZ store?

Marsden Point is New Zealand's most important fuel terminal, supplying the Central and Upper North Island and handling around **290 million litres**, reflecting its central role in fuel resilience.





- › National fuel storage and distribution is supported by a wider network of terminals, with 10 additional major storage sites nationwide, providing geographic coverage but with uneven distribution and varying constraints.
- › Fuel system resilience depends on the combined capacity of storage, pipelines, ports, and road transport, not simply the volume of fuel imported into the country.

What are fuel specifications?



Fuel specifications **set the minimum technical requirements** that petrol, diesel and biofuels must meet when supplied in New Zealand.

They focus on the composition and chemical properties of fuel products, such as sulphur limit, water content, density and flashpoint.

- › Aligning our fuel specifications more closely with other jurisdictions, such as Australia, could give fuel importers more flexibility in sourcing fuel from overseas refineries. Any decisions on specification changes depend on the trade-off between various considerations, such as fuel supply chains, engine performance and emissions impacts.

How significant is the current disruption?



The current fuel disruption is **the most severe global supply-side shock since the 1970s oil crises.**

- › Around 20% of the world's oil supply normally transits the Strait of Hormuz, meaning sustained disruption has global, system-wide impacts.
- › While the absolute loss of supply is not yet greater than in the 1970s, today's fuel system is more globally interconnected, so shocks transmit faster and more broadly.
- › 80% of oil transiting the Strait of Hormuz is destined for Asia, meaning Asian refineries which heavily depend on Middle East crude may be forced to reduce production of refined fuels.
- › Countries at the far end of supply chains, **including New Zealand, are particularly exposed** due to long shipping routes, limited storage, and lack of domestic refining.

