

The Treasury

Budget 2026 Information Release

September 2026

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Where information has been withheld, no public interest has been identified that would outweigh the reasons for withholding it.

Key to sections of the Act under which information has been withheld:

- [1] 6(a) - to avoid prejudice to the security or defence of New Zealand or the international relations of the government
- [2] 6(b)(i) - to avoid prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by the Government of any other country or any agency of such a Government
- [4] 6(c) - to avoid prejudice to the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
- [7] 6(e)(ii) - to prevent serious damage to the economy of New Zealand by disclosing prematurely decisions to change or continue government economic or financial policies relating to the regulation of banking or credit
- [12] 7(a)(i) - to avoid prejudice to the security or defence of the self-governing State of the Cook Islands
- [13] 7(a)(ii) - to avoid prejudice to the security or defence of the self-governing State of Niue
- [14] 7(a)(iii) - to avoid prejudice to the security or defence of Tokelau
- [15] 7(a)(iv) - to avoid prejudice to the security or defence of the Ross Dependency
- [23] 9(2)(a) - to protect the privacy of natural persons, including deceased people
- [25] 9(2)(b)(ii) - to protect the commercial position of the person who supplied the information or who is the subject of the information
- [26] 9(2)(ba)(i) - to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied
- [27] 9(2)(ba)(ii) - to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest

- [31] 9(2)(f)(ii) - to maintain the current constitutional conventions protecting collective and individual ministerial responsibility
- [33] 9(2)(f)(iv) - to maintain the current constitutional conventions protecting the confidentiality of advice tendered by ministers and officials
- [34] 9(2)(g)(i) - to maintain the effective conduct of public affairs through the free and frank expression of opinions
- [35] 9(2)(g)(ii) - to maintain the effective conduct of public affairs through protecting ministers, members of government organisations, officers and employees from improper pressure or harassment;
- [36] 9(2)(h) - to maintain legal professional privilege
- [37] 9(2)(i) - to enable the Crown to carry out commercial activities without disadvantage or prejudice
- [38] 9(2)(j) - to enable the Crown to negotiate without disadvantage or prejudice
- [39] 9(2)(k) - to prevent the disclosure of official information for improper gain or improper advantage
- [40] 18(c)(i) - that the making available of the information requested would be contrary to the provisions of a specified enactment
- [41] 18(d) - information requested is or will soon be publicly available

Where information has been withheld, a numbered reference to the applicable section of the Act has been made, as listed above. For example, a [23] appearing where information has been withheld in a release document refers to section 9(2)(a).

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Cabinet

Minute of Decision

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Budget 2026 Package: Vote Transport

On 7 May 2026, Cabinet:

Appropriation Administrator: Ministry of Transport

- 1 **approved** the Budget initiatives for the above Vote for inclusion in the 2026 Budget package, as listed in the summary tables below and detailed in the attached initiative documents:

Summary of initiatives:

Operating Initiatives (Impact on Operating Balance)

Initiative ID	Initiative Name	\$m - increase/(decrease)				
		2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
17248	Baseline Savings - Drug and Alcohol Assessment Costs - Returning Surplus Funding	-	(0.500)	(0.500)	(0.500)	(0.500)
17244	Baseline Savings - Improving Resilience of the Roding Network (Operating Costs) - Returning Administrative Funding	-	(0.800)	(0.800)	(0.800)	(0.800)*
17143	Baseline Savings - Rail Grants (Hillside) - Returning Uncommitted Funding	-	(7.000)	-	-	-
17560	Membership of International Organisations	(0.600)	0.100	0.100	0.100	0.300
17609	Public Transport Fuel Subsidy	0.106	(0.880)	-	-	-
17559	Stewardship of Underground Assets in Infrastructure Corridors	(2.500)	-	-	-	-
17157	Government Policy Statement on Land Transport 2027	-	(30.000)	(40.000)	-	-
Total Operating		(2.994)	(39.080)	(41.200)	(1.200)	(1.000)

*funding for 2029/30 only - no outyears funding

Capital Initiative (Impact on Debt)

Initiative ID	Initiative Name	\$m - increase/(decrease)				
		2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
17161	Rail Network Investment Programme 2027-30 - Metropolitan Rail Networks Overdue Renewals	-	-	106.900	-	-
Total Capital		-	-	106.900	-	-

