

Vote Transport

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

DEPARTMENT ADMINISTERING THE VOTE: Ministry of Transport (A26)

RESPONSIBLE MINISTER FOR MINISTRY OF TRANSPORT: Minister of Transport

Overview of the Vote

Vote Transport (\$7,906 million in 2021/22) 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 2021/22, the largest element of the Vote is the funding of the National Land Transport Programme (NLTP) (\$3,967 million or 50% 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 \$934 million
- Local road maintenance \$650 million
- Public transport services and infrastructure \$669 million
- State highway maintenance \$405 million
- Rail network \$120 million
- Road to zero infrastructure \$116 million
- Investment management \$85 million
- Local road improvements \$100 million
- Walking and cycling improvements \$57 million
- Road safety promotion \$48 million, and
- Coastal shipping \$10 million.

The NLTP also includes capital expenditure on State highways (\$301 million), Road to Zero infrastructure (\$260 million), Public transport (\$171 million), Walking and cycling (\$38 million), and Road safety promotion (\$3 million).

A \$750 million loan facility for cash flow management (9% of the Vote) is in place. This appropriation does not take account of any repayments made and the facility may not exceed \$500 million at any one time.

Rail

In addition to rail funding through the NLTP, in 2021/22, additional Crown funding for Rail makes up 22% of the Vote - \$1,770 million, mainly:

- \$753 million equity investment in KiwiRail Holdings Limited to finance capital expenditure on the national freight network. \$294 million of the 2021/22 funding relates to the New Zealand Upgrade Programme and \$292 million relates to rolling stock investment
- \$585 million for the Crown's 50% share of investment in the Auckland City Rail Link, matched by Auckland Council
- \$236 million for the maintenance and renewal of the rail network
- \$66 million for approved rail-related projects that contribute to the outcome of a lift in the productivity potential of the regions from the Provincial Growth Fund
- \$62 million equity injection to New Zealand Railways Corporation relating to property transactions funded by KiwiRail Holdings Limited
- \$27 million for the establishment of a local wagon assembly plant in Dunedin
- \$23 million to maintain the operation of the existing electric locomotive fleet
- \$7 million from property transactions by New Zealand Railways Corporation, reinvested in KiwiRail Holdings Limited
- \$4 million for public policy projects and rail safety
- \$4 million for shovel-ready projects
- \$2 million for the operational costs of Auckland City Rail Link, and
- \$1 million for KiwiRail Holidays Act remediation.

Road

In addition to the funding for roading through the NLTP, additional Crown and loan funding is provided for specific roading projects. In 2021/22 this equates to 12% of the Vote (\$900 million):

- \$755 million for the New Zealand Upgrade Programme
- \$70 million towards Provincial Growth Fund infrastructure projects
- \$40 million in loans from the Housing Infrastructure Fund
- \$34 million for Regional State Highways, and
- \$1 million for reinstatement of State Highway 1 between Picton and Christchurch.

Crown Entity and Other Funding

The balance (\$519 million) making up 7% of the Vote is mainly split between:

- \$51 million for services provided by and capital expenditure incurred by the Ministry of Transport
- \$251 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. Crown funding is split between the Crown entities as follows:
 - Civil Aviation Authority (including Aviation Security Service) \$135 million
 - Maritime New Zealand \$44 million
 - Waka Kotahi NZ Transport Agency \$65 million, and
 - Transport Accident Investigation Commission \$7 million.
- \$120 million for maintaining air services as part of the response to COVID-19
- \$31 million for SuperGold Card public transport concessions
- \$26 million for weather forecasting services from the Meteorological Service of New Zealand
- \$15 million for water search, rescue and safety frontline services
- \$13 million to third parties for Search and Rescue and recreational boating safety
- \$5 million for the Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme
- \$5 million to other third parties, and
- \$2 million for Joint Venture Airports.

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 the Civil Aviation Authority and Maritime New Zealand 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	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Departmental Output Expenses			
Search and Rescue Activity Coordination PLA (M72) (A26) 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.	3,675	3,675	5,030
Search and Rescue Training and Training Coordination (M72) (A26) This appropriation is limited to search and rescue training and training coordination.	1,584	1,584	1,300
Transport - Policy advice, ministerial servicing, governance, and other functions (M72) (A26) 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.	52,849	52,849	44,340
Total Departmental Output Expenses	58,108	58,108	50,670
Departmental Capital Expenditure			
Ministry of Transport - Capital Expenditure PLA (M72) (A26) 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.	20	20	250
Total Departmental Capital Expenditure	20	20	250
Non-Departmental Output Expenses			
Accident or Incident Investigation and Reporting (M72) (A26) This appropriation is limited to inquiries, investigations and activities in accordance with the Transport Accident Investigation Commission Act 1990.	6,604	6,604	7,092
Administration of the Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72) (A26) This appropriation is limited to expenses incurred in the administration of the Automatic Dependent Surveillance-Broadcast transponders rebate scheme.	178	178	178
Clean Car Standard - Operation (M72) (A26) This appropriation is limited to funding Waka Kotahi for the operation and administration costs associated with the Clean Car Standard.	-	-	5,957
Health and Safety at Work Activities - Civil Aviation (M72) (A26) This appropriation is limited to health and safety activities for the civil aviation sector, for which the Civil Aviation Authority has designated responsibility.	1,201	1,201	1,201
Health and Safety at Work Activities - Maritime (M72) (A26) This appropriation is limited to health and safety activities for the maritime sector, for which Maritime New Zealand has designated responsibility.	6,194	6,194	6,194
Land Transport Regulatory Services (M72) (A26) This appropriation is limited to performing associated crash analysis and research services, Crown-purchased land transport licensing services, and the provision of advice and services by Waka Kotahi NZ Transport Agency to support Ministers to discharge their portfolio responsibilities relating to transport.	-	-	3,873

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Titles and Scopes of Appropriations by Appropriation Type			
Maritime Regulatory and Response Services (M72) (A26) This appropriation is limited to search and rescue activities and a search and rescue coordination service, building capability to respond to maritime pollution incidents, the development and delivery of regulatory services that are the responsibility of Maritime New Zealand, and the provision of advice and services by Maritime New Zealand to support Ministers to discharge their portfolio responsibilities relating to transport.	-	-	9,299
National Land Transport Programme PLA (M72) (A26) 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.	2,912,929	2,912,929	3,193,612
Rail - Grants (M72) (A26) This appropriation is limited to payments under section 7 of the State-Owned Enterprises Act 1986 to KiwiRail Holdings Limited for non-commercial activities.	4,000	4,000	27,000
Rail - Maintenance and Renewal of the Rail Network (M72) (A26) This appropriation is limited to funding KiwiRail Holdings Limited for the expenditure included in the approved Rail Network Investment Programme.	-	-	236,300
Road User Charges Investigation and Enforcement (M72) (A26) This appropriation is limited to investigating evasion and enforcing of Road User Charges.	3,779	3,779	3,779
Road User Charges Refunds (M72) (A26) This appropriation is limited to the processing of Road User Charge refunds.	450	450	450
Search and Rescue and Recreational Boating Safety Activities PLA (M72) (A26) 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.	23,832	23,832	25,777
Weather Forecasts and Warnings (M72) (A26) 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.	24,708	24,708	25,623
Crash Analysis (M72) (A26) This appropriation is limited to operating the Crash Analysis System and performing associated crash analysis and research activities.	775	775	-
Enhanced Road Maintenance - State Highways (M72) (A26) This appropriation is limited to hazardous tree removal and enhanced road maintenance on state highways.	1,500	1,500	-
Licensing Activities (M72) (A26) This appropriation is limited to land transport licensing services, including driver licensing, not met by user fees.	2,550	2,550	-
Maritime Port Security (M72) (A26) This appropriation is limited to standby screening and searching services at ports.	145	145	-
Ministerial Servicing by the New Zealand Transport Agency (M72) (A26) This appropriation is limited to Ministerial servicing by the New Zealand Transport Agency.	548	548	-
Search and Rescue Activities (M72) (A26) 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	-
SuperGold Card - Administration of the Public Transport Concessions Scheme (M72) (A26) This appropriation is limited to the administration costs of the scheme to provide enhanced public transport concessions for SuperGold cardholders.	95	95	-
Total Non-Departmental Output Expenses	2,992,719	2,992,719	3,546,335

Titles and Scopes of Appropriations by Appropriation Type	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Non-Departmental Other Expenses			
Bad Debt Provision - Motor Vehicle Registration/Licences and Road User Charges (M72) (A26) This appropriation is limited to provision for bad debts that arise from non payment of motor vehicle registrations and road user charges.	8,000	8,000	4,000
KiwiRail Holidays Act Remediation (M72) (A26) This appropriation is limited to expense by KiwiRail to allow compliance with the Holidays Act 2003.	27,900	27,900	1,100
Membership of International Organisations (M72) (A26) This appropriation is limited to non-discretionary payments to international transport related organisations.	863	863	863
Rail - Railway Safety and Public Policy Projects (M72) (A26) This appropriation is limited to public safety works and public policy rail initiatives.	-	-	3,770
Shovel ready project funding - Rail (M72) (A26) This appropriation is limited to grants to KiwiRail Holdings Limited to deliver infrastructure projects.	9,000	9,000	4,000
Waka Kotahi NZ Transport Agency Palmerston North Premises (M72) (A26) This appropriation is limited to expense by Waka Kotahi NZ Transport Agency on their Palmerston North premises.	1,500	1,500	1,500
Water Search, Rescue and Safety Frontline Services (M72) (A26) This appropriation is limited to expenses incurred in frontline water search, rescue and safety services.	15,078	15,078	15,145
Rail - Public Policy Projects (M72) (A26) This appropriation is limited to public policy rail initiatives.	3,270	3,270	-
Rail - Railway Safety (M72) (A26) This appropriation is limited to public safety works.	500	500	-
SuperGold Card - public transport concessions for cardholders (M72) (A26) This appropriation is limited to providing enhanced public transport concessions for SuperGold cardholders.	31,048	31,048	-
Urban Cycleways - Local Routes (M72) (A26) This appropriation is limited to expenses incurred on the investigation, design and construction of urban cycleways that will become the responsibility of local authorities.	1,532	1,532	-
Total Non-Departmental Other Expenses	98,691	98,691	30,378
Non-Departmental Capital Expenditure			
Capital Investment Package - Roads, Walking and Cycling (M72) (A26) This appropriation is limited to investment in specified roading, walking, and cycling projects that support the announced objectives of the Capital Investment Package.	305,187	305,187	754,890
Clean Car Standard - Capital (M72) (A26) This appropriation is limited to providing capital to Waka Kotahi for capital expenditure associated with implementing and supporting the Clean Car Standard.	-	-	10,590
Maritime New Zealand Capital Expenditure PLA (M72) (A26) 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.	446	446	105
National Land Transport Programme Capital PLA (M72) (A26) 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.	996,546	996,546	772,991