Released under the Official Information Act 1982

Appendix: Summary of registration list

Row Labels	Attendees from each organisation				
		bondearthworks.co.nz	2	datacom.com	2
		bossattachments.co.nz	1	db.co.nz	1
		bp.com	1	dcc.govt.nz	2
aa.co.nz	1	brandtequipment.co.nz	1	deloitte.co.nz	1
abequipment.co.nz	3	branz.co.nz	2	deltcontracting.co.nz	1
abg.com	1	buddlefindlay.com	6	dhsteel.co.nz	1
ablime.co.nz	1	bunnings.co.nz	1	dllgroup.com	1
abseilaccess.co.nz	1	bunnings.com.au	1	dolphin.co.nz	1
abuild.co.nz	2	bushandbeach.co.nz	1	downer.co.nz	23
acciona.com	2	businesscentral.org.nz	3	drilling.co.nz	1
accor.com	8	businessnz.org.nz	9	dtce.co.nz	1
accordant.nz	1	business-south.org.nz	2	earthworksolutions.co.nz	1
acenz.org.nz	2	cableprice.co.nz	3	earthworkstaranaki.co.nz	1
acor.com	1	calderstewart.co.nz	1	ecarson.co.nz	1
actioncivil.co.nz	1	camexcivil.co.nz	1	echelonreources.com	1
advancedsiteworks.co.nz	1	capstonehotels.co.nz	2	echelonresources.com	1
aecom.com	13	cardronadistillery.com	1	ecozip.co.nz	1
affiliated.nz	1	cassidy.co.nz	1	edc.co.nz	2
aia.com	2	cat.com	1	edr.co.nz	1
aidankellycontracting.co.nz	1	cbcivil.co.nz	6	edridgecontracting.co.nz	2
aireys.co.nz	1	ccc.govt.nz	2	edwardsprojectservices.co.nz	1
airnz.co.nz	3	ccep.com	3	eeas.europa.eu	1
alexandergroup.co.nz	3	ccl.co.nz	2	electricity.org.nz	1
alfasystems.com	1	ccorp.co.nz	1	elfgroup.co.nz	1
allwest.co.nz	1	cdli.co.nz	2	elgas.co.nz	1
alpineenergy.co.nz	1	cdsnz.co.nz	5	em.co.nz	1
ananda.co.nz	1	centraldemolition.co.nz	1	ema.co.nz	9
ando.co.nz	7	centrix.co.nz	3	emergeaotearoa.org.nz	1
anz.com	6	cfsfinance.co.nz	2	emmettgroup.co.nz	3
apollofoods.co.nz	1	chapmantripp.com	6	enable.net.nz	1
apscivil.co.nz	1	chings.co.nz	2	enableconsulting.nz	1
aqg.org.nz	1	chorus.co.nz	2	endeavourconsumer.com	2
arcprojects.co.nz	1	christchurchcasino.co.nz	1	energyinfra-skills.nz	2
asb.co.nz	3	christchurchnz.com	1	engineeringnz.org	1
at.govt.com	1	Chubb.com	2	entradatravelgroup.com	2
at.govt.nz	11	citycontractors.co.nz	1	environz.co.nz	3
athfieldarchitects.co.nz	1	civilcontractors.co.nz	4	eplconstruction.co.nz	2
atlasconcrete.co.nz	2	civilfocus.co.nz	1	equifax.com	5
auckland.ac.nz	1	civilpipelayers.co.nz	1	esseswine.com	1
aucklandairport.co.nz	2	civilprojects.co.nz	4	eurorate.co.nz	2
aucklandandbeyond.co.nz	1	civix.co.nz	3	events4you.co.nz	1
aucklandartgallery.com	1	cjindustries.co.nz	2	evergreenlandcare.co.nz	1
aucklandcouncil.govt.nz	1	clearmatch.com	2	evt.com	6
aucklandmuseum.com	1	clementscontractors.co.nz	2	exhibit.co.nz	1
aucklandnz.com	8	cluthanz.com	1	exportnz.org.nz	1
aurecongroup.com	1	codc.govt.nz	1	farmers.co.nz	1
austingroup.co.nz	1	collective.co.nz	2	farra.co.nz	1
autofinancedirect.co.nz	1	collinsandsons.co.nz	1	faulks.co.nz	1
autostewardship.org.nz	1	commercialhire.co.nz	1	fbu.com	5
autosure.co.nz	1	complypro.co.nz	1	fcc.co.nz	10
avadatraffic.nz	1	concretenz.org.nz	1	fica.org.nz	1
avantifinance.co.nz	2	condorcivil.co.nz	1	fidelitylife.co.nz	1
avocagroup.co.nz	3	conference.nz	3	financenow.co.nz	5
awcinz.org.nz	1	connecthospitality.com	1	firstcape.co.nz	1
awf.co.nz	3	connellcontractors.co.nz	1	firstcu.co.nz	1
baldwinboyle.com	1	constructors.co.nz	2	fisherfunds.co.nz	1
bapsnz.com	1	contactenergy.co.nz	4	fleetpartners.co.nz	20
bassettplumbing.co.nz	1	context.nz	2	fleetreviewservices.com	1
bayofplentynz.com	2	contract-consultants.co.nz	1	fmg.co.nz	3
bcpltd.co.nz	1	contrax.co.nz	2	Fonterra.com	2
beca.com	5	corde.nz	7	foodstuffs.co.nz	4
beia.co.nz	1	cordishotels.com	7	fsc.org.nz	1
bellgully.com	2	countiesenergy.co.nz	1	fsf.org.nz	1
bidfood.co.nz	3	cranes.org.nz	1	fssi.co.nz	2
blokhaus.co.nz	1	crangcivil.co.nz	2	fultonhogan.com	17
bms.com	1	crediflex.co.nz	1	galbraithearthmovers.co.nz	1
bmw.co.nz	1	creditworks.co.nz	2	gamuda.com.au	1
bnz.co.nz	7	crown.com	1	gapandfill.co.nz	1
bobhick.co.nz	1	csr.co.nz	2	gapandfill.co.nzj	1
boc.com	1	csr.com.au	1	gcdiggers.co.nz	3
boffamiskell.co.nz	1	cwdrill.co.nz	1	gchaviation.com	1