Summary of contingency initiatives:**Operating Contingencies**

Initiative ID	Initiative Name	\$m - increase/(decrease)				
		2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
17628	Public Transport Fuel Subsidy - Tagged Contingency	-	[33]	-	-	-
17138	Rail Network Investment Programme (RNIP) 2027-30 - National Rail Freight Network - Tagged Contingency	-	-	156.500	158.700	161.900*
17157	Government Policy Statement on Land Transport 2027	-	-	21.646	470.149	513.390
Total Operating		-	[38]	178.146	628.849	675.290

*funding for 2029/30 only - no outyears funding

Capital Contingencies

Initiative ID	Initiative Name	\$m - increase/(decrease)				
		2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
17138	Rail Network Investment Programme (RNIP) 2027-30 - National Rail Freight Network - Tagged Contingency	-	-	191.000	201.400	205.800*
17157	Government Policy Statement on Land Transport 2027	-	1,798.000	75.000	150.000	150.000
Total Capital		-	1,798.000	266.000	351.400	355.800

* funding for 2029/30 only - no outyears funding

Diana Hawker
Acting Secretary of the Cabinet

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Baseline Savings - Drug and Alcohol Assessment Costs - Returning Surplus Funding

Description: This savings initiative contributes to the baseline reduction target for the Ministry of Transport and will be achieved via returning surplus funding allocated to the New Zealand Transport Agency for drug and alcohol assessment costs. This saving is due to lower-than-expected demand for court-ordered drug and alcohol assessments for people who have been convicted for repeat driving offences and indefinitely disqualified from driving.

Appropriation Changes

	Sm - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	-	(0.500)	(0.500)	(0.500)	(0.500)
Net Core Crown Debt Impact Only	-	-	-	-	-
No Impact	-	-	-	-	-
Total	-	(0.500)	(0.500)	(0.500)	(0.500)

* Unless non-cash, will also impact net core Crown debt.

	Sm - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Output Expenses:					
New Zealand Transport Agency: Regulatory Services	-	(0.500)	(0.500)	(0.500)	(0.500)
Total Operating	-	(0.500)	(0.500)	(0.500)	(0.500)

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Baseline Savings - Improving Resilience of the Roothing Network (Operating Costs) - Returning Administrative Funding

Description: This savings initiative contributes to the baseline reduction target for the Ministry of Transport and will be achieved via returning all operating funding associated with administration of the Transport Resilience Fund (which funds small scale resilience works on the national roading network). The local road component of this Fund was discontinued in Budget 2025, and all uncommitted construction funding was returned to the centre. Administration funding is no longer required for the local road component, and remaining operating costs for the state highway component will be funded through the National Land Transport Fund.

New Appropriation Approval

Name	Appropriation Minister	Period	Type	Category Name	Scope
Improving Resilience of Local Roads	Minister of Transport	Annual	Non-Departmental Other Expenses	N/A	This appropriation is limited to expenses incurred and investment in infrastructure that improves the resilience of the local road network.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30
Operating Balance Impact*	-	(0.800)	(0.800)	(0.800)	(0.800)
Net Core Crown Debt Impact Only	-	-	-	-	-
No Impact	-	-	-	-	-
Total	-	(0.800)	(0.800)	(0.800)	(0.800)

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Other Expenses: Improving Resilience of Local Roads	-	32.200	-	-	-
Multi-Category Expenses and Capital Expenditure: Improving Resilience of the Roding Network (MCA)					
<i>Non-Departmental Output Expenses:</i>					
Improving Resilience of the Roding Network - Operating Costs	-	(0.800)	(0.800)	(0.800)	(0.800)
<i>Non-Departmental Other Expenses:</i>					
Improving Resilience of the Roding Network - Local Roads	-	(32.200)	-	-	-
Total Multi-Category Expenses and Capital Expenditure: Improving Resilience of the Roding Network (MCA)	-	(33.000)	(0.800)	(0.800)	(0.800)
Total Operating	-	(0.800)	(0.800)	(0.800)	(0.800)

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Baseline Savings - Rail Grants (Hillside) - Returning Uncommitted Funding

Description: This savings initiative contributes to the baseline reduction target for the Ministry of Transport and will be achieved via returning \$7 million of uncommitted funding from the Hillside Programme due to improved efficiency in wagon assembly.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	-	(7.000)	-	-	-
Net Core Crown Debt Impact Only	-	-	-	-	-
No Impact	-	-	-	-	-
Total	-	(7.000)	-	-	-