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Titles and Scopes of Appropriations by Appropriation Type			
NLTF Borrowing Facility for Short-Term Advances (M72) (A26) This appropriation is limited to short-term advances to Waka Kotahi NZ Transport Agency to manage cash flow variations between hypothecated revenue inflows and outflows of the National Land Transport Fund and short-term revenue and expenditure shocks.	500,000	500,000	750,000
Rail - KiwiRail Equity Injection (M72) (A26) This appropriation is limited to equity injections to KiwiRail Holdings Limited offset by property transactions in New Zealand Railways Corporation.	4,200	4,200	6,700
Rail - KiwiRail Holdings Limited (M72) (A26) This appropriation is limited to a capital injection to KiwiRail Holdings Limited to finance approved capital expenditure on the New Zealand rail system.	743,450	743,450	752,718
Rail - Wellington Metro Rail Network Upgrade (M72) (A26) 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.	18,352	18,352	-
Transport Accident Investigation Commission (M72) (A26) This appropriation is limited to a capital contribution to the Transport Accident Investigation Commission to support information technology infrastructure.	30	30	-
Total Non-Departmental Capital Expenditure	2,568,211	2,568,211	3,047,994
Multi-Category Expenses and Capital Expenditure			
Civil Aviation and Maritime Security Services MCA (M72) (A26) The single overarching purpose of this appropriation is to regulate civil aviation and enhance aviation safety and maritime security in New Zealand.	-	-	2,624
<i>Non-Departmental Output Expenses</i>			
<i>Civil Aviation and Maritime Security Services</i> This category is limited to technical information and advice in relation to international matters affecting New Zealand aviation, standby screening and searching services at ports, and the provision of advice and services by the Civil Aviation Authority to support Ministers to discharge their portfolio responsibilities relating to transport.	-	-	1,924
<i>Non-Departmental Other Expenses</i>			
<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.	-	-	700
Reinstatement of the South Island Transport Corridors MCA (M72) (A26) The single overarching purpose of this appropriation is to deliver the outcome of reinstated transport corridors between Picton and Christchurch.	35,925	35,925	1,171
<i>Non-Departmental Output Expenses</i>			
<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.	14,370	14,370	676
<i>Non-Departmental Capital Expenditure</i>			
<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.	21,555	21,555	495

Titles and Scopes of Appropriations by Appropriation Type	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
SuperGold Card Enhanced Public Transport Concessions Scheme MCA (M72) (A26) The single overarching purpose of this appropriation is to provide enhanced public transport concessions for SuperGold cardholders.	-	-	31,143
Non-Departmental Output Expenses			
<i>Administration of the Public Transport Concessions Scheme</i> This category is limited to administering the scheme to provide enhanced public transport concessions for SuperGold cardholders.	-	-	95
Non-Departmental Other Expenses			
<i>Public Transport Concessions for Cardholders</i> This category is limited to providing enhanced public transport concessions for SuperGold cardholders.	-	-	31,048
Tuawhenua Provincial Growth Fund - Transport Projects MCA (M72) (A26) 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.	221,987	221,987	136,895
Non-Departmental Output Expenses			
<i>Supporting Regional and Infrastructure Projects</i> This category is limited to supporting transport-related regional economic development initiatives.	4,173	4,173	321
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.	156,867	156,867	59,463
<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.	24,096	24,096	4,000
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.	19,951	19,951	38,311
<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.	16,900	16,900	34,800
COVID-19 - NLTF Funding for Cost Pressures and Revenue Shocks MCA (M72) (A26) The single overarching purpose of this appropriation is to support Waka Kotahi NZ Transport Agency to manage cost pressures and revenue shocks due to the impact of COVID-19 on the National Land Transport Programme.	654,400	654,400	-
Non-Departmental Output Expenses			
<i>COVID-19 - NLTF Operating Cost Pressure and Revenue Shortfall Funding</i> This category is limited to providing operating funding to Waka Kotahi NZ Transport Agency to meet additional public transport costs, cost of settling claims, and revenue shocks relating to the National Land Transport Programme due to the impacts of COVID-19.	500,400	500,400	-
Non-Departmental Capital Expenditure			
<i>COVID-19 - NLTF Capital Cost Pressure Funding</i> This category is limited to providing capital funding to Waka Kotahi NZ Transport Agency to meet increased capital costs of settling claims relating to the National Land Transport Programme due to the impacts of COVID-19.	19,000	19,000	-
<i>Equity Injection to Waka Kotahi NZ Transport Agency</i> This category is limited to providing an equity injection to Waka Kotahi NZ Transport Agency to reimburse it for the cost of settling claims in 2019/20 relating to the National Land Transport Programme due to the impacts of COVID-19.	135,000	135,000	-

Titles and Scopes of Appropriations by Appropriation Type	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Policy Advice and Related Outputs - Civil Aviation MCA (M72) (A26) The single overarching purpose of this appropriation is to regulate civil aviation and enhance aviation safety in New Zealand.	3,179	3,179	-
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	-
<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	-
<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	-
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.	1,400	1,400	-
Policy Advice and Related Outputs - Maritime MCA (M72) (A26) The single overarching purpose of this appropriation is to regulate and enhance safety in New Zealand's maritime environment.	6,318	6,318	-
Non-Departmental Output Expenses			
<i>Maritime Incident Response</i> This category is limited to building capability to respond to complex maritime pollution incidents.	1,014	1,014	-
<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	1,955	1,955	-
<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	-
Total Multi-Category Expenses and Capital Expenditure	921,809	921,809	171,833
Total Annual Appropriations and Forecast Permanent Appropriations	6,639,558	6,639,558	6,847,460

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) (A26) 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 2019/20	-
	Adjustments for 2020/21	45,310
	Adjusted Appropriation	281,910
	Actual to 2019/20 Year End	13,000
	Estimated Actual for 2020/21	121,850
	Estimate for 2021/22	147,060
	Estimated Appropriation Remaining	-
Protection of Waka Kotahi NZ Transport Agency's Core Regulatory Functions (M72) (A26) This appropriation is limited to the purchase of core regulatory services from Waka Kotahi NZ Transport Agency that are no longer able to be cost-recovered from third parties as a result of Covid-19. Commences: 11 May 2020 Expires: 30 June 2022	Original Appropriation	60,000
	Adjustments to 2019/20	-
	Adjustments for 2020/21	(47,000)
	Adjusted Appropriation	13,000
	Actual to 2019/20 Year End	8,229
	Estimated Actual for 2020/21	4,771
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-
Rail - Maintaining an Electric Locomotive Fleet (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	26,600
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	3,235
	Estimate for 2021/22	23,365
	Estimated Appropriation Remaining	-
Non-Departmental Other Expenses		
Auckland City Rail Link - Operating (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	140
	Adjusted Appropriation	12,210
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	687
	Estimate for 2021/22	2,024
	Estimated Appropriation Remaining	9,499

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72) (A26) 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 2023	Original Appropriation	11,750
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	11,750
	Actual to 2019/20 Year End	541
	Estimated Actual for 2020/21	2,300
	Estimate for 2021/22	5,000
	Estimated Appropriation Remaining	3,909
Housing Infrastructure Fund - Fair Value Write Down (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	122,230
	Actual to 2019/20 Year End	99,811
	Estimated Actual for 2020/21	22,419
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-
Maintaining Airfreight Capacity (M72) (A26) 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	328,500
	Adjustments to 2019/20	-
	Adjustments for 2020/21	50,667
	Adjusted Appropriation	379,167
	Actual to 2019/20 Year End	38,831
	Estimated Actual for 2020/21	340,336
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-
Maintaining Essential Transport Connectivity (M72) (A26) This appropriation is limited to expenses incurred on maintaining essential transport connectivity by transport operators. Commences: 11 May 2020 Expires: 30 June 2022	Original Appropriation	35,300
	Adjustments to 2019/20	-
	Adjustments for 2020/21	(9,300)
	Adjusted Appropriation	26,000
	Actual to 2019/20 Year End	233
	Estimated Actual for 2020/21	25,767
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-
Maintaining international air services (M72) (A26) This appropriation is limited to a funding scheme to air carriers to maintain international air services. Commences: 01 May 2021 Expires: 30 June 2022	Original Appropriation	170,000
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	170,000
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	50,000
	Estimate for 2021/22	120,000
	Estimated Appropriation Remaining	-

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Meeting fees, charges and levies on behalf of airlines (M72) (A26) This appropriation is limited to the expenses incurred in meeting all passenger-based fees, charges and levies and all Airways fees and charges that are normally required to be paid by airlines. Commences: 24 April 2020 Expires: 30 June 2021	Original Appropriation	74,000
	Adjustments to 2019/20	-
	Adjustments for 2020/21	62,798
	Adjusted Appropriation	136,798
	Actual to 2019/20 Year End	38,547
	Estimated Actual for 2020/21	98,251
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-
Non-Departmental Capital Expenditure		
Auckland City Rail Link (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	17,101
	Adjusted Appropriation	1,704,687
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	410,000
	Estimate for 2021/22	584,500
	Estimated Appropriation Remaining	710,187
Civil Aviation Authority - Capital Injection (M72) (A26) This appropriation is limited to providing capital injections to the Civil Aviation Authority for Aviation Security Service security screening equipment, replacing regulatory technology platform, and other critical regulatory and aviation security infrastructure. Commences: 01 July 2021 Expires: 30 June 2026	Original Appropriation	113,219
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	113,219
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	-
	Estimate for 2021/22	16,339
	Estimated Appropriation Remaining	96,880
Civil Aviation Authority Loans (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	(86,000)
	Adjusted Appropriation	-
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	-
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-
COVID-19 - NLTF Borrowing Facility (M72) (A26) This appropriation is limited to loans to Waka Kotahi NZ Transport Agency to manage revenue shocks due to the impact of Covid-19 on the National Land Transport Fund. Commences: 11 May 2020 Expires: 30 June 2022	Original Appropriation	425,000
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	425,000
	Actual to 2019/20 Year End	125,000
	Estimated Actual for 2020/21	300,000
	Estimate for 2021/22	-
	Estimated Appropriation Remaining	-

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Housing Infrastructure Fund Loans (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	357,000
	Actual to 2019/20 Year End	12,000
	Estimated Actual for 2020/21	41,000
	Estimate for 2021/22	40,000
Joint Venture Airports - Crown Contribution (M72) (A26) 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 2019/20	7,420
	Adjustments for 2020/21	-
	Adjusted Appropriation	9,920
	Actual to 2019/20 Year End	2,178
	Estimated Actual for 2020/21	3,043
	Estimate for 2021/22	1,710
Loans to Essential Transport Operators (M72) (A26) This appropriation is limited to loans to essential transport operators. Commences: 11 May 2020 Expires: 30 June 2022	Original Appropriation	15,000
	Adjustments to 2019/20	-
	Adjustments for 2020/21	(10,000)
	Adjusted Appropriation	5,000
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	5,000
	Estimate for 2021/22	-
Rail - New Zealand Railways Corporation Equity Injection (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	193,064
	Adjusted Appropriation	238,064
	Actual to 2019/20 Year End	11,064
	Estimated Actual for 2020/21	44,000
	Estimate for 2021/22	62,000
Regional State Highways (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	15,506
	Adjusted Appropriation	121,453
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	84,729
	Estimate for 2021/22	34,259
Estimated Appropriation Remaining	2,465	

