

VOTE *Transport*

Transport

Overview

Appropriations sought for Vote Transport in 2005/06 total \$1,710.016 million. This is intended to be utilised as follows:

- \$92.801 million (5.0% of the Vote) on purchasing services (mostly motor vehicle registry, road user charges and revenue management), plus \$222,000 of a multi-year appropriation for a distress radio beacon campaign, from the Ministry of Transport.
- \$1,233.350 million (66.0% of the Vote) on purchasing road network maintenance, transport (maritime, aviation, rail and road) safety advice from transport Crown entities, and contributions toward the cost of the Auckland and Wellington regions land transport strategy.
- \$3.908 million (0.2% of the Vote) on memberships of international organisations, a contribution towards the restoration costs of roading infrastructure following the floods of February 2004, and funding for public policy rail initiatives.
- \$11.300 million (0.6% of the Vote) on capital expenditure in the Aviation Security Service and the Maritime Safety Authority.
- \$368.657 million (19.7% of the Vote) on the development of the State highway network.

The Ministry expects to collect \$995.534 million of Crown revenue in 2005/06, most of which is fees and charges paid by road users.

Details of how the appropriations are to be applied appear in Parts B1, C, D and E of this Vote. Details of Crown revenue appear in Part F. Details of changes to the structure of appropriations are included in Part G.

Terms and Definitions Used

ALPURT B2	Albany to Puhoi northern motorway extension
ARH	Auckland Regional Holdings
ARTA	Auckland Regional Transport Authority
CAA	Civil Aviation Authority
CI	Road Condition Index
CRSP	Community Road Safety Programme
FED	Fuel excise duty
HSE	Health and Safety in Employment Amendment Act 2002
ICAO	International Civil Aviation Organisation
IMO	International Maritime Organisation
LTSA	Land Transport Safety Authority
Land Transport NZ	Land Transport New Zealand - formed on 1 December 2004 and includes most of the activities of two former Crown entities, Land Transport Safety Authority and Transfund New Zealand
MSA	Maritime Safety Authority, which will change its name to Maritime New Zealand with effect from 1 July 2005
MVR	Motor vehicle registration and licensing
MVR & RM	Motor Vehicle Registry and Revenue Management business
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NRA	National Roads Account
NRCC	National Rescue Co-ordination Centre
NZ SRR	New Zealand Search and Rescue Region
NZTS	New Zealand Transport Strategy
PII	Road Pavement Integrity Index
RCA	Road controlling authority
RC	Regional council
RCCNZ	Rescue Co-ordination Centre of New Zealand
RM	Revenue Management
RUC	Road user charges
SAP	Safety Administration Programme
SAR	Search and rescue
SOE	State-owned enterprise
STE	Smooth Traffic Index
TAIC	Transport Accident Investigation Commission
Transfund	Transfund New Zealand

Footnotes

- Note 1** Expenses incurred pursuant to section 9 of the Land Transport Management Act 2003.
- Note 2** Expenses to be incurred pursuant to section 61(1) of the Public Finance Act 1989.

Transport

VOTE MINISTER: Minister of Transport

ADMINISTERING DEPARTMENT: Ministry of Transport

The Minister of Transport is the Responsible Minister for the Ministry of Transport

Part A - Statement of Objectives and Trends

Part A1 - Objectives for Vote Transport

Related Government Goals

The appropriations for Vote Transport will make an important contribution towards attaining strategic objectives in the area of transport sustainability. They will resource a range of services and activities aimed at contributing to the achievement of the key government goals to guide public sector policy and performance. The particular goals which will drive the appropriation work programme this year are:

- strengthen national identity and uphold the principles of the Treaty of Waitangi
- grow an inclusive, innovative economy for the benefit of all
- maintain trust in government and provide strong social services
- protect and enhance the environment.