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Output Expenses:					
Rail - Grants (MYA)	-	(7.000)	-	-	-
Total Operating	-	(7.000)	-	-	-

Additional Recommendations

- agreed** that the Multi-Year Appropriation '*Rail - Grants*' is adjusted by \$(7.000) million;
- noted** that the amounts shown in the Appropriation Changes table for the Multi-Year Appropriation '*Rail - Grants*' reflect the change to the indicative annual spending profile;

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Membership of International Organisations

Description: The initiative funds fees associated with the International Civil Aviation Organisation, the International Maritime Organisation, and the World Meteorological Organisation. Additional funding is required to create headroom within the appropriation for unfavourable future exchange rate fluctuations. This initiative is funded through reprioritisation of 2025/26 underspends from the Older Drivers Licence Holder Subsidy and operating costs for Ground-Based Navigation Aids.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	(0.600)	0.100	0.100	0.100	0.300
Net Core Crown Debt Impact Only	-	-	-	-	-
No Impact	-	-	-	-	-
Total	(0.600)	0.100	0.100	0.100	0.300

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Output Expenses:					
Ground-Based Navigation Aids for Aviation Safety	(0.400)	-	-	-	-
New Zealand Transport Agency: Regulatory Services	(0.200)	-	-	-	-
Non-Departmental Other Expenses:					
Membership of International Organisations	-	0.100	0.100	0.100	0.300
Total Operating	(0.600)	0.100	0.100	0.100	0.300

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Public Transport Fuel Subsidy

Description: This initiative provides funding to support the operation of public transport services, addressing cost pressures for Public Transport Authorities from increased fuel prices. This initiative is partially funded through reprioritisation of 2025/26 underspends from Drug and Alcohol Assessment Costs and Ministry of Transport policy funding, and through reprioritisation of funding from the cancellation of the Emergency Ocean Response Capability contract.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	0.106	[38]	-	-	-
Net Core Crown Debt Impact Only	-		-	-	-
No Impact	-		-	-	-
Total	0.106	[38]	-	-	-

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Departmental Output Expenses:					
Transport - Policy advice, ministerial servicing, governance, and other functions (funded by revenue Crown)	(0.994)	-	-	-	-
Non-Departmental Output Expenses:					
New Zealand Transport Agency: Regulatory Services	(0.700)	-	-	-	-
Non-Departmental Other Expenses:					
Emergency Ocean Response Capability	(3.700)	[38]	-	-	-
Multi-Category Expenses and Capital Expenditure:					
Public Transport Concessions (MCA)					
<i>Non-Departmental Other Expenses:</i>					
Public Transport Fuel Subsidy	5.500	-	-	-	-
Total Multi-Category Expenses and Capital Expenditure: Public Transport Concessions (MCA)	5.500	-	-	-	-
Total Operating	0.106	[38]	-	-	-

Additional Recommendations

- 4 **agreed** to establish the new category '*Public Transport Fuel Subsidy*' within the Multi-Category Appropriation '*Public Transport Concessions*';
- 5 **agreed** that in order to distribute funding from the Public Transport Fuel Subsidies category in 2025/26, Public Transport Authorities must provide assurances to the Ministry of Transport that they have exhausted all available options to manage pressures themselves;
- 6 **agreed** that public transport fuel subsidies will be available until 30 June 2027, or until diesel prices fall below ^[38] for four consecutive weeks;
- 7 **noted** that this initiative relates to Initiative 17628 in Vote Transport;

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Public Transport Fuel Subsidy - Tagged Contingency

Description: This initiative provides funding in a tagged contingency to support the operation of public transport services, addressing cost pressures for Public Transport Authorities from increased fuel prices. This initiative is partially funded through reprioritisation of 2025/26 underspends from Drug and Alcohol Assessment Costs and Ministry of Transport policy funding, and through reprioritisation of funding from the cancellation of the Emergency Ocean Response Capability contract.