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Waka Kotahi NZ Transport Agency Regulatory Loans (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	59,500
	Adjusted Appropriation	95,000
	Actual to 2019/20 Year End	19,500
	Estimated Actual for 2020/21	25,500
	Estimate for 2021/22	22,000
	Estimated Appropriation Remaining	28,000

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Annual Appropriations and Forecast Permanent Appropriations	6,639,558	6,639,558	6,847,460
Total Forecast MYA Non-Departmental Output Expenses	129,856	129,856	170,425
Total Forecast MYA Non-Departmental Other Expenses	539,760	539,760	127,024
Total Forecast MYA Non-Departmental Capital Expenditure	913,272	913,272	760,808
Total Annual Appropriations and Forecast Permanent Appropriations and Multi-Year Appropriations	8,222,446	8,222,446	7,905,717

Capital Injection Authorisations

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Ministry of Transport - Capital Injection (M72) (A26)	-	-	-

Supporting Information

Part 1 - Vote as a Whole

1.1 - New Policy Initiatives

Policy Initiative	Appropriation	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Aviation Relief Package - Extension of the International Air Freight Capacity scheme	Maintaining Airfreight Capacity (MYA) Non-Departmental Other Expenses	30,602	-	-	-	-
	Transport - Policy advice, ministerial servicing, governance, and other functions Departmental Output Expenses	300	-	-	-	-
Aviation Relief Package - Financial support for passenger- based government changes	Meeting Fees, Charges and Levies on Behalf of Airlines (MYA) Non-Departmental Other Expenses	84,798	-	-	-	-
COVID 19 - Funding to maintain essential transport connectivity	Maintaining Essential Transport Connectivity (MYA) Non-Departmental Output Expenses	1,600	-	-	-	-
	Loans to Essential Transport Operators (MYA) Non-Departmental Capital Expenditure	3,000	-	-	-	-
Delivering the 'Shovel Ready' Infrastructure Projects	Shovel ready project funding - Rail Non-Departmental Other Expenses	9,000	4,000	-	-	-
	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	39,000	-	-	-	-
Extension to the Waka Kotahi regulatory loans	Waka Kotahi NZ Transport Agency Regulatory Loans (MYA) Non-Departmental Capital Expenditure	9,500	22,000	18,900	9,100	-
Future of Rail - Core Asset Management	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	-	57,200	23,300	6,800	-
Future of Rail - Rail Network Investment Programme	Rail - Maintenance and Renewal of the Rail Network Non-Departmental Output Expenses	-	-	128,000	321,900	-
Future of Rail - Rolling Stock and Mechanical Depots	Rail - KiwiRail Holdings Limited Non-Departmental Capital Expenditure	-	1,200	133,950	364,850	128,250

Policy Initiative	Appropriation	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Implementing a Clean Car Standard	Clean Car Standard - Operation Non-Departmental Output Expenses	-	5,957	10,870	11,842	11,842
	Clean Car Standard - Capital Non-Departmental Capital Expenditure	-	10,590	5,630	-	-
Increase in Waka Kotahi's short-term borrowing facility	NLTF Borrowing Facility for Short-Term Advances Non-Departmental Capital Expenditure	-	250,000	250,000	250,000	250,000
Investment in Aviation Security Infrastructure and Regulatory Systems	Civil Aviation Authority - Capital Injection (MYA) Non-Departmental Capital Expenditure	-	16,339	53,561	43,319	-
KiwiRail - Domestic Rail Workshops	Rail - Grants Non-Departmental Output Expenses	4,000	27,000	19,700	10,200	24,100
Maintaining International Air Connectivity Scheme	Maintaining international air services (MYA) Non-Departmental Other Expenses	50,000	120,000	-	-	-
	Transport - Policy advice, ministerial servicing, governance, and other functions Departmental Output Expenses	-	700	-	-	-
Ongoing Crown support for Maritime New Zealand, the Civil Aviation Authority and Aviation Security Service	Protection of Transport Sector Agency Core Functions (MYA) Non-Departmental Output Expenses	-	20,700	-	-	-
Private-Public Partnership project negotiations to mitigate the impacts of COVID-19	COVID-19 - NLTF Funding for Cost Pressures and Revenue Shocks (MCA) - COVID-19 - NLTF Operating Cost Pressure and Revenue Shortfall Funding Non-Departmental Output Expenses	240,700	-	-	-	-
	COVID-19 - NLTF Funding for Cost Pressures and Revenue Shocks (MCA) - Equity Injection to Waka Kotahi NZ Transport Agency Non-Departmental Capital Expenditure	63,700	-	-	-	-
Securing and Strengthening Frontline Water Safety Rescue and Prevention Services to Reduce New Zealand's Drowning Toll	Water Search, Rescue and Safety Frontline Services Non-Departmental Other Expenses	15,078	15,145	15,145	15,145	15,145

Policy Initiative	Appropriation	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Supporting the National Land Transport Programme Revenue Shortfall and Meeting COVID-19 Costs	COVID-19 - NLTF Funding for Cost Pressures and Revenue Shocks (MCA) - COVID-19 - NLTF Operating Cost Pressure and Revenue Shortfall Funding Non-Departmental Output Expenses	250,000	-	-	-	-
	COVID-19 - NLTF Funding for Cost Pressures and Revenue Shocks (MCA) - COVID-19 - NLTF Capital Cost Pressure Funding Non-Departmental Capital Expenditure	19,000	-	-	-	-
	COVID-19 - NLTF Funding for Cost Pressures and Revenue Shocks (MCA) - Equity Injection to Waka Kotahi NZ Transport Agency Non-Departmental Capital Expenditure	81,000	-	-	-	-
Tairāwhiti and Forestry Worker Redeployment Package	Enhanced Road Maintenance - State Highways Non-Departmental Output Expenses	1,500	-	-	-	-
Tuawhenua Provincial Growth Fund - East Cape Road Route Security project	Tuawhenua Provincial Growth Fund - Transport Projects (MCA) - Enabling Infrastructure Projects Non-Departmental Other Expenses	10,000	-	-	-	-
Total Initiatives		912,778	550,831	659,056	1,033,156	429,337

The table above details all new policy initiatives since the 2020/21 Estimates document. A number of new initiatives relate only to the 2020/21 financial year and are therefore not included in Parts 2-4 of this document. For more information on these initiatives, refer to the Vote Transport Supplementary Estimates document for 2020/21.

1.2 - Trends in the Vote

Summary of Financial Activity

	2016/17	2017/18	2018/19	2019/20	2020/21		2021/22			2022/23	2023/24	2024/25
	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	2,051,682	2,116,775	2,707,760	2,866,001	3,696,306	3,696,306	50,670	3,716,760	3,767,430	4,161,493	3,900,263	3,566,092
Benefits or Related Expenses	-	-	-	-	-	-	N/A	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Other Expenses	32,446	57,121	124,085	96,569	598,403	598,403	-	157,402	157,402	33,857	28,247	24,138
Capital Expenditure	1,553,893	2,130,032	1,773,846	2,408,930	3,635,503	3,635,503	250	3,808,802	3,809,052	3,471,178	3,446,190	2,853,708
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-	-	N/A	-	-	-	-
Multi-Category Expenses and Capital Expenditure (MCA)												
<i>Output Expenses</i>	3,484	349,307	45,723	12,197	20,417	20,417	-	3,016	3,016	2,470	2,019	2,019
<i>Other Expenses</i>	26,386	28,171	44,457	105,765	213,411	213,411	-	95,211	95,211	31,048	31,048	31,048
<i>Capital Expenditure</i>	-	350,017	71,958	36,026	58,406	58,406	N/A	73,606	73,606	16,687	-	-
Total Appropriations	3,667,891	5,031,423	4,767,829	5,525,488	8,222,446	8,222,446	50,920	7,854,797	7,905,717	7,716,733	7,407,767	6,477,005
Crown Revenue and Capital Receipts												
Tax Revenue	1,636,154	1,713,383	1,833,276	1,873,805	2,045,160	2,093,338	N/A	2,093,338	2,093,338	2,195,043	2,282,912	2,365,821
Non-Tax Revenue	10,551	11,103	11,629	11,009	10,060	10,060	N/A	10,060	10,060	10,060	10,060	10,060
Capital Receipts	14,959	3,026	3,839	20,281	4,200	6,700	N/A	6,700	6,700	26,200	4,200	2,200
Total Crown Revenue and Capital Receipts	1,661,664	1,727,512	1,848,744	1,905,095	2,059,420	2,110,098	N/A	2,110,098	2,110,098	2,231,303	2,297,172	2,378,081

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

	2016/17 Adjustments \$000	2017/18 Adjustments \$000	2018/19 Adjustments \$000	2019/20 Adjustments \$000	2020/21 Final Budgeted Adjustments \$000	2020/21 Estimated Actual Adjustments \$000
Appropriations						
Output Expenses	9,049	6,101	6,133	5,824	9,454	-
Benefits or Related Expenses	-	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-
Other Expenses	(26,386)	(28,171)	(29,303)	(30,572)	(31,048)	-
Capital Expenditure	-	-	-	-	-	-
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-
Multi-Category Expenses and Capital Expenditure (MCA)						
<i>Output Expenses</i>	<i>(9,049)</i>	<i>(6,101)</i>	<i>(6,133)</i>	<i>(5,824)</i>	<i>(9,454)</i>	-
<i>Other Expenses</i>	<i>26,386</i>	<i>28,171</i>	<i>29,303</i>	<i>30,572</i>	<i>31,048</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	-	-	-	-	-	-

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.

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 2016/17 to 2019/20 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 2021/22, the Crown is forecast to collect \$4,403 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.

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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Road user charges (net)	1,469	1,551	1,673	1,716	1,897	1,953	2,051
Motor vehicle registration (net)	223	227	227	226	224	222	226
Fuel excise duty refunds	(56)	(65)	(66)	(68)	(76)	(81)	(82)
Vote Transport tax revenue	1,636	1,713	1,834	1,874	2,045	2,094	2,195
Fuel excise duty	1,969	1,969	2,053	1,950	2,212	2,309	2,316
Total land transport tax revenue	3,605	3,682	3,887	3,824	4,257	4,403	4,511

Over the years shown above, road user charges and fuel excise duty rates were increased in 2018, 2019 and 2020. There has been an increase in fuel excise duty of 3.5 cents per litre effective 1 July 2020, with equivalent increases in road user charges rates effective from 1 July 2020. The land transport revenue forecast above 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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
National Land Transport Programme PLAs	3,002	3,371	3,616	3,662	3,910	3,967	4,057	4,145	4,238
Loans from the Crown for roading	127	100	35	384	841	790	1,014	750	750
Other funding from the Crown for roading projects	168	518	166	138	1,167	860	825	879	1,011
Rail	243	908	707	1,058	1,407	1,770	1,540	1,392	290
Crown entities	34	36	31	76	203	251	138	113	59
Other	58	62	172	154	636	217	95	84	84
Departmental funding	35	36	41	53	58	51	48	45	45
Total appropriations	3,667	5,031	4,768	5,525	8,222	7,906	7,717	7,408	6,477

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 which came into force on 1 July 2018. A revised GPS was published in September 2020 and will take effect from 1 July 2021 relating to the years 2021/22 to 2030/31.

