



20 April 2026

OC260294

Action required by:

Wednesday, 29 April 2026

PROPOSED APPROACH FOR JET FUEL UNDER THE FUEL RESPONSE PLAN 2026

	Action sought	Agree
Hon Nicola Willis Minister of Finance	Agree to the Jet Fuel Response Plan	Yes / No
Hon David Seymour Associate Minister of Finance	Agree to the Jet Fuel Response Plan	Yes / No
Hon Shane Jones Associate Minister of Finance	Agree to the Jet Fuel Response Plan	Yes / No
Hon Chris Bishop Minister of Transport	Agree to the Jet Fuel Response Plan	Yes / No
Hon Simeon Brown Minister for Energy	Agree to the Jet Fuel Response Plan	Yes / No
Hon James Meager Acting Minister of Transport	Agree to the Jet Fuel Response Plan	Yes / No
Cc: Hon Christopher Luxon Prime Minister	Note the Jet Fuel Response Plan	

Purpose

This briefing seeks your decision on a proposed approach to establish the Jet Fuel Response Plan under the Government's Fuel Response Plan (Annex 1) and to the decision-making process for moving into, or adjusting settings within, Phase 3.

Key points

- Jet fuel is critical to New Zealand's domestic and international connectivity (including freight and tourism), so preparedness for disruption is required even when supply is currently adequate. The Jet Fuel Response Plan is part of no-regrets preparedness planning.
- The Jet Fuel Response Plan has been developed with industry and aligns with the all-of-government Fuel Response Plan; New Zealand is currently operating in Phase 1 with Phase 2 capability largely in place. Many airlines are already consolidating services, taking account of the significant increase in the price of jet fuel – they see themselves as operating under Phase 2.
- Like petrol and diesel, the jet fuel supply chain is actively monitored, and any disruptions are likely to be signalled with plenty of notice. Therefore, the Government and industry will be well placed to consider the scale of the disruption and how long it is likely to last, and to determine what response is required.
- During fuel shortages, in the absence of a government-led allocation model, suppliers will allocate fuel to airlines — but not necessarily transparently or guaranteed. For shorter term disruptions, there will be choices on how to respond. For example, a minimum stockholding obligations (MSO) exemption is recommended when jet fuel supply briefly drops below the MSO in Phase 2 (e.g. for small and short-term cancellations or delays of shipments).
- A principles-based approach is proposed for longer-term disruptions that require a Phase 3 response. Key features of this model are an even-handed, transparent government-led jet fuel allocation that provides certainty and early notice for international, domestic and regional services. Longer-term disruptions are likely when the MSO is forecast to fall below 24 days, with no supply expected to restore it above that threshold within five days from outside New Zealand's exclusive economic zone (EEZ).
- Another key principle is that any reduction in allocation should be longer and shallower, as this is generally preferable to a shorter, deeper one — spreading the reduction over more time reduces the costs and disruption associated with re-rostering crew and rescheduling flights. Industry have emphasised the importance of this principle.
- Allocation settings are calibrated to the size and expected duration of any supply gap; the allocation design will need to be even-handed. For example, regional and international freight connectivity is critical for getting high value New Zealand goods (e.g. cherries, rock lobster, salmon) to market. The allocation model protects critical services.
- A decision-making process is proposed for moving into, or adjusting settings within, Phase 3. Ministers will make decisions based on advice from officials. Decisions Ministers may be asked to

take under Phase 3 include: whether to convene the Ministerial Oversight Group (MOG) and escalate to Phase 3; whether to implement an allocation model (or not); allocation settings (percentage, coverage (national vs regional), and duration); and whether to return to Phase 2.

- s 9(2)(g)(i) [REDACTED]



Ruth Fairhall
Deputy Chief Executive Policy Group
20 / April / 2026

Hon Nicola Willis
Minister of Finance
..... / /

Hon David Seymour
Associate Minister of Finance
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Hon Shane Jones
Associate Minister of Finance
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Hon Chris Bishop
Minister of Transport
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Hon Simeon Brown
Minister of Energy
..... / /

Hon James Meager
Acting Minister of Transport
..... / /

Minister's office to complete:

☐ Approved

☐ Declined

☐ Seen by Minister

☐ Not seen by Minister

☐ Overtaken by events**Comments****Contacts**

Name	Telephone	First contact
Ruth Fairhall, Deputy Chief Executive Policy Group	s 9(2)(a)	✓
Siobhan Routledge, Director Aviation	s 9(2)(a)	
Carolina Durrant, Manager Aviation	s 9(2)(a)	