gdcgroup.nz	1	indebted.nz	1	minesrescue.org.nz	1
genesisenergy.co.nz	2	inflite.nz	1	missionzero.nz	1
genevafinance.co.nz	2	inframax.co.nz	2	mito.org.na	1
geofabrics.co.nz	1	infrastructure.org.nz	3	mito.org.nz	8
geotechnics.co.nz	2	infrasure.co.nz	1	mitre10.co.nz	1
ghd.com	1	initia.co.nz	1	mitsui.com	1
ghella.com	3	inlinegroup.co.nz	2	mmc.com	1
gib.co.nz	1	isaac.co.nz	6	mnce.co.nz	1
gilescivil.co.nz	1	itm.co.nz	2	moanaskies.co.nz	1
gisborne.net.nz	1	ittraffic.co.nz	1	montanagroup.co.nz	1
glasgow.co.nz	2	its.jnj.com	1	motat.org.nz	1
gmail.com	19	jasmax.com	3	moveologistics.com	2
goodrich.nz	1	jbwills.co.nz	1	movogo.co.nz	1
gorentals.co.nz	4	jensenclassics.co.nz	1	mpi.govt.nz	2
gpfl.co.nz	1	jesani.co.nz	1	mscivil.co.nz	2
gradarecruitment.com	1	jkbwills.co.nz	1	msd.com	1
graffitisolutions.co.nz	1	johnstons.net.nz	1	msd.govt.nz	10
grandchancellorhotels.com	1	jrcontracting.co.nz	1	mta.org.nz	2
graymatter.co.nz	2	jrs-anz.com	1	mtf.co.nz	2
graymont.com	3	jswap.co.nz	2	myob.com	1
groundfix.co.nz	1	kaikoura.co.nz	1	mytona.com	1
gsinz.nz	1	kaingamaha.co.nz	1	natroad.co.nz	1
gsl.nz	3	kaingaora.govt.nz	3	naturalhealthproducts.nz	2
guildspence.co.nz	1	kdcivil.co.nz	1	nbs.co.nz	1
gymleader.co.nz	1	kingsquarry.nz	1	nectar.co.nz	1
habit.health	1	kiwibank.co.nz	3	nema.govt.nz	1
haighworkman.co.nz	2	kiwirail.co.nz	3	neo.co.nz	1
hanrahancivil.nz	1	kmart.com.au	1	networkwaitaki.co.nz	1
harkerwize.co.nz	1	kora.co.nz	1	newlands.net.nz	1
harmony.co.nz	2	kt.co.nz	1	newmarket.co.nz	1
harrisongrierson.com	8	landcorp.co.nz	1	newzealandcruiseassociation.com	1
haurakicoromandel.com	1	latteygroup.co.nz	1	nextlevelcivil.co.nz	1
hayesint.co.nz	2	lavenderfarm.co.nz	1	ngi.co.nz	1
hbcraneandplatform.co.nz	1	lccl.nz	1	nimbus.co.nz	1
hcc.govt.nz	1	ldx.co.nz	1	nminsurance.co.nz	1
hdc.govt.nz	4	leachltd.co.nz	1	nmtraffic.nz	1
healthcareplus.org.nz	1	linde.com	1	northpine.co.nz	1
heartland.co.nz	2	lintoncontracting.co.nz	1	northport.co.nz	1
heartlandhotels.co.nz	1	lionco.com	1	nttourism.co.nz	1
heb.co.nz	11	lm4group.co.nz	1	ntttourism.co.nz	1
helicopterme.co.nz	1	loaders.co.nz	1	nwgroup.co.nz	1
Hellers.co.nz	1	mackenzie.govt.nz	2	nz.gt.com	1
henryadams.co.nz	1	magcivil.com	1	nz.icbc.com.cn	1
hertz.com	2	magnumhire.co.nz	1	nzcic.co.nz	1
heseearthmoving.co.nz	1	maoritourism.co.nz	4	nzconcretecontractors.org.nz	1
hgg.co.nz	4	mappro.co.nz	1	nzfmoney.co.nz	1
hianz.net.nz	2	marlborough.govt.nz	1	nzi.co.nz	1
hibiscus-contractors.co.nz	1	marlboroughnz.com	1	nzia.co.nz	1
hickbros.co.nz	2	masterbuilder.org.nz	2	nzibf.co.nz	1
higgins.co.nz	8	masterplumbers.org.nz	1	nzpm.co.nz	1
hilton.com	2	mates.net.nz	3	nzsae.org.nz	1
hirepool.co.nz	3	matson.com	1	nzta.govt.nz	10
hirocks.co.nz	1	maugers.co.nz	1	nzte.govt.nz	5
hiway.nz	1	mbdcontracting.co.nz	1	nztraveladventure.com	1
hiways.co.nz	1	mbie.govt.nz	4	oceanagold.com	2
hll.org.nz	2	mcdgroup.com	1	oceaniahealthcare.co.nz	1
holcim.com	3	mcgregorconcreteltd.co.nz	2	ocs.co.nz	2
holmesgroup.com	2	mckparm.co.nz	3	omana.nz	1
hospitality.org.nz	1	megexports.co.nz	1	omataroa.com	1
hotmail.com	2	menard.co.nz	1	omc.com	3
hotshot-sports.com	1	menatwork.co.nz	1	omv.com	1
hql.co.nz	1	mercedes-benz.com	1	one.nz	2
humes.co.nz	5	mercer.com	1	onestaff.co.nz	1
hydraulink.com	1	mercury.co.nz	2	opdgisborne.co.nz	1
hydrovac.co.nz	1	meridianenergy.co.nz	5	oriongroup.co.nz	2
hynds.co.nz	2	mia.co.nz	1	orix.co.nz	1
iag.co.nz	4	mia.org.nz	1	outlook.co.nz	2
iandickconcrete.co.nz	1	mico.co.nz	1	outlook.com	1
iaonz.co.nz	1	milfordasset.com	1	pandfglobal.com	2
ibanz.co.nz	1	milfordsoundtourism.nz	1	panpac.co.nz	3
icc.govt.nz	1	millenniumhotels.co.nz	3	parallaxx.co.nz	3
icnz.org.nz	1	millsalbert.co.nz	3	parker.com	1
idnewzealand.com	2	mineralscouncil.co.nz	2	pclcncontracting.co.nz	1