The current NLTP was adopted on 1 September 2018 and is effective for the years 2018/19 to 2020/21. A new NLTP will be in force from 1 September 2021 effective for the years 2021/22 to 2023/24.

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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Appropriated under PLA for NLTP									
Operating	1,888	2,280	2,601	2,719	2,913	3,194	3,724	3,433	3,408
Capital	1,114	1,091	1,014	943	997	773	333	712	830
Sub total	3,002	3,371	3,615	3,662	3,910	3,967	4,057	4,145	4,238
Crown appropriations									
Capital - cash flow management loan	-	-	-	250	500	750	750	750	750
Capital - project loan	127	100	35	9	41	40	264	-	-
COVID-19 - NLTF Borrowing Facility	-	-	-	125	300	-	-	-	-
Other	168	518	149	107	1,083	790	819	879	1,011
Provincial Growth Fund - Roothing	-	-	17	31	84	70	6	-	-
Sub total	295	618	201	522	2,008	1,650	1,839	1,629	1,761
Total appropriations	3,297	3,989	3,816	4,184	5,918	5,617	5,896	5,774	5,999

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.

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 borrowing facility has two components:

- up to \$250 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 \$250 million, for the purpose of managing unexpected and unavoidable cash flow variations.

Waka Kotahi NZ Transport Agency is responsible for 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 \$500 million at any time. In calculating the size of the appropriation, only drawdowns can be taken into account and so the appropriation of \$750 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. \$345 million is available over the three years from 2020/21 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 (\$1 million), Regional State highways (\$34 million) and the New Zealand Upgrade Programme (\$755 million).

Provincial Growth Fund - Roothing

In 2021/22, \$70 million of Provincial Growth Fund funding is allocated for infrastructure projects.

Rail funding

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
To KiwiRail Group									
Capital - additional investment	190	260	230	463	743	753	681	822	171
Capital - loans and equity	-	164	164	174	-	-	-	-	-
Capital - property transactions	15	3	4	20	48	69	104	47	2
Provincial Growth Fund - Rail	-	-	-	52	138	66	11	-	-
Other projects	38	156	245	91	67	295	300	336	28
To Others									
Auckland City Rail Link	-	326	65	258	411	587	444	187	88
Total	243	909	708	1,058	1,407	1,770	1,540	1,392	290

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 \$753 million to support capital expenditure for 2021/22. As part of the Future of Rail review, the Crown has appropriated \$438 million to support rolling stock investment (\$292 million), core asset management (\$57 million), and ferry assets (\$89 million). \$294 million of the capital appropriation relates to the New Zealand Upgrade Programme and \$21 million relates to shovel-ready projects.

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 2021/22, the projects include the maintenance and renewal of the rail network (\$236 million), the establishment of a local wagon assembly plant in Dunedin (\$27 million), the maintenance of the existing electric locomotive fleet (\$23 million), shovel-ready projects (\$4 million), public policy and railway safety work (\$4 million), and the KiwiRail Holidays Act remediation (\$1 million).

Auckland City Rail Link

This funding is for the Crown's 50% share of costs (\$585 million for 2021/22) 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. There is also \$2 million of funding for the operating costs associated with the project.

Provincial Growth Fund - Rail

In 2021/22, \$66 million of Provincial Growth Fund funding is allocated to rail projects.

Funding to Crown Entities

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Output expense	33	36	31	56	177	202	60	60	59
Capital	1	-	-	20	26	49	78	53	-
Total	34	36	31	76	203	251	138	113	59

Most transport Crown entity activity is funded from the NLTP or fees and charges and so the Crown funding is relatively small. The majority of Crown entity funding for 2021/22 comprises funding for the protection of transport agency functions in light of COVID-19 (\$147 million), funding for Waka Kotahi to implement the Clean Car Standard (\$17 million), funding for CAA to upgrade the aviation security infrastructure and regulatory technology platform (\$16 million), and funding for Search and Rescue activities (\$12 million).

A loan facility is also in place for \$76 million over 2020/21 to 2024/25 to provide loans to Waka Kotahi NZ Transport Agency for approved regulatory cost pressures.

Other

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Total	58	62	172	155	636	217	96	84	84

The 'Other' category is mainly funding paid to third parties and one off projects. Key elements in 2021/22 are:

- Maintaining air services (\$120 million)
- SuperGold Card public transport concessions (\$31 million)
- purchase of weather forecasting services from the Meteorological Service of New Zealand (\$26 million)
- Water search, rescue and safety frontline services (\$15 million)
- Search and Rescue and recreational boating safety activities (\$13 million)
- Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (\$5 million), and
- Bad debt provision for road user charges (\$4 million).

Departmental Output Expenses

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Total funding to the Ministry	35	36	41	53	58	51	48	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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Tolling Revenue	10	11	11	10	8	8	8	8	8
Other	-	-	1	1	2	2	2	2	2
Total	10	11	12	11	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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
Total	15	3	4	20	4	7	26	4	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 non-departmental appropriations as part of modernising the public finance system:

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
Non-Departmental Output Expenses						
Crash Analysis	775	Transferred to: Land Transport Regulatory Services	(775)			
Licensing Activities	2,550	Transferred to: Land Transport Regulatory Services	(2,550)			
Ministerial Servicing by the New Zealand Transport Agency	548	Transferred to: Land Transport Regulatory Services	(548)			
Land Transport Regulatory Services	-	Transferred from: Crash Analysis Licensing Activities Ministerial Servicing by the New Zealand Transport Agency	775 2,550 548	Land Transport Regulatory Services	3,873	3,783
Total Changes in Appropriations	3,873		-		3,873	3,873

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
Non-Departmental Output Expenses						
Search and Rescue Activities	3,231	Transferred to: Maritime Regulatory and Response Services	(3,231)			
Policy Advice and Related Outputs MCA - Maritime New Zealand <i>Non-Departmental Output Expenses</i>						
Policy Advice - Maritime	3,349	Transferred to: Maritime Regulatory and Response Services	(3,349)			
Maritime Safety and Marine Protection Services	1,955	Transferred to: Maritime Regulatory and Response Services	(1,955)			
Maritime Incident Response	1,014	Transferred to: Maritime Regulatory and Response Services	(1,014)			
Non-Departmental Output Expenses						
Maritime Regulatory and Response Services	-	Transferred from: Search and Rescue Activities <i>Policy Advice and Related Outputs MCA - Maritime New Zealand:</i> <i>Policy Advice - Maritime</i> <i>Maritime Safety and Marine</i> <i>Maritime Safety and Marine Protection Services</i> <i>Maritime Incident Response</i>	3,231 3,349 1,955 1,014	Maritime Regulatory and Response Services	9,549	9,299
Total Changes in Appropriations	9,549		-		9,549	9,299

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
Non-Departmental Output Expenses						
Maritime Port Security	145	Transferred to: Civil Aviation and Maritime Security Services MCA	(145)			
Policy Advice and Related Outputs MCA - Civil Aviation Authority Non-Departmental Output Expenses						
Policy Advice - Civil Aviation	663	Transferred to: Civil Aviation and Maritime Security Services MCA	(663)			
Ministerial Servicing - Civil Aviation	431	Transferred to: Civil Aviation and Maritime Security Services MCA	(431)			
International Relations and International Civil Aviation Organisation Obligations	685	Transferred to: Civil Aviation and Maritime Security Services MCA	(685)			
Policy Advice and Related Outputs MCA - Civil Aviation Authority Non-Departmental Other Expenses						
Improving Safety in the Aviation Sector	1,400	Transferred to: Civil Aviation and Maritime Security Services MCA	(1,400)			
Civil Aviation and Maritime Security Services MCA Non-Departmental Output Expenses				Civil Aviation and Maritime Security Services Non-Departmental Output Expenses		
Civil Aviation and Maritime Security Services	-	Transferred from: Maritime Port Security Policy Advice and Related Outputs MCA - Civil Aviation Authority: Policy Advice - Civil Aviation Ministerial Servicing - Civil Aviation	145 663 431 685	Civil Aviation and Maritime Security Services	1,924	1,924

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
Civil Aviation and Maritime Security Services MCA Non-Departmental Other Expenses				Civil Aviation and Maritime Security Services MCA Non-Departmental Other Expenses		
Improving Safety in the Aviation Sector	-	Transferred from: Policy Advice and Related Outputs MCA - Civil Aviation Authority: Improving Safety in the Aviation Sector	1,400	Improving Safety in the Aviation Sector	1,400	700
Total Changes in Appropriations	3,324		-		3,324	2,624

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
Non-Departmental Output Expense						
SuperGold Card - Public Transport Concessions for Cardholders	31,048	Transferred to: SuperGold Card Enhanced Public Transport Concessions Scheme MCA: SuperGold Card - Public Transport Concessions for Cardholders	(31,048)			
Non-Departmental Output Expense						
SuperGold Card - Administration of the Public Transport Concessions Scheme	95	Transferred to: SuperGold Card Enhanced Public Transport Concessions Scheme MCA: SuperGold Card - Administration of the Public Transport Concessions Scheme	(95)			

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
SuperGold Card Enhanced Public Transport Concessions Scheme MCA Non-Departmental Output Expense				SuperGold Card Enhanced Public Transport Concessions Scheme MCA Non-Departmental Output Expense		
SuperGold Card - Administration of the Public Transport Concessions Scheme		Transferred from: SuperGold Card - Administration of the Public Transport Concessions Scheme	95	SuperGold Card - Administration of the Public Transport Concessions Scheme	95	95
SuperGold Card - Public Transport Concessions for Cardholders		Transferred from: SuperGold Card - public transport concessions for cardholders	31,048	SuperGold Card - Public Transport Concessions for Cardholders	31,048	31,048
Total Changes in Appropriations	31,143		-		31,143	31,143

2020/21 Appropriations in the 2020/21 Structure	2020/21 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2020/21 Appropriations in the 2021/22 Structure	2020/21 (Restated) \$000	2021/22 \$000
Non-Departmental Other Expenses						
Rail - Public Policy Projects	3,270	Transferred to: Rail - Railway Safety and Public Policy Projects	(3,270)			
Rail - Railway Safety	500	Transferred to: Rail - Railway Safety and Public Policy Projects	(500)			
Rail - Railway Safety and Public Policy Projects		Transferred from: Rail - Public Policy Projects Rail - Railway Safety	3,270 500	Rail - Railway Safety and Public Policy Projects	3,770	3,770
Total Changes in Appropriations	3,770		-		3,770	3,770

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) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,675	3,675	5,030
Revenue from the Crown	3,675	3,675	5,030
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

	2020/21		2021/22
	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%	95% or higher
Delivery of the National Search and Rescue Support Programme including the provision of governance, leadership, and strategic support for the Search and Rescue sector.	New measure	New measure	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

The increase in this appropriation for 2021/22 is due to:

- \$1.445 million of additional funding in 2021/22 compared to 2020/21 as a result of the triennial funding review on the use of fuel excise duty paid by recreational boating participants, and
- a carry forward of \$700,000 from 2020/21 to 2023/24 due to the Department of the Prime Minister and Cabinet moving a major Search and Rescue exercise to 2023/24.