A number of government strategies identify transport as a key element in achieving the economic, social and environmental outcomes that government desires for New Zealand in the 21st century. These include *Growing an Innovative New Zealand, Sustainable Development Plan of Action, National Civil Defence Emergency Management Strategy, New Zealand Tourism Strategy, New Zealand Health Strategy, the New Zealand Disability Strategy, New Zealand Injury Prevention Strategy, Positive Ageing Strategy, National Energy Efficiency and Conservation Strategy, Climate Change Programme, Oceans Policy* and the *Bio-diversity Strategy*.

The primary focus of the Vote Transport appropriation is achieving the *New Zealand Transport Strategy* (NZTS) vision that by 2010 New Zealanders will have an affordable, integrated, safe, responsive and sustainable transport system.

New Zealand Transport Strategy objectives

The NZTS vision is that by 2010 New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system. The objectives are:

- Assisting Economic Development.
- Assisting Safety and Personal Security.
- Improving Access and Mobility.
- Protecting and Promoting Public Health.
- Ensuring Environmental Sustainability.

Government Outcomes

The Minister of Transport is purchasing outputs in Vote Transport in order to contribute to a number of desired transport outcomes. The transport sector outcomes are:

- The transport system supports national and regional economic development.
- The transport system is made safer and more secure.
- The transport system is inclusive, accessible and affordable to all users.
- The transport system contributes to positive health outcomes.
- Transport uses land, energy and other resources more sustainably.

These describe the high level attributes of a transport system which is able to deliver on the objectives of the NZTS.

Output Expenses

In support the achievement of the government's transport sector outcomes, the appropriations will fund a wide range of activities, including:

Ministry of Transport

- Policy advice involving the development and maintenance of a framework for a transport system that achieves a balance between social and economic goals and environmental well-being in an integrated manner including the development and management of transport legislation and the provision of services to Ministers holding transport portfolio responsibilities.
- Motor vehicle register (MVR) and revenue management (RM), involving the collection and refund of road user charges (RUC), motor vehicle registration and licensing fees and fuel excise duty (FED).
- Management of the Ministry's aerodrome at Milford Sound/Piopiotaahi.
- Co-ordinating planning across the government transport sector to align government transport agency work programmes and activity with the achievement of the New Zealand Transport Strategy objectives, monitoring transport Crown entity contribution to the achievement of these objectives, providing advice on the Crown's ownership interest in these entities, management on the Minister's behalf of contracts and agreements with transport sector Crown entities and other organisations, reporting on issues and risks with respect to the particular services purchased.
- Developing and implementing a four year national education campaign to ensure distress radio beacons used in the New Zealand operated search and rescue area are effective post 1 February 2009.

Activities purchased from transport Crown entities or state-owned enterprises (SOEs) are:

Maritime Safety Authority (MSA)

- Provision of policy advice on maritime safety, development of safety standards, promotion and auditing of maritime safety, review of legislation, administration of New Zealand's participation in International Maritime Organisation (IMO) and other international maritime safety and marine environment protection agreements.

- Administration and implementation of international maritime security arrangements in New Zealand, including port facility risk assessments, setting security levels, ship and port facility security plan approvals and liaison with port facility and ship operators.
- Provision of a national search and rescue (SAR) co-ordination service, including follow-up inquiries and reporting associated with Class III searches and rescues.
- Provision of safety services for recreational boating.

Civil Aviation Authority (CAA)

- Policy advice on aviation safety, development of safety standards, promotion and auditing of aviation safety, review of legislation and administration of New Zealand's participation in the International Civil Aviation Organisation (ICAO) and other safety-related agreements.

Aviation Security Service

- Provision of stand by capacity and capability to provide searching and screening services should an International Ship and Port Security Code Level 2 or 3 be declared at New Zealand ports.