JET FUEL RESPONSE PLAN

Jet fuel state of play

1. As of Wednesday 15 April, New Zealand has 51.4 days of Jet Fuel stock. This is made up of 28.5 days of Jet Fuel in the country, 1.6 days on water within the EEZ (1-2 days away) and 21.3 days on water outside the EEZ (up to three weeks away). A day of jet fuel use is based on New Zealand historical averages of 4.8 million litres per day.
2. Our jet fuel comes primarily from South Korea and Singapore, with smaller volumes from countries including Malaysia, Japan and China. Asian refineries import crude mainly from across the Middle East, so they face significant supply challenges. Singaporean refineries have reduced production levels due to supply constraints. However, other Asian refineries continue to be able to access crude from ports on the Red Sea and Gulf of Oman and are making efforts to reshape their supply chains to access crude from alternative sources (e.g. the United States). ^{s 6(a)}
3. Indications from fuel suppliers are that supply is not constrained despite prices increasing significantly. Most recent data (S&P Global Platts, 10 April) indicate that refined jet fuel prices have increased by 134 percent since the conflict began from \$93USD per barrel to \$213USD per barrel. This is significantly higher than the Brent crude oil prices increase of 33 percent, from \$72USD to \$95USD. Jet fuel prices are expected to remain elevated, potentially staying or near \$200 per barrel through to the end of the September quarter of 2026.
4. Some smaller regional airlines and general aviation operators (e.g., agriculture and tourism) use Avgas to power smaller piston-engine aircraft. The price of Avgas is also increasing but supply is not constrained.
5. Air NZ and Qantas/Jetstar have adjusted flight schedules in response to price. Air New Zealand has cut roughly 4 percent of its network from March-April and have signalled the same level of cuts for May and June. Jetstar has reduced its New Zealand network capacity by around 12 percent for the same period. Despite Air New Zealand's flight consolidation, New Zealand's international connectivity remains largely unchanged, including freight. We are coming into the traditionally quieter season for air travel, so impacts may be more muted than it would be during the peak summer season.

Previous allocation models have not required government regulation.

6. ^{s 9(2)(b)(ii)}
7. ^{s 9(2)(b)(ii)}

s 9(2)(b)(ii)

8.

We seek your approval of the Jet Fuel Response Plan

9. Annex 1 sets out the proposed Jet Fuel Response Plan. The Ministry of Transport (the Ministry) has developed the Plan collaboratively with industry stakeholders. It aligns with the overall intent of the Fuel Response Plan (OC260250 refers). In this briefing we build on our previous advice to set out in more detail the processes and criteria for decision-making during more significant supply disruptions. This includes when to implement a Phase 3 'Managed' allocation model.
10. It is possible that different fuel types may need to be managed under different phases simultaneously. For example, jet fuel supply disruptions may warrant Phase 2 or Phase 3 settings, while petrol and diesel remain under Phase 1.
11. Jet fuel supply is currently adequate to meet New Zealand's needs. Monitoring systems are in place to track potential delays or missed shipments. Despite this, given aviation's critical role in New Zealand's international and domestic connectivity — including freight and tourism — preparedness for disruption is essential. Aviation stakeholders, particularly international airlines, have stressed the importance of a clear, well-communicated contingency plan.

Airlines are already responding as though Phase 2 applies

12. Jet fuel typically accounts for 25–30 percent of an airline's operating costs, making it one of the most significant cost drivers in an industry already characterised by intense competition and tight margins. This means that even modest disruptions to fuel supply or sharp movements in price can have an outsized impact on airline viability and the commercial decisions carriers make about routes and services.
13. Key levers available under Phase 2 to moderate demand include voluntary reductions in fuel use, regulatory relief, and detailed monitoring of supply and demand. For jet fuel, market responses are already occurring, and we see a limited role and impact for regulatory relief.
14. Fuel prices will continue to play an important role in moderating demand. Airlines are responding by making commercial decisions to consolidate services (including Air New Zealand, Qantas, Jetstar, Emirates, and Air Chathams). We expect further consolidation as carriers manage higher operating costs and adjust schedules accordingly. This behaviour

suggests many airlines are already operating as though Phase 2 settings apply—seeking to reduce fuel uplift requirements and improve resilience ahead of any formal escalation.

15. Regulatory relief is unlikely to deliver meaningful reductions in jet fuel demand. New Zealand's domestic aviation market is concentrated and the two main carriers, Air New Zealand and Jetstar, make independent scheduling decisions and have strong commercial incentives to protect their market positions. Demand reduction through regulation is further constrained by aviation's stringent safety requirements, where relaxing regulatory settings carries significant risk.