This increase is partially offset by:

- a carry forward of \$600,000 from 2021/22 to 2023/24 due to the Department of the Prime Minister and Cabinet moving a major Search and Rescue exercise to 2023/24, and
- one-off funding of \$190,000 in 2020/21 to implement a new IT system.

Search and Rescue Training and Training Coordination (M72) (A26)

Scope of Appropriation

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

Expenses and Revenue

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,584	1,584	1,300
Revenue from the Crown	-	-	-
Revenue from Others	1,584	1,584	1,300

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Percentage of planned search and rescue training courses that are delivered	80%	68%	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 2021/22 is due to alignment with the funding agreed 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) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	52,849	52,849	44,340
Revenue from the Crown	51,754	51,754	43,895
Revenue from Others	1,095	1,095	445

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Policy Advice, Governance and Ministerial Servicing	51,336	51,336	41,427
Milford Sound/Piopirotahi Aerodrome	775	775	2,175
Fuel Excise Duty Refund Administration	738	738	738
Total	52,849	52,849	44,340

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	2020/21		2021/22
	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	Achieved	Not Achieved	Achieved
Increase in the use of active modes and public transport in the major urban areas over the medium term	Achieved	Not Achieved	Achieved
Increase the amount of export and import freight moved by the transport system over the medium term	Achieved	Achieved	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	Achieved	Achieved	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	Achieved	Not Achieved	Achieved
Satisfaction of the portfolio Minister with the policy advice service (average score between 2 - 3 out of 5)	Achieved	Achieved	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	95%	85%	95%
Advice on Crown entity board appointments provided to agreed timeframes	Achieved	Achieved	Achieved
Percentage of Official Information Act requests to the Ministry replied to within statutory timeframes	100%	95%	100%
Percentage of draft replies to Ministerial correspondence completed within 10 working days	80%	82%	80%
Percentage of policy papers that score 4.0 or higher	New measure	New measure	40% or higher
Percentage of policy papers that score 3.0 or higher	New measure	New measure	90% or higher
Percentage of governance papers that score 4.0 or higher	New measure	New measure	40% or higher
Percentage of governance papers that score 3.0 or higher	New measure	New measure	90% or higher
Milford Sound/Piopiotaahi Aerodrome			
The Milford Sound/Piopiotaahi aerodrome operation will conform with appropriate Civil Aviation Authority safety requirements	Achieved	Achieved	Achieved
The operating costs for the Milford Sound/Piopiotaahi aerodrome are within third-party revenue	Achieved	Achieved	Achieved
Fuel Excise Duty Refund Administration			
Average number of days taken to process refunds of fuel excise duty	20 working days or less	Achieved	20 working days or less

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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Governance and Monitoring for the New Zealand Upgrade Programme - Monitoring Transport Related Projects	2019/20	2,580	2,440	2,470	2,500	2,500
Maintaining Airfreight Capacity in Response to the Impacts of COVID-19	2019/20	500	-	-	-	-
Future of Rail - Implement the Future of Rail Review Recommendations	2019/20	500	-	-	-	-
Aviation Relief Package - extension of the International Air Freight Capacity Scheme	2020/21	300	-	-	-	-
Maintaining International Air Connectivity Scheme	2021/22	-	700	-	-	-
Previous National-led 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

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

Reasons for Change in Appropriation

The decrease in this appropriation for 2021/22 is mostly due to:

- \$8.927 million carried forward from 2019/20 to 2020/21 due to updated forecasting on a number of Ministry projects including the Green Transport Card, Auckland Light Rail, Maintaining Airfreight Capacity, Transport Connectivity Programme, Future of Rail, and City Rail Link Limited Monitoring
- \$800,000 additional funding in 2020/21 compared to 2021/22 for the Surface Transport Cost and Charges Study and the development and maintenance of a comprehensive system approach to revenue policy
- \$800,000 of one-off funding approved for 2020/21 for the administration of the international airfreight capacity scheme
- \$650,000 of one-off funding approved for 2020/21 for the Auckland Light Rail programme
- \$500,000 of one-off funding approved for 2020/21 to support a resilient and reliable rail freight network, and
- \$140,000 of additional funding in 2020/21 compared to 2021/22 for the governance and monitoring of the New Zealand Upgrade Programme.

This decrease is partially offset by:

- \$1.304 million carried forward from 2020/21 to 2021/22 due to delays caused by COVID-19 on the Drone Regulation Programme, Regulatory System Assessment, Upper North Island Supply Chain Strategy and work on the Milford Aerodrome, and
- \$700,000 of additional funding in 2021/22 for the new international air services scheme.

2.3 - Departmental Capital Expenditure and Capital Injections

Ministry of Transport - Capital Expenditure PLA (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Forests/Agricultural	-	-	-
Land	-	-	-
Property, Plant and Equipment	20	20	-
Intangibles	-	-	250
Other	-	-	-
Total Appropriation	20	20	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

	2020/21		2021/22
	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.

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

Details of Net Asset Schedule	2020/21 Estimated Actual \$000	2021/22 Projected \$000	Explanation of Projected Movements in 2021/22
Opening Balance	2,824	2,824	
Capital Injections	-	-	
Capital Withdrawals	-	-	
Surplus to be Retained (Deficit Incurred)	-	-	
Other Movements	-	-	
Closing Balance	2,824	2,824	

Part 3 - Details of Non-Departmental Appropriations

3.1 - Non-Departmental Output Expenses

Accident or Incident Investigation and Reporting (M72) (A26)

Scope of Appropriation

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

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	6,604	6,604	7,092

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Number of reports published for domestic inquiries (including interim reports)	15-25	12	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%	54%	70%
Average cost of domestic inquiries closed	\$300,000-\$350,000	\$400,000	\$300,000-\$400,000
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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Transport Accident Investigation Commission Knowledge Transfer System - Upgrades to Support a More Sustainable Database	2020/21	1,750	1,572	1,727	1,679	1,679

Reasons for Change in Appropriation

The increase in this appropriation for 2021/22 is due to the funding provided to upgrade the Transport Accident Investigation Commission's Knowledge Transfer System to support a more sustainable database.

Administration of the Automatic Dependent Surveillance-Broadcast Transponders Rebate Scheme (M72) (A26)

Scope of Appropriation

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

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	178	178	178

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	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme	2019/20	200	200	-	-	-

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

Clean Car Standard - Operation (M72) (A26)

Scope of Appropriation

This appropriation is limited to funding Waka Kotahi for the operation and administration costs associated with the Clean Car Standard.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	5,957

What is Intended to be Achieved with this Appropriation

This initiative will regulate distributors of new vehicles and importers of used vehicles to New Zealand to supply vehicles with progressively lower CO2 emissions year on year in order to contribute to broader climate change emission reduction targets. The funding supports Waka Kotahi NZ Transport Agency to operate necessary systems to run the scheme.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Proportion of vehicle imports with CO2 and importer information, allowing robust measurement against national CO2 targets	New measure	New measure	99%

End of Year Performance Reporting

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

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Implementing a Clean Car Standard	2021/22	-	5,957	10,870	11,842	11,842

Reasons for Change in Appropriation

This is a new appropriation in 2021/22 for the operation and administration costs associated with the Clean Car Standard.

Health and Safety at Work Activities - Civil Aviation (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,201	1,201	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

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
In accordance with our delegated authority under the Health and Safety Act 2015, we develop and publish aviation-specific good practice guides and guidance material.	2-5	6	2-5
We will complete health and safety assessments, investigations and audits within: (see Note 1)			
- 180 days	60%	74%	60%
- 12 months	100%	100%	100%

Note 1 - Under the Health and Safety at Work Act 2015, we anticipate conducting 24 scheduled audits and outreach activities, and 30 - 50 non-scheduled assessments and investigations. Completion 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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Previous National-led Government						
Civil Aviation Authority - Health and Safety at Work Act 2015	2017/18	1,201	1,201	1,201	1,201	1,201

Health and Safety at Work Activities - Maritime (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	6,194	6,194	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	2020/21		2021/22
	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	80% or greater	80% or greater
The percentage of higher risk MOSS operators that are audited under the Maritime Transport Act and have an assessment under the Health and Safety at Work Act	80%	80%	80% or greater

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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Health and Safety at Work Activities - Maritime NZ	2020/21	5,240	5,240	5,240	5,240	5,240
Previous National-led Government						
Maritime New Zealand - Health and Safety at Work Act 2015	2017/18	954	954	954	954	954

Land Transport Regulatory Services (M72) (A26)*Scope of Appropriation*

This appropriation is limited to performing associated crash analysis and research services, Crown-purchased land transport licensing services, and the provision of advice and services by Waka Kotahi NZ Transport Agency to support Ministers to discharge their portfolio responsibilities relating to transport.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	3,873

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Crash Analysis	775	775	775
Licensing Activities - Older driver licence holder subsidy	1,445	1,445	1,445
Licensing Activities - Drug and alcohol assessment costs	1,030	1,030	1,030
Licensing Activities - Driver licence stop orders	75	75	75
Ministerial Servicing by the New Zealand Transport Agency	548	548	548
Total	3,873	3,873	3,873

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	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport, Non-Departmental Output Expense: Crash Analysis	775	775	-
Vote Transport, Non-Departmental Output Expense: Licensing Activities	2,550	2,550	-
Vote Transport, Non-Departmental Output Expense: Ministerial Servicing by the New Zealand Transport Agency	548	548	-
Total	3,873	3,873	3,873

What is Intended to be Achieved with this Appropriation

This appropriation is intended to provide information to achieve targeted road safety improvement interventions, to ensure that specific elements of the licensing system are effectively and efficiently managed and to achieve the effective delivery of support to executive government and parliamentary processes.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2020/21		2021/22
	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 or less	1.8 working days	10 working days or less
Number of drug or alcohol assessments funded	700-850 (see Note 1)	645	700 or less (see Note 1)
Number of older driver licences subsidised	39,000-41,000 (see Note 1)	114,941	116,889 or less (see Note 1)
Proportion of requests completed within specified timeframes - Ministerial correspondence	100%	100%	95% or greater
Proportion of requests completed within specified timeframes - Parliamentary questions	100%	100%	100%
Proportion of requests completed within statutory timeframes - Official Information Act requests	100%	99.5%	100%

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 Regulatory and Response Services (M72) (A26)

Scope of Appropriation

This appropriation is limited to search and rescue activities and a search and rescue coordination service, building capability to respond to maritime pollution incidents, the development and delivery of regulatory services that are the responsibility of Maritime New Zealand, and the provision of advice and services by Maritime New Zealand to support Ministers to discharge their portfolio responsibilities relating to transport.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	9,299

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Search and Rescue Activities	3,231	3,231	3,231
Policy Advice - Maritime	3,349	3,349	3,349
Maritime Safety and Marine Protection Services	1,955	1,955	1,955
Maritime Incident Response	1,014	1,014	764
Total	9,549	9,549	9,299

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	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport, Non-Departmental Output Expense: Policy Advice and Related Outputs - Maritime MCA	6,318	6,318	-
Vote Transport, Non-Departmental Output Expense: Search and Rescue Activities	3,231	3,231	-
Total	9,549	9,549	9,299

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a well regulated and safe in New Zealand's maritime environment and 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

	2020/21		2021/22
	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 time the beacons database system is available to the public	New measure	99.5% or greater	99.5% or greater
The number of Maritime Incident Response Team (MIRT) exercises / workshops completed	4	19	4
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
The percentage of written advice to the Minister 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.

