

Vote Transport

APPROPRIATION MINISTER(S): Minister of Transport (M72)

APPROPRIATION ADMINISTRATOR: Ministry of Transport

RESPONSIBLE MINISTER FOR MINISTRY OF TRANSPORT: Minister of Transport

Overview of the Vote

Vote Transport encompasses the funding of land, air and water transport infrastructure investments, services, and regulatory activities. The appropriations under the Vote support the purpose of the transport system, which is to improve people's wellbeing, and the liveability of places. It does this by contributing to 5 key outcomes: inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity.

The major entities involved in the Vote are the Ministry of Transport; the transport Crown entities Waka Kotahi NZ Transport Agency, Civil Aviation Authority (incorporating the Aviation Security Service), Maritime New Zealand, and Transport Accident Investigation Commission; State owned enterprise KiwiRail Holdings Limited; and City Rail Link Limited, a schedule 4A company under the Public Finance Act.

National Land Transport Programme

In 2020/21, the largest element of the Vote is the funding of the National Land Transport Programme (NLTP) (\$3,474 million or 53% of the Vote). The NLTP is funded out of the National Land Transport Fund (NLTF), which is made up of the net inflows of land transport and certain other revenue (eg, tolls) and associated borrowing. The NLTP comprises a number of operating activities classes:

- State highway improvements \$973 million
- Local road maintenance \$669 million
- Public transport \$594 million
- Local road improvements \$308 million
- State highway maintenance \$276 million
- Transitional rail \$100 million
- Investment management \$82 million
- Walking and cycling \$71 million
- Road safety promotion \$56 million, and
- Regional improvements \$42 million.

There is also capital expenditure on State highways (\$258 million) and rapid transit (\$43 million).

A \$500 million loan facility for cash flow management (8% of the Vote) is in place. This appropriation does not take account of any repayments made and the facility may not exceed \$250 million at any one time.

Rail

In addition to rail funding through the NLTP, in 2020/21, additional Crown funding for Rail makes up 23% of the Vote - \$1,513 million, mainly:

- \$954 million equity investment in KiwiRail Holdings Limited to finance capital expenditure on the national freight network. \$192 million of the 2020/21 funding relates to the New Zealand Upgrade Programme

- \$355 million for the Crown's 50% share of investment in the Auckland City Rail Link, matched by Auckland Council
- \$124 million to approved rail-related projects that contribute to the outcome of a lift in the productivity potential of the regions from the Provincial Growth Fund
- \$29 million for KiwiRail Holidays Act remediation
- \$15 million equity injection to New Zealand Railways Corporation relating to property transactions funded by KiwiRail Holdings Limited
- \$16 million to maintain the operation of the existing electric locomotive fleet
- \$12 million for metro rail projects in Wellington
- \$4 million from property transactions by New Zealand Railways Corporation, reinvested in KiwiRail Holdings Limited, and
- \$4 million for public policy projects and rail safety.

Road

In addition to the funding for roading through the NLTP, additional Crown and loan funding is provided for specific roading projects. In 2020/21 this equates to 8% of the Vote (\$532 million):

- \$299 million for the New Zealand Upgrade Programme
- \$106 million for Regional State Highways
- \$79 million towards Provincial Growth Fund infrastructure projects
- \$28 million for reinstatement of State Highway 1 between Picton and Christchurch, and
- \$20 million in loans from the Housing Infrastructure Fund.

Crown Entity and Other Funding

The balance of the Vote (\$565 million) is mainly split between:

- \$49 million for services provided by and capital expenditure incurred by the Ministry of Transport
- \$283 million for Crown entities for outputs and capital expenditure. The transport Crown entities receive most of their funding from third party levies, fees and charges. \$201 million of the below Crown Entity funding for 2020/21 relates to the protection of transport agency functions in light of COVID-19. Crown funding is split between the Crown entities as follows:
 - Civil Aviation Authority (including Aviation Security Service) \$194 million
 - Maritime New Zealand \$62 million
 - Waka Kotahi NZ Transport Agency \$20 million, and
 - Transport Accident Investigation Commission \$7 million.
- \$130 million for maintaining airfreight capacity as part of the response to COVID-19

- \$31 million for SuperGold Card public transport concessions
- \$25 million for weather forecasting services from the Meteorological Service of New Zealand
- \$22 million for the Housing Infrastructure Fund fair value write down
- \$12 million to third parties for Search and Rescue and recreational boating safety
- \$5 million for Joint Venture Airports
- \$4 million for the Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme, and
- \$4 million to other third parties.

In accordance with the transport funding principles, transport regulator functions are funded through a mix of targeted taxes, levies, and fees, with a relatively small share of Crown funding. The principles use the concepts of club, private and public goods to guide the allocation of costs of providing policy and regulatory functions in the transport regulatory system. There is an ongoing programme of regulator fee and funding reviews to assess the appropriate regulatory costs and funding streams. Further, some Vote funding for CAA and Maritime NZ is provided from the Working Safer levy collected under the Health and Safety at Work Act 2015.

Details of these appropriations are set out in Parts 2-4.

Details of Appropriations and Capital Injections

Annual Appropriations and Forecast Permanent Appropriations

Titles and Scopes of Appropriations by Appropriation Type	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Departmental Output Expenses			
Search and Rescue Activity Coordination PLA (M72) The estimated amount to be spent on the coordination of search and rescue activities as authorised by section 9(1) of Land Transport Management Act 2003.	2,301	2,301	4,185
Search and Rescue Training and Training Coordination (M72) This appropriation is limited to search and rescue training and training coordination.	1,300	1,300	500
Transport - Policy advice, ministerial servicing, governance, and other functions (M72) This appropriation is limited to the provision of policy advice; services to support Ministers to discharge their portfolio responsibilities relating to transport; monitoring of and advice on the governance, performance and capability of transport Crown entities; administration of Fuel Excise Duty refunds; and the operation of Milford Sound/Piopiotaahi aerodrome.	-	-	43,731
Fuel Excise Duty Refund Administration (M72) This appropriation is limited to the receipt and processing of applications for, and the refunding of, Fuel Excise Duty.	738	738	-
Milford Sound / Piopiotaahi Aerodrome Operation and Administration (M72) This appropriation is limited to the operation of Milford Sound/Piopiotaahi aerodrome to provide a safe and efficient airport.	488	488	-
Total Departmental Output Expenses	4,827	4,827	48,416
Departmental Capital Expenditure			
Ministry of Transport - Capital Expenditure PLA (M72) This appropriation is limited to the purchase or development of assets by and for the use of the Ministry of Transport, as authorised by section 24(1) of the Public Finance Act 1989.	270	270	250
Total Departmental Capital Expenditure	270	270	250
Non-Departmental Output Expenses			
Accident or Incident Investigation and Reporting (M72) This appropriation is limited to inquiries, investigations and activities in accordance with the Transport Accident Investigation Commission Act 1990.	5,520	5,520	7,270
Administration of the Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72) This appropriation is limited to expenses incurred in the administration of the Automatic Dependent Surveillance-Broadcast transponders rebate scheme.	350	350	200
Crash Analysis (M72) This appropriation is limited to operating the Crash Analysis System and performing associated crash analysis and research activities.	775	775	775
Health and Safety at Work Activities - Civil Aviation (M72) This appropriation is limited to health and safety activities for the civil aviation sector, for which the Civil Aviation Authority has designated responsibility.	1,174	1,174	1,201
Health and Safety at Work Activities - Maritime (M72) This appropriation is limited to health and safety activities for the maritime sector, for which Maritime New Zealand has designated responsibility.	6,238	6,238	6,194

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Titles and Scopes of Appropriations by Appropriation Type			
Licensing Activities (M72) This appropriation is limited to land transport licensing services, including driver licensing, not met by user fees.	2,550	2,550	2,550
Maritime Port Security (M72) This appropriation is limited to standby screening and searching services at ports.	145	145	145
Ministerial Servicing by the New Zealand Transport Agency (M72) This appropriation is limited to Ministerial servicing by the New Zealand Transport Agency.	548	548	548
National Land Transport Programme PLA (M72) The estimated amount to be spent on activities under the National Land Transport Programme, as authorised by section 9 (3) and (4) of the Land Transport Management Act 2003.	2,755,519	2,755,519	3,172,435
Road User Charges Investigation and Enforcement (M72) This appropriation is limited to investigating evasion and enforcing of Road User Charges.	3,779	3,779	3,779
Road User Charges Refunds (M72) This appropriation is limited to the processing of Road User Charge refunds.	450	450	450
Search and Rescue Activities (M72) This appropriation is limited to the purchase of search and rescue activities and a search and rescue coordination service, including follow-up inquiries and reporting, associated with the searches and rescues undertaken.	3,231	3,231	3,231
Search and Rescue and Recreational Boating Safety Activities PLA (M72) The estimated amount to be spent in relation to search and rescue and recreational boating safety activities, as authorised under Section 9 (1) of the Land Transport Management Act 2003.	12,452	12,452	24,965
SuperGold Card - Administration of the Public Transport Concessions Scheme (M72) This appropriation is limited to the administration costs of the scheme to provide enhanced public transport concessions for SuperGold cardholders.	95	95	95
Weather Forecasts and Warnings (M72) This appropriation is limited to severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility.	24,565	24,565	24,708
Enhanced Road Maintenance - State Highways (M72) This appropriation is limited to hazardous tree removal and enhanced road maintenance on state highways.	1,500	1,500	-
Rail - Maintaining an Electric Locomotive Fleet (M72) This appropriation is limited to maintaining the operation of the existing electric locomotive fleet.	8,400	8,400	-
Total Non-Departmental Output Expenses	2,827,291	2,827,291	3,248,546
Non-Departmental Other Expenses			
Bad Debt Provision - Motor Vehicle Registration/Licences and Road User Charges (M72) This appropriation is limited to provision for bad debts that arise from non payment of motor vehicle registrations and road user charges.	7,620	7,620	4,000
KiwiRail Holidays Act Remediation (M72) This appropriation is limited to expense by KiwiRail to allow compliance with the Holidays Act 2003.	-	-	29,000
Membership of International Organisations (M72) This appropriation is limited to non-discretionary payments to international transport related organisations.	863	863	863
Rail - Public Policy Projects (M72) This appropriation is limited to public policy rail initiatives.	3,270	3,270	3,270

Titles and Scopes of Appropriations by Appropriation Type	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Rail - Railway Safety (M72) This appropriation is limited to public safety works.	500	500	500
SuperGold Card - public transport concessions for cardholders (M72) This appropriation is limited to providing enhanced public transport concessions for SuperGold cardholders.	30,572	30,572	30,572
Urban Cycleways - Local Routes (M72) This appropriation is limited to expenses incurred on the investigation, design and construction of urban cycleways that will become the responsibility of local authorities.	6,078	6,078	417
Waka Kotahi NZ Transport Agency Palmerston North Premises (M72) This appropriation is limited to expense by Waka Kotahi NZ Transport Agency on their Palmerston North premises.	1,500	1,500	1,500
Auckland City Rail Link - Operating (M72) This appropriation is limited to the operating expenses incurred by the Crown for the Auckland City Rail Link project.	150	150	-
Total Non-Departmental Other Expenses	50,553	50,553	70,122
Non-Departmental Capital Expenditure			
Capital Investment Package - Roads, Walking and Cycling (M72) This appropriation is limited to investment in specified roading, walking, and cycling projects that support the announced objectives of the Capital Investment Package.	34,460	34,460	298,750
Maritime New Zealand Capital Expenditure PLA (M72) The estimated amount to be spent in relation to Maritime New Zealand costs, as authorised by Section 9 (1) of the Land Transport Management Act 2003.	766	766	50
National Land Transport Programme Capital PLA (M72) The estimated amount to be spent on capital works under the National Land Transport Programme, as authorised by section 9 (3) and (4) of the Land Transport Management Act 2003.	946,333	946,333	301,249
NLTF Borrowing Facility for Short-Term Advances (M72) This appropriation is limited to short-term advances to the New Zealand Transport Agency to manage variations between cash outlays from and flows of hypothecated revenue into the National Land Transport Fund, with the maximum amount of such advances at any one time not exceeding \$250 million.	500,000	500,000	500,000
Rail - KiwiRail Equity Injection (M72) This appropriation is limited to equity injections to KiwiRail Holdings Limited offset by property transactions in New Zealand Railways Corporation.	13,000	13,000	4,200
Rail - KiwiRail Holdings Limited (M72) This appropriation is limited to a capital injection to KiwiRail Holdings Limited to finance approved capital expenditure on the New Zealand rail system.	481,040	481,040	953,960
Rail - Wellington Metro Rail Network Upgrade (M72) The appropriation is limited to catch up investment in the Wellington metro rail network which will enable sustainable operation of the network through the Metro Rail Operating model.	43,461	43,461	12,075
Transport Accident Investigation Commission (M72) This appropriation is limited to a capital contribution to the Transport Accident Investigation Commission to support information technology infrastructure.	-	-	30
Auckland City Rail Link (M72) This appropriation is limited to the Crown's share of the total project costs of the Auckland City Rail Link.	275,101	275,101	-
Aviation Security Service Loans (M72) This appropriation is limited to providing loans to the Civil Aviation Authority for the purpose of investing in Aviation Security Service security screening equipment.	23,000	23,000	-