Land Transport New Zealand (Land Transport NZ)

- Promotion of land transport safety and sustainability and provision of information and advice to government and stakeholders on issues related to Land Transport NZ's functions.
- Delivery of regulatory services and investigation and review of accidents and incidents involving land transport.
- Provision of licensing and driver testing services, management of system for payments related to storage of vehicles impounded by NZ Police and drug and alcohol assessments.
- Organisation and publication of land transport research and Land Transport NZ performance monitoring.
- Management of the National Land Transport Account including the development and administration of the National Land Transport Programme and the Safety (Administration) Programme, procurement procedures, policies and guidelines and performance agreements with approved organisations and audit activity relating to these agreements and assistance and advice to approved organisations.
- Funding initiatives that encourage the movement of freight by rail and coastal shipping (including barging) instead of by road.
- Funding initiatives to improve the management of land transport networks, travel behaviour change, and walking and cycling infrastructure.
- Funding of road, rail and ferry infrastructure and services.
- Funding for regional development land transport priorities including promotion, information and education, enhancing land transport infrastructure and services and transport demand management.
- Funding of the maintenance, construction and rehabilitation of State highways and local roads.

Transport Accident Investigation Commission (TAIC)

- Reporting on aircraft, rail and marine accident and incident investigations that occur in New Zealand.

Meteorological Service of New Zealand Ltd

- The collection of weather data in and around New Zealand and the processing of this data together with data from other countries to generate weather forecasts and warnings for New Zealand.

The Ministry of Transport is responsible for managing the various contracts between the Minister and the agencies that provide the above non-departmental outputs. These contracts and agreements ensure that the government’s ownership and purchase responsibilities are safeguarded, and resources are well managed. An important part of the performance accountability process is the inclusion of performance measures which:

- monitor financial management and viability
- confirm provision of services
- link services to results or outcomes sought
- assess value for money in terms of efficiency and effectiveness.

Links Between the Output Expenses and the Government’s Transport Outcomes

The links between the outputs to be purchased by the Crown and the government’s desired outcomes are shown below.

Links between departmental output expenses and outcomes

Departmental Output Expenses	Related Transport Sector Outcomes
<p>Policy Advice</p> <p>Under this output the Minister of Transport purchases strategic, objective and evidence based policy advice relating to all modes of transport to progress the achievement of NZTS objectives.</p>	<ul style="list-style-type: none"> • The transport system supports national and regional economic development. • The transport system is made safer and more secure. • The transport system is inclusive, accessible and affordable to all users. • The transport system contributes to positive health outcomes. • Transport uses land, energy and other resources effectively.
<p>Motor Vehicle Registry and Revenue Management</p> <p>This output manages the MVR & RM business to maximise the collection of Crown revenue that is properly due and take a proactive approach to debt management. The revenue collected funds transport infrastructure and activities that contribute to achieving NZTS objectives.</p>	<ul style="list-style-type: none"> • The transport system supports national and regional economic development. • The transport system is made safer and more secure. • The transport system is inclusive, accessible and affordable to users.

<p>Airport Operation and Administration</p> <p>This output covers the operation of Milford Sound/Piopiotahi aerodrome to provide a safe and efficient airport operation that contributes to the achievement of NZTS objectives.</p>	<ul style="list-style-type: none"> • The transport system supports national and regional economic development.
<p>Sector Leadership and Support</p> <p>Under this output the Minister of Transport purchases services from the Ministry of Transport which includes co-ordinating planning across the government transport sector that aligns government agency work programmes and activity to the achievement of the New Zealand Transport Strategy objectives, non-departmental output class management which includes management on the Minister's behalf of contracts and agreements with transport sector Crown entities and other organisations, reporting on issues and risks with respect to the particular services purchased, providing advice on the Crown's ownership interest in these entities and providing advice to Minister on transport sector statutory appointments.</p>	<ul style="list-style-type: none"> • The transport system supports national and regional economic development. • The transport system is made safer and more secure. • The transport system is inclusive, accessible and affordable to users. • Transport uses land, energy and other resources effectively.
<p>Distress Radio Beacons National Education Campaign</p> <p>This output provides for a campaign to ensure distress emergency beacons are upgraded to the post 1 February 2009 transmission frequency and encourage usage of these beacons in the search and rescue area monitored from New Zealand.</p>	<ul style="list-style-type: none"> • The transport system is made safer and more secure. • The transport system contributes to positive health outcomes. • Transport uses land, energy and other resources effectively.
<p>Non-Departmental Output Expenses</p>	<p>Related Transport Sector Outcomes</p>
<p>MSA:</p> <ul style="list-style-type: none"> • Maritime Safety Regulation and Monitoring. <p>These outputs involve establishing safety standards and providing technical maritime safety advice and support; monitoring adherence to safety standards in respect of foreign ships; providing the Crown's contribution to safety support services for recreational boats; administering and implementing international maritime security measure for ships and port facilities; development and administration of marine pollution agreements and response plans.</p> <ul style="list-style-type: none"> • Search and Rescue Class III. <p>This output provides a national SAR co-ordination centre and funding SAR operations.</p>	<ul style="list-style-type: none"> • The transport system is made safer and more secure.