Air freight services are continuing

16. Air freight services remain at equivalent levels as prior to the Iran conflict. In the week of 22-28 February 53 freight flights arrived and departed New Zealand, operated by eight airlines. Throughout April, this level of service has remained constant, with over 50 flights per week arriving and departing New Zealand, operated by eight airlines. However, the routes flown vary according to commercial opportunities.
17. Industry has noted that maintaining long haul connectivity is key to ensuring freight continues to flow. Eighty percent of all air freight is carried on passenger aircraft. Maintaining a core network of passenger routes, ^{s 6(a)} [REDACTED], will support freight operations. International airlines will need certainty of refuelling in New Zealand to continue operating services here. During Phases 1 and 2, fuel availability for freight services is not expected to be affected.
18. Current intelligence, including from MBIE and industry, suggests that jet fuel supply is not constrained (despite price increases) and that New Zealand's source refineries are securing alternative crude oil supplies. New Zealand and Australia continue to benefit from higher purchasing power meaning we are preferred customers for these source refineries but in coming weeks we may see competition out of Europe, which could raise prices further.

To determine when and if a shift to Phase 3 for jet fuel is needed, a range of scenarios has been used to assess how different types of jet fuel supply disruption could be managed

19. Like the Fuel Response Plan, an MSO exemption and use of reserves is recommended if jet fuel supply briefly drops below the MSO in Phase 2 (e.g. for small and short-term cancellations of shipments).
20. Disruptions will vary in scale and duration, but ongoing monitoring should provide several weeks' notice before a more significant and lasting shortfall occurs — giving Government and industry time to agree on appropriate responses. Annex 3 sets out the decision-making process for the scenarios based on the refined criterion. The table below summarises the scenarios and the indicative recommended advice to MOG. In addition, we have asked Envirofy to undertake further scenario work.
21. It is intended that the proposed approach for the Jet Fuel Response Plan aligns with the overall intent of the Fuel Response Plan as much as is practicable. Decisions to move

between phases would continue to be based on the similar decision-making process for petrol and diesel. However, for jet fuel, we propose an additional criterion to help inform any potential transition from Phase 2 to Phase 3: when the MSO is forecast to fall below 24 days, with no supply expected to restore it above that threshold within five days from outside New Zealand's EEZ.

Scenario	Indicative recommended advice to MOG
MSO is forecast to fall below 24 days, with no supply expected to restore it above that threshold within five days from outside New Zealand's EEZ. There is good confidence that additional fuel will arrive shortly after this five-day period.	No need for MOG to meet; do not impose an allocation model. Use the MSO exemption framework and reserves for this period.
MSO is forecast to fall below 24 days, with no supply expected to restore it above that threshold within five days from outside New Zealand's EEZ. We have met with industry and there are no other interventions (such as supply from elsewhere) available.	MOG to meet and consider advice on response options. This could include agreeing to implement a nationwide allocation, or depending on the circumstances, to provide an MSO exemption. If an allocation is agreed, set the level and duration to reflect the scale and expected duration of the disruption.
Jet fuel supply is forecast to be significantly constrained for a longer period in one region (for example, a contaminated shipment affecting a particular port).	MOG to meet and agree a region-specific allocation model.
An allocation model is already in place, but updated forecasts indicate a further significant deterioration in supply, resulting in lower-than-expected stocks.	MOG to meet and agree changes to the existing allocation settings (for example, adjusting the allocation level, duration, or coverage).

22. During fuel shortages, in the absence of a government-led allocation model, suppliers will allocate fuel to airlines — but not necessarily equally or guaranteed. For airlines, this can mean uncertainty about the volumes available day-to-day, uneven reductions across carriers (depending on supplier decisions and contractual arrangements), and the need to adjust schedules at short notice (including consolidating services, cancelling flights, or prioritising higher-load routes). It may also create perceived or actual competitive impacts if access to fuel differs between airlines, particularly on the same routes.
23. These four scenarios illustrate that Phase 3 — including activation of an allocation model — is an available response but would only be triggered where forecasting and monitoring indicate a material risk to continued supply, such as an emerging or sustained breach of the MSO. The remainder of this paper sets out in more detail how decisions would be made, including the circumstances under which an allocation model would be activated.