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Titles and Scopes of Appropriations by Appropriation Type			
Rail - KiwiRail Holdings Limited Loans (M72) This appropriation is limited to loans to KiwiRail Holdings Limited to fund capital projects and provide working capital.	174,250	174,250	-
Regional State Highways (M72) This appropriation is limited to the investigation, design and construction of regional State highways.	43,190	43,190	-
Urban Cycleways - Crown Assets (M72) This appropriation is limited to capital expenditure on the investigation, design and construction of urban cycleways that will become Crown assets.	4,162	4,162	-
Waka Kotahi NZ Transport Agency Capital Contribution for Palmerston North Premises (M72) This appropriation is limited to a capital contribution to Waka Kotahi NZ Transport Agency for Palmerston North premises expenditure.	4,800	4,800	-
Total Non-Departmental Capital Expenditure	2,543,563	2,543,563	2,070,314
Multi-Category Expenses and Capital Expenditure			
Policy Advice and Related Outputs - Civil Aviation MCA (M72) The single overarching purpose of this appropriation is to regulate civil aviation and enhance aviation safety in New Zealand.	3,249	3,249	2,479
Non-Departmental Output Expenses			
<i>International Relations and International Civil Aviation Organization Obligations</i> This category is limited to technical information and advice in relation to international matters affecting New Zealand aviation, to ensure the Minister's obligations in relation to international civil aviation agreements are met, and to promote the development of New Zealand aviation in the international context.	685	685	685
<i>Ministerial Servicing - Civil Aviation</i> This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.	431	431	431
<i>Policy Advice - Civil Aviation</i> This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to civil aviation.	663	663	663
Non-Departmental Other Expenses			
<i>Improving Safety in the Aviation Sector</i> This category is limited to the investigation, determining compliance, and enforcement of safety in the aviation sector.	1,470	1,470	700
Policy Advice and Related Outputs - Maritime MCA (M72) The single overarching purpose of this appropriation is to regulate and enhance safety in New Zealand's maritime environment.	6,191	6,191	6,191
Non-Departmental Output Expenses			
<i>Maritime Incident Response</i> This category is limited to building capability to respond to complex maritime pollution incidents.	764	764	764
<i>Maritime Safety and Marine Protection Services</i> This category is limited to the development and delivery of regulatory services which are the responsibility of Maritime New Zealand under legislation	2,078	2,078	2,078
<i>Policy Advice - Maritime</i> This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision making by ministers on government policy matters and Ministerial servicing.	3,349	3,349	3,349

Titles and Scopes of Appropriations by Appropriation Type	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Reinstatement of the South Island Transport Corridors MCA (M72) The single overarching purpose of this appropriation is to deliver the outcome of reinstated transport corridors between Picton and Christchurch.	48,000	48,000	28,022
Non-Departmental Output Expenses			
<i>Restoration of State Highway 1 between Picton and Christchurch</i> This category is limited to the restoration of State Highway 1 between Picton and Christchurch.	14,400	14,400	8,407
Non-Departmental Capital Expenditure			
<i>Rebuild of State Highway 1 between Picton and Christchurch</i> This category is limited to the rebuild and improvement of State Highway 1 between Picton and Christchurch.	33,600	33,600	19,615
Tuawhenua Provincial Growth Fund - Transport Projects MCA (M72) The single overarching purpose of this appropriation is to achieve the outcome of a lift in the productivity potential in the regions through transport-related projects and studies that enable regions to be well connected from an economic and social perspective.	249,628	249,628	203,183
Non-Departmental Output Expenses			
<i>Supporting Regional and Infrastructure Projects</i> This category is limited to supporting transport-related regional economic development initiatives.	3,995	3,995	3,796
Non-Departmental Other Expenses			
<i>Enabling Infrastructure Projects</i> This category is limited to expenses incurred on local transport-related infrastructure projects that contribute to the outcome of a lift in the productivity potential in the regions.	123,470	123,470	124,476
<i>Regional Projects and Capability</i> This category is limited to supporting regional development through transport-related projects, capability building, and feasibility studies for potential transport-related projects.	4,865	4,865	-
Non-Departmental Capital Expenditure			
<i>Infrastructure Projects</i> This category is limited to capital expenditure for transport-related infrastructure projects that contribute to the outcome of a lift in the productivity potential in the regions.	19,298	19,298	49,911
<i>Rail Projects</i> This category is limited to a capital injection to KiwiRail Holdings Limited to finance approved rail-related projects that contribute to the outcome of a lift in the productivity potential in the regions.	98,000	98,000	25,000
Policy Advice and Related Outputs MCA (M72) The single overarching purpose of this appropriation is to provide policy advice and other support to Ministers in discharging their policy decision-making and other portfolio responsibilities.	55,606	55,606	-
Departmental Output Expenses			
<i>Governance and Performance Advice on Crown Agencies</i> This category is limited to monitoring of and advice on the governance, performance and capability of transport Crown agencies.	3,099	3,099	-
<i>Ministerial Servicing</i> This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.	2,000	2,000	-
<i>Policy Advice</i> This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to transport.	50,507	50,507	-
Total Multi-Category Expenses and Capital Expenditure	362,674	362,674	239,875
Total Annual Appropriations and Forecast Permanent Appropriations	5,789,178	5,789,178	5,677,523

Multi-Year Appropriations

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Non-Departmental Output Expenses		
Protection of Transport Sector Agency Core Functions (M72) This appropriation is limited to purchase of core services from the Civil Aviation Authority (including Avsec) and Maritime New Zealand that are no longer able to be cost-recovered from third parties as a result of COVID-19. Commences: 01 April 2020 Expires: 30 June 2022	Original Appropriation	236,600
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	236,600
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	35,200
	Estimate for 2020/21	201,400
	Estimated Appropriation Remaining	-
Rail - Maintaining an Electric Locomotive Fleet (M72) This appropriation is limited to maintaining the operation of the existing electric locomotive fleet. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	26,600
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	26,600
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	15,600
	Estimated Appropriation Remaining	11,000
Non-Departmental Other Expenses		
Auckland City Rail Link - Operating (M72) This appropriation is limited to the operating expenses incurred by the Crown for the Auckland City Rail Link project. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	12,070
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	12,070
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	720
	Estimated Appropriation Remaining	11,350

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72) This appropriation is limited to rebates for the Automatic Dependent Surveillance-Broadcast (ADS-B) transponders rebate scheme to aircraft operators required to fit such equipment. Commences: 01 August 2019 Expires: 30 June 2022	Original Appropriation	11,750
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	11,750
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	3,900
	Estimate for 2020/21	3,925
	Estimated Appropriation Remaining	3,925
	Housing Infrastructure Fund - Fair Value Write Down (M72) This appropriation is limited to the expense incurred in the fair-value write down of interest-free loans from the Housing Infrastructure Fund to the New Zealand Transport Agency. Commences: 01 July 2018 Expires: 30 June 2021	Original Appropriation
Adjustments to 2018/19		-
Adjustments for 2019/20		-
Adjusted Appropriation		122,230
Actual to 2018/19 Year End		99,811
Estimated Actual for 2019/20		-
Estimate for 2020/21		22,419
Estimated Appropriation Remaining		-
Maintaining Airfreight Capacity (M72) This appropriation is limited to expenses incurred in supporting airlines and other aviation carriers to maintain air freight capacity. Commences: 24 March 2020 Expires: 30 June 2021		Original Appropriation
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	330,000
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	200,000
	Estimate for 2020/21	130,000
	Estimated Appropriation Remaining	-
	Non-Departmental Capital Expenditure	
Auckland City Rail Link (M72) This appropriation is limited to the Crown's share of the total project capital costs of the Auckland City Rail Link. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	1,687,586
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	1,687,586
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	355,000
	Estimated Appropriation Remaining	1,332,586
	Civil Aviation Authority Loans (M72) This appropriation is limited to providing loans to the Civil Aviation Authority for the purpose of investing in Aviation Security Service security screening equipment, and replacing regulatory technology platforms. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation
Adjustments to 2018/19		-
Adjustments for 2019/20		-
Adjusted Appropriation		86,000
Actual to 2018/19 Year End		-
Estimated Actual for 2019/20		-
Estimate for 2020/21		22,300
Estimated Appropriation Remaining		63,700

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Housing Infrastructure Fund Loans (M72) This appropriation is limited to interest-free loans from the Housing Infrastructure Fund of a duration of ten years or under to New Zealand Transport Agency to finance the transport infrastructure needed to unlock residential development. Commences: 01 July 2018 Expires: 30 June 2023	Original Appropriation	357,000
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	357,000
	Actual to 2018/19 Year End	3,000
	Estimated Actual for 2019/20	30,000
	Estimate for 2020/21	20,000
	Estimated Appropriation Remaining	304,000
Joint Venture Airports - Crown Contribution (M72) This appropriation is limited to enhancements to joint venture airport terminals and runways and the Crown's share of operating losses. Commences: 01 July 2018 Expires: 30 June 2023	Original Appropriation	2,500
	Adjustments to 2018/19	-
	Adjustments for 2019/20	7,420
	Adjusted Appropriation	9,920
	Actual to 2018/19 Year End	1,019
	Estimated Actual for 2019/20	2,133
	Estimate for 2020/21	4,604
	Estimated Appropriation Remaining	2,164
Rail - New Zealand Railways Corporation Equity Injection (M72) This appropriation is limited to equity injections to New Zealand Railways Corporation relating to property transactions funded by KiwiRail Holdings Limited. Commences: 01 April 2020 Expires: 30 June 2024	Original Appropriation	45,000
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	45,000
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	30,000
	Estimate for 2020/21	15,000
	Estimated Appropriation Remaining	-
Regional State Highways (M72) This appropriation is limited to the investigation, design and construction of regional State highways. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	105,947
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	105,947
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	105,947
	Estimated Appropriation Remaining	-
Waka Kotahi NZ Transport Agency Regulatory Loans (M72) This appropriation is limited to loans to Waka Kotahi NZ Transport Agency for approved regulatory cost pressures. Commences: 01 March 2020 Expires: 30 June 2024	Original Appropriation	35,500
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	35,500
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	25,390
	Estimate for 2020/21	10,110
	Estimated Appropriation Remaining	-

Total Annual Appropriations and Forecast Permanent Appropriations and Multi-Year Appropriations

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Annual Appropriations and Forecast Permanent Appropriations	5,789,178	5,789,178	5,677,523
Total Forecast MYA Non-Departmental Output Expenses	35,200	35,200	217,000
Total Forecast MYA Non-Departmental Other Expenses	203,900	203,900	157,064
Total Forecast MYA Non-Departmental Capital Expenditure	87,523	87,523	532,961
Total Annual Appropriations and Forecast Permanent Appropriations and Multi-Year Appropriations	6,115,801	6,115,801	6,584,548

Capital Injection Authorisations

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Ministry of Transport - Capital Injection (M72)	3,080	3,080	-

Supporting Information

Part 1 - Vote as a Whole

1.1 - New Policy Initiatives

Policy Initiative	Appropriation	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme	Administration of the Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme Non-Departmental Output Expense	350	200	200	-	-
	Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme (MYA) Non-Departmental Other Expense	3,900	3,925	3,925	-	-
Civil Aviation Authority's Digital Regulatory Technology Platform Replacement	Civil Aviation Authority Loans (MYA) Non-Departmental Capital Expenditure	-	5,300	4,500	2,200	-
Evacuation and Redeployment of Waka Kotahi NZ Transport Agency Staff in Palmerston North	Waka Kotahi NZ Transport Agency Palmerston North Premises Non-Departmental Other Expenses	1,500	1,500	1,500	1,500	-
	Waka Kotahi NZ Transport Agency Capital Contribution for Palmerston North Premises Non-Departmental Capital Expenditure	4,800	-	-	-	-
Future of Rail - Investment in Improved Resilience and Reliability of Core Assets	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	-	10,000	236,000	-	-
Future of Rail - Investment to Enable Rail Activities to be Funded Under the Land Transport Management Act	Rail - Maintenance and Renewal of the Rail Network Non-Departmental Output Expenses	-	-	-	148,200	-
Future of Rail - New Interisland Ferry Assets to Support a Resilient and Reliable Rail Freight System	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	-	51,900	89,000	111,000	130,600
Future of Rail - Rolling Stock Investment to Support a Resilient and Reliable Railway	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	-	-	237,500	145,200	8,000

Policy Initiative	Appropriation	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Governance and Monitoring for the New Zealand Upgrade Programme - Transport	Transport - Policy advice, ministerial servicing, governance, and other functions Departmental Output Expense	-	2,580	2,440	2,470	2,500
	Policy Advice and Related Outputs (MCA) - Policy Advice Departmental Output Expense	620	-	-	-	-
Health and Safety at Work Activities - Maritime NZ	Health and Safety at Work Activities - Maritime Non-Departmental Output Expense	-	5,240	5,240	5,240	5,240
International Membership Charges to Support Safety in Maritime and Aviation	Membership of International Organisations Non-Departmental Other Expense	120	120	120	120	120
Joint Venture Airports - The Crown's Share of Capital Works Costs and Operating Losses as Specified under the Deeds	Joint Venture Airports - Crown Contribution (MYA) Non-Departmental Capital Expenditure	763	4,104	521	1,162	-
KiwiRail - Covert Debt to Equity	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	-	174,250	-	-	-
KiwiRail Holidays Act 2003 Remediation	KiwiRail Holidays Act Remediation Non-Departmental Other Expense	-	29,000	-	-	-
Maintaining Airfreight Capacity in Response to the Impacts of Covid-19	Maintaining Airfreight Capacity (MYA) Non-Departmental Other Expense	200,000	130,000	-	-	-
	Policy Advice and Related Outputs (MCA) - Policy Advice Departmental Output Expense	1,000	-	-	-	-
	Transport - Policy advice, ministerial servicing, governance, and other functions Departmental Output Expense	-	500	-	-	-
New Zealand Upgrade Programme - Transport	Capital Investment Package - Roads, Walking and Cycling Non-Departmental Capital Expenditure	34,460	298,750	754,890	815,510	878,630
	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	30,540	192,310	313,390	244,370	93,490
Protection of Core Services of Transport Border Agencies Impacted by COVID-19	Protection of Transport Sector Agency Core Functions (MYA) Non-Departmental Output Expense	35,200	201,400	-	-	-