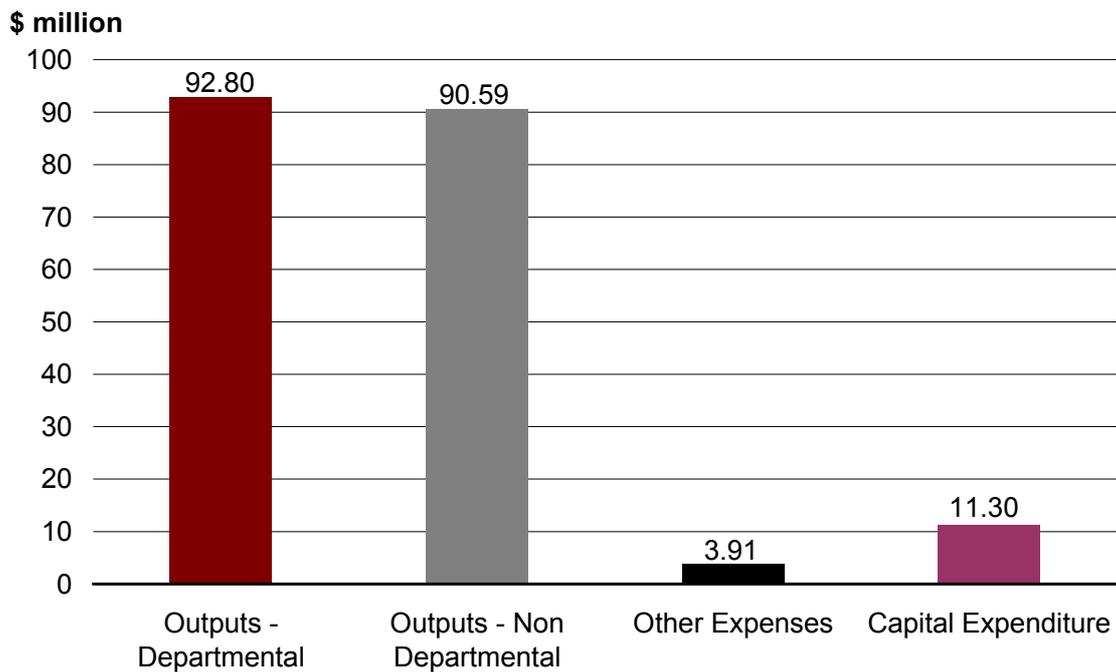
Links between departmental output expenses and outcomes (continued)