peek.co.nz	1	shawasphalters.co.nz	2	treviaustralia.com.au	1
pendulumstrategies.co.nz	1	silodec.co.nz	1	trgroup.co.nz	2
petes.co.nz	1	silverfernfarms.co.nz	3	trojanholdings.co.nz	2
pharmapac.co.nz	3	simpsonshaw.co.nz	1	trucking.nz	1
pioneerenergy.co.nz	1	siteworx.co.nz	1	trusttairawhiti.nz	1
pipelinecivil.co.nz	3	sky.co.nz	1	tslgroup.co.nz	1
pipetech.net.nz	1	skycity.co.nz	5	tuibalms.co.nz	1
plana.co.nz	1	skyline.co.nz	1	tupore.co.nz	3
platinumenergy.co.nz	1	smartalliances.co.nz	1	turners.co.nz	1
pmcl.co.nz	2	smithcranes.co.nz	1	turnersautogroup.co.nz	1
pmeearthmoving.co.nz	1	sofitel.com	1	tvnz.co.nz	1
pmi.com	1	soiftel.com	1	tyredistributors.co.nz	1
pncc.govt.nz	3	sola.net.nz	1	uber.com	2
port-tauranga.co.nz	5	solution-se.com	1	udc.co.nz	16
powerco.co.nz	1	southernscreenworks.co.nz	1	udinznz	2
powernet.co.nz	6	southlanddc.govt.nz	4	unison.co.nz	2
prataps.net	1	spark.co.nz	1	unitec.ac.nz	1
precinct.co.nz	1	spartanconstruction.co.nz	1	uniterecruit.co.nz	1
pricefamily.nz	1	speirsgroup.co.nz	2	unoloco.co.nz	1
primaryconnect.co.nz	1	stantec.com	4	utilityscan.co.nz	1
primefluid.co.nz	2	steelandtube.co.nz	2	vanguardgroup.co.nz	1
primestrategies.com	2	stellarprojects.co.nz	1	vector.co.nz	1
priorityone.co.nz	1	stellarrecruitment.co.nz	6	ventia.com	7
pritchardcivil.co.nz	1	stephenhill.co.nz	1	venture.org.nz	1
procivil.co.nz	1	stevenson.co.nz	3	veolia.com	1
promains.co.nz	1	stewartcivil.co.nz	1	vero.co.nz	1
propharma.co.nz	1	stjohn.org.nz	5	via.org.nz	1
prosser-communication.com	1	stmsnz.co.nz	1	viatris.com	1
providentinsurance.co.nz	1	stormscontracting.co.nz	1	villagegoldsmith.co.nz	1
ptdcivil.co.nz	1	stradegy.co.nz	1	villagegroup.co.nz	2
pwc.com	1	straitnz.co.nz	1	visitruapehu.com	1
qbe.com	3	structex.co.nz	1	vuw.ac.nz	1
qube.co.nz	1	sudimahotels.com	2	wagstaffpiling.co.nz	1
queenstownhardfill.co.nz	1	suncorp.co.nz	5	waihekebrewing.co.nz	1
queenstownnz.nz	1	symonsonline.com	1	waikatonz.com	2