Policy Initiative	Appropriation	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Regional Investment Opportunities - Transport	Joint Venture Airports - Crown Contribution (MYA) Non-Departmental Capital Expenditure	870	-	-	-	-
	Regional State Highways (MYA) Non-Departmental Capital Expenditure	18,190	70,060	-	-	-
	Departmental Capital Injection	3,080	-	-	-	-
Regulatory Loans to Waka Kotahi NZ Transport Agency	Waka Kotahi NZ Transport Agency Regulatory Loans (MYA) Non-Departmental Capital Expenditure	25,390	10,110	-	-	-
Transport Accident Investigation Commission Knowledge Transfer System - Upgrades to Support a More Sustainable Database	Accident or Incident Investigation and Reporting Non-Departmental Output Expense	-	1,750	1,572	1,727	1,679
	Transport Accident Investigation Commission Non-Departmental Capital Expenditure	-	30	-	-	-
Tuawhenua Provincial Growth Fund - Transport	Tuawhenua Provincial Growth Fund - Transport Projects (MCA) - Supporting Regional and Infrastructure Projects Non-Departmental Output Expense	2,811	2,711	-	-	-
	Tuawhenua Provincial Growth Fund - Transport Projects (MCA) - Enabling Infrastructure Projects Non-Departmental Other Expense	145,640	79,245	-	-	-
	Tuawhenua Provincial Growth Fund - Transport Projects (MCA) - Regional Projects and Capability Non-Departmental Other Expense	700	-	-	-	-
	Tuawhenua Provincial Growth Fund - Transport Projects (MCA) - Infrastructure Projects Non-Departmental Capital Expenditure	10,320	48,430	-	-	-
	Tuawhenua Provincial Growth Fund - Transport Projects (MCA) - Rail Projects Non-Departmental Capital Expenditure	15,000	25,000	-	-	-
	Total		535,254	1,348,415	1,650,798	1,478,699

1.2 - Trends in the Vote

Summary of Financial Activity

	2015/16	2016/17	2017/18	2018/19	2019/20		2020/21			2021/22	2022/23	2023/24
	Actual \$000	Actual \$000	Actual \$000	Actual \$000	Final Budgeted \$000	Estimated Actual \$000	Departmental Transactions Budget \$000	Non- Departmental Transactions Budget \$000	Total Budget \$000	Estimated \$000	Estimated \$000	Estimated \$000
Appropriations												
Output Expenses	2,060,382	2,042,633	2,042,994	2,630,549	2,922,924	2,922,924	48,416	3,465,546	3,513,962	3,589,201	3,368,283	3,285,318
Benefits or Related Expenses	-	-	-	-	-	-	N/A	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Other Expenses	44,939	58,832	85,292	153,388	254,453	254,453	-	227,186	227,186	45,470	42,375	48,045
Capital Expenditure	1,398,383	1,553,893	2,130,032	1,773,846	2,631,356	2,631,356	250	2,603,275	2,603,525	3,296,987	3,486,337	2,941,810
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-	-	N/A	-	-	-	-
Multi-Category Expenses and Capital Expenditure (MCA)												
<i>Output Expenses</i>	10,542	12,533	358,292	51,856	26,365	26,365	-	20,173	20,173	7,970	7,970	7,970
<i>Other Expenses</i>	-	-	-	15,154	129,805	129,805	-	125,176	125,176	700	-	-
<i>Capital Expenditure</i>	-	-	350,017	71,958	150,898	150,898	N/A	94,526	94,526	34,000	3,000	-
Total Appropriations	3,514,246	3,667,891	4,966,627	4,696,751	6,115,801	6,115,801	48,666	6,535,882	6,584,548	6,974,328	6,907,965	6,283,143
Crown Revenue and Capital Receipts												
Tax Revenue	1,536,566	1,636,154	1,713,383	1,833,276	1,790,520	1,790,520	N/A	1,819,852	1,819,852	2,034,408	2,166,543	2,271,263
Non-Tax Revenue	10,606	10,551	11,103	11,629	10,060	10,060	N/A	10,060	10,060	10,060	10,060	10,060
Capital Receipts	18,108	14,959	3,026	3,839	13,000	13,000	N/A	4,200	4,200	2,200	2,200	2,200
Total Crown Revenue and Capital Receipts	1,565,280	1,661,664	1,727,512	1,848,744	1,813,580	1,813,580	N/A	1,834,112	1,834,112	2,046,668	2,178,803	2,283,523

Note - where restructuring of the vote has occurred then, to the extent practicable, prior years information has been restated as if the restructuring had occurred before the beginning of the period covered. In this instance Total Appropriations for the Budgeted and Estimated Actual year may not equal Total Annual Appropriations and Forecast Permanent Appropriations and Multi-Year Appropriations in the Details of Appropriations and Capital Injections.

Adjustments to the Summary of Financial Activity Table Due to Vote Restructuring

	2015/16 Adjustments \$000	2016/17 Adjustments \$000	2017/18 Adjustments \$000	2018/19 Adjustments \$000	2019/20 Final Budgeted Adjustments \$000	2019/20 Estimated Actual Adjustments \$000
Appropriations						
Output Expenses	30,374	31,928	32,398	35,539	55,606	55,606
Benefits or Related Expenses	-	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-
Other Expenses	-	-	-	-	-	-
Capital Expenditure	-	-	-	-	-	-
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-
Multi-Category Expenses and Capital Expenditure (MCA)						
<i>Output Expenses</i>	(30,374)	(31,928)	(32,398)	(35,539)	(55,606)	(55,606)
<i>Other Expenses</i>	-	-	-	-	-	-
<i>Capital Expenditure</i>	-	-	-	-	-	-
Total Appropriations	-	-	-	-	-	-
Crown Revenue and Capital Receipts						
Tax Revenue	-	-	-	-	-	-
Non-Tax Revenue	-	-	-	-	-	-
Capital Receipts	-	-	-	-	-	-
Total Crown Revenue and Capital Receipts	-	-	-	-	-	-

The prior year information in the Summary of Financial Activity table has been restated to reflect the current Vote structure.

1.3 - Analysis of Significant Trends

Analysis of Significant Trends

Significant trends in Vote Transport are discussed briefly below. In all of the tables, the 2015/16 to 2018/19 figures are actual and the other years are forecasts.

Tax Revenue

Land transport revenue is hypothecated by legislation to the National Land Transport Fund, the majority of which pays for the National Land Transport Programme. In 2020/21, the Crown is forecast to collect \$3,912 million of land transport revenue.

There are three types of land transport revenue:

- fuel excise duty paid on petroleum-based fuels by the importer
- road user charges paid by owners of diesel and, in future, other non-petroleum based vehicles, and
- motor vehicle registration fees paid by owners of most vehicles.

The first is collected by the New Zealand Customs Service and the others by Waka Kotahi NZ Transport Agency.

The majority of the revenue is spent within Vote Transport with some in Vote Police for Road Policing activities (\$395 million in 2020/21). Land transport revenue is forecast at least twice a year and the funding to the NLTP is adjusted upwards or downwards in line with revenue.

Regional Fuel Tax is not revenue for the Crown and is therefore not included within Vote Transport.

Revenue Trends

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Road user charges (net)	1,381	1,469	1,551	1,673	1,624	1,663	1,879	2,008	2,111
Motor vehicle registration (net)	214	223	227	227	235	227	231	235	239
Fuel excise duty refunds	(59)	(56)	(65)	(66)	(68)	(70)	(76)	(77)	(79)
Vote Transport tax revenue	1,536	1,636	1,713	1,834	1,791	1,820	2,034	2,166	2,271
Fuel excise duty	1,941	1,969	1,969	2,053	1,977	2,092	2,252	2,297	2,341
Total land transport tax revenue	3,477	3,605	3,682	3,887	3,768	3,912	4,286	4,463	4,612

Over the years shown above, road user charges and fuel excise duty rates were increased in 2015, 2018 and 2019. There has been an increase in fuel excise duty of 3.5 cents per litre effective 1 July 2019, with equivalent increases in road user charges rates effective from 1 July 2019. Further increases are intended to take effect on 1 July 2020. This is reflected in the table above. The land transport revenue forecast above also includes the current anticipated impacts of COVID-19. Any further policy decisions on New Zealand's COVID-19 alert level system are likely to impact land transport revenue. This will be monitored by the Ministry of Transport, Waka Kotahi NZ Transport Agency, and the Treasury.

The land transport tax revenue is hypothecated to the National Land Transport Fund and therefore can be approved pursuant to a permanent legislative authority. For transparency, the expenditure proposed is shown in the Estimates although no annual appropriation is required. This disclosure provides a transparent view of the Government's books as the land transport tax revenue is matched by equal expenditure. If the expenditure was not shown, the revenue would create an apparent surplus.

Appropriations by Purpose within Vote Transport

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
National Land Transport Programme PLAs	2,839	3,002	3,371	3,616	3,702	3,474	3,885	4,071	4,223
Loans from the Crown for roading	262	127	100	35	530	520	540	764	500
Other funding from the Crown for roading projects	44	168	518	166	219	512	755	816	879
Rail	244	243	908	707	1,197	1,513	1,585	1,069	339
Crown entities	33	34	36	31	133	283	84	69	56
Other	59	58	62	172	274	234	78	74	68
Departmental funding	33	35	36	41	61	49	47	45	45
Total appropriations	3,514	3,667	5,031	4,768	6,116	6,585	6,974	6,908	6,110

The figures shown by type of appropriation in the Summary of Financial Activity table (section 1.2) have been reanalysed by purpose, to allow for a more meaningful and straightforward explanation of the trends.

The funding by each purpose is explained in more detail below.

Government Policy Statement and the National Land Transport Programme (NLTP)

The Government Policy Statement on land transport (GPS) sets out the Government's priorities for land transport investment for 10 years. The GPS is a statutory document required by the Land Transport Management Act 2003. It also sets ranges of expenditure on defined activities.

The GPS is central to transport planning processes. Local authorities develop their regional land transport plans (RLTPs) using the signals provided in the GPS. Waka Kotahi NZ Transport Agency selects projects from within the RLTPs to develop the three-year National Land Transport Programme, which gives effect to the GPS.

The GPS that is currently in force is the GPS 2018. The GPS 2018 came into force on 1 July 2018.

The current NLTP was adopted on 1 September 2018 and is effective for the years 2018/19 to 2020/21.

There are two permanent legislative authority appropriations (PLAs) for the NLTP - one operating and one capital in nature. The other sections of this document provide more detail on expenditure by the different activity classes.

In addition to the permanent legislative authority funding, there are some annual appropriations for specific purposes.

Road funding

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Appropriated under PLA for NLTP									
Operating	1,982	1,888	2,280	2,602	2,756	3,172	3,455	3,097	3,169
Capital	857	1,114	1,091	1,014	946	301	430	973	1,054
Sub total	2,839	3,002	3,371	3,616	3,702	3,473	3,885	4,070	4,223
Crown appropriations									
Capital - cash flow management loan	125	-	-	-	500	500	500	500	500
Capital - project loan	137	127	100	35	30	20	40	264	-
Other	44	168	518	150	137	433	755	816	879
Provincial Growth Fund - Roothing	-	-	-	17	82	79	-	-	-
Sub total	306	295	618	201	749	1,032	1,295	1,580	1,379
Total appropriations	3,145	3,297	3,989	3,817	4,451	4,505	5,180	5,650	5,602

Permanent Legislative Authority Funding

Waka Kotahi NZ Transport Agency balances the funding available between the operating and capital appropriations to deliver the NLTP. The Agency uses the capital appropriation to fund the delivery of new infrastructure. For transparency, the Agency manages the funding by allocating sufficient funding to the operating appropriation to deliver the activities planned. Any shortfall is reflected in the capital appropriation and is managed using the loan facilities detailed below. These forecasts incorporate the expected reduction in land transport revenue due to the impacts of COVID-19.

Annual Appropriations - Loans for the Management of Cash Flow for a Three Year NLTP within the Annual Government Budget Cycle

The NLTP is a three-year programme, with Waka Kotahi NZ Transport Agency Board required to approve funding for activity over multiple years. Variations in project timing, cost overruns and fluctuations in revenue may result in expenditure in a particular year exceeding the available funds, despite being within the expected range over the three years. Such negative cash flow variations may require adjustments to the land transport programme in the short to medium term.

This has been addressed by approving a borrowing facility to manage short-term cash flow variations between hypothecated revenue inflows and expenditure outflows. The facility allows Waka Kotahi NZ Transport Agency greater flexibility and efficiency in managing the timing of any required adjustments to the programme. This loan has two components:

- up to \$175 million, for the purpose of managing regular seasonal cash flow cycles (to be repaid during the construction off-season, when revenue inflows exceed expenditure), and
- up to \$75 million, for the purpose of managing unexpected and unavoidable cash flow variations.

