



WA Liquid Fuel Resupply Plan - Minimum Stockholding Obligations Drawdown Prioritisation and Triage

1. Background

On 13 March 2026, the National Security Subcommittee of Cabinet endorsed the Commonwealth Minister for Energy to progress an intended reduction in Minimum Stockholding Obligations (MSO) for petrol and diesel on obligated parties. This is the intentional release of up to 20 percent of held stocks of petrol and diesel where release can be targeted towards localised market disruption.

To avoid further market disruption, companies will only be allowed to relax their storage obligations if:

- They are taking steps to prioritise supply to regional customers, with a focus for supply to regional, agricultural and maritime customers experiencing supply shortages;
- They are taking steps to allocate reasonable additional supply to bulk customers such as independent regional distributors
- They are providing volumes needed to help meet usual demand, not to customers seeking to profiteer from global price spikes, panic purchasing or stockpiling with above normal quantities of fuel.

WA regions include the Kimberley, Pilbara, Gascoyne, Mid West, Goldfields-Esperance, Wheatbelt, Perth, Peel, South West and Great Southern¹. For the purposes of this framework, “regional” refers to towns, places and communities outside metropolitan areas, however this framework can be applied to metropolitan areas if required at a later stage.

2. Approach

The MSO guarantees a baseline level of domestic fuel stocks to be held by Australian fuel importers and refineries, and is governed under the [Fuel Security Act 2021\(external link\)](#) and the [Fuel Security \(Minimum Stockholding Obligation\) Rules 2022](#).

The approach to release of stocks requires the Commonwealth to first, by way of legal instrument, reduce minimum stocks to be held by obligated parties.

The reduction in this obligation thus allows stocks held to be delivered into local markets. This reduction is delivered with the expectations outlined in section 1.

¹ [Regional Development Commissions | Department of Primary Industries and Regional Development](#)



3. Principles

The following principles must apply to MSO entities in drawing down on stock, and to distributors and retailers in purchasing and on-selling this stock:

- **MSO Entities (fuel importers):**
 - o will release stocks to distributors on fair and reasonable terms priced under existing laws and regulations
 - o will prioritise distributors delivering into regional areas identified as an outcome of section 4.
- **Distributors:**
 - o will use best endeavours to supply into regional identified as an outcome of section 4.
 - o will on-sell to retailers and/or end-users on fair and reasonable terms under existing laws and regulations
 - o Will moderate on-selling to end-users such that stockpiling is not exacerbated by some users or locations
- **Retailers (where applicable):**
 - o Will retail fuel on fair and reasonable terms under existing laws and regulations
 - o Will moderate excessive purchasing at supply points and fuel bowsers
- **End-users**
 - o Will take supply that is reasonable considering future requirements and not excessive under current market conditions
- **WA Government:**
 - o will continue to support enhanced logistics at port, in distribution terminals and on road, where efficiencies can be identified across the supply chain

All parties are expected to improve supply chains and business practices where necessary to facilitate delivery of the above.

The MSO entities will identify the distributors to receive supply in consultation with the WA Government and in accordance with these principles.

The WA Government will ensure appropriate assurance mechanisms are in place against these principles.

The WA Government will not be monitoring sale to end-users, other than through existing mechanisms such as the FuelWatch regime. The WA Government acknowledges the continued role of the Australian Competition and Consumer Commission (ACCC) overseeing the pricing conduct of fuel market participants.

The WA Government acknowledges the ACCC is urgently exploring measures to assist with diesel distribution issues in regional and rural areas, such as authorising conduct, such as coordination or agreements relating to distribution, where it provides a net public benefit.



4. Location Identification and Assessment Criteria

Using intelligence gathered from multiple sources, the WA Government will apply a simple risk management framework when triaging Minimum Stockholding Obligation (MSO) fuel stock distribution to priority locations.

Source	Intelligence sought
WA Government entities including: <ul style="list-style-type: none"> • emergency management groups – (DEMA and ROC district representatives); • utilities; and • essential services 	<ul style="list-style-type: none"> • Local fuel station statuses • Specific sitrep where relevant <ul style="list-style-type: none"> ○ Hospitals ○ Police, Fire and Emergency Services, ambulance ○ Local agriculture, fisheries, industry ○ Corrective services, public transport, taxis ○ Electricity supply • Determine downstream impacts of supply interruption • General regional observations • Includes ad-hoc information provided to Government
Fuel suppliers (e.g. BP, Viva Energy)	<ul style="list-style-type: none"> • Commonwealth MSO update • Fuel distributors being supplied • Demand insights
Fuel distributors (e.g. Great Southern Fuel Supplies)	<ul style="list-style-type: none"> • Identify districts of operation and map • Identify areas of greatest demand pressure • Enable priority supply to those where demand has not been able to be met first • Road access challenges and constraints • Specific locations in the supply chain (such as Roadhouses)
Peak industry bodies (e.g. Grower Group Alliance, WA Farmers, AMEC)	<ul style="list-style-type: none"> • Identify locations of greatest demand • Identify industries of greatest demand and demand forecast • Current balance of on-farm reliance on spot vs contracted fuel

The WA Government will gather intelligence via the above entities. Locations will be determined on a geographic basis, and may be specific towns, or individual supply points (such as remote roadhouses).

The following process will apply:

1. WA Government to gather intelligence as per above
2. Determine priority locations
3. Release locations to fuel providers and distributors

Fuel distributors will be expected to service these locations utilising their existing arrangements with retailers and end-users.



Where user needs are identified beyond listed locations, excess quantities may be made available, provided supply is in line with the principles set out in this framework.

All information is to be submitted to and logged by the Department of Energy and Economic Diversification at the inbox: epwa-emergencymanagement@deed.wa.gov.au.

5. Fuel Quantities

The WA Government will work closely with fuel importers and distributors on prioritisation of location.

Fuel importers and distributors will determine quantities to be delivered into priority areas, against the principles set out in this framework.

Where user needs are identified beyond listed locations, excess quantities may be made available, provided supply is in line with the principles set out in this framework.