National Land Transport Programme PLA (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	2,912,929	2,912,929	3,193,612

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Made up of expenditure on the following activities			
State Highway Improvements	593,558	593,558	933,625
Local Road Maintenance	680,718	680,718	650,000
Public Transport	544,565	544,565	668,887
Local Road Improvements	247,805	247,805	100,000
State Highway Maintenance	442,483	442,483	404,600
Transitional Rail	100,000	100,000	-
Investment Management	100,800	100,800	85,000
Walking and Cycling	72,000	72,000	57,000
Road Safety Promotion	56,000	56,000	48,500
Regional Improvements	43,000	43,000	-
Rapid Transit	32,000	32,000	-
Road to Zero	-	-	116,000
Rail Network	-	-	120,000
Coastal Shipping	-	-	10,000
Total	2,912,929	2,912,929	3,193,612

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

	2020/21		2021/22
	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	1.1 %	1.1 % or less
Local Road Improvements			
Proportion of local road improvement activities funded by the National Land Transport Fund delivered to agreed standards and timeframes	New measure	New measure	80% or greater
State Highway Improvements			
Proportion of state highway improvement activities funded by the National Land Transport Fund delivered to agreed standards and timeframes (see Note 1)	New measure	New measure	90% or greater

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Local Road Maintenance			
Local road maintenance cost per lane kilometre delivered	\$3,000 or less	Not available (see Note 2)	\$3,638 - \$4,334
State Highway Maintenance			
State highway maintenance cost per lane kilometre delivered	\$24,000-\$28,000	Not available (see Note 2)	\$25,098 - \$34,150
Public Transport Services and Public Transport			
Number of boardings on urban public transport services (bus, train, ferry)	119 million or greater	119 million	Increasing
Punctuality of metro rail services	New measure	New measure	Baseline setting
Walking and Cycling Improvements			
Proportion of cycleways, pathways and shared paths delivered against plan	New measure	New measure	Baseline setting
Rail Network			
Reliability of freight travel time	New measure	New measure	Baseline setting
Coastal Shipping			
An investment plan for Coastal Shipping has been developed and has also been endorsed by the Waka Kotahi Board	New measure	New measure	Achieve
Road to Zero			
Length of the network treated with reduced speed limits	New measure	New measure	500 kilometres or greater (see Note 3)
Number of corridor infrastructure safety improvements projects started to plan	New measure	New measure	5 or greater (see Note 3)

Note 1 - This is also a performance measure for the National Land Transport Programme Capital PLA appropriation.

Note 2 - Data is collected only at year-end.

Note 3 - The annual target is indicative. Performance assessment of this activity under the Road to Zero the programme is at the end of the three-year period of the National Land Transport Programme (2021/22-2023/24).

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 published and will take effect from 1 July 2021 relating to the years 2021/22 to 2030/31 and a new NLTP will be in force from 1 September 2021 relating to the years 2021/22 to 2023/24.

The current indicative expenditure for 2020/21 and 2021/22 is shown above in the Components of the Appropriation table. 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) (A26)

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) (A26) 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 2019/20	-
	Adjustments for 2020/21	45,310
	Adjusted Appropriation	281,910
	Actual to 2019/20 Year End	13,000
	Estimated Actual for 2020/21	121,850
	Estimate for 2021/22	147,060
	Estimated Appropriation Remaining	-

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Protection of Core Services of Transport Border Agencies Impacted by COVID-19	113,700	113,700	130,600
Aviation Security Service personnel for Managed Isolation and Quarantine facilities	8,150	8,150	16,460
Total	121,850	121,850	147,060

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	2020/21		2021/22
	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	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	2020/21 Final Budgeted \$000	2020/21 Estimated Actual \$000	2021/22 Budget \$000	Expiry of Resourcing Commitment
Aviation Security Service	95,950	95,950	107,260	
Civil Aviation Authority	20,500	20,500	23,500	
Maritime New Zealand	5,400	5,400	16,300	
Total	121,850	121,850	147,060	

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Protection of Core Services of Transport Border Agencies Impacted by COVID-19	2019/20	201,400	-	-	-	-
Ongoing Crown support for Maritime New Zealand, the Civil Aviation Authority and Aviation Security Service	2021/22	-	20,700	-	-	-

Rail - Grants (M72) (A26)

Scope of Appropriation

This appropriation is limited to payments under section 7 of the State-Owned Enterprises Act 1986 to KiwiRail Holdings Limited for non-commercial activities.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	4,000	4,000	27,000

What is Intended to be Achieved with this Appropriation

This appropriation provides funding to establish a local wagon assembly plant at Hillside, Dunedin, to increase employment and youth opportunities and rebuild industry capability.

How Performance will be Assessed and End of Year Reporting Requirements

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Work is carried out in line with the agreed outcomes	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
KiwiRail - Domestic Rail Workshops	2020/21	4,000	27,000	19,700	10,200	24,100

Reasons for Change in Appropriation

This is a new appropriation to provide funding to establish a local wagon assembly plant at Hillside, Dunedin, to increase employment and youth opportunities and rebuild industry capability.

Rail - Maintaining an Electric Locomotive Fleet (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Rail - Maintaining an Electric Locomotive Fleet (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	26,600
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	3,235
	Estimate for 2021/22	23,365
	Estimated Appropriation Remaining	-

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	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Work is carried out in line with the agreed outcomes	100%	66%	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Maintain the operation of the existing electric locomotive fleet	2018/19	9,500	4,000	-	-	-

Rail - Maintenance and Renewal of the Rail Network (M72) (A26)

Scope of Appropriation

This appropriation is limited to funding KiwiRail Holdings Limited for the expenditure included in the approved Rail Network Investment Programme.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	236,300

What is Intended to be Achieved with this Appropriation

This appropriation is intended to give effect to the Rail Network Investment Programme.

How Performance will be Assessed and End of Year Reporting Requirements

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Work is carried out as per the agreed programme	New measure	New measure	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Future of Rail - Investment to Enable Rail Activities to be Funded Under the Land Transport Management Act	2022/23	-	-	148,200	-	-
Future of Rail - Rail Network Investment Programme	2022/23	-	-	128,000	321,900	-

Reasons for Change in Appropriation

The increase in this appropriation for 2021/22 is due to a fiscally neutral adjustment moving approved capital funding for Future of Rail network components to operating funding, to align with the Future of Rail principles.

Road User Charges Investigation and Enforcement (M72) (A26)

Scope of Appropriation

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

Expenses

	2020/21		2021/22
	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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of unpaid road user charges identified through investigations and assessments that are collected	65-75%	60%	65-75%

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) (A26)

Scope of Appropriation

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

Expenses

	2020/21		2021/22
	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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Average number of days to process road user charges refund applications	20 working days or less	12.7 working days	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 and Recreational Boating Safety Activities PLA (M72) (A26)*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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	23,832	23,832	25,777

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
The percentage of New Zealanders who practice safer recreational boating behaviours as a result of Maritime NZ safety messaging (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 performance measures within the Agreements for Search and Rescue services are:			
Provision of appropriate Search and Rescue services to Coordination Authorities on request	New measure	New measure	100%
Achieving the agreed Search and Rescue services initiative milestones	New measure	New measure	100%
Provision of agreed New Zealand avalanche hazard advisory services	New measure	New measure	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.

Service Providers

Provider	2020/21 Final Budgeted \$000	2020/21 Estimated Actual \$000	2021/22 Budget \$000	Expiry of Resourcing Commitment
Crown Entities				
Maritime New Zealand	13,464	13,464	12,472	
Non-Government Organisations				
Coastguard New Zealand	4,367	4,367	5,537	
New Zealand Land Search & Rescue Inc.	3,051	3,051	2,661	
Surf Life Saving New Zealand	811	811	2,392	
New Zealand Police	1,100	1,100	1,864	
Amateur Radio Emergency Communications	654	654	492	
Mountain Safety Council	295	295	291	
Marlborough-Nelson Marine Radio Association	77	77	60	
Otago Maritime VFH Association Incorporated	13	13	8	
Total	23,832	23,832	25,777	

Reasons for Change in Appropriation

The increase in this appropriation for 2021/22 is due to additional funding as a result of the triennial funding review on the use of fuel excise duty paid by recreational boating participants.

Weather Forecasts and Warnings (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	24,708	24,708	25,623

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

	2020/21		2021/22
	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%	90-93%	Greater than 90%
Maximum percentage of forecasts of severe-weather events which are subsequently found to be false alarms (false alarm ratio)	Less than 25%	10-15%	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Public Safety Weather Forecasting - Making New Zealand Households and Businesses Safer During Severe Weather Events	2019/20	638	901	914	914	914
Weather Radar Upgrades - Improving the Accuracy and Resilience of New Zealand's Weather Forecasting Services	2019/20	121	773	861	861	861

Reasons for Change in Appropriation

The increase in this appropriation for 2021/22 is due to the variable amounts of funding allocated each year for public safety weather forecasting and weather radar upgrades to improve the accuracy and resilience of New Zealand's weather forecasting services, as presented in the initiatives table above.

3.4 - Non-Departmental Other Expenses

Auckland City Rail Link - Operating (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Auckland City Rail Link - Operating (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	140
	Adjusted Appropriation	12,210
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	687
	Estimate for 2021/22	2,024
	Estimated Appropriation Remaining	9,499

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

	2020/21		2021/22
	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) (A26)

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) (A26) 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 2023	Original Appropriation	11,750
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	11,750
	Actual to 2019/20 Year End	541
	Estimated Actual for 2020/21	2,300
	Estimate for 2021/22	5,000
	Estimated Appropriation Remaining	3,909

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

	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Automatic Dependent Surveillance - Broadcast Transponders Rebate Scheme	2019/20	3,925	3,925	-	-	-

Bad Debt Provision - Motor Vehicle Registration/Licences and Road User Charges (M72) (A26)*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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	8,000	8,000	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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of bad debt for road user charges against forecast revenue	0.45% or less	0.40%	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 2021/22 is due to a one off increase of \$4 million in 2020/21 due to Waka Kotahi NZ Transport Agency processing higher value bad debt write-offs due to the effects of COVID-19.

KiwiRail Holidays Act Remediation (M72) (A26)*Scope of Appropriation*

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

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	27,900	27,900	1,100

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Remediation payments are made for non-compliance with the Holidays Act 2003	Achieved	Achieved	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
KiwiRail Holidays Act 2003 Remediation	2020/21	29,000	-	-	-	-

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 decrease in this appropriation for 2021/22 is due to it being the final year for the implementation of this initiative. KiwiRail is actively attempting to locate the remaining staff that have not yet been paid and is expecting to complete this work in 2021/22.