Waka Kotahi NZ Transport Agency is in charge of managing the facility and it draws down the loan and makes repayments as revenue levels permit. The constraint is that the loan balance may not exceed \$250 million at any time. In calculating the size of the appropriation, only drawdowns can be taken into account and so the appropriation of \$500 million shown above is not a reflection of the net funding being

provided. The size of actual drawdowns can be seen in the figures for previous years. The Agency reports quarterly to the Minister of Transport on the ongoing management of the loan against its terms and conditions.

Loans for Specific Projects

The Crown has provided a loan facility to Waka Kotahi NZ Transport Agency from the Housing Infrastructure Fund. \$354 million is available over the four years from 2019/20 to 2022/23. Previously, loans have been provided to Waka Kotahi NZ Transport Agency to accelerate projects in the Auckland transport package and for the reinstatement of earthquake-damaged roads in Christchurch.

Other Roothing Funding from the Crown

Land transport revenue is intended to be the primary source of funding for the roading activities within the NLTP but the Crown can appropriate additional funding if it wishes. The other funding for roading is for specific projects such as the reinstatement of State Highway 1 between Picton and Christchurch, Urban Cycleways, Regional State highways and the New Zealand Upgrade Programme.

Provincial Growth Fund - Roothing

In 2020/21, \$79 million of Provincial Growth Fund funding is allocated for infrastructure projects.

Rail funding

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
To KiwiRail Group									
Capital - additional investment	210	190	260	230	481	954	876	501	232
Capital - loans and equity	-	-	164	164	174	-	-	-	-
Capital - property transactions	18	15	3	4	43	19	2	2	2
Provincial Growth Fund - Rail	-	-	-	-	167	124	34	3	-
Other projects	16	38	156	245	56	61	15	152	4
To Others									
Auckland City Rail Link	-	-	326	65	275	356	658	412	101
Total	244	243	909	708	1,196	1,514	1,585	1,070	339

Capital - Investment in the New Zealand rail system

This equity funding is provided to support capital expenditure by KiwiRail Holdings Limited for the New Zealand rail system. The Crown appropriated \$711 million to support capital expenditure for 2018/19 and 2019/20, and \$954 million to support capital expenditure for 2020/21. As part of the Future of Rail review, the Crown has appropriated \$565 million to support working capital (\$266 million), rolling stock investment (\$237 million), ferry assets (\$52 million) and investment in improved resilience and reliability of core assets (\$10 million). \$192 million of the capital appropriation relates to the New Zealand Upgrade Programme.

Capital - Loans and Equity

This balance mainly reflects existing loans being rolled over and so requiring an appropriation. These loans will be converted to equity to KiwiRail Holdings Limited in 2020/21.

Capital - Property Transactions

This balance reflects property transactions by New Zealand Railways Corporation, the proceeds of which must be reinvested in KiwiRail Holdings Limited. An appropriation is required to recognise the increase in equity in KiwiRail Holdings Limited due to the receipt of these proceeds. This appropriation is not additional funding from the Crown. The balance also includes equity injection to New Zealand Railways Corporation relating to property transactions funded by KiwiRail Holdings Limited.

Other Projects - Operating and Capital Funding

For 2020/21, the projects include the KiwiRail Holidays Act remediation (\$29 million), maintenance of the existing electric locomotive fleet (\$16 million), upgrade of the Wellington metro rail network (\$12 million), and public policy and railway safety work (\$4 million).

Auckland City Rail Link

This funding is for the Crown's 50% share of costs (\$356 million for 2020/21) for the Auckland City Rail Link which is being delivered by City Rail Link Limited. The Crown is a co-sponsor of the project along with the Auckland Council. The Auckland City Rail Link is expected to be complete by 2024/25.

Provincial Growth Fund - Rail

In 2020/21, \$124 million of Provincial Growth Fund funding is allocated to rail projects.

Funding to Crown Entities

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Output expense	28	33	36	31	79	250	49	49	48
Capital	5	1	-	-	54	32	36	19	8
Total	33	34	36	31	133	282	85	68	56

Most transport Crown entity activity is funded from the NLTP or fees and charges and so the Crown funding is relatively small. Majority of Crown entity funding for 2020/21 comprises funding for the protection of transport agency functions in light of COVID-19, Search and Rescue activities, incident investigation and reporting, as well as policy advice and ministerial servicing for the various entities.

A loan facility is in place for \$85 million over 2019/20 to 2023/24 to provide loans to the Civil Aviation Authority for the purpose of investing in Aviation Security Service security screening equipment and the replacement of the digital regulatory technology platform.

Other

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Total	59	58	62	172	276	234	79	75	69

The 'Other' category is mainly funding paid to third parties and one off projects. Key elements in 2020/21 are:

- Maintaining airfreight capacity (\$130 million)
- SuperGold Card public transport concessions (\$31 million),
- purchase of weather forecasting services from the Meteorological Service of New Zealand (\$25 million), and
- Housing Infrastructure Fund fair value write-down (\$22 million).

Departmental Output Expenses

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Funding to the Ministry	33	35	36	41	61	49	47	45	45
Total	33	35	36	41	61	49	47	45	45

The Departmental funding fluctuates throughout the years as a result of one-off funding for specific projects, increased third party revenue, and transfers of funding between years.

Non-Tax Revenue

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Tolling revenue	9	10	11	11	8	8	8	8	8
Other	1	-	-	1	2	2	2	2	2
Total	10	10	11	12	10	10	10	10	10

Tolling revenue comes from the Northern Gateway road that is tolled by the Crown to repay the costs of the road.

Other revenue is now only fines, which are usually around \$2 million per annum.

Capital Receipts

	2015/16 \$m	2016/17 \$m	2017/18 \$m	2018/19 \$m	2019/20 \$m	2020/21 \$m	2021/22 \$m	2022/23 \$m	2023/24 \$m
Total	18	15	3	4	13	4	2	2	2

This balance reflects the proceeds of the property transactions by New Zealand Railways Corporation, which must be reinvested in KiwiRail Holdings Limited. The receipts are reflected in the Crown's books and there is an equal appropriation to recognise the increase in equity in KiwiRail Holdings Limited. The appropriation is included in the Rail Funding section earlier in this document as Capital - Property.

1.4 - Reconciliation of Changes in Appropriation Structure

The following changes to appropriations are the result of combining departmental appropriations as an initial part of modernising the public finance system.

2019/20 Appropriations in the 2019/20 Structure	2019/20 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2019/20 Appropriations in the 2020/21 Structure	2019/20 (Restated) \$000	2020/21 \$000
Policy Advice and Related Outputs MCA <i>Departmental Output Expenses</i>						
Governance and Performance Advice on Crown Agencies	3,099	Transferred to: Transport - Policy advice, ministerial servicing, governance, and other functions	(3,099)			
Ministerial Servicing	2,000	Transferred to: Transport - Policy advice, ministerial servicing, governance, and other functions	(2,000)			
Policy Advice	50,507	Transferred to: Transport - Policy advice, ministerial servicing, governance, and other functions	(50,507)			
Departmental Output Expenses						
Fuel Excise Duty Refund Administration	738	Transferred to: Transport - Policy advice, ministerial servicing, governance, and other functions	(738)			
Milford Sound / Piopiotahi Aerodrome Operation and Administration	488	Transferred to: Transport - Policy advice, ministerial servicing, governance, and other functions	(488)			
Transport - Policy advice, ministerial servicing, governance, and other functions	-	Transferred from: Policy Advice and Related Outputs MCA Fuel Excise Duty Refund Administration Milford Sound / Piopiotahi Aerodrome Operation and Administration	55,606 738 488	Transport - Policy advice, ministerial servicing, governance, and other functions	56,832	43,731
Total changes in appropriations	56,832		-		56,832	43,731

Explanations of the reasons for changing the appropriation structure are noted in the details of each appropriation in Parts 2-4.

Part 2 - Details of Departmental Appropriations

2.1 - Departmental Output Expenses

Search and Rescue Activity Coordination PLA (M72)

Scope of Appropriation

The estimated amount to be spent on the coordination of search and rescue activities as authorised by section 9(1) of Land Transport Management Act 2003.

Expenses and Revenue

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	2,301	2,301	4,185
Revenue from the Crown	2,301	2,301	4,185
Revenue from Others	-	-	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the delivery of effective, well coordinated Search and Rescue capability.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Survey results show that the New Zealand Search and Rescue Council is satisfied with the provision of effective support services and policy advice for the New Zealand search and rescue sector	95% or higher	95% or higher	95% or higher

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to:

- a carry forward of \$61,000 2018/19 to 2019/20, and
- additional funding of \$1.945 million in 2020/21 as a result of the triennial funding review on the use of fuel excise duty paid by recreational boats.

Search and Rescue Training and Training Coordination (M72)

Scope of Appropriation

This appropriation is limited to search and rescue training and training coordination.

Expenses and Revenue

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,300	1,300	500
Revenue from the Crown	-	-	-
Revenue from Others	1,300	1,300	500

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve effective management and purchase of the delivery of search and rescue skill acquisition training for people operating in the search and rescue sector.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Percentage of planned search and rescue training courses that are delivered	80%	80%	80%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 aligns with the funding agreed to in the Memorandum of Understanding with the Tertiary Education Commission for the delivery of search and rescue training.

Transport - Policy advice, ministerial servicing, governance, and other functions (M72)

Scope of Appropriation

This appropriation is limited to the provision of policy advice; services to support Ministers to discharge their portfolio responsibilities relating to transport; monitoring of and advice on the governance, performance and capability of transport Crown entities; administration of Fuel Excise Duty refunds; and the operation of Milford Sound/Piopirotahi aerodrome.

Expenses and Revenue

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	43,731
Revenue from the Crown	-	-	43,286
Revenue from Others	-	-	445

Components of the Appropriation

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Policy Advice, Governance and Ministerial Servicing	-	-	42,668
Milford Sound/Piopirotahi Aerodrome	-	-	325
Fuel Excise Duty Refund Administration	-	-	738
Total	-	-	43,731

Comparators for Restructured Appropriation

This appropriation results from combining the appropriations listed in this table as an initial part of modernising the public finance system.

Vote, Type and Title of Appropriation	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Policy Advice and Related Outputs MCA			
<i>Departmental Output Expense</i>			
Governance and Performance Advice on Crown Agencies	3,099	3,099	-
Ministerial Servicing	2,000	2,000	-
Policy Advice	50,507	50,507	-
Departmental Output Expenses			
Fuel Excise Duty Refund Administration	738	738	-
Milford Sound / Piopirotahi Aerodrome Operation and Administration	488	488	-
Total	56,832	56,832	43,731

What is Intended to be Achieved with this Appropriation

This appropriation is intended to enable leadership of the transport system, ministerial decision-making, and the provision of transport related services that support the transport system to improve people's wellbeing, and the liveability of places.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Policy Advice, Governance and Ministerial Servicing			
Reduction in the number of deaths and serious injuries in the transport system over the medium term	New Measure	New Measure	Achieved
Increase in the use of active modes and public transport in the major urban areas over the medium term	New Measure	New Measure	Achieved
Increase the amount of export and import freight moved by the transport system over the medium term	New Measure	New Measure	Achieved
Key risks to the resilience and security of the transport system are identified and system mitigations to address these are being implemented and managed appropriately	New Measure	New Measure	Achieved
Reduction in the level of greenhouse gases emitted from domestic transport (carbon dioxide equivalence emissions/kt of CO ₂ -e) economy over the medium term	New Measure	New Measure	Achieved
Satisfaction of the portfolio Minister with the policy advice service (average score between 2 - 3)	New Measure	New Measure	Achieved
Milestones contained in the output plan are completed as agreed, or as subsequently amended by the agreement between the Minister and the Chief Executive	New Measure	New Measure	95%
Assessment of the quality of a sample of the Ministry policy advice papers (average score between 3 - 4)	New Measure	New Measure	Achieved
Assessment of the quality of a sample of the Ministry governance advice papers (average score between 3 - 4)	New Measure	New Measure	Achieved
Advice on Crown entity board appointments provided to agreed timeframes	New Measure	New Measure	Achieved
Percentage of Official Information Act requests to the Ministry replied to within statutory timeframes	New Measure	New Measure	100%
Percentage of draft replies to Ministerial correspondence completed within 10 working days	New Measure	New Measure	80%
Milford Sound/Piopiotaahi Aerodrome			
The Milford Sound/Piopiotaahi aerodrome operation will conform with appropriate Civil Aviation Authority safety requirements	New Measure	New Measure	Achieved
The operating costs for the Milford Sound/Piopiotaahi aerodrome are within third-party revenue	New Measure	New Measure	Achieved
Fuel Excise Duty Refund Administration			
Average number of days taken to process refunds of fuel excise duty	New Measure	New Measure	20 working days or less

Note - For context purposes, comparative 2019/20 performance information for similar performance measures to those listed above can be found in Vote Transport appropriations for Policy Advice and Related Outputs MCA, Fuel Excise Duty Refund Administration and Milford Sound / Piopiotaahi Aerodrome Operation and Administration.

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Governance and Monitoring for the New Zealand Upgrade Programme - Monitoring Transport Related Projects	2019/20	620	2,580	2,440	2,470	2,500
Maintaining Airfreight Capacity in Response to the Impacts of COVID-19	2019/20	1,000	500	-	-	-
Establishing a Green Transport Card to Make Public Transport More Affordable for Low-Income Households	2019/20	4,640	-	-	-	-
Future of Rail - Implement the Future of Rail Review Recommendations	2019/20	500	500	-	-	-
Previous Government						
Ministry of Transport - Capacity and Capability	2017/18	4,000	4,000	4,000	4,000	4,000
Auckland City Rail Link	2017/18	1,000	1,000	1,000	1,000	1,000

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 (compared to the restructured appropriation amounts) is due to the net of:

- \$5.499 million additional third party revenue in 2019/20 (decrease)
- \$3.180 million variability in the initiatives presented in the initiatives table above (decrease)
- \$2.802 million carried forward from 2018/19 to 2019/20 (decrease)
- \$2 million provided in 2019/20 for the Upper North Island Supply Chain Strategy work programme (decrease), and
- \$380,000 additional funding in 2020/21 compared to 2019/20 for the development and maintenance of a comprehensive system approach to revenue policy (increase).