Non-Departmental Output Expenses - cont'd	Related Transport Sector Outcomes- cont'd
<p>CAA:</p> <ul style="list-style-type: none"> • Policy Advice. <p>The services purchased under this output are establishing safety and security standards; providing technical aviation safety advice and support; ensuring the production and issue of aeronautical publications.</p>	<ul style="list-style-type: none"> • The transport system is made safer and more secure.
<p>Land Transport NZ:</p> <ul style="list-style-type: none"> • Research and Performance monitoring. • Promotion, information and education activities. • Regulatory implementation and enforcement. • Licensing activities. • Management of funding allocation system. • Rail and sea freight. • Transport demand management and walking and cycling. • Passenger transport services. • Regional land transport. • Auckland land transport. • Wellington land transport. • New and improved infrastructure for State highways. • Maintenance of State highways. • New and improved infrastructure for local roads. • Maintenance of local roads. <p>These outputs purchase the following services: promotion of land transport safety and sustainability; investigating and reviewing land transport accidents and incidents; maintaining the land transport licensing register and providing driver licensing services; providing information and advice; fostering education programmes and contributing to the cost of storing impounded vehicles and drug and alcohol assessments; development and management of the National Land Transport Account, funding for non-road movement of freight, regional land transport priorities, passenger transport services and infrastructure, walking and cycling infrastructure, travel behaviour change and transport demand management; determining broad requirements for maintenance, construction, safety etc for eligibility of funding for RCAs; undertaking reviews and audits of the activities; providing advice to local authorities in relation to the functions of Land Transport NZ.</p>	<ul style="list-style-type: none"> • The transport system supports national and regional economic development. • The transport system is made safer and more secure. • The transport system is inclusive, accessible and affordable to all users. • The transport system contributes to positive health outcomes. • Transport uses land, energy and other resources effectively.

<p>TAIC: Determining and reporting on the circumstances and causes of aviation, maritime and rail accidents and incidents.</p>	<ul style="list-style-type: none"> The transport system is made safer and more secure.
<p>Meteorological Service of New Zealand Ltd: This output provides severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility. This includes the provision of a weather observation data network in and around New Zealand sufficient to allow a sustainable level of accuracy in weather forecasting and sufficient to fulfil New Zealand's agreed responsibilities to the international community.</p>	<ul style="list-style-type: none"> The transport system is made safer and more secure.

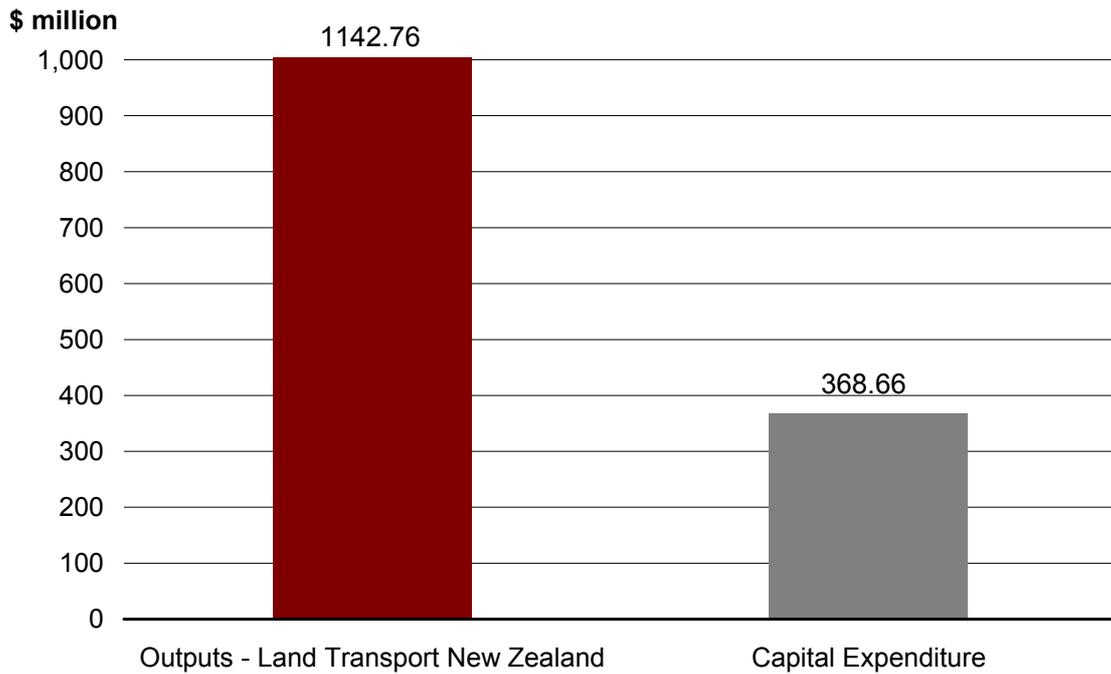
The structure of Vote Transport for the 2005/06 financial year, in terms of the magnitude of annual and other appropriations and the proportion of each output expense to the total of this appropriation type, is shown in the following figures (Figures 1-5).