Tagged Contingency

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Contingency	- [38]		-	-	-
Capital Contingency	-	-	-	-	-
Total	- [38]		-	-	-

Additional Recommendations

- 8 **authorised** the Minister of Finance and Minister of Transport jointly to draw down on the 'Public Transport Fuel Subsidy' tagged contingency, subject to advice from the Ministry of Transport on actions taken by Public Transport Authorities and the New Zealand Transport Agency to manage pressures internally;
- 9 **agreed** that the expiry date of this tagged contingency be 30 June 2027;
- 10 **agreed** that public transport fuel subsidies will be available until 30 June 2027, or until diesel prices fall below ^[38] for four consecutive weeks;
- 11 **noted** that this initiative relates to Initiative 17609 in Vote Transport;

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Rail Network Investment Programme 2027-30 - Metropolitan Rail Networks Overdue Renewals

Description: This initiative provides one year of additional funding for the metropolitan rail overdue renewals programme, to avoid critical network failure risks in Auckland and Wellington.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	-	-	-	-	-
Net Core Crown Debt Impact Only	-	-	106.900	-	-
No Impact	-	-	-	-	-
Total	-	-	106.900	-	-

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Capital Expenditure:					
Rail - Maintenance and Renewal of the Rail Network Capital Injection (2025-2028) (MYA)	-	-	106.900	-	-
Total Capital	-	-	106.900	-	-

Additional Recommendations

- 12 **noted** that through Budget 2024, a \$200 million capital tagged contingency was established for the Rail Network Investment Programme (RNIP) 2024-27, of which \$170 million remains [CAB-24-MIN-0148.83, Initiative 15774];
- 13 **agreed** to reduce the RNIP 2024-27 tagged capital contingency by \$106.900 million to provide for the Metropolitan Rail Networks Overdue Renewals in the appropriation table above;
- 14 **directed** Ministry of Transport and KiwiRail officials to provide further advice to the Minister of Transport on the allocation of overdue renewals funding between Auckland and Wellington;
- 15 **agreed** that the Multi-Year Appropriation '*Rail - Maintenance and Renewal of the Rail Network Capital Injection (2025-2028)*' be adjusted by \$106.900 million;
- 16 **noted** that the amounts shown in the Appropriation Changes table for the Multi-Year Appropriation '*Rail - Maintenance and Renewal of the Rail Network Capital Injection (2025-2028)*' reflect the change to the indicative annual spending profile;

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Rail Network Investment Programme (RNIP) 2027-30 - National Rail Freight Network - Tagged Contingency

Description: This initiative establishes funding in a tagged contingency to enable KiwiRail to deliver a Rail Network Investment Programme for 2027-2030.

Tagged Contingency

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30
Operating Contingency	-	-	156.500	158.700	161.900
Capital Contingency	-	-	191.000	201.400	205.800
Total	-	-	347.500	360.100	367.700

Additional Recommendations

- 17 **noted** that through Budget 2024, a \$200 million capital tagged contingency was established for the RNIP 2024-27, of which \$63.100 million remains after Initiative 17161 in Vote Transport is accounted for;
- 18 **agreed** to reduce the RNIP 2024-27 tagged capital contingency by \$63.100 million to contribute to the capital costs of the above initiative, with the remainder to be funded by Budget 2026 allowances;
- 19 **noted** that following the adjustments to the RNIP 2024-2027 tagged capital contingency above and the adjustments in Initiative 17161, the tagged contingency is now exhausted and therefore closed;
- 20 **authorised** the Minister of Finance, Minister of Rail, and the Minister of Transport jointly to draw down the tagged operating and capital contingency funding above subject to:
 - 20.1 KiwiRail submitting a final draft of the 2027-30 RNIP in the first half of 2027 that reflects a funding envelope for the rail freight network as funded in Budget 2026;
 - 20.2 the Minister of Transport's approval of the 2027-30 RNIP, in consultation with KiwiRail's shareholding Ministers;
- 21 **agreed** that the expiry date for the RNIP 2027-30 tagged contingency be 30 June 2027;

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Stewardship of Underground Assets in Infrastructure Corridors

Description: This initiative provides funding for the Ministry of Cities, Environment, Regions, and Transport to strengthen stewardship of underground assets in infrastructure corridors. The initiative is funded through reprioritisation of 2025/26 underspends from the Public Transport Bus Decarbonisation fund and the Older Drivers Licence Holder Subsidy.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	(2.500)	-	-	-	-
Net Core Crown Debt Impact Only	-	-	-	-	-
No Impact	-	-	-	-	-
Total	(2.500)	-	-	-	-

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Output Expenses:					
New Zealand Transport Agency: Regulatory Services	(0.200)	-	-	-	-
Public Transport Bus Decarbonisation (MYA)	(2.300)	-	-	-	-
Total Operating	(2.500)	-	-	-	-

