



15 May 2026

Ref: DOIA-REQ-0031509

Andrew Riddell

fyi-request-34504-bfb375d0@requests.fyi.org.nz

Tēnā koe Andrew Riddell

Thank you for your request of 16 April 2026 to the Ministry of Business, Innovation and Employment (MBIE) requesting, under the Official Information Act 1982 (the Act), the following information:

The Ministry is currently reports twice a week on stocks of petrol, diesel and jet fuel. The reports give stock levels as they were some three days before the release of the report.

There are other sites, nzoilwatch for example, which provide more detailed and up to date reports of fuel stocks.

Please provide copies of all reports, communications and assessments prepared since 28 February this year on ways of collecting and reporting fuel stock data, including considerations of different frequencies of reporting, reporting in real time v delayed reporting, and different ways of differentiating between future fuel stock replenishments that have differing degrees of uncertainty with respect to actually arriving in Aotearoa New Zealand.

MBIE did not prepare any formal written assessment comparing alternative fuel stock reporting models. Decisions about reporting frequency, timing, and treatment of uncertainty were made through operational discussions as the fuel response evolved, informed by how fuel stocks and shipping operate in practice.

MBIE determined that twice-weekly reporting is the most frequent cadence at which fuel stock data can be collected, reconciled and quality-assured accurately across fuel importers and infrastructure. Once verified data is received from industry, MBIE reports it publicly on the next business day.

Engagement with fuel importers confirmed that the industry standard for fuel planning is based on a verified weekly opening stock position, which is then actively managed through the week as new information becomes available. Balancing accuracy against administrative burden, MBIE and industry agreed that twice-weekly verified reporting, supported by notifications of any material changes to plans, provides the most reliable basis for national monitoring.

More frequent, or 'real-time' reporting would not improve accuracy. Daily or live indicators typically rely on estimates inferred from ship tracking data, which can be misleading, particularly while vessels are unloading or moving between ports. Fuel stocks change slowly and in large increments, so inferred daily updates would reduce accuracy rather than increase it, while materially increasing administrative burden.

MBIE therefore relies on verified stock snapshots supplemented by shipping intelligence. Fuel cargoes that have departed their port of origin are included in reporting because they are highly likely to arrive and



materially affect national fuel availability. Cargoes that have not yet departed are not included due to the higher degree of uncertainty associated with those shipments.

This approach provides a more accurate and decision-relevant system-level review of fuel availability than high-frequency indicative trackers or inferred estimates and avoids creating false precision, or misleading signals about fuel supply security.

Please find attached the documentation relevant to your request.

Please note some information has been withheld under section 9(2)(a) of the OIA, to protect the privacy of natural persons, including that of deceased natural persons. Some additional information has been redacted as it falls outside the scope of your request. These redactions have been marked up as 'out of scope'.

I do not consider that the withholding of this information is outweighed by public interest considerations in making the information available.

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 blue ink, appearing to read 'McLeish Martin', is positioned above the printed name.

McLeish Martin
Head of Data, Research and Insights

From: [Neel Vanvari](#)
To: [Andrew Craig](#); [Scott Ussher](#)
Subject: Fwd: Z Energy - Clarification on weekly fuel volume reporting & frequency
Date: Saturday, 14 March 2026 7:02:21 pm
Attachments: [image001.png](#)

Looping both of you in on this, see below for Z's view about daily data reporting.

Cheers,
Neel
Get [Outlook for iOS](#)

From: s 9(2)(a)
Sent: Saturday, March 14, 2026 6:46 pm
To: Fuel Sector Coordinating Entity Chair; Dominic Kebbell; Justine Cannon; Peter Anderson; Neel Vanvari
Cc: s 9(2)(a)
Subject: Z Energy - Clarification on weekly fuel volume reporting & frequency

Kia ora all

Following the industry call this afternoon, I wanted to come back to you all with clarification on Z's view of the request floated for increased weekly reporting (i.e., daily) on 'MSO data/weekly volumes.'

Clarification on terminology

As a point of clarification, it would be helpful to avoid referring to the weekly volume reporting as "MSO reporting", as there are important nuances between the two. Unless MBIE is comfortable intentionally using the term in a broader sense, the distinction matters, as the mechanisms are materially different.

The key differences are outlined below:

	MSO Reporting	Weekly Volume Reporting
Volume	Average across month	As at Sunday midnight
Vessel volume	Within EEZ only	Vessels from load port
Retail site volumes	No	Proposed to include from next week (see note below)

Frequency of reporting

Z has reviewed the request floated for daily stock reporting and does not consider that moving from weekly (current agreement) to daily reporting would materially improve the national-level fuel security picture for Ministers.

The two primary drivers of changes in reported weekly stock levels are:

1. Demand variability, and
2. The number and size of vessels loading during the reporting period.

1. Demand variability is already normalised in MBIE's methodology

MBIE's current approach converts stock volumes into "days cover" using average annual demand. This indicates that demand seasonality is not considered material for the purposes of national fuel volume monitoring.