2.3 - Departmental Capital Expenditure and Capital Injections

Ministry of Transport - Capital Expenditure PLA (M72)

Scope of Appropriation

This appropriation is limited to the purchase or development of assets by and for the use of the Ministry of Transport, as authorised by section 24(1) of the Public Finance Act 1989.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Forests/Agricultural	-	-	-
Land	-	-	-
Property, Plant and Equipment	5	5	5
Intangibles	265	265	245
Other	-	-	-
Total Appropriation	270	270	250

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the renewal of assets in support of the delivery of the Ministry of Transport's services.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Expenditure is in accordance with the Ministry's capital expenditure plan and asset management plan	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Reasons for Change in Appropriation

This appropriation reflects the Ministry of Transport's forecast capital expenditure. Capital purchases are often one off in nature, which accounts for variations in this appropriation between years. The Ministry has received a capital injection of \$3.080 million in 2019/20 for the replacement of the Milford Aerodrome runway. The capital expenditure for this work will be included in this appropriation when the Ministry of Transport Chief Executive has approved the 2020/21 capital expenditure plan.

*Capital Injections and Movements in Departmental Net Assets***Ministry of Transport**

Details of Net Asset Schedule	2019/20 Estimated Actual \$000	2020/21 Projected \$000	Explanation of Projected Movements in 2020/21
Opening Balance	2,810	5,890	
Capital Injections	3,080	-	
Capital Withdrawals	-	-	
Surplus to be Retained (Deficit Incurred)	-	-	
Other Movements	-	-	
Closing Balance	5,890	5,890	

Part 3 - Details of Non-Departmental Appropriations

3.1 - Non-Departmental Output Expenses

Accident or Incident Investigation and Reporting (M72)

Scope of Appropriation

This appropriation is limited to inquiries, investigations and activities in accordance with the Transport Accident Investigation Commission Act 1990.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	5,520	5,520	7,270

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the conduct and completion of independent inquiries into selected aviation, rail and marine safety occurrences with the intent of helping to avoid recurrences.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Number of reports published for domestic inquiries (including interim reports)	New Measure	New Measure	15-25
Number of inquiries by overseas jurisdictions assisted	4-8	9	4-8
Proportion of closed domestic inquiries completed within 440 working days	70%	70%	70%
Average cost of domestic inquiries closed	\$300,000-\$350,000	\$330,000	\$300,000-\$350,000
Judicial reviews of Commission inquiries that identify process issues	Nil	Nil	Nil

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Transport Accident Investigation Commission in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Transport Accident Investigation Commission Knowledge Transfer System - Upgrades to Support a More Sustainable Database	2020/21	-	1,750	1,572	1,727	1,679

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to the funding provided for the initiative in the initiatives table above.

Administration of the Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72)

Scope of Appropriation

This appropriation is limited to expenses incurred in the administration of the Automatic Dependent Surveillance-Broadcast transponders rebate scheme.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	350	350	200

What is Intended to be Achieved with this Appropriation

This appropriation is intended to enable the administration of the Automatic Dependent Surveillance-Broadcast transponders rebate scheme.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Applications and claims to the ADS-B transponders rebate scheme that meet eligibility criteria are administered within required standards.	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme	2019/20	350	200	200	-	-

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due to variable amounts of funding for the initiative in the initiatives table above.

Crash Analysis (M72)

Scope of Appropriation

This appropriation is limited to operating the Crash Analysis System and performing associated crash analysis and research activities.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	775	775	775

What is Intended to be Achieved with this Appropriation

This appropriation is intended to provide information to achieve targeted road safety improvement interventions.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Average number of days taken to enter fatal crash reports into the Crash Analysis System	10 working days	7 working days	10 working days

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Health and Safety at Work Activities - Civil Aviation (M72)

Scope of Appropriation

This appropriation is limited to health and safety activities for the civil aviation sector, for which the Civil Aviation Authority has designated responsibility.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,174	1,174	1,201

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a high level of safety and security standards within the New Zealand civil aviation system.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Number of aviation-specific good practice guides and guidance material developed and maintained	2-5	2	2-5
We will complete health and safety assessments, investigations and audits (work types) within: See Note 1			
• 180 days	New Measure	New Measure	60%
• 12 months	New Measure	New Measure	100%
Number of scheduled activities (audits and outreach)	24	24	24
Number of non-scheduled activities (assessments, investigations)	30-50	30	30-50

Note 1 - A completed work type is when the recommendations/ findings are made. All work types include assessments and audits as well as investigations.

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Previous Government						
Civil Aviation Authority - Health and Safety at Work Act 2015	2017/18	1,174	1,201	1,201	1,201	1,201

Reasons for Change in Appropriation

The increase in this appropriation for 2019/20 is due to variable amounts of funding for the initiative in the initiatives table above.

Health and Safety at Work Activities - Maritime (M72)

Scope of Appropriation

This appropriation is limited to health and safety activities for the maritime sector, for which Maritime New Zealand has designated responsibility.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	6,238	6,238	6,194

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the provision of regulatory services that are established under the Health and Safety at Work Act 2015 as the responsibility of Maritime New Zealand.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
The percentage of prosecutions brought under the Health and Safety at Work Act and/or the Maritime Transport Act that result in the relevant parties being held to account	75% or greater	75% or greater	75% or greater
The number of proactive, targeted HSWA inspection campaigns delivered	2	3	2

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Health and Safety at Work Activities - Maritime NZ	2020/21	-	5,240	5,240	5,240	5,240
Previous Government						
Maritime New Zealand - Health and Safety at Work Act 2015	2017/18	6,191	954	954	954	954

Reasons for Change in Appropriation

The decrease in this appropriation for 2019/20 is due to the net of:

- Carry forward of \$47,000 from 2018/19 to 2019/20 (decrease), and
- Variability of funding for the initiatives in the initiatives table above (increase).

Licensing Activities (M72)*Scope of Appropriation*

This appropriation is limited to land transport licensing services, including driver licensing, not met by user fees.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	2,550	2,550	2,550

Components of the Appropriation

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Older driver licence holder subsidy	1,445	1,445	1,445
Drug and alcohol assessment costs	1,030	1,030	1,030
Driver licence stop orders	75	75	75
Total	2,550	2,550	2,550

What is Intended to be Achieved with this Appropriation

This appropriation is intended to ensure that specific elements of the licensing system (older driver licence holder subsidy, drug and alcohol assessment costs, and driver licence stop orders) are effectively and efficiently managed.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Number of drug or alcohol assessments funded	1,200 - 1,400	750	700-850 (see Note 1)
Number of older driver licences subsidised	39,000-41,000	39,000	39,000-41,000 (see Note 1)

Note 1 - Results are dependent on the number of applications received.

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Maritime Port Security (M72)*Scope of Appropriation*

This appropriation is limited to standby screening and searching services at ports.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	145	145	145

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve preparedness to provide a maritime security response role to a high level threat situation affecting cruise ships or their passengers.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Number of major findings from the annual audit review of the readiness/provision of Maritime Security Support	Nil	Nil	Nil

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Ministerial Servicing by the New Zealand Transport Agency (M72)

Scope of Appropriation

This appropriation is limited to Ministerial servicing by the New Zealand Transport Agency.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	548	548	548

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the effective delivery of support to executive government and parliamentary processes.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of requests completed within specified timeframes - Ministerial correspondence	100%	99%	100%
Proportion of requests completed within specified timeframes - Parliamentary questions	100%	95%	100%
Proportion of requests completed within statutory timeframes - Official Information Act requests	100%	99%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

National Land Transport Programme PLA (M72)

Scope of Appropriation

The estimated amount to be spent on activities under the National Land Transport Programme, as authorised by section 9 (3) and (4) of the Land Transport Management Act 2003.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	2,755,519	2,755,519	3,172,435

Components of the Appropriation

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Made up of expenditure on the following activities			
State Highway Improvements	526,000	526,000	973,149
Local Road Maintenance	690,180	690,180	668,924
Public Transport	586,207	586,207	594,226
Local Road Improvements	243,959	243,959	308,621
State Highway Maintenance	447,804	447,804	276,051
Transitional Rail	44,800	44,800	100,000
Investment Management	87,550	87,550	81,750
Walking and Cycling	38,867	38,867	71,176
Road Safety Promotion	58,287	58,287	56,285
Regional Improvements	31,865	31,865	42,253
Total funding	2,755,519	2,755,519	3,172,435

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve investment in the maintenance and improvement of land transport networks and services, including co-investment with local authorities in local roads and public transport.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Investment Management			
Proportion of total cost of managing the investment funding allocation system to total National Land Transport Programme expenditure	1.1 % or less	1.05 %	1.1 % or less
Road Safety Promotion			
Proportion of road safety advertising campaigns that meet or exceed their agreed success criteria	80% or greater	80%	80% or greater
Local Road Improvements			
Length of the local road network modified to align with safe and appropriate speed	New Measure	New Measure	Baseline Setting
State Highway Improvements			
Proportion of state highway improvement activities delivered to agreed standards and timeframes	90% or greater	Not available (see Note 1)	90% or greater
Length of the state highway network modified to align with safe and appropriate speed	New Measure	New Measure	250 kilometres

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Local Road Maintenance			
Smooth ride: proportion of travel on smooth roads	86% or greater	Not Available (See Note 1)	86% or greater
Local road maintenance cost per lane kilometre delivered	\$3,000 or less	Not available (See Note 1)	\$3,000 or less
State Highway Maintenance			
Proportion of state highway maintenance activities delivered to agreed standards and timeframes	90% or greater	Not Available (See Note 1)	90% or greater
Safe stopping: proportion of network above skid threshold	New Measure	New Measure	98% or greater
State highway maintenance cost per lane kilometre delivered	\$24,000-\$28,000	Not available (See Note 1)	\$24,000-\$28,000
Regional Improvements			
Proportion of regional improvement activities delivered to agreed standards and timeframes	90% or greater	90%	90% or greater
Transitional Rail			
Proportion of transitional rail projects delivered to plan	New Measure	New Measure	90% or greater
Public Transport			
Number of boardings on urban public transport services (bus, train, ferry)	165 million or greater	181 million	181 million or greater (See Note 2)
Proportion of people with access to frequent public transport services at peak times in Auckland, Wellington and Christchurch.	Increasing	Not Available (See Note 1)	Increasing
Walking and Cycling			
Network kilometres of walking and cycling facilities delivered	Increasing	Increasing	Increasing

Note 1 - Data is collected only at year-end.

Note 2 - Demand projections for 2020/21 from local authorities are not yet available. This target was based on the 2019/20 year-end estimate of the measure.

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Reasons for Change in Appropriation

The appropriation represents the operating expenditure of the National Land Transport Programme (NLTP) and its size varies each year depending on the activities in the Programme and the land transport revenue available.

The Government Policy Statement on land transport identifies ranges of expenditure that the government wishes to commit to different land transport activities. Waka Kotahi NZ Transport Agency in conjunction with regional bodies then develops the NLTP, detailing how the funding will be spent and what it will deliver within the ranges. The Government Policy Statement is a ten-year document which is reviewed every three years. The NLTP is a three-year document. A revised Government Policy Statement was in force from 1 July 2018 relating to the years 2018/19 to 2027/28 and a new NLTP in force from 1 September 2018 relating to the years 2018/19 to 2020/21.

The current indicative expenditure for 2019/20 and 2020/21 is shown above in the Components of the Appropriation table and incorporates the current expected impacts of COVID-19. Expenditure may vary year on year for activities depending on the particular work being undertaken. More detail is available from Waka Kotahi NZ Transport Agency's website.

Conditions on Use of Appropriation

Reference	Conditions
Performance guidelines	All activities are assessed in accordance with the methodology set in the Planning, Programming and Funding Manual and Section 20 of the Land Transport Management Act 2003.

Protection of Transport Sector Agency Core Functions (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Protection of Transport Sector Agency Core Functions (M72) This appropriation is limited to purchase of core services from the Civil Aviation Authority (including Avsec) and Maritime New Zealand that are no longer able to be cost-recovered from third parties as a result of COVID-19. Commences: 01 April 2020 Expires: 30 June 2022	Original Appropriation	236,600
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	236,600
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	35,200
	Estimate for 2020/21	201,400
Estimated Appropriation Remaining	-	

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the protection of core services provided by transport border agencies whose third party revenue base has been significantly impacted as a result of COVID-19.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Maintain appropriate capability for core functions - appropriate resourcing to meet service level requirements	Achieved	Achieved	Achieved
Mitigate costs to the Crown - delivery of a plan to minimise the fiscal costs to the Crown by 30 June 2020	Achieved	Achieved	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by Civil Aviation Authority, Aviation Security Service, and Maritime New Zealand in their annual reports.