Figure 1 - Annual appropriations



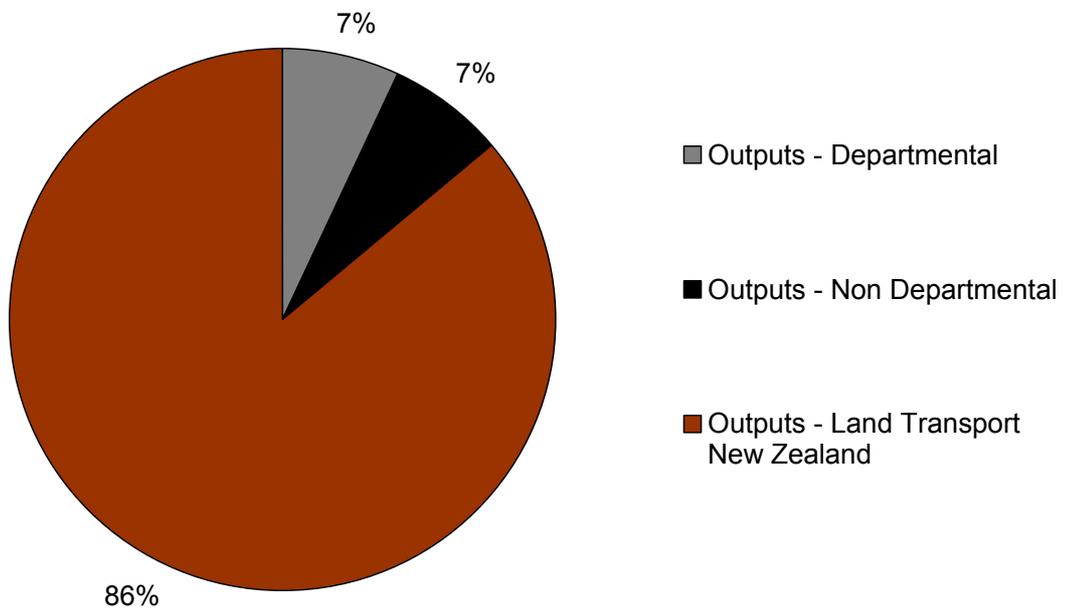
Source: Ministry of Transport

Figure 2 - Other appropriations



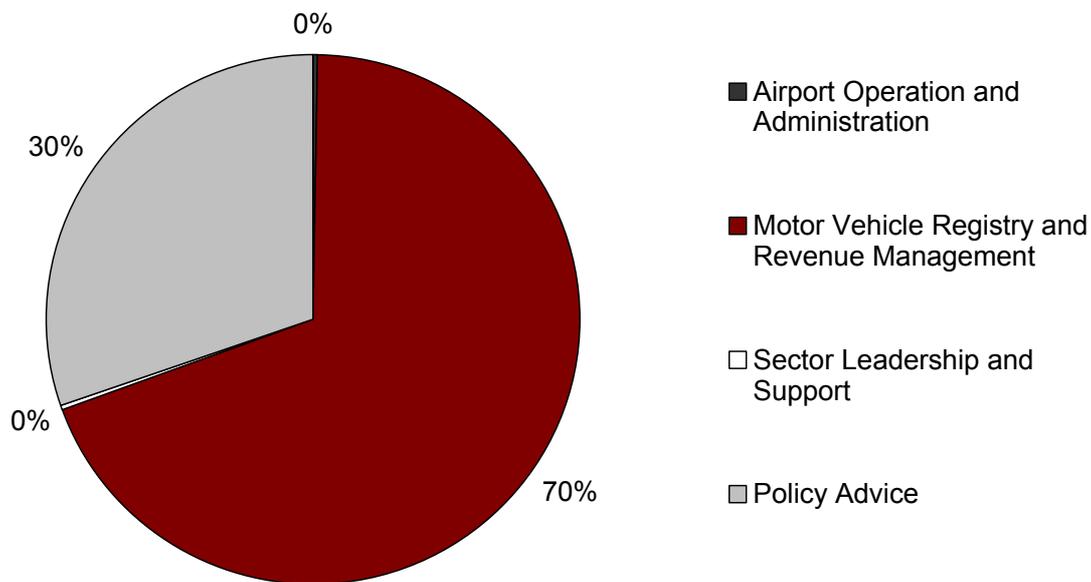
Source: Ministry of Transport

Figure 3 - Outputs - Vote Transport



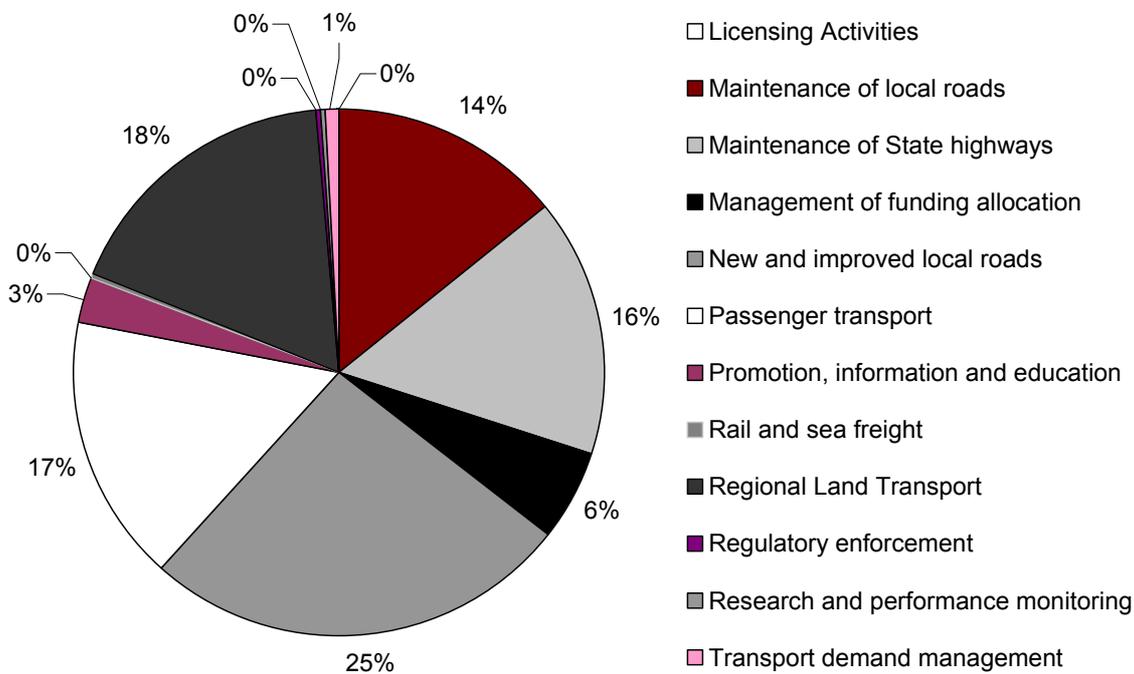
Source: Ministry of Transport

Figure 4 - Outputs - Departmental



Source: Ministry of Transport

Figure 5 - Outputs - Land Transport New Zealand



Source: Ministry of Transport

Part A2 - Trends in Vote Transport

The time series of departmental and Crown appropriations and Crown revenue and receipts flows is detailed in the table appearing later titled “Trends in Vote Transport - Summary of Financial Activity”. That table shows that:

- total appropriations increased between 2000/01 and 2005/06
- Crown revenue and receipts have been increasing since 2000/01.