Maintaining international air services (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Maintaining international air services (M72) (A26) This appropriation is limited to a funding scheme to air carriers to maintain international air services. Commences: 01 May 2021 Expires: 30 June 2022	Original Appropriation	170,000
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	170,000
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	50,000
	Estimate for 2021/22	120,000
	Estimated Appropriation Remaining	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the maintenance of international air services to retain connectivity with New Zealand's principal trading partners, enable essential passenger movements and maintain core capability, capacity and competitiveness within the New Zealand aviation sector.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Available air freight capacity as a percentage of pre-COVID-19 airfreight capacity	New measure	New measure	80% or more
Passenger connections to key destinations, including the Pacific, are available	New measure	New measure	Within one month

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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Maintaining International Air Connectivity Scheme	2020/21	50,000	120,000	-	-	-

Membership of International Organisations (M72) (A26)

Scope of Appropriation

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

Expenses

	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2020/21 Estimated Actual \$000	2021/22 Budget \$000	Expiry of Resourcing Commitment
International Maritime Organisation	75	75	75	-
World Meteorological Organisation	346	346	346	-
International Civil Aviation Organisation	442	442	442	-
Total	863	863	863	

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
International Membership Charges to Support Safety in Maritime and Aviation	2019/20	120	120	120	120	120

Rail - Railway Safety and Public Policy Projects (M72) (A26)*Scope of Appropriation*

This appropriation is limited to public safety works and public policy rail initiatives.
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Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	3,770

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	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport, Non-Departmental Other Expense: Rail - Public Policy Projects	3,270	3,270	-
Vote Transport, Non-Departmental Other Expense: Rail - Railway Safety	500	500	-
Total	3,770	3,770	3,770

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, and to achieve improvements in community safety around railway lines and stations.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
A safer railway system and public policy projects are carried out in line with the programme	Achieved	Achieved	Achieved

End of Year Performance Reporting

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

Shovel ready project funding - Rail (M72) (A26)

Scope of Appropriation

This appropriation is limited to grants to KiwiRail Holdings Limited to deliver infrastructure projects.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	9,000	9,000	4,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to support employment and improve the resilience of the rail network in the West Coast region.

How Performance will be Assessed and End of Year Reporting Requirements

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Work is carried out as per the agreed programme	New measure	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Delivering the 'Shovel Ready' Infrastructure Projects	2020/21	9,000	4,000	-	-	-

Reasons for Change in Appropriation

The decrease in this appropriation for 2021/22 is due to variable amounts of funding allocated each year for the delivery of 'shovel ready' infrastructure projects, as presented in the initiatives table above.

Waka Kotahi NZ Transport Agency Palmerston North Premises (M72) (A26)

Scope of Appropriation

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

Expenses

	2020/21		2021/22
	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

	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Evacuation and Redeployment of Waka Kotahi NZ Transport Agency Staff in Palmerston North	2019/20	1,500	1,500	1,500	-	-

Water Search, Rescue and Safety Frontline Services (M72) (A26)

Scope of Appropriation

This appropriation is limited to expenses incurred in frontline water search, rescue and safety services.

Expenses

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	15,078	15,078	15,145

What is Intended to be Achieved with this Appropriation

This appropriation is intended to ensure critical frontline services delivered by Surf Life Saving New Zealand and Coastguard New Zealand are maintained at existing levels.

How Performance will be Assessed and End of Year Reporting Requirements

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Achievement of the agreed Water Safety Services Service Level Agreements initiative milestones	New measure	New measure	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.

Service Providers

Provider	2020/21 Final Budgeted \$000	2020/21 Estimated Actual \$000	2021/22 Budget \$000	Expiry of Resourcing Commitment
Coastguard New Zealand	5,628	5,628	5,660	
Surf Life Saving New Zealand	9,450	9,450	9,485	
Total	15,078	15,078	15,145	

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Securing and Strengthening Frontline Water Safety Rescue and Prevention Services to Reduce New Zealand's Drowning Toll	2020/21	15,078	15,145	15,145	15,145	15,145

3.5 - Non-Departmental Capital Expenditure

Auckland City Rail Link (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Auckland City Rail Link (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	17,101
	Adjusted Appropriation	1,704,687
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	410,000
	Estimate for 2021/22	584,500
	Estimated Appropriation Remaining	710,187

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	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Auckland City Rail Link Change of Scope to Futureproof for Forecast Patronage Growth	2024/25	-	-	-	-	134,000
Auckland City Rail Link Cost Reforecast - to Benefit Auckland's Communities Through an Enhanced Rail Network	2019/20	-	70,000	245,000	51,000	39,500
Funding for 50% share of costs of the Auckland City Rail Link	2018/19	360,000	335,000	165,000	41,000	-

Capital Investment Package - Roads, Walking and Cycling (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	305,187	305,187	754,890

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of Waka Kotahi NZ Transport Agency NZ Upgrade 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 Waka Kotahi NZ Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
New Zealand Upgrade Programme - Transport	2019/20	298,750	754,890	815,510	878,630	1,010,990

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 2021/22 is due to the variable amounts of funding allocated each year for the New Zealand Upgrade Programme. The programme was established in 2019/20 and planned physical works are higher each year.

Civil Aviation Authority - Capital Injection (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Civil Aviation Authority - Capital Injection (M72) (A26) This appropriation is limited to providing capital injections to the Civil Aviation Authority for Aviation Security Service security screening equipment, replacing regulatory technology platform, and other critical regulatory and aviation security infrastructure. Commences: 01 July 2021 Expires: 30 June 2026	Original Appropriation	113,219
	Adjustments to 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	113,219
	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	-
	Estimate for 2021/22	16,339
Estimated Appropriation Remaining	96,880	

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Aviation security infrastructure	-	-	6,700
Aviation regulatory information system	-	-	5,000
Other critical infrastructure	-	-	4,639
Total	-	-	16,339

What is Intended to be Achieved with this Appropriation

This appropriation is intended to upgrade aviation security infrastructure, the Authority's regulatory technology platform (EMPIC), and other critical infrastructure required for the Authority to undertake its regulatory and aviation security role.

How Performance will be Assessed and End of Year Reporting Requirements

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Percentage of planned works delivered to timeframe and standard	New measure	New measure	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Investment in Aviation Security Infrastructure and Regulatory Systems	2021/22	-	16,339	53,561	43,319	-

Reasons for Change in Appropriation

This is a new multi-year appropriation established to provide capital injections to the Civil Aviation Authority for Aviation Security Service security screening equipment, replacing regulatory technology platform, and other critical regulatory and aviation security infrastructure.

Clean Car Standard - Capital (M72) (A26)

Scope of Appropriation

This appropriation is limited to providing capital to Waka Kotahi for capital expenditure associated with implementing and supporting the Clean Car Standard.

Capital Expenditure

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	10,590

What is Intended to be Achieved with this Appropriation

This initiative will regulate distributors of new vehicles and importers of used vehicles to New Zealand to supply vehicles with progressively lower CO2 emissions year on year in order to contribute to broader climate change emission reduction targets. The funding supports Waka Kotahi to build necessary systems to run the scheme.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Systems and internal capability are implemented to commence policy with importers of vehicles by late 2022	New measure	New measure	Achieved

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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Implementing a Clean Car Standard	2021/22	-	10,590	5,630	-	-

Reasons for Change in Appropriation

This is a new appropriation to provide capital funding for the implementation of the Clean Car Standard.

Housing Infrastructure Fund Loans (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Housing Infrastructure Fund Loans (M72) (A26) 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 2019/20	-
	Adjustments for 2020/21	-
	Adjusted Appropriation	357,000
Commences: 01 July 2018	Actual to 2019/20 Year End	12,000
Expires: 30 June 2023	Estimated Actual for 2020/21	41,000
	Estimate for 2021/22	40,000
	Estimated Appropriation Remaining	264,000

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	2020/21		2021/22
	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) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Joint Venture Airports - Crown Contribution (M72) (A26) 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 2019/20	7,420
	Adjustments for 2020/21	-
	Adjusted Appropriation	9,920
	Actual to 2019/20 Year End	2,178
	Estimated Actual for 2020/21	3,043
	Estimate for 2021/22	1,710
	Estimated Appropriation Remaining	2,989

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	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Joint Venture Airports - The Crown's Share of Capital Works Costs and Operating Losses as Specified under the Deeds	2019/20	4,104	521	1,162	-	-

Maritime New Zealand Capital Expenditure PLA (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	446	446	105

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

	2020/21		2021/22
	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 2021/22 is due to a return to the baseline figure for Maritime New Zealand Capital Expenditure. Funding for the search and rescue systems upgrade in 2019/20 was carried forward to 2020/21.

National Land Transport Programme Capital PLA (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	996,546	996,546	772,991

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
New Infrastructure and Renewal of State Highway	756,646	756,646	301,084
Public Transport	93,000	93,000	171,000
Regional Improvements	78,000	78,000	-
Walking and Cycling	66,000	66,000	38,407
Road Safety Promotion	2,900	2,900	2,500
Road to Zero Infrastructure	-	-	260,000
Total	996,546	996,546	772,991

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
Proportion of state highway improvement activities funded by the National Land Transport Fund delivered to agreed standards and timeframes (see Note 1)	New measure	New measure	90% or greater

Note 1 - This is also a performance measure for the National Land Transport Programme PLA appropriation (State Highway Improvements).

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 2021/22 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 2021/22 to 2030/31 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) (A26)

Scope of Appropriation

This appropriation is limited to short-term advances to Waka Kotahi NZ Transport Agency to manage cash flow variations between hypothecated revenue inflows and outflows of the National Land Transport Fund and short-term revenue and expenditure shocks.

Capital Expenditure

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	500,000	500,000	750,000

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

	2020/21		2021/22
	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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Increase in Waka Kotahi's short-term borrowing facility	2021/22	-	250,000	250,000	250,000	250,000

Reasons for Change in Appropriation

The increase in this appropriation for 2021/22 is due to the increase in Waka Kotahi's short term borrowing facility from \$250 million to \$500 million to better manage cash flow variations between the hypothecated revenue inflows and expenditure outflows in the National Land Transport Fund.

Rail - KiwiRail Equity Injection (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	4,200	4,200	6,700

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

	2020/21		2021/22
	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 KiwiRail in its annual report.

Reasons for Change in Appropriation

The increase in this appropriation for 2021/22 is due to this appropriation being forecast to match expected property transactions. This appropriation 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) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	743,450	743,450	752,718

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

	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Assessment of Performance			
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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Future of Rail - Core Asset Management	2021/22	-	57,200	23,300	6,800	-
Future of Rail - Rolling Stock and Mechanical Depots	2021/22	-	1,200	133,950	364,850	128,250
Delivering the 'Shovel Ready' Infrastructure Projects	2020/21	39,000	-	-	-	-
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	17,300
Future of Rail - Rolling Stock Investment to Support a Resilient and Reliable Railway	2021/22	-	237,500	145,200	8,000	30,600
KiwiRail - Convert Debt to Equity	2020/21	174,250	-	-	-	-
New Zealand Upgrade Programme - Transport	2019/20	192,310	313,390	244,370	93,490	22,900
Future of Rail - Rolling Stock Investment to Support a Resilient and Reliable Rail Freight System	2019/20	237,000	-	-	-	-
Future of Rail - Working Capital to Support a Resilient and Reliable Rail Freight Network	2019/20	266,000	-	-	-	-

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

The increase in this appropriation for 2021/22 is due to increased investment in the New Zealand rail system with an instalment of working capital into KiwiRail and funding for the third tranche of KiwiRail's rolling stock and mechanical maintenance facilities investment programme, as indicated in the initiatives table above.