Service Providers

Provider	2019/20 Final Budgeted \$000	2019/20 Estimated Actual \$000	2020/21 Budget \$000	Expiry of Resourcing Commitment
Aviation Security Service	7,400	7,400	130,800	-
Civil Aviation Authority	21,600	21,600	36,600	-
Maritime New Zealand	6,200	6,200	34,000	-
Total	35,200	35,200	201,400	

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Protection of Core Services of Transport Border Agencies Impacted by COVID-19	2019/20	35,200	201,400	-	-	-

Rail - Maintaining an Electric Locomotive Fleet (M72)*Scope of Appropriation and Expenses*

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Rail - Maintaining an Electric Locomotive Fleet (M72)	Original Appropriation	26,600
This appropriation is limited to maintaining the operation of the existing electric locomotive fleet.	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
Commences: 01 July 2020	Adjusted Appropriation	26,600
Expires: 30 June 2025	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	15,600
	Estimated Appropriation Remaining	11,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to upgrade and refurbish EF Class electric locomotives for use on the North Island Main Trunk line.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Work is carried out in line with the agreed outcomes	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Maintain the operation of the existing electric locomotive fleet	2018/19	13,000	9,500	4,000	-	-

Funding has been rephrased since the approval of this initiative and so no longer agrees to the figures shown in the initiatives table above.

Reasons for Change in Appropriation

This is a new multi-year appropriation and includes funding from the previous Rail - Maintaining an Electric Locomotive Fleet annual appropriation.

Road User Charges Investigation and Enforcement (M72)

Scope of Appropriation

This appropriation is limited to investigating evasion and enforcing of Road User Charges.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,779	3,779	3,779

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the accurate collection of Road User Charges information and, through education and enforcement, intends to achieve low levels of Road User Charges evasion and timely payment by users of Road User Charges.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Proportion of unpaid road user charges identified through investigations and assessments that are collected	New measure	New measure	Baseline setting

The Budget Standard will be updated in the 2020/21 Supplementary Estimates once a baseline has been agreed.

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Road User Charges Refunds (M72)*Scope of Appropriation*

This appropriation is limited to the processing of Road User Charge refunds.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	450	450	450

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve accurate and timely refunds of Road User Charges to eligible applicants.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Average number of days to process road user charges refund applications	New measure	New measure	20 working days or less

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Search and Rescue Activities (M72)*Scope of Appropriation*

This appropriation is limited to the purchase of search and rescue activities and a search and rescue coordination service, including follow-up inquiries and reporting, associated with the searches and rescues undertaken.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,231	3,231	3,231

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a prompt and well-coordinated search and rescue response, across sea, air and land environments that saves lives and provides assurance for all people in New Zealand's international area of responsibility.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
The percentage of time the Rescue Coordination Centre NZ is operational	100%	100%	100%
The percentage of beacons' data verified within the last two years (at 30 June)	65% or greater	65% or greater	65% or greater

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Search and Rescue and Recreational Boating Safety Activities PLA (M72)

Scope of Appropriation

The estimated amount to be spent in relation to search and rescue and recreational boating safety activities, as authorised under Section 9 (1) of the Land Transport Management Act 2003.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	12,452	12,452	24,965

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a sustained reduction in the identified systemic risks within the New Zealand Search and Rescue system to reduce the number of preventable Search and Rescue related fatalities in New Zealand.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Delivery of the national search and rescue support programme agreed by the New Zealand Search and Rescue Council with the providing bodies	100%	100%	100%
The percentage of New Zealanders who practice safer recreational boating behaviours (as gauged by survey)	60% or greater	60% or greater	60% or greater
Develop and maintain Service Level Agreements with key providers in the Search and Rescue community. Key agreement measures are:			
Provision of expert services to the Coordination Authorities	100%	100%	100%
Provision of Incident Management Team members to the Coordination Authorities on request	100%	100%	100%
Participation in joint Search and Rescue exercises	100%	100%	100%
Provision of Search and Rescue related information	100%	100%	100%
Coordinate National Search and Rescue training and education to improve interagency cooperation and understanding	90%	90%	90%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister of Transport in a report appended to the Ministry of Transport's annual report.

Service Providers

Provider	2019/20 Final Budgeted \$000	2019/20 Estimated Actual \$000	2020/21 Budget \$000	Expiry of Resourcing Commitment
Crown Entities				
Maritime New Zealand	8,522	8,522	12,550	-
Non-Government Organisations				
Coastguard New Zealand	2,440	2,440	4,892	-
New Zealand Land Search & Rescue Inc.	1,075	1,075	3,051	-
Surf Life Saving New Zealand	200	200	1,718	-
New Zealand Police	-	-	1,250	-
Amateur Radio Emergency Communications	65	65	654	-
Department of Conservation	-	-	465	-
Mountain Safety Council	150	150	295	-
Marlborough-Nelson Marine Radio Association	-	-	77	-
Otago Maritime VHF Association Incorporated	-	-	13	-
Total	12,452	12,452	24,965	

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to additional funding as a result of the triennial funding review on the use of fuel excise duty paid by recreational boaties.

SuperGold Card - Administration of the Public Transport Concessions Scheme (M72)*Scope of Appropriation*

This appropriation is limited to the administration costs of the scheme to provide enhanced public transport concessions for SuperGold cardholders.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	95	95	95

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve accurate and timely administration of the SuperGold Card scheme.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of bulk funding payments of Crown SuperGold allocation paid to approved organisations within a month from funding amount agreement date	New Measure	New Measure	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Weather Forecasts and Warnings (M72)*Scope of Appropriation*

This appropriation is limited to severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	24,565	24,565	24,708

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the procurement of weather services to minimise risk to life and property through public weather forecasts and emergency support.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Provision of agreed services	As per contract	As per contract	As per contract
Minimum percentage of forecasts of severe-weather events which successfully predicted the event (probability of detection)	Greater than 90%	96%	Greater than 90%
Maximum percentage of forecasts of severe-weather events which are subsequently found to be false alarms (false alarm ratio)	25%	11%	Less than 25%
Provision of new services	As agreed between MetService and the Ministry	As agreed between MetService and the Ministry	As agreed between MetService and the Ministry

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister of Transport in a report appended to the Ministry of Transport's annual report.

Service Providers

The Meteorological Service of New Zealand is the service provider for this appropriation.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Public Safety Weather Forecasting - Making New Zealand Households and Businesses Safer During Severe Weather Events	2019/20	616	638	901	914	914
Weather Radar Upgrades - Improving the Accuracy and Resilience of New Zealand's Weather Forecasting Services	2019/20	-	121	773	861	861

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to the variable amounts of the initiatives in the initiatives table above.

3.4 - Non-Departmental Other Expenses

Auckland City Rail Link - Operating (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Auckland City Rail Link - Operating (M72) This appropriation is limited to the operating expenses incurred by the Crown for the Auckland City Rail Link project. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	12,070
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	12,070
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	720
	Estimated Appropriation Remaining	11,350

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve successful operational readiness for KiwiRail when the City Rail Link is opened.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Work is carried out as per the agreed programme	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72) This appropriation is limited to rebates for the Automatic Dependent Surveillance-Broadcast (ADS-B) transponders rebate scheme to aircraft operators required to fit such equipment. Commences: 01 August 2019 Expires: 30 June 2022	Original Appropriation	11,750
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	11,750
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	3,900
	Estimate for 2020/21	3,925
	Estimated Appropriation Remaining	3,925

What is Intended to be Achieved with this Appropriation

This appropriation is intended to provide rebates aircraft operators who are required to fit Automatic Dependent Surveillance-Broadcast transponders.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Applications and claims to the ADS-B transponders rebate scheme that meet eligibility criteria are administered within required standards.	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme	2019/20	3,900	3,925	3,925		

Bad Debt Provision - Motor Vehicle Registration/Licences and Road User Charges (M72)

Scope of Appropriation

This appropriation is limited to provision for bad debts that arise from non payment of motor vehicle registrations and road user charges.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	7,620	7,620	4,000

What is Intended to be Achieved with this Appropriation

This appropriation provides for incurring the expense involved in covering bad debt from non-payment of motor vehicle registrations and road user charges.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of bad debt for road user charges against forecast revenue	0.47% or less	0.41%	0.45% or less

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due to a one off increase of \$3.620 million in 2019/20 due to Waka Kotahi NZ Transport Agency processing higher value bad debt write-offs due to higher road user charges revenue. The higher revenue is partly due to road user charges rate increases from 1 July 2019.

Housing Infrastructure Fund - Fair Value Write Down (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Housing Infrastructure Fund - Fair Value Write Down (M72) This appropriation is limited to the expense incurred in the fair-value write down of interest-free loans from the Housing Infrastructure Fund to the New Zealand Transport Agency. Commences: 01 July 2018 Expires: 30 June 2021	Original Appropriation	122,230
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	122,230
	Actual to 2018/19 Year End	99,811
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	22,419
	Estimated Appropriation Remaining	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to recognise the fair-value write down of interest-free loans from the Housing Infrastructure Fund to Waka Kotahi NZ Transport Agency.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Fair-value write down of interest-free loans is recognised in accordance with accounting standards for every interest free loan from the Housing Infrastructure Fund to the New Zealand Transport Agency	Achieved	Achieved	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister of Transport in a report appended to the Ministry of Transport's annual report.

KiwiRail Holidays Act Remediation (M72)

Scope of Appropriation

This appropriation is limited to expense by KiwiRail to allow compliance with the Holidays Act 2003.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	29,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the remediation of staff for entitlements under the Holidays Act 2003.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Remediation payments are made for non-compliance with the Holidays Act 2003	New Measure	New Measure	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
KiwiRail Holidays Act 2003 Remediation	2020/21	-	29,000	-	-	-

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to the initiative in the initiatives table above.

Maintaining Airfreight Capacity (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Maintaining Airfreight Capacity (M72) This appropriation is limited to expenses incurred in supporting airlines and other aviation carriers to maintain air freight capacity. Commences: 24 March 2020 Expires: 30 June 2021	Original Appropriation	330,000
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	330,000
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	200,000
	Estimate for 2020/21	130,000
	Estimated Appropriation Remaining	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the maintenance of airfreight capacity which has been impacted by COVID-19.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Increase, post the introduction of the International Air Freight Capacity scheme in April 2020, in the average rate (\$) for international freight movement across key routes serviced by the airlines participating.	200% or lower	200% or lower	200% or lower

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister of Transport in a report appended to the Ministry of Transport's annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Maintaining Airfreight Capacity in Response to the Impacts of Covid-19	2019/20	200,000	130,000	-	-	-

Membership of International Organisations (M72)

Scope of Appropriation

This appropriation is limited to non-discretionary payments to international transport related organisations.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	863	863	863

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve involvement in international communities (International Maritime Organisation, International Civil Aviation Organisation, World Meteorological Organisation) by New Zealand bodies.

End of Year Performance Reporting

An exemption was granted under s.15D(2)(b)(iii) of the Public Finance Act because this is a Non-Departmental Other Expense appropriation that is less than \$5 million.

Service Providers

Provider	2019/20 Final Budgeted \$000	2019/20 Estimated Actual \$000	2020/21 Budget \$000	Expiry of Resourcing Commitment
International Maritime Organisation	74	74	74	-
World Meteorological Organisation	379	379	379	-
International Civil Aviation Organisation	410	410	410	-
Total	863	863	863	

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
International Membership Charges to Support Safety in Maritime and Aviation	2019/20	120	120	120	120	120

Rail - Public Policy Projects (M72)

Scope of Appropriation

This appropriation is limited to public policy rail initiatives.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,270	3,270	3,270

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve public policy rail initiatives that do not have a financial benefit, but have positive effects on the community.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
The public policy projects are carried out in line with the programme	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Rail - Railway Safety (M72)

Scope of Appropriation

This appropriation is limited to public safety works.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	500	500	500

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve improvements in community safety around railway lines and stations.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
A safer railway system	Achieved	Achieved	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

SuperGold Card - public transport concessions for cardholders (M72)

Scope of Appropriation

This appropriation is limited to providing enhanced public transport concessions for SuperGold cardholders.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	30,572	30,572	30,572

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve greater access and mobility opportunities to SuperGold cardholders through the off-peak public transport concession.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Number of boardings using SuperGold concessions	14 million	16 million	16 million or greater (see Note 1)

Note 1 - Demand projections for 2020/21 from local authorities are not yet available. This target was based on the 2019/20 year-end estimate of the measure.

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Urban Cycleways - Local Routes (M72)

Scope of Appropriation

This appropriation is limited to expenses incurred on the investigation, design and construction of urban cycleways that will become the responsibility of local authorities.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	6,078	6,078	417

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve increased urban cycleways on local roads.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of urban cycleways projects for local routes completed as planned	New Measure	New Measure	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due to 2020/21 being the final year for the implementation of this initiative.

Waka Kotahi NZ Transport Agency Palmerston North Premises (M72)

Scope of Appropriation

This appropriation is limited to expense by Waka Kotahi NZ Transport Agency on their Palmerston North premises.

Expenses

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,500	1,500	1,500

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the relocation of Waka Kotahi NZ Transport Agency staff to new premises in Palmerston North.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of operational expenditure spent to budget	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Evacuation and Redeployment of Waka Kotahi NZ Transport Agency Staff in Palmerston North	2019/20	1,500	1,500	1,500	1,500	-

3.5 - Non-Departmental Capital Expenditure

Auckland City Rail Link (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Auckland City Rail Link (M72) This appropriation is limited to the Crown's share of the total project capital costs of the Auckland City Rail Link. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	1,687,586
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	1,687,586
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	355,000
	Estimated Appropriation Remaining	1,332,586

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the construction and operational readiness of the Auckland City Rail Link.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Deliver the Auckland City Rail Link project by 2024	Project delivery targets are met	Project delivery targets are met	Project delivery targets are met

End of Year Performance Reporting

Performance information for this appropriation will be reported by City Rail Link Limited in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Auckland City Rail Link Cost Reforecast - to Benefit Auckland's Communities Through an Enhanced Rail Network	2019/20	-	-	70,000	245,000	51,000
Funding for 50% share of costs of the Auckland City Rail Link	2018/19	255,000	360,000	335,000	165,000	41,000

Funding has been rephased since the approval of these initiatives and so no longer agrees to the figures shown in the initiatives table above.