If seasonal variability is not material at this level, then day-to-day fluctuations in demand—which daily reporting would primarily capture—are even less likely to meaningfully affect the overall national stock position. Weekly reporting is therefore sufficient to reflect underlying demand impacts.

2. Vessel loading is the primary driver of stock movements

The most significant changes in national stock levels occur when:

- The volume loaded on vessels during the week is less than weekly demand (resulting in a net stock decrease), or
- The volume loaded exceeds weekly demand (resulting in a net stock increase).

Accordingly, the key visibility required by MBIE is not higher-frequency stock snapshots, but clarity on shipping activity (which Z notes, we are already providing MBIE).

To support this, Z proposes that all importers provide MBIE with the following:

- A view of vessels currently on the water, and
- Visibility of vessels expected to load in the coming week.

Daily or regular updates on vessel movements could include status updates on these cargoes. MBIE should, however, expect a degree of variability in load and arrival dates due to normal operational and logistical constraints.

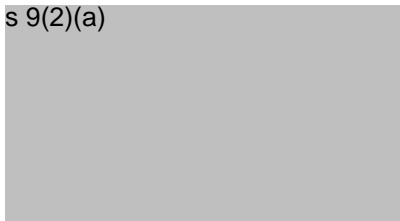
In Z's view, weekly reporting supplemented by improved forward visibility of shipping activity provides a more meaningful and actionable picture of national fuel security than daily stock reporting alone.

3. Clarification on inclusion of retail and truck site volumes

Z would also welcome MBIE's view on whether volumes held at retail and truck sites should be included in the weekly reporting. Under MSO settings, these volumes are not counted, and Z has not included them in prior weekly reports to MBIE.

However, these sites collectively hold an additional approximately 3–6 days of fuel supply for New Zealanders. From a national fuel availability perspective, it appears appropriate that these volumes be included when assessing total fuel held within New Zealand, and Z is supportive of incorporating them if MBIE agrees.

s 9(2)(a)



Z Energy Limited

3 Queens Wharf,
PO Box 2091, Wellington 6140
New Zealand

s 9(2)(a)

W z.co.nz




CONFIDENTIALITY NOTICE: The information in this document and attachments may be privileged and confidential. It is intended only for the use of the named recipient. Any confidentiality or privilege is not waived or lost if you receive it in error or if you are not the intended recipient. If you are not the intended recipient, please notify us immediately and then delete this document. Do not disclose the contents of this document to any other person, nor take any copies. Violation of this notice may be unlawful. Also note, the opinions expressed in this document are those of the author, and not necessarily those of Z Energy or its related entities.

Released under the Official Information Act 1982

From: [Scott Ussher](#)
To: [Jeff de Jong](#)
Cc: [Peter Anderson](#); [Neel Vanvari](#); [Andrew Craig](#)
Subject: Notes for Nic/AOG request
Date: Wednesday, 18 March 2026 3:00:00 pm

For review before addition.

Out of Scope



Timing on stock holding data - why can't we get more than twice weekly data?

One-liner:

While companies are providing stock data more frequently at our request, daily snapshots can be distorted by shipping and unloading timing, so we rely on verified stock updates alongside daily shipping intelligence to get a clearer picture of fuel availability.

Talking notes:

Timing of stockholding data

- Fuel stock data is currently being provided to us more frequently than usual at our request. Stock information from the five providing fuel companies and third party providers so producing verifying stock figures takes time for companies to compile and reconcile across terminals, pipelines, and vessels.
- Stock levels move continuously during the week, particularly as ships arrive, unload over several days, or are mid-discharge at the time of measurement. This can materially affect whether fuel appears as “on-water” or “in-country” at any single point in time.
- More frequent snapshots would increase noise rather than insight, as short-term movements are heavily influenced by operational timing rather than changes in overall fuel availability.

Why fuel companies don't use daily stock snapshots

- Fuel companies typically use a stock progression approach, tracking how stocks are planned to change over time based on known deliveries, draw down, and operational plans.
- They consider this more informative than daily point-in-time snapshots, which can be distorted by:
 - ships arriving or departing close to the measurement time,
 - vessels unloading over several days,
 - fuel temporarily held in transit within New Zealand waters.
- As a result, daily stock figures can misrepresent the underlying position, even when total fuel availability is unchanged.

How we will manage this

- We focus on total national fuel cover, rather than the precise split between on-water and in-country stocks at any single point.
- We combine periodic verified stock data with daily shipping information, which provides earlier warning of any genuine supply disruption.
- Week-to-week variability is expected, and the key signal we monitor is whether there is a sustained and unusually rapid draw-down in total stocks — which we are not seeing at this stage.



