



Cabinet

Minute of Decision

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Approval of the Jet Fuel Response Plan

Portfolio Associate Transport (Hon James Meager)

On 28 April 2026, Cabinet:

- 1 **noted** that the proposed Jet Fuel Response Plan reflects the market characteristics of jet fuel and sits within the National Fuel Response Plan;
- 2 **noted** that the National Fuel Response Plan includes six assessment criteria for deciding whether a shift between phases of that Plan is appropriate;
- 3 **approved** the Jet Fuel Response Plan, as set out in Annex 1 to the paper under CAB-26-SUB-0142;
- 4 **agreed** to the additional assessment criterion for the Jet Fuel Response Plan, as follows:

Jet fuel supply is forecast to fall below the Minimum Stockholding Obligation of 24 days, with no supply expected to restore it above that threshold within five days from outside New Zealand's EEZ;
- 5 **agreed** that when determining transitions between Phases Two and Three of the Jet Fuel Response Plan, and within Phase Three:
 - 5.1 the Ministerial Oversight Group will decide on whether to establish a Phase Three allocation if the criteria have been met;
 - 5.2 the Ministerial Oversight Group will decide on the duration and depth of the allocation (the parameters);
 - 5.3 the Ministerial Oversight Group will decide on adjustments to the parameters as needed;
- 6 **noted** that once the criteria have been met, Ministers will be provided with advice on options for a response that will be informed by industry;
- 7 **agreed** to the following principles of the allocation model in the Jet Fuel Response Plan: early notice, long and shallow, even and transparent, and clear and prescriptive;
- 8 **agreed** that the Jet Fuel Response Plan Phase Three allocation model be a voluntary regime, with the Government providing oversight to maintain high levels of transparency and cooperation;

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s 9(2)(g)(i)

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agreed that the allocation model does not apply to emergency services or to the New Zealand Defence Force;

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noted that the Ministry of Transport will undertake further work on the detailed design of the Jet Fuel Response Plan, including any necessary exemptions, and will report to the Ministerial Oversight Group as required;

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noted that constant monitoring of parties' adherence to allocations is necessary for the allocation model to succeed, and that transparent and timely data supply from industry and government is essential for effective monitoring;

Data required to support the Jet Fuel Response Plan

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noted that the Ministry of Transport and the Ministry of Business, Innovation and Employment (MBIE) are working together on data needs, including the need for a high level of disclosure of fuel supply information along with demand information from airlines;

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noted that the intent is that data will be provided on a voluntary basis, but that information disclosure regulations could be made if required;

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agreed that the Ministry of Transport will work with industry and other government agencies to obtain, on a voluntary basis, the information required to monitor the allocation model;

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agreed that the Ministry of Transport will seek to resolve any disagreements amongst fuel suppliers and airlines on the operation of the allocation model to ensure that high levels of transparency are maintained, and the model's principles are applied;

Further work

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s 6(a), s 7(b), s 9(2)(g)(i)

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noted that further work is being undertaken on Phase Four of the Jet Fuel Response Plan to maintain alignment with petrol and diesel workstreams in the National Fuel Response Plan;

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noted that Ministers will continue to explore options to obtain and store additional reserves of jet fuel.

Rachel Hayward
Secretary of the Cabinet