

Subject: OIA 2026/03: Ministerial Economic Security and Supply Chains Group and fuel stock challenges
Date: Tuesday, 17 March 2026 at 2:06:06 PM New Zealand Daylight Time
From: McGuinness Institute OIAs
To: oia@mbie.govt.nz
CC: [REDACTED]

Tēnā koutou,

I am requesting the following information under the Official Information Act 1982.

The Institute is currently preparing a think piece on this topic, and we would like to know the following information.

Ministerial Economic Security and Supply Chains Group

1. Who are the members of the Ministerial Economic Security and Supply Chains Group (as identified in [this 12 March 2026 Beehive Press Release?](#))
2. What are the terms of reference of the Ministerial Economic Security and Supply Chains Group (as identified in [this 12 March 2026 Beehive Press Release?](#))
3. When and how will the Group report to the public? What is the process? This may be in the terms of reference (above).

Fuel stocks update

4. We are pleased to see the updated reserves table (available [here](#)). We note that Minister Willis has indicated that the frequency of reporting is under consideration (see [link](#)). The same article states that the government receives updated figures from fuel companies on Tuesdays and publishes them on Wednesdays. Can you clarify if the intention to shift from weekly reporting to twice-weekly or even daily updates? Please provide an update?

Note: Please complete the table below (questions 5-7).

5. Based on the 8 March table, we note that almost half of the fuel is currently 'stock in-water'. Can you list the countries supplying this stock (for example, Korea or Singapore) and specify the quantities involved, either in days of supply or total volume?

Table: Delivery of current 'stocks in-water' as at 8 March 2026

Stock in-water (days covered)	Percentage of production comes via	Petrol	Diesel	Jet fuel

	Strait of Hormuz			
From South Korea	Note: We think about 70% of stock - see link	xx	xx	xx
From Singapore	Note: We think about 70% of stock - see link	xx	xx	xx
From Australia	?	xx	xx	xx
From xxx	?	xx	xx	xx
From xxx	?	xx	xx	xx
Stock in-water (days cover)		25.2	22.3	14.3

6. Can you confirm whether any tankers to New Zealand have been (i) diverted or (ii) declared 'force majeure' (due to a contract acknowledging an extraordinary event has occurred) in from 1 January 2024 (i.e. over the last two years)? If yes, please provide details.

Note: We are interested in certainty of supply. For example, during COVID-19, some PPE that was promised, was redirected to other countries.

7. What types of agreements does New Zealand have with the countries mentioned in answer to Question 5? Are the contracts with the country or with the company? What extent are these locked in and if yes, over what time frames. Alternatively, are agreements on an order-only basis. I am trying to understand whether long-term contract arrangements exist or not.

8. In an article on [Stuff](#), it notes that '[b]eyond that, our reserves consist of untested "oil tickets" held in the US, UK and Japan, paper entitlements that MBIE's own consultation acknowledged may not be honoured in a crisis'. We understand an oil ticket is an option to purchase oil during a supply emergency. Can you provide a table of existing oil tickets, providing detail of who those tickets are with and for how much (either in days of supply or total volume)? Please replicate the table above if these relate to numerous countries.
9. The Stuff article also refers to a consultation document. Can you provide the consultation document/s that acknowledges that these oil tickets may not be honoured? What are the next steps if the oil tickets are not honoured?
10. Has work started on exploring alternate routes and sources of fuel if the Strait of Hormuz remains constrained? Please explain.
11. Are there any other types of fuel that we import that might be impacted if the Strait of Hormuz remains constrained? Please explain.

If stocks become short

12. What are the plans and priorities for hospitals? We note that the *2024 National Fuel plan* (p. 13) acknowledges that many hospitals only have 1-2 days of fuel in storage for their back-up generators. We understand that many hospitals depend on fuel to support their day-to-day operation. Has a review been undertaken to identify high-risk hospitals if fuel is short? And if yes, what is the plan? And if no, is there consideration of such a review to take place?
13. Can you provide an update of the list critical customer sectors (see p. 29 of the *2024 National Fuel plan*)?
14. Has there been consideration of speeding up electrification? If yes, please explain?

Please let me know if you have any questions or points of clarification.

Ngā mihi,

Wendy

Wendy McGuinness
Chief Executive

McGuinness Institute Te Hononga Waka

Level 1A, 15 Allen Street, Wellington 6011 | PO Box 24-222 Wellington 6142 +64 4 499 8888 |
www.mcguinnessinstitute.org

The McGuinness Institute is a non-partisan think tank working towards a sustainable future, contributing strategic foresight through evidence-based research and policy analysis.

Disclaimer: This email is intended only to be read or used by the addressee. It is confidential and may contain legally privileged information. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may

not copy or deliver this message to anyone, and you should destroy this message and kindly notify the sender by reply email.
Confidentiality and legal privilege are not waived or lost by reason of mistaken delivery to you.