The aviation industry is used to working under allocation models

24. This preparedness work has been informed by detailed engagement with fuel suppliers on what would be operationally feasible if Phase 3 were ever activated. The aviation Industry feedback is that an allocation model is the preferred approach if supply constraints require

intervention. Airlines and jet fuel suppliers have operated under similar allocation arrangements during past disruptions. Although they are familiar with the allocation method, they believe there is room to enhance how allocations are carried out.

25. Aviation also has distinct characteristics compared with other parts of the transport system: there are comparatively few jet fuel users, and airlines and fuel suppliers are highly experienced in planning for, and managing, operational disruption. As a result, implementing an allocation model is likely to be less disruptive for aviation than more broadly applied measures would be for other fuels with a much larger and more diverse user base.

We have identified key design principles that are supported by industry

26. The key design principles provide a foundation to guide implementation of the allocation model and help resolve issues as they arise. Under the Jet Fuel Response Plan, allocations will be determined by the Government, but managed by jet fuel retailers, who will be responsible for allocations to their customers. A Government Jet Fuel Response Lead will oversee fairness and transparency, with more detail on this role set out in paragraph 42 below.

Notice that an allocation is necessary will be provided early

27. The more notice airlines receive, the more time they have to plan route consolidation, staffing, and other operational adjustments. Industry has indicated a preference for at least seven days' notice. This should be achievable in practice — fuel suppliers are expected to provide sufficient early warning through their regular existing reporting, and demand analysis can be completed in time to avoid a last-minute activation of the allocation model.

Long and shallow allocation measures will be implemented, rather than shorter but sharper measures

28. Industry has indicated that a longer, shallower reduction in allocation is generally preferable to a shorter, deeper one — spreading the reduction over more time reduces the costs and disruption associated with re-rostering crew and rescheduling flights. For example, uplifting 90% of planned fuel consumption over three weeks may be preferable to 70% over one week. Government and industry will have flexibility to calibrate the allocation model in this way, and the shape of any reduction will be informed by industry preferences and the nature and severity of the supply disruption.

Even-handed, transparent allocations are put in place to provide certainty for international, domestic and regional services

29. There are two broad options for how allocations could be applied across the aviation system. The first is an equal reduction for all jet fuel users — this has the advantage of simplicity, transparency, and predictability, but risks unequal policy outcomes. Smaller regional airlines have a minimal impact on overall jet fuel reserves but the least capacity to absorb a reduced allocation; s 9(2)(f)(iv)

30. The second option is a tailored approach, where reductions are differentiated across user groups — for example, exempting regional airlines below a certain size, or protecting specific

routes. This can produce better policy outcomes but introduces greater complexity, reduces transparency and predictability, and requires judgements about which users or routes should receive preferential access.

31. On balance, the allocation model should be an equal (proportional) reduction for all jet fuel users. This approach best supports simplicity, transparency, and predictability, and provides a clear basis for planning and compliance. Care should also be taken to avoid disadvantaging international airlines, given the potential long-term consequences for tourism and freight connectivity. ^{s 6(a), s 9(2)(b)}
32. A government-directed, rules-based allocation model that implements proportional reductions is typically more compatible with competition law than a negotiated or customised division among competitors.
33. Importantly, independent commercial decision-making by airlines should be protected for as long as possible — carriers will ultimately determine which routes to operate based on demand, regardless of how allocations are structured. The allocation model should therefore remain predictable and rules-based, with flexibility limited to clearly defined, exceptional circumstances (for example, time-limited adjustments to manage acute risks to critical connectivity). Any such adjustments should be applied transparently and should not undermine the presumption of equal reductions.

Allocations will be clear and prescriptive

34. The level of allocation will be directly calibrated to the scale and nature of the supply shortfall. Allocations will reflect both the severity of the reduction in jet fuel availability and the expected duration of the disruption — a short, sharp shortfall may warrant a different response than a prolonged but moderate one (refer scenarios outlined in table below paragraph 21 above). Day-to-day flexibility should be built in, recognising that operational needs fluctuate and that overly rigid allocations could create unnecessary disruption.

Emergency services and the New Zealand Defence Force will not be impacted

35. The proposed allocation model protects access for critical services. Therefore, emergency services will not be subject to the Phase 3 allocation model. The New Zealand Defence Force (NZDF) will also not be subject to the allocation as they will be managed through the broader public service response plan. This approach allows NZDF to manage its fuel requirements in a way that reflects its unique operational obligations, while ensuring that any necessary reductions are weighed against other public service priorities rather than being determined by a mechanism designed for the commercial airline sector.
36. There may be other critical services that should not be subject to the Phase 3 allocation approach. We expect that the continuing work on Phase 4 will identify these critical services, including humanitarian and critical services to Antarctica, and animal welfare services necessary to prevent harm.
37. Any potential safety risk associated with an allocation model is managed by ensuring the Civil Aviation Authority (CAA) is consulted in the detailed design process and that

emergency/diversion fuel is excluded from allocation calculations (and considered as part of the work on access for critical services).