This increase is partially offset by a fiscally neutral adjustment moving approved capital funding for Future of Rail network components to operating funding, to align with the Future of Rail principles.

Rail - New Zealand Railways Corporation Equity Injection (M72) (A26)

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) (A26) 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	45,064
	Adjustments to 2019/20	-
	Adjustments for 2020/21	193,064
	Adjusted Appropriation	238,064
	Actual to 2019/20 Year End	11,064
	Estimated Actual for 2020/21	44,000
	Estimate for 2021/22	62,000
	Estimated Appropriation Remaining	121,000

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

Assessment of Performance	2020/21		2021/22
	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 the New Zealand Railways Corporation in its annual report.

Regional State Highways (M72) (A26)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Regional State Highways (M72) (A26)	Original Appropriation	105,947
This appropriation is limited to the investigation, design and construction of regional State highways.	Adjustments to 2019/20	-
	Adjustments for 2020/21	15,506
Commences: 01 July 2020	Adjusted Appropriation	121,453
Expires: 30 June 2025	Actual to 2019/20 Year End	-
	Estimated Actual for 2020/21	84,729
	Estimate for 2021/22	34,259
	Estimated Appropriation Remaining	2,465

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	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Proportion of Waka Kotahi NZ Transport Agency 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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Regional Investment Opportunities - Transport	2019/20	70,060	-	-	-	-

Waka Kotahi NZ Transport Agency Regulatory Loans (M72) (A26)

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) (A26) 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 2019/20	-
	Adjustments for 2020/21	59,500
	Adjusted Appropriation	95,000
	Actual to 2019/20 Year End	19,500
	Estimated Actual for 2020/21	25,500
	Estimate for 2021/22	22,000
	Estimated Appropriation Remaining	28,000

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

Assessment of Performance	2020/21		2021/22
	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.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
Regulatory Loans to Waka Kotahi NZ Transport Agency	2019/20	25,500	22,000	18,900	9,100	-

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

4 - Multi-Category Expenses and Capital Expenditure

Civil Aviation and Maritime Security Services (M72) (A26)

Overarching Purpose Statement

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

Scope of Appropriation

Non-Departmental Output Expenses

Civil Aviation and Maritime Security Services

This category is limited to technical information and advice in relation to international matters affecting New Zealand aviation, standby screening and searching services at ports, and the provision of advice and services by the Civil Aviation Authority to support Ministers to discharge their portfolio responsibilities relating to transport.

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	2,624
Non-Departmental Output Expenses			
Civil Aviation and Maritime Security Services	-	-	1,924
Non-Departmental Other Expenses			
Improving Safety in the Aviation Sector	-	-	700

Components of the Appropriation

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Policy Advice - Civil Aviation	663	663	663
Ministerial Servicing - Civil Aviation	431	431	431
International Relations and International Civil Aviation Organisation Obligations	685	685	685
Maritime Port Security	145	145	145
Total	1,924	1,924	1,924

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	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport, Non-Departmental Output Expense: Policy Advice - Civil Aviation	663	663	-
Vote Transport, Non-Departmental Output Expense: Ministerial Servicing - Civil Aviation	431	431	-
Vote Transport, Non-Departmental Output Expense: International Relations and International Civil Aviation Organisation Obligations	685	685	-
Vote Transport, Non-Departmental Output Expense: Maritime Port Security	145	145	-
Vote Transport, Non-Departmental Other Expense: Improving Safety in the Aviation Sector	1,400	1,400	-
Total	3,324	3,324	2,624

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 and 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 for this Appropriation

Assessment of Performance	2020/21		2021/22
	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	77%	75% or greater
Percentage of overseas travellers that felt extremely or very safe and secure (2019 result - 89%)	92% or greater	89%	92% or greater

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

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Non-Departmental Output Expenses			
Civil Aviation and Maritime Security Services			
This category is intended to achieve a high level of safety and security standards within the New Zealand civil aviation system, the delivery of support to executive government and parliamentary processes, administration of New Zealand's international civil aviation obligations, and preparedness to provide maritime security response.			
We will ensure New Zealand's obligations as a signatory State to the Chicago convention are met, where appropriate for New Zealand, through:			
<ul style="list-style-type: none"> Maintained alignment with existing Standards and Recommended Practices (SARPs) 	Maintained	Maintained	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 	100%	100%	100%
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 expectations	Met expectations	Meet or exceed expectations
The policy advice we provide to Ministers, government departments and agencies will meet the CAA's internal guidelines for quality policy advice.	Consistently met	Consistently met	100%
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.			
Support delivered to the Airspace Integration Trials programme as agreed with the Ministry of Business, Innovation and Employment.	New measure	New measure	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Civil Aviation Authority in its Annual Report.

Reasons for Change in Appropriation

This decrease in appropriation for 2021/22 (compared to the restructured amount) is due to funding to support the drone integration work being carried forward from 2019/20 to 2020/21.

Reinstatement of the South Island Transport Corridors (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	35,925	35,925	1,171
Non-Departmental Output Expenses			
Restoration of State Highway 1 between Picton and Christchurch	14,370	14,370	676
Non-Departmental Capital Expenditure			
Rebuild of State Highway 1 between Picton and Christchurch	21,555	21,555	495

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.

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

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
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 Highway 1 between Picton and Christchurch with defects liability period completed to plan	New measure	New measure	100%
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 with defects liability period completed to plan	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 2021/22 is due to this being the final year for the implementation of this initiative. Funding for this 2021/22 accounts for the defects liability period which is two years post practical completion. There will continue to be expenditure required to wind-down the project and the alliance entity which includes continuing to pay claims up to an agreed cut-off date.

SuperGold Card Enhanced Public Transport Concessions Scheme (M72) (A26)

Overarching Purpose Statement

The single overarching purpose of this appropriation is to provide enhanced public transport concessions for SuperGold cardholders.

Scope of Appropriation

Non-Departmental Output Expenses

Administration of the Public Transport Concessions Scheme

This category is limited to administering the scheme to provide enhanced public transport concessions for SuperGold cardholders.

Non-Departmental Other Expenses

Public Transport Concessions for Cardholders

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

Expenses, Revenue and Capital Expenditure

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	31,143
Non-Departmental Output Expenses			
Administration of the Public Transport Concessions Scheme	-	-	95
Non-Departmental Other Expenses			
Public Transport Concessions for Cardholders	-	-	31,048

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	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport, Non-Departmental Other Expense: SuperGold Card - public transport concession for card holders	31,048	31,048	-
Vote Transport, Non-Departmental Output Expense: SuperGold Card - Administration of the Public Transport Concessions Scheme	95	95	-
Total	31,143	31,143	31,143

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 and achieve accurate and timely administration of the SuperGold Card scheme.

How Performance will be Assessed for this Appropriation

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Non-Departmental Output Expenses			
Administration of the Public Transport Concessions Scheme			
This category is intended to achieve accurate and timely administration of the SuperGold Card scheme.			
Proportion of bulk funding payments of Crown SuperGold allocation paid to approved organisations within 20 working days	New measure	New measure	100%
Non-Departmental Other Expenses			
Public Transport Concessions for Cardholders			
Number of boardings using SuperGold concessions	11.3 million or greater	11.3 million	12-15 million

End of Year Performance Reporting

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

Tuawhenua Provincial Growth Fund - Transport Projects (M72) (A26)

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

	2020/21		2021/22
	Final Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	221,987	221,987	136,895
Non-Departmental Output Expenses			
Supporting Regional and Infrastructure Projects	4,173	4,173	321
Non-Departmental Other Expenses			
Enabling Infrastructure Projects	156,867	156,867	59,463
Regional Projects and Capability	24,096	24,096	4,000
Non-Departmental Capital Expenditure			
Infrastructure Projects	19,951	19,951	38,311
Rail Projects	16,900	16,900	34,800

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	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Provincial Growth Fund is distributed by the Ministry in accordance with the terms and conditions of its memorandum of understanding	Achieved	Achieved	Achieved

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

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Non-Departmental Output Expenses			
Supporting Regional and Infrastructure Projects			
This category is intended to achieve a lift in productivity potential in the regions through transport related economic development initiatives.			
Average number of days to release Provincial Growth Fund funding to support regional and infrastructure projects once approved	New measure	New measure	20 working days or less
Non-Departmental Other Expenses			
Enabling Infrastructure Projects			
This category is intended to achieve a lift in productivity potential in the regions through transport related infrastructure projects.			
Average number of days to release Provincial Growth Fund infrastructure funding once approved	20 working days or less	12 working days	20 working days or less
Work is carried out as per the agreed programme	100%	100%	100%
Regional Projects and Capability			
This category is intended to achieve a lift in productivity potential in the regions through transport-related projects, capability building, and feasibility studies for potential transport-related projects.			
Work is carried out per the agreed programme	New measure	New measure	100%
Non-Departmental Capital Expenditure			
Infrastructure Projects			
This category is intended to achieve a lift in productivity potential in the regions through transport related capital infrastructure projects.			
Proportion of Waka Kotahi NZ Transport Agency projects funded by the Provincial Growth Fund delivered to standards and timeframes	90% or greater	94%	90% or greater

Assessment of Performance	2020/21		2021/22
	Final Budgeted Standard	Estimated Actual	Budget Standard
Rail Projects			
This category is intended to achieve a lift in productivity potential in the regions through a capital injection to KiwiRail Holdings Limited to finance approved rail-related projects.			
Work is carried out as per the agreed programme	100%	100%	100%

Service Providers for the Multi-Category Appropriation

Provider	2020/21 Final Budgeted \$000	2020/21 Estimated Actual \$000	2021/22 Budget \$000	Expiry of Resourcing Commitment
Waka Kotahi NZ Transport Agency	83,762	83,762	70,423	
KiwiRail	138,225	138,225	66,472	
Total	221,987	221,987	136,895	

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	2020/21 Final Budgeted \$000	2021/22 Budget \$000	2022/23 Estimated \$000	2023/24 Estimated \$000	2024/25 Estimated \$000
East Cape Road Route Security project	2020/21	10,000	-	-	-	-
Route 52	2019/20	18,000	-	-	-	-
Sealing of State Highway 43	2019/20	8,780	-	-	-	-
Tairāwhiti Roading Package continued	2019/20	39,650	-	-	-	-
New Zealand Transport Agency Resourcing	2019/20	2,711	-	-	-	-
North Auckland Line (including Marsden Point Line Land Purchases)	2019/20	84,245	-	-	-	-
Palmerston North Regional Economic Growth Hub	2018/19	21,000	-	-	-	-

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 2021/22 is due to all the funding having been originally allocated to the 2020/21 financial year. Due to delays in physical works caused by COVID-19 and after more detailed planning was undertaken by Crown agencies and local authorities, funding was carried forward from 2020/21 to outyears.