Reasons for Change in Appropriation

This is a new multi-year appropriation and includes funding from the previous Auckland City Rail Link annual appropriation.

Capital Investment Package - Roads, Walking and Cycling (M72)

Scope of Appropriation

This appropriation is limited to investment in specified roading, walking, and cycling projects that support the announced objectives of the Capital Investment Package.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	34,460	34,460	298,750

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the delivery of a package of roads and walking and cycling infrastructure across New Zealand to help future proof the economy, get cities moving and make roads safer.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of roads and walking and cycling infrastructure delivered to agreed standards and timeframes	90% or greater	Not available (see Note 1)	90% or greater

Note 1 - Data is collected only at year-end.

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
New Zealand Upgrade Programme - Transport	2019/20	34,460	298,750	754,890	815,510	878,630

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to the variability of funding for the initiative in the initiatives table above.

Civil Aviation Authority Loans (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Civil Aviation Authority Loans (M72) This appropriation is limited to providing loans to the Civil Aviation Authority for the purpose of investing in Aviation Security Service security screening equipment, and replacing regulatory technology platforms. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	86,000
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	86,000
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	22,300
	Estimated Appropriation Remaining	63,700

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve investment in aviation security screening technology and related infrastructure upgrades.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
The loan will be drawn down for the purposes and on the terms agreed between the Civil Aviation Authority and the Minister of Transport	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Civil Aviation Authority's Digital Regulatory Technology Platform Replacement	2020/21	-	5,300	4,500	2,200	-
Aviation Security Service loans for security screening equipment	2019/20	41,000	-	56,000	-	-

Funding has been rephrased since the approval of this initiative and so no longer agrees to the figures shown in the initiatives table above.

Reasons for Change in Appropriation

This is a new multi-year appropriation and includes funding from the previous Aviation Security Service Loans annual appropriation.

Housing Infrastructure Fund Loans (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Housing Infrastructure Fund Loans (M72) This appropriation is limited to interest-free loans from the Housing Infrastructure Fund of a duration of ten years or under to New Zealand Transport Agency to finance the transport infrastructure needed to unlock residential development.	Original Appropriation	357,000
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	357,000
Commences: 01 July 2018	Actual to 2018/19 Year End	3,000
Expires: 30 June 2023	Estimated Actual for 2019/20	30,000
	Estimate for 2020/21	20,000
	Estimated Appropriation Remaining	304,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve additional transport infrastructure needed to unlock residential development.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
The loan will be drawn down for the purposes and on the terms agreed between Waka Kotahi NZ Transport Agency and the Minister of Transport	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Joint Venture Airports - Crown Contribution (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Joint Venture Airports - Crown Contribution (M72) This appropriation is limited to enhancements to joint venture airport terminals and runways and the Crown's share of operating losses. Commences: 01 July 2018 Expires: 30 June 2023	Original Appropriation	2,500
	Adjustments to 2018/19	-
	Adjustments for 2019/20	7,420
	Adjusted Appropriation	9,920
	Actual to 2018/19 Year End	1,019
	Estimated Actual for 2019/20	2,133
	Estimate for 2020/21	4,604
	Estimated Appropriation Remaining	2,164

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve maintenance of the Crown's interest in joint venture airports, making air travel available in centres that would otherwise not have airports.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Percentage of compliance with the joint venture	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister of Transport in a report appended to the Ministry of Transport's annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Joint Venture Airports - The Crown's Share of Capital Works Costs and Operating Losses as Specified under the Deeds	2019/20	763	4,104	521	1,162	-
Regional Investment Opportunities - Taupō Airport	2019/20	870	-	-	-	-

Maritime New Zealand Capital Expenditure PLA (M72)

Scope of Appropriation

The estimated amount to be spent in relation to Maritime New Zealand costs, as authorised by Section 9 (1) of the Land Transport Management Act 2003.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	766	766	50

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve critical capital improvements to support effective and efficient search and rescue operations.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Successful implementation of planned systems capability improvements	Achieved	Achieved	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due to additional funding provided to upgrade search and rescue systems in 2019/20.

National Land Transport Programme Capital PLA (M72)

Scope of Appropriation

The estimated amount to be spent on capital works under the National Land Transport Programme, as authorised by section 9 (3) and (4) of the Land Transport Management Act 2003.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	946,333	946,333	301,249

Components of the Appropriation

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
New infrastructure and renewal of State highway	913,032	913,032	258,494
Rapid transit	33,301	33,301	42,755
Total	946,333	946,333	301,249

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a resilient and secure transport network while helping to reduce deaths and serious injuries from road crashes, by ensuring the established State highway network asset condition is sustained by an ongoing capital investment programme, along with rapid transit investment.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Percentage of state highway activities that are delivered to agreed standards and timeframes	90% or greater	Not available (see Note 1)	90% or greater
Proportion of rapid transit activities delivered to agreed standards and timeframes	New Measure	New Measure	90% or greater

Note 1 - Data is collected only at year-end

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Reasons for Change in Appropriation

The appropriation for 2020/21 has decreased in line with the road tax revenue available and the proposed expenditure on the different elements of the National Land Transport Programme.

The Government Policy Statement on Land Transport 2018/19 to 2027/28 outlines the expenditure expectations for this activity class. Waka Kotahi NZ Transport Agency will make use of the loan available to it for cash flow management to cover any shortfall.

NLTF Borrowing Facility for Short-Term Advances (M72)

Scope of Appropriation

This appropriation is limited to short-term advances to the New Zealand Transport Agency to manage variations between cash outlays from and flows of hypothecated revenue into the National Land Transport Fund, with the maximum amount of such advances at any one time not exceeding \$250 million.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	500,000	500,000	500,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve short-term cash flow management for the National Land Transport Fund.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
The loan will be drawn down for the purposes and on the terms agreed between Waka Kotahi NZ Transport Agency and the Minister of Transport	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Rail - KiwiRail Equity Injection (M72)

Scope of Appropriation

This appropriation is limited to equity injections to KiwiRail Holdings Limited offset by property transactions in New Zealand Railways Corporation.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	13,000	13,000	4,200

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve equity injections to KiwiRail Holdings Limited resulting from property transactions by New Zealand Railways Corporation.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Property transactions are carried out in line with agreed outcomes	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due to this appropriation being forecast to match expected property transactions. This appropriation is not cash from the Crown but reflects property sales by the New Zealand Railways Corporation - the proceeds of which must be paid to KiwiRail Holdings Limited. The receipt of these proceeds is an increase in equity for KiwiRail Holdings Limited and so an appropriation is required to recognise this.

Rail - KiwiRail Holdings Limited (M72)*Scope of Appropriation*

This appropriation is limited to a capital injection to KiwiRail Holdings Limited to finance approved capital expenditure on the New Zealand rail system.

Capital Expenditure

Assessment of Performance	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	481,040	481,040	953,960

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve capital investment in the New Zealand rail system.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Capital is invested in the New Zealand rail system as approved by shareholding Ministers	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Future of Rail - Investment in Improved Resilience and Reliability of Core Assets	2020/21	-	10,000	236,300	-	-
Future of Rail - New Interisland Ferry Assets to Support a Resilient and Reliable Rail Freight System	2020/21	-	51,900	89,000	111,000	130,600
Future of Rail - Rolling Stock Investment to Support a Resilient and Reliable Railway	2021/22	-	-	237,500	145,200	8,000
KiwiRail - Convert Debt to Equity	2020/21	-	174,250	-	-	-
New Zealand Upgrade Programme - Transport	2019/20	30,540	192,310	313,390	244,370	93,490
Future of Rail - New Interisland Ferries to Support a Resilient and Reliable Rail Freight System	2019/20	35,000	-	-	-	-
Future of Rail - Rolling Stock Investment to Support a Resilient and Reliable Rail Freight System	2019/20	138,000	237,000	-	-	-
Future of Rail - Working Capital to Support a Resilient and Reliable Rail Freight Network	2019/20	65,000	266,000	-	-	-
KiwiRail - Provincial Growth Fund Investment	2019/20	50,000	-	-	-	-
KiwiRail - Additional Investment	2019/20	185,000	-	-	-	-

Funding has been rephased since the approval of this initiative and so no longer agrees to the figures shown in the initiatives table above.

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to increased investment in the New Zealand rail system to support a resilient and reliable rail freight system and network, and interisland connection, as indicated in the initiatives table above.

Rail - New Zealand Railways Corporation Equity Injection (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Rail - New Zealand Railways Corporation Equity Injection (M72) This appropriation is limited to equity injections to New Zealand Railways Corporation relating to property transactions funded by KiwiRail Holdings Limited. Commences: 01 April 2020 Expires: 30 June 2024	Original Appropriation	45,000
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	45,000
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	30,000
	Estimate for 2020/21	15,000
Estimated Appropriation Remaining	-	

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve an equity injection to New Zealand Railways Corporation relating to property transactions funded by KiwiRail Holdings Limited.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Property transactions are carried out in line with agreed outcomes	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Railways Corporation in its annual report.

Rail - Wellington Metro Rail Network Upgrade (M72)*Scope of Appropriation*

The appropriation is limited to catch up investment in the Wellington metro rail network which will enable sustainable operation of the network through the Metro Rail Operating model.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	43,461	43,461	12,075

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve significant improvements to the Wellington metro network, to improve and maintain the reliability of commuter services.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Work is carried out per the agreed programme	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by KiwiRail in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Previous Government						
KiwiRail - Wellington Metro Rail Network	2017/18	28,000	4,800	-	-	-

Funding has been rephased since this initiative was approved and so no longer agrees to the figures shown in the initiative table above.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is to align with forecast expenditure by KiwiRail.

Regional State Highways (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Regional State Highways (M72) This appropriation is limited to the investigation, design and construction of regional State highways. Commences: 01 July 2020 Expires: 30 June 2025	Original Appropriation	105,947
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	105,947
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	-
	Estimate for 2020/21	105,947
	Estimated Appropriation Remaining	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the delivery of a package of regionally important State highway projects that address current issues concerning regional safety, resilience, and economic productivity.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Proportion of regional state highway activities delivered to agreed standards and timeframes	90% or greater	Not Available (see Note 1)	90% or greater

Note 1 - Data is collected only at year-end.

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Waka Kotahi NZ Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Regional Investment Opportunities - Transport	2019/20	18,190	70,060	-	-	-
Previous Government						
Funding of four projects as part of tranche two of the Accelerated Regional Road Package	2016/17	25,000	10,000	-	-	-

Funding has been rephrased since the approval of these initiatives and so no longer agrees to the figures shown in the initiatives table above.

Reasons for Change in Appropriation

This is a new multi-year appropriation and includes funding from the previous Regional State Highways annual appropriation.

Transport Accident Investigation Commission (M72)

Scope of Appropriation

This appropriation is limited to a capital contribution to the Transport Accident Investigation Commission to support information technology infrastructure.

Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	30

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve premises equipped with appropriate equipment for expanded staff numbers for the Transport Accident Investigation Commission.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
TAIC's premises at 80 The Terrace are equipped to accommodate expanded staff by 30 September 2020.	New Measure	New Measure	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by Transport Accident Investigation Commission in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Transport Accident Investigation Commission Knowledge Transfer System - Upgrades to Support a More Sustainable Database	2020/21	-	30	-	-	-

Reasons for Change in Appropriation

The increase in this appropriation for 2020/21 is due to the new initiative presented in the initiatives table above.

Waka Kotahi NZ Transport Agency Regulatory Loans (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Waka Kotahi NZ Transport Agency Regulatory Loans (M72) This appropriation is limited to loans to Waka Kotahi NZ Transport Agency for approved regulatory cost pressures. Commences: 01 March 2020 Expires: 30 June 2024	Original Appropriation	35,500
	Adjustments to 2018/19	-
	Adjustments for 2019/20	-
	Adjusted Appropriation	35,500
	Actual to 2018/19 Year End	-
	Estimated Actual for 2019/20	25,390
	Estimate for 2020/21	10,110
	Estimated Appropriation Remaining	-

Components of the Appropriation

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Regulatory Costs	19,890	19,890	10,110
Rectification Costs	5,500	5,500	-
Total	25,390	25,390	10,110

What is Intended to be Achieved with this Appropriation

This appropriation is intended to support Waka Kotahi NZ Transport Agency, through a loan from the Crown, to fund the Transport Agency's urgent regulatory costs and direct rectification costs associated with the backlog of regulatory non-compliance cases identified in October 2018.

How Performance will be Assessed and End of Year Reporting Requirements

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
The loan will be drawn down for the purposes and on the terms agreed between Waka Kotahi NZ Transport Agency and the Minister of Transport	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Regulatory Loans to Waka Kotahi NZ Transport Agency	2019/20	25,390	10,110	-	-	-

Part 4 - Details of Multi-Category Expenses and Capital Expenditure

4 - Multi-Category Expenses and Capital Expenditure

Policy Advice and Related Outputs - Civil Aviation (M72)

Overarching Purpose Statement

The single overarching purpose of this appropriation is to regulate civil aviation and enhance aviation safety in New Zealand.