Implications for the Pacific

38. The Ministry of Foreign Affairs & Trade (MFAT) advises that several of New Zealand's international trade obligations and commitments are potentially relevant to the Jet Fuel Response Plan, including in relation to air services, subsidies and export restrictions. These obligations and commitments, however, contain flexibilities to provide policy space for New Zealand to implement a fuel allocation model that is non-discriminatory, temporary, and necessary to maintain vital domestic and international connectivity during the current Middle East crisis.
39. There are important ^{s 6(a)} [REDACTED] including our role as a first international responder to Pacific emergencies.
40. Government is working to better account for Pacific fuel requirements, with the Ministry and MFAT working closely together. ^{s 9(2)(g)(i), s 7(b), s 6(a)} [REDACTED]
41. Any approach must recognise regional supply-chain interdependencies, including New Zealand's role as a key supply point and Fiji's function as a regional hub. Transport services, particularly aviation, are critical for connectivity, delivering medical supplies, and other life-saving goods to Pacific Island countries.

How we propose to work with you to make decisions

Our proposal for who decides what (advice vs decision vs implementation - refer Annex 3 for more detail)

The Jet Fuel Response Lead and officials gather information from industry.

Officials (Ministry and MBIE) develop advice on options (including recommended settings) for MOG decision.

We propose that MOG decides whether to escalate to Phase 3, whether to implement an allocation model (or not), and whether to change Phase 3 settings (including any MSO exemption approach, if relevant) or de-escalate back to Phase 2.

Industry participants and fuel suppliers implement any agreed allocation settings in practice, under government direction and oversight (including monitoring and compliance reporting).

42. As with petrol and diesel, shifting between the phases of the Jet Fuel Response Plan will involve Ministerial decisions. Our advice to MOG on whether to shift between phases will be informed by discussions with aviation stakeholders and fuel suppliers.

The Jet Fuel Response Lead will have a monitoring and oversight function

43. Recognising the need to work closely with industry, the Ministry has appointed Mr Kevin Short as the Jet Fuel Response Lead. Mr Short is a previous Chief of the Defence Force, and has extensive knowledge of supply chains and aviation. In this role, Mr Short will monitor jet fuel demand and supply and lead discussions with industry to determine whether a potential shortfall is emerging. Where a shortfall appears likely, he will provide input into Ministry and MBIE advice to MOG on the available options for managing it — including, where appropriate, doing nothing. Should an allocation model be considered the right response, Mr Short will act as moderator between the aviation industry and fuel suppliers on the parameters of that approach.

An allocation approach can be put in place on a voluntary basis

44. Industry participants have signalled a clear willingness to participate in an allocation approach overseen by the Jet Fuel Response Lead, and our discussions to date give us confidence that industry will engage constructively and in good faith. On this basis, we recommend that Phase 3 be implemented on a voluntary basis, in the first instance. This approach preserves the cooperative relationships that have been built with industry, avoids unnecessary regulatory complexity, and allows for a faster and more flexible response.

s 9(2)(g)(i)

- 45.

s 9(2)(h)

46. Industry participants can be informed that a regulatory approach will be put in place should voluntary approaches fail. We can provide more advice if required on the merits of a regulated approach.

s 9(2)(h)

The Ministry is focused on ensuring we are ready to implement Phase 3, should we need to

We are working closely with MBIE on data and scenarios to support decision making between phases and allocation levels

47. Officials are strengthening the data underpinning Phase 3 decisions by: working with MBIE to access the latest supplier stock data and identify upstream crude supply-chain risks earlier; improving historical and forecast demand information with industry (including ensuring medical and emergency flights are accounted for, and considering independent verification of forecasts); and jointly modelling supply and demand scenarios so advice to Ministers on phase shifts and allocation settings is evidence-based and actionable.

We have tested the Jet Fuel Response Plan with KPMG

48. KPMG (which has aviation sector experience) has assessed the proposed Jet Fuel Response Plan and commented on the data required to support more detailed modelling, the principles and trigger points for the allocation model, and the checks and balances the Jet Fuel Response Lead will need to be credible and objective in his role. KPMG's advice will support the detailed design of an allocation model.

