



16 April 2026

Ref: DOIA-REQ-0029542

Wendy McGuinness
Chief Executive
McGuinness Institute Te Hononga Waka
Email: [REDACTED]

Tēnā koe Wendy

Thank you for your email of 17 March 2026 to the Ministry of Business, Innovation and Employment (MBIE) requesting information, appended below, under the Official Information Act 1982 (the Act).

On 1 April 2026, you were advised that questions 1 to 3 had been transferred to the Minister of Finance, Hon Nicola Willis, for response. This was done under section 14(b)(ii) of the Act as MBIE considered that the information requested more closely aligned with the functions of another department, organisation, or Minister of the Crown.

Fuel stocks updates

In regard to question 4, I can confirm that MBIE has moved to twice-weekly updates. Updates can be found here: [Fuel stocks update | Ministry of Business, Innovation & Employment](#). MBIE does not intend moving to daily updates.

In regard to questions 5, 6, and 9 I am refusing these parts of your request under section 18(e) of the Act as the document alleged to contain the information requested does not exist or, despite reasonable efforts to locate it, cannot be found. For question 6, I can advise that MBIE has not received such information. For question 9, we believe that the line in the article 'beyond 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' has been misrepresented.

In regard to questions 7 and 8, I am withholding this information under section 9(2)(i) of the Act to enable a Minister of the Crown or any public service agency or organisation holding the information to carry out, without prejudice or disadvantage, commercial activities. I do not consider that the withholding of this information is outweighed by public interest considerations in making the information available.

In regard to question 10, officials are engaging with fuel companies on a daily basis through established fuel security arrangements to monitor international developments, understand emerging risks, and ensure continuity of supply. Fuel companies supplying New Zealand routinely assess and adjust their sourcing arrangements as part of normal commercial practice. This includes considering alternative supply routes, shipping options, and source regions in response to changes in global market conditions, including geopolitical risks.

In regard to question 11, I can advise that the only refined fuel imported into New Zealand is diesel, jet fuel, and petrol.



If stocks become short

In regard to questions 12 and 13, work is under way on phases 3 and 4. In the light of this, I am withholding this information under section 9(2)(f)(iv) of the Act to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials. I do not consider that the withholding of this information is outweighed by public interest considerations in making the information available.

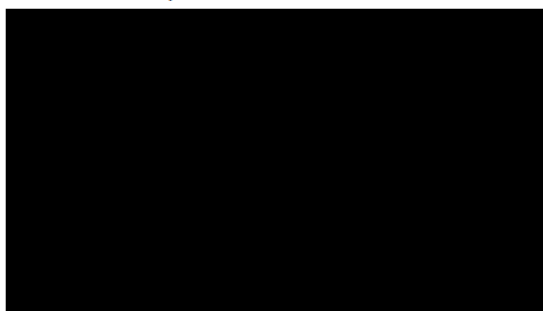
In regard to question 14, additional measures to support electrification are not being actively considered. The Government's Electrify NZ programme is intended to accelerate the delivery of renewable electricity generation and includes measures such as updates to national direction under the Resource Management Act 1991 supporting energy infrastructure, fast-tracking renewable electricity generation projects, and progressing legislation to enable offshore wind development in New Zealand.

Please note that this response and enclosed documents, with your personal details removed, may be published on the MBIE website: www.mbie.govt.nz/about/open-government-and-official-information/published-official-information-act-requests.

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



Request

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 Strait of Hormuz	Petrol	Diesel	Jet fuel	LPG	Total
From South Korea	Note: We think about 70% of stock - see link	xx	xx	xx	xx	xx
From Singapore	Note: We think about 70% of stock - see link	xx	xx	xx	xx	xx
From Australia	?	xx	xx	xx	Note: We think all imports come from Australia (but does it come via the Strait) - see link	xx

From xxx	?	xx	xx	xx	xx	xx
From xxx	?	xx	xx	xx	xx	xx
Stock in-water (days cover)		25.2	22.3	14.3	xx	21.7

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?