Additional Recommendations

- 22 **agreed** that the Multi-Year Appropriation '*Public Transport Bus Decarbonisation*' is adjusted by \$(2.300) million;
- 23 **noted** that the amounts shown in the Appropriation Changes table for the Multi-Year Appropriation '*Public Transport Bus Decarbonisation*' reflect the change to the indicative annual spending profile;
- 24 **noted** that this initiative relates to Initiative 17626 in Vote Cities, Environment, Regions and Transport;

Vote: Transport

Appropriation Administrator: Ministry of Transport

Title: Government Policy Statement on Land Transport 2027

Description: This initiative provides funding for investment in the land transport system for the 2027-2037 period.

Appropriation Changes

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Operating Balance Impact*	-	(30.000)	(40.000)	-	-
Net Core Crown Debt Impact Only	-	-	-	-	-
No Impact	-	-	-	-	-
Total	-	(30.000)	(40.000)	-	-

* Unless non-cash, will also impact net core Crown debt.

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30 & Outyears
Non-Departmental Other Expenses:					
North Island Weather Events - Local Road Recovery (2025-2030) (MYA)	-	(30.000)	(40.000)	-	-
Total Operating	-	(30.000)	(40.000)	-	-

Tagged Contingency

	\$m - increase/(decrease)				
	2025/26	2026/27	2027/28	2028/29	2029/30
[33]					
Capital Contingency – C2P	-	1,773.000	-	-	-
Capital Contingency – Resilience	-	25.000	75.000	150.000	150.000
Total	-	[33]			

Additional Recommendations

- 25 **noted** that there is \$70 million in excess funding from the 2023 North Island Weather Events that is available over the forecast period for reprioritisation to support other government programmes;
- 26 **agreed** that the Multi-Year Appropriation ‘*North Island Weather Events - Local Road Recovery (2025-2030)*’ be adjusted by \$(70.000) million;
- 27 **noted** that the amounts shown in the Appropriation Changes table for the Multi-Year Appropriation ‘*North Island Weather Events - Local Road Recovery (2025-2030)*’ reflect the change to the indicative annual spending profile;

[33]

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35 **noted** that NZTA has advised that the Cambridge to Piarere (C2P) RONS is ready to progress to tender to meet the 2026-27 construction period, having secured consent;

36 **noted** that NZTA has requested additional Crown funding of \$1.773 billion for C2P to ensure that core activities (including critical maintenance and renewals) can still progress under the existing National Land Transport Programme (based on current revenue and expenditure assumptions);

37 **noted** that the decision in paragraph 36 is in line with the existing Government Policy Statement 2024, which noted the need to consider additional Crown investment on a case-by-case basis, and the need to ensure that maintenance and renewals and value for money are prioritised alongside new investment;

38 **agreed** to establish a tagged capital contingency associated with the Transport portfolio of up to \$1.773 billion to support delivery of C2P;

39 **authorised** the Minister of Finance and the Minister of Transport jointly to draw down the C2P tagged capital contingency funding in the table above, subject to NZTA:

39.1 confirming, subject to relevant tender processes, that C2P can be delivered within the stated timeframes and project budget;

39.2 establishing regular progress reporting to the Ministry of Transport and the Treasury on the delivery of project scope, budget and timeframes, as part of existing monthly major project reporting and quarterly investment reporting;

- 40 **agreed** that the expiry date for the C2P tagged capital contingency in paragraph 38 above be 30 June 2030;
- 41 **agreed** to establish a tagged capital contingency associated with the Transport portfolio of up to \$400 million to enable investment in State Highway resilience projects;
- 42 **noted** that the Minister of Transport will provide the Minister of Finance with a list of projects to be funded from the resilience funding before Budget Day;
- 43 **agreed** that at least 30 percent of resilience funding must go towards projects in the South Island;
- 44 **authorised** the Minister of Finance and the Minister of Transport jointly to draw down the resilience tagged capital contingency funding above, subject to their satisfaction that paragraphs 42 and 43 have been met;
- 45 **agreed** that the expiry date for the resilience tagged capital contingency in paragraph 41 above be 30 June 2027;
- 46 **agreed** that if significant amendments to the Government Policy Statement on Land Transport 2024 are required due to Budget 2026 decisions resulting in NZTA being unable to meet current activity class ranges, the Minister of Transport can approve such amendments.