We will monitor success of voluntary adherence to the allocation model

49. The Jet Fuel Response Lead will monitor allocations to ensure they are being fairly and transparently distributed, supported by frequent data monitoring and engagement with the sector. The Lead will also moderate any allocation disputes between and amongst the aviation industry and fuel suppliers, ensuring that natural competitive pressures are effectively managed and that the model operates successfully. This is particularly important given that, even in times of crisis, maintaining competitive markets in New Zealand remains a key objective. The Lead's role will be to balance the immediate demands of supply management with the longer-term imperative of preserving market integrity.

We have been working with MBIE and AOG on communications and engagement material

50. Annex 2 outlines a public-facing description of the jet fuel allocation model, aligned with the publicly available Fuel Response Plan. We are also preparing supporting communications material, including explanatory content for the Ministry's website, key messages and FAQs for the public and industry, and Ministerial announcement talking points and press releases.

Regional connectivity should be considered alongside the jet fuel allocation model

51. In parallel to developing the jet fuel allocation model, the Ministry is preparing advice on options for supporting regional air connectivity should air services to isolated communities be withdrawn. Regional airlines are already facing financial pressure, and service withdrawal could occur at steps 1 and 2 of the Fuel Response Plan in response to price, ahead of a disruption to supply.

Agency Consultation

52. We consulted the AOG, the Department of Prime Minister and Cabinet, MBIE, the Ministry of Health, the Ministry for Primary Industries, MFAT, the Treasury and the Commerce Commission on this paper.

Next Steps

53. If you approve the proposed approach to the Jet Fuel Response Plan, we will complete the public communications and engagement material as part of the AoG communications material, and work with relevant Ministers' offices on the plan for releasing the Plan.
54. We will also work with stakeholders to develop the finer details of the Jet Fuel Response Plan and will keep you updated on those developments via the Sitrep. This also includes discussions with the Commerce Commission.
55. We are also planning for Phase 4, which would involve prioritisation of jet fuel supply for critical services. Additional guidance on the Phase 4 'Protected' model is currently under development in conjunction with the Petrol and Diesel Fuel workstreams.

PROACTIVELY RELEASED BY MINISTRY OF TRANSPORT TE MAHUTU WAKA

ANNEX 1 – FINAL JET FUEL RESPONSE PLAN

s 9(2)(g)(i)

PROACTIVELY RELEASED BY MINISTRY OF TRANSPORT TE MANATU WAKA

ANNEX 2 – NEW ZEALAND’S JET FUEL RESPONSE PLAN 2026 (PUBLIC FACING)

Phase One: Watchful

What’s happening

Jet fuel is available nationwide and the aviation industry is operating as normal, although some operators are seeking efficiencies through consolidating flights.

The focus is on supporting industry through regular engagement and good information sharing.

What the Government will do

- Monitor jet fuel stocks and shipments
- Use information provided by the industry to determine jet fuel supply and demand

Phase Two: Precautionary

What’s happening

The market continues to operate effectively, and jet fuel is still available nationwide. This phase will see more intensive monitoring and planning with closer coordination between Government and industry. Airlines may make more voluntary adjustments to manage fuel use.

What the Government will do

- Obtain more detailed information about jet fuel supply and demand
- Work with jet fuel stakeholders to test scenarios based on this data

Phase Three: Managed *UNDER DEVELOPMENT AND CONSULTATION*

What’s happening

Supply is tighter and the Government is making sure jet fuel gets where it is needed most. An allocation model is applied in this phase. Measures will be lifted as soon as conditions allow.

What the Government may do

- Implement an allocation model, in partnership with industry, in line with the best fitting scenario tested under Phase Two
- Provide daily public updates, listen to industry and communities, and adjust accordingly
- Regularly assess how things are going, and get back to Phase Two as soon as possible

Phase Four: Protected *UNDER DEVELOPMENT AND CONSULTATION*

What’s happening

There is a bigger or sustained jet fuel supply disruption, and the allocation model is further tightened to ensure critical and essential services receive supplies.

This phase is about protecting critical services, and making sure everyone else gets a share, with a special focus on essential supply chains and nationally important connections. Measures will be lifted as soon as conditions allow.

What the Government may do

- Prioritise uninterrupted supply to all life-preserving services, and more strictly direct how fuel is distributed to other customers
- Maintain daily public updates, listen to industry and communities, and adjust as appropriate
- Regularly assess how things are going, and get back to Phase Two/Three as soon as possible

s 9(2)(g)(i)

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