queenstown-wanaka.nz	1	taitcommunications.com	1	waiotahi.co.nz	4
ravensdown.co.nz	1	talleys.co.nz	1	wairarapanz.com	1
rbrecruitment.co.nz	1	tamakiregeneration.co.nz	2	wastemanagement.co.nz	1
redbull.com	1	tarbotton.co.nz	1	wasteminz.org.nz	1
redbullpowder.co.nz	5	tasmancivil.co.nz	2	water.co.nz	4
redco.co.nz	2	taupo.govt.nz	1	waternz.org.nz	2
redddell.co.nz	1	taycon.co.nz	2	watersmart.co.nz	2
redstagtimber.co.nz	1	tcs.com	3	WCC.GOVt.NZ	5
rennernz.com	1	tdda.com	1	wdc.govt.nz	1
Resene.co.nz	1	tadmconstruction.co.nz	3	welectricity.co.nz	1
restaurantnz.co.nz	1	tdxltd.co.nz	4	weleda.co.nz	1
retail.kiwi	2	tearatikagroup.co.nz	1	wellingtonairport.co.nz	4
ricoh.co.nz	2	templetongroup.co.nz	1	WellingtonNZ.com	3
riotinto.com	4	tenz.nz	2	westpac.co.nz	3
roadmetals.co.nz	1	terracat.co.nz	2	westroads.co.nz	1
robinsons.net.nz	1	tfs.co.nz	2	wetaworkshop.co.nz	2
roche.com	4	theheke.co.nz	1	wfcd.co.nz	1
rockcontrol.co.nz	1	thehotelbritomart.com	2	whakaatamaori.co.nz	1
rocketmail.com	1	thehugogroup.com	1	whanganui.govt.nz	3
rossreid.co.nz	1	theprocurementcompany.co.nz	1	wharehine.co.nz	1
rotorualc.nz	1	thewarehouse.co.nz	3	whitingfinancial.co.nz	1
roxex.co.nz	1	thlonline.com	1	wilsoncontractors.co.nz	1
royshillaggregates.co.nz	1	tia.org.nz	1	windowslive.com	1
rpsswitchgear.co.nz	1	tierone.co.nz	1	winstoneaggregates.co.nz	5
rtnz.org.nz	1	tmadefurniture.co.nz	1	wm.nz	10
russelgroup.co.nz	1	tmcteam.co.nz	1	wmsnz.com	1
russellgroup.co.nz	1	todd.co.nz	1	woods.co.nz	1
safetyinmind.co.nz	1	tokiomarine.co.nz	1	woolworths.co.nz	1
scania.com	3	tonkintaylor.co.nz	4	xcubed.nz	1
scionresearch.com	1	tourismexportcouncil.org.nz	1	xpo.co.nz	1
scnz.org	1	toyota.co.nz	1	xtra.co.nz	5
sealink.co.nz	3	tradestaff.co.nz	1	yamaha-motor.com.au	1
sealord.co.nz	3	transport.govt.nz	2	z.co.nz	1
seeka.co.nz	1	transporting.nz	1	zespri.com	3
seipp.co.nz	2	transpower.co.nz	3	zip.co	2
serco-ap.com	1	tranzit.co.nz	1	Grand Total	1266
serpenti.co.nz	1	treasury.govt.nz	1		
sgfleet.com	6	TREC.NZ	3		