Stocks and shipping data update – Friday 27 March

Key messages

- Total national fuel stocks increased significantly since the last update and stocks continue to be robust across petrol, diesel, and jet fuel.
- There is currently no indication of fuel supply disruption, and fuel continues to flow normally into New Zealand.
- We continue to get regular updates and follow up on any possible delays to ensure we have the best available data

This page shows fuel from what is physically available now through to expected future shipments. Only fuel in storage or on water is included in total stocks; planned shipments are shown separately as forward-looking information.

Table 1: Fuel stocks by location – simple table for website

Stocks	Number of ships	(in days cover)			
		Petrol	Diesel	Jet fuel	Total
On Land		27.9	21.7	25.3	24.6
EEZ (1-2 days away)	5	12.5	6.1	2.0	7.5
On water (3 weeks away)	10	18.9	26.7	23.1	23.3
Total NZ stock		59.4	54.5	50.4	55.3

Out of Scope



Rel



Out of Scope

2

Exclusive Economic Zone (EEZ) reporting and alignment with Minimum Stockholding Obligations (MSO)

- Fuel within New Zealand's EEZ counts towards the MSO in the same way as fuel held onshore. This treatment is unchanged; the updated reporting makes it more visible. The updated reporting makes this clearer by separating fuel already in New Zealand waters from fuel still travelling to New Zealand.
- Total stocks remain in line with the MSO (which includes both stock onshore and within our EEZ):
 - Petrol: 40.4 days of cover (MSO: 28 days)
 - Diesel: 27.8 days of cover (MSO: 21 days)
 - Jet Fuel: 27.3 days of cover (MSO: 24 days)



Why we do not report stocks daily

- Fuel arrives in New Zealand in large shipments that unload over several days, meaning the timing of ship arrivals and discharge can materially affect short-term stock snapshots. As a result, week-to-week movements in reported stocks are normal and reflect operational timing rather than changes in overall fuel availability or supply chain performance.
- For example, fuel stocks may appear slightly lower at a point in time when a larger-than-average volume of fuel is on ships that have arrived or are moving between New Zealand ports but have not yet been fully discharged. That fuel is expected to enter storage over the coming days. Daily reporting would amplify these timing effects, showing volatility driven by shipping schedules rather than meaningful changes in supply.

Definitions of terms used

- **Stock in country**- includes fuel physically held in storage tanks of the fuel importers, such as terminal storage and airport fuel systems.
 - Excludes fuel at retail sites, carriers, distribution networks etc.
- **Stock on water**- includes fuel that has left its port of departure and is travelling to New Zealand.
 - This includes fuel both within and outside New Zealand's EEZ.
 - It excludes fuel that has been ordered but has not yet left the port of origin.
 - It may include fuel on vessels that have arrived and docked but have not yet entered storage terminals.
- **Stock on water within the EEZ** – fuel on vessels that have entered New Zealand waters, including ships that are berthed, discharging, or moving between New Zealand ports.
 - This fuel is physically within New Zealand waters and, under the MSO, is treated in the same way as in-country stock.
- **Stock on water outside the EEZ** – Fuel on vessels that have departed their port of origin but have not yet entered the New Zealand waters.
 - This fuel remains subject to international shipping risks until it enters the EEZ.
- **Total NZ stock** – includes both stock in country and stock on water (within and outside the EEZ).
 - Represents the total volume of fuel available to New Zealand when combining fuel held in storage with fuel that is shipped and en route.



- Excludes fuel that has been ordered but has not yet departed the port of origin, and fuel held at retail sites, in vehicles or within distribution networks.
- **Planned shipments** – are fuel shipments that are expected to supply New Zealand but have not yet departed their port of origin. These shipments are not included in total fuels stocks and are reported separately to provide forward-looking information.
 - Planned shipments are inherently more uncertain and may change due to:
 - export controls,
 - force majeure events,
 - re-routing or rescheduling by suppliers.
- **Days cover** – a measure of how long current fuel stocks would last if supply stopped.
 - calculated by dividing total fuel stocks by average daily consumption.
 - Used to allow comparison over time and across fuel types.
- **Daily fuel consumption** – is based on long-term average national fuel use, using the same methodology as the MSO.
 - Specifically, it is calculated as the average daily consumption for the 12 months ending four months before the reporting period.
 - For example, March reporting uses the average daily consumption for the 12 months to 31 October 2025.
 - This provides a stable benchmark and does not reflect real-time demand, so short-term changes in usage do not directly affect reported days of cover.
- **Average daily consumption (millions of litres):**

Fuel type	Average daily consumption
Petrol	8.1
Diesel	10.7
Jet fuel	4.8

Information Updates on supply

- Fuel stock information is updated twice weekly, with the next scheduled update on Tuesday 31 March based on stocks from 11.59pm Sunday 29 March.
- We continue to have good cooperation from fuel supply companies with regular updates on shipping information, including any disruptions.



- We are working closely with fuel importers on supply data.
- We have good cooperation on daily updates on ships on the water.
- We are working to get better information for 'stock on water' shipments provided to us by fuel importers.

Released under the Official Information Act 1982