Scope of Appropriation

Non-Departmental Output Expenses

Health and Safety at Work Activities - Civil Aviation

This category is limited to health and safety activities, for which there is a designated responsibility.

International Relations and International Civil Aviation Organization Obligations

This category is limited to technical information and advice in relation to international matters affecting New Zealand aviation, to ensure the Minister's obligations in relation to international civil aviation agreements are met, and to promote the development of New Zealand aviation in the international context.

Ministerial Servicing - Civil Aviation

This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.

Policy Advice - Civil Aviation

This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to civil aviation.

Non-Departmental Other Expenses

Improving Safety in the Aviation Sector

This category is limited to the investigation, determining compliance, and enforcement of safety in the aviation sector.

Expenses, Revenue and Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,249	3,249	2,479
Non-Departmental Output Expenses			
International Relations and International Civil Aviation Organization Obligations	685	685	685
Ministerial Servicing - Civil Aviation	431	431	431
Policy Advice - Civil Aviation	663	663	663
Non-Departmental Other Expenses			
Improving Safety in the Aviation Sector	1,470	1,470	700

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a safe and secure airspace environment through the implementation and monitoring of rules and regulations and the management of risk for all aviation activities.

How Performance will be Assessed for this Appropriation

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
People have confidence in the safety and security of air transport in New Zealand airspace as shown by improvements demonstrated in a confidence survey (survey conducted biennially)	Maintained	Maintained	Maintained
Percentage of resident travellers that felt extremely or very safe and secure (2019 result - 77%)	75% or greater	Maintained	75% or greater
Percentage of overseas travellers that felt extremely or very safe and secure (2019 result - 89%)	92% or greater	Maintained	92% or greater

What is Intended to be Achieved with each Category and How Performance will be Assessed

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Non-Departmental Output Expenses			
International Relations and International Civil Aviation Organization Obligations			
This category is intended to achieve administration of New Zealand's international civil aviation obligations and interests within the delegations of the Minister of Transport.			
<i>We will ensure New Zealand's obligations as a signatory State to the Chicago convention are met, where appropriate for New Zealand, through:</i>			
<ul style="list-style-type: none"> Maintained alignment with existing Standards and Recommended Practices (SARPs) 	New Measure	New Measure	Maintained
<ul style="list-style-type: none"> "Filling of Differences" completed within required timeframes for new SARPS that are the responsibility of the Civil Aviation Authority 	New Measure	New Measure	100%
Ministerial Servicing - Civil Aviation			
This category is intended to achieve the effective delivery of support to executive government and parliamentary processes.			
Reports, correspondence and Parliamentary questions acceptable to the Minister (assessed by biannual survey) based on a scale of "exceeded expectations", "met expectations" or "requires improvement"	Met or exceeded expectations	Met expectations	Met expectations
Reports and responses will be delivered in accordance with prescribed standards and timeframes established by the Ministry of Transport in their correspondence tracking system	New Measure	New Measure	100%

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Policy Advice - Civil Aviation			
This category is intended to achieve a high level of safety and security standards within the New Zealand civil aviation system.			
The policy advice we provide to Ministers, government departments and agencies will meet the CAA's internal guidelines for quality policy advice.	New Measure	New Measure	Consistently met
All policy advice provided to other government departments and agencies is delivered within the timeframes requested by those departments and agencies	100%	100%	Consistently met
Non-Departmental Other Expenses			
Improving Safety in the Aviation Sector			
This category is intended to achieve a high level of safety and security standards within the New Zealand civil aviation system.			
Technical capability is recruited into the Authority that provides technical advice to support the integration of unmanned aircraft/drones into controlled airspace.	Drones technical capability recruited	Drones technical capability recruited	Drones technical capability recruited
We will complete assessments, investigations and audits (work types) within: See Note 1			
• Within 180 days	New Measure	New Measure	60%
• Within 12 months	New Measure	New Measure	100%

Note 1 - All work types include assessments and audits as well as investigations. A completed work type is when the recommendations/findings are made.

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Hazardous Substances and New Organisms Act Implementation	2018/19	520	-	-	-	-
Innovative Aviation Certification	2018/19	250	-	-	-	-

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due variable amounts of funding as indicated in the initiatives table above.

Policy Advice and Related Outputs - Maritime (M72)

Overarching Purpose Statement

The single overarching purpose of this appropriation is to regulate and enhance safety in New Zealand's maritime environment.

Scope of Appropriation

Non-Departmental Output Expenses

Health and Safety at Work Activities - Maritime

This category is limited to health and safety activities, for which there is a designated responsibility.

Maritime Incident Response

This category is limited to building capability to respond to complex maritime pollution incidents.

Maritime Safety and Marine Protection Services

This category is limited to the development and delivery of regulatory services which are the responsibility of Maritime New Zealand under legislation

Policy Advice - Maritime

This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision making by ministers on government policy matters and Ministerial servicing.

Expenses, Revenue and Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	6,191	6,191	6,191
Non-Departmental Output Expenses			
Maritime Incident Response	764	764	764
Maritime Safety and Marine Protection Services	2,078	2,078	2,078
Policy Advice - Maritime	3,349	3,349	3,349

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the delivery of robust regulatory advice, risk-focused compliance practices and well-prepared marine pollution response capability.

What is Intended to be Achieved with each Category and How Performance will be Assessed

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Non-Departmental Output Expenses			
Maritime Incident Response			
This category is intended to achieve an increase in the efficiency and effectiveness of Maritime New Zealand's maritime incident response capability.			
The number of Maritime Incident Response Team (MIRT) exercises / workshops completed	6	6	4
An annual readiness and response training plan is developed and all planned training completed	Achieved	Achieved	Achieved
Maritime Safety and Marine Protection Services			
This category is intended to achieve the provision of reliable maritime navigation aids.			
The percentage of time lighthouses are operational (per IALA category 1)	99.8% or greater	99.8% or greater	99.8% or greater
The percentage of time the Maritime Operations Centre is operational	99.8% or greater	99.8% or greater	99.8% or greater
Policy Advice - Maritime			
This category is intended to achieve the development of fit for purpose policy in relation to maritime safety, security and environmental protection; and the provision of services to Ministers to enable them to discharge their portfolio accountabilities.			
The percentage of written advice to the Ministry of Transport and the Ministry of Transport that meets Maritime New Zealand's quality criteria	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Maritime Non-Oil Incident Response - Enabling New Zealand to Effectively Respond to Non-Oil Pollution Incidents at Sea	2019/20	764	764	764	764	764

Reinstatement of the South Island Transport Corridors (M72)

Overarching Purpose Statement

The single overarching purpose of this appropriation is to deliver the outcome of reinstated transport corridors between Picton and Christchurch.

Scope of Appropriation

Non-Departmental Output Expenses

Restoration of State Highway 1 between Picton and Christchurch

This category is limited to the restoration of State Highway 1 between Picton and Christchurch.

Non-Departmental Capital Expenditure

Rebuild of State Highway 1 between Picton and Christchurch

This category is limited to the rebuild and improvement of State Highway 1 between Picton and Christchurch.

Expenses, Revenue and Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	48,000	48,000	28,022
Non-Departmental Output Expenses			
Restoration of State Highway 1 between Picton and Christchurch	14,400	14,400	8,407
Non-Departmental Capital Expenditure			
Rebuild of State Highway 1 between Picton and Christchurch	33,600	33,600	19,615

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the reinstatement of State Highway 1 between Picton and Christchurch.

How Performance will be Assessed for this Appropriation

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of restoration and rebuild projects of State Highway 1 between Picton and Christchurch delivered to agreed standards and timeframes	90% or greater	Not Available (see Note 1)	90% or greater

What is Intended to be Achieved with each Category and How Performance will be Assessed

	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Non-Departmental Output Expenses			
Restoration of State Highway 1 between Picton and Christchurch			
This category is intended to achieve the reinstatement of State Highway 1 between Picton and Christchurch.			
Proportion of restoration projects of State Highways 1 between Picton and Christchurch delivered to agreed standards and timeframes	90%	Not Available (see Note 1)	90% or greater
Non-Departmental Capital Expenditure			
Rebuild of State Highway 1 between Picton and Christchurch			
This category is intended to achieve the reinstatement of State Highway 1 between Picton and Christchurch.			
Proportion of rebuild projects of State Highway 1 between Picton and Christchurch delivered to agreed standards and timeframes	90%	Not Available (see Note 1)	90% or greater

Note 1 - Data is collected only at year-end.

End of Year Performance Reporting

Performance information for this appropriation will be reported by Waka Kotahi NZ Transport Agency in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is to align with forecast expenditure by Waka Kotahi NZ Transport Agency.

Tuawhenua Provincial Growth Fund - Transport Projects (M72)

Overarching Purpose Statement

The single overarching purpose of this appropriation is to achieve the outcome of a lift in the productivity potential in the regions through transport-related projects and studies that enable regions to be well connected from an economic and social perspective.

Scope of Appropriation

Non-Departmental Output Expenses

Supporting Regional and Infrastructure Projects

This category is limited to supporting transport-related regional economic development initiatives.

Non-Departmental Other Expenses

Enabling Infrastructure Projects

This category is limited to expenses incurred on local transport-related infrastructure projects that contribute to the outcome of a lift in the productivity potential in the regions.

Regional Projects and Capability

This category is limited to supporting regional development through transport-related projects, capability building, and feasibility studies for potential transport-related projects.

Non-Departmental Capital Expenditure

Infrastructure Projects

This category is limited to capital expenditure for transport-related infrastructure projects that contribute to the outcome of a lift in the productivity potential in the regions.

Rail Projects

This category is limited to a capital injection to KiwiRail Holdings Limited to finance approved rail-related projects that contribute to the outcome of a lift in the productivity potential in the regions.

Expenses, Revenue and Capital Expenditure

	2019/20		2020/21
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	249,628	249,628	203,183
Non-Departmental Output Expenses			
Supporting Regional and Infrastructure Projects	3,995	3,995	3,796
Non-Departmental Other Expenses			
Enabling Infrastructure Projects	123,470	123,470	124,476
Regional Projects and Capability	4,865	4,865	-
Non-Departmental Capital Expenditure			
Infrastructure Projects	19,298	19,298	49,911
Rail Projects	98,000	98,000	25,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a lift in productivity potential in the regions through transport related projects that enable regions to be well connected from an economic and social perspective.

How Performance will be Assessed for this Appropriation

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Provincial Growth Fund funding is distributed by the Ministry in accordance with the terms and conditions of its memorandum of understanding	Achieved	Not Achieved	Achieved

What is Intended to be Achieved with each Category and How Performance will be Assessed

Assessment of Performance	2019/20		2020/21
	Final Budgeted Standard	Estimated Actual	Budget Standard
Non-Departmental Output Expenses			
Supporting Regional and Infrastructure Projects			
Average number of days to provide feedback on Provincial Growth Fund funding applications	20 working days or less	20 working days	20 working days or less
Non-Departmental Other Expenses			
Enabling Infrastructure Projects			
Work is carried out as per the agreed programme	100%	100%	100%
Average number of days to release Provincial Growth Fund infrastructure funding once approved	20 working days or less	20 working days	20 working days or less
Non-Departmental Capital Expenditure			
Infrastructure Projects			
Proportion of Waka Kotahi NZ Transport Agency projects funded by the Provincial Growth Fund delivered to standards and timeframes	90% or greater	90%	90% or greater
Rail Projects			
Work is carried out as per the agreed programme	100%	100%	100%

Service Providers for the Multi-Category Appropriation

Provider	2019/20 Final Budgeted \$000	2019/20 Estimated Actual \$000	2020/21 Budget \$000	Expiry of Resourcing Commitment
Waka Kotahi NZ Transport Agency	82,228	82,228	79,083	-
KiwiRail	167,400	167,400	124,400	-
Total	249,628	249,628	203,183	

The table above shows the main service providers for this appropriation.

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport (as appropriation administrator) in its annual report and in Waka Kotahi NZ Transport Agency and KiwiRail annual reports.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2019/20 Final Budgeted \$000	2020/21 Budget \$000	2021/22 Estimated \$000	2022/23 Estimated \$000	2023/24 Estimated \$000
Current Government						
Dannevirke Rail Hub	2019/20	2,000	2,000	-	-	-
Route 52	2019/20	1,750	18,000	-	-	-
Tairāwhiti local road projects	2019/20	27,905	-	-	-	-
Hawke's Bay Transport Package	2019/20	2,900	-	-	-	-
Sealing of State Highway 43	2019/20	820	8,780	-	-	-
Tairāwhiti Rooding Package continued	2019/20	9,500	39,650	-	-	-
Kaipara Package	2019/20	6,530	-	-	-	-
New Zealand Transport Agency Resourcing	2019/20	2,811	2,711	-	-	-
North Auckland Line (including Marsden Point Line Land Purchases)	2019/20	120,255	84,245	-	-	-
SH1 - Rosebank Industrial Estate Slip Lane	2019/20	218	-	-	-	-
Provincial Rail Growth Project	2018/19	17,000	22,000	34,000	-	-
Palmerston North Regional Economic Growth Hub	2018/19	17,600	21,000	-	-	-
Tairāwhiti Rooding Package	2018/19	8,100	-	-	-	-

Funding has been rephased since the approval of these initiatives and so no longer agree to the figures shown in the initiatives table above.

Reasons for Change in Appropriation

The decrease in this appropriation for 2020/21 is due to the variable amounts of funding as shown in the initiatives table above.