Output Trends: 2000/01 to 2005/06

	2000/01 Actual \$000	2001/02 Actual \$000	2002/03 Actual \$000	2003/04 Actual \$000	2004/05 Budget \$000	2005/06 Budget \$000
Departmental Outputs	62,603	66,370	68,800	73,724	89,110	92,801
Non-Departmental Outputs	748,820	737,698	845,182	840,809	958,944	1,233,350
Total Outputs	811,423	804,068	913,982	914,533	1,048,054	1,326,151

Departmental output expenses

- The increase in departmental appropriations between 2000/01 and 2001/02 was primarily due to additional funding required to cover increases in transaction volumes of RUC and MVR licences.
- The increase in appropriations between 2001/02 and 2002/03 was to enable the Ministry to develop its policy capability and continue its work on environmental issues and on land transport management policy.
- The increase in appropriations between 2002/03 and 2003/04 was to enable the Ministry to develop its capability, increase its work on environmental issues, and pay the increasing costs of collecting revenue for the NLTF.
- The increase in appropriations between 2003/04 and 2004/05 is to enable the Ministry to continue to develop its policy capability including the transfer of policy functions from LTSA and Transfund (for part of 2004/05), increase its work on vehicle emissions, provide advice on road pricing and implementation, and cover the increasing costs of collecting revenue for the NLTF.
- The increase in appropriations between 2004/05 and 2005/06 enables the Ministry to increase its policy capability including through the transfer of policy functions from the LTSA and Transfund to the Ministry, and cover the increasing costs of collecting revenue for the NLTF.

Non-Departmental Output Trends: 2000/01 to 2005/06

	2000/01 Actual \$000	2001/02 Actual \$000	2002/03 Actual \$000	2003/04 Actual \$000	2004/05 Budget \$000	2005/06 Budget \$000
Establishment of ARTA and ARH	-	-	-	2,222	-	-
Aviation Security Service	-	-	356	169	145	145
MSA	2,506	2,500	2,611	3,705	4,190	5,101
Search and Rescue Class III	1,300	1,289	1,289	2,690	2,404	3,414
CAA	1,327	1,320	1,320	1,719	1,761	1,761
Transport Accident Investigation Commission	1,552	1,683	1,758	2,172	2,172	2,617
Meteorological Service of New Zealand	13,028	13,028	13,028	13,028	14,796	14,796
Auckland Land Transport	-	-	-	-	47,111	50,667
Wellington Land Transport	-	-	-	-	-	9,889
LTSA	26,474	30,548	42,219	44,423	30,617	-
Transfund New Zealand	702,633	687,330	782,601	770,681	855,748	-
Land Transport New Zealand	-	-	-	-	-	1,144,960
Total Non-Departmental Outputs	748,820	737,698	845,182	840,809	958,944	1,233,350

Non-departmental output expenses

The government provided funding in 2003/04 only as a contribution towards the establishment costs of ARTA and ARH.

The MSA's appropriation was increased in 2003/04 and 2004/05 for the implementation of international ship and port security obligations, and implementation of the HSE requirements. The increase in 2005/06 is to cover a forecast operating deficit.

The increase in funding for Search and Rescue Class III in 2003/04 was to enable the National Rescue Co-ordination Centre to be resourced on a twenty four hour seven days a week basis and be co-located with the Maritime Operations Centre, and to fund increased search costs for 2003/04 only for the search and rescue operation. The increase in 2005/06 is to cover the full costs of operating the Rescue Co-ordination Centre of New Zealand (RCCNZ), which replaced the NRCC.

The increases in appropriation to the CAA in 2003/04 enabled the Authority to implement the HSE Act requirements for the aviation sector.

The increases in appropriations to the TAIC in 2003/04 and 2005/06 enables TAIC to increase capability.

During 2004/05 the government agreed to contribute \$900,000,000 over 10 years toward the costs of the Auckland regional land transport strategy. The contributions commenced during 2004/05 and were increased in 2005/06.

One appropriation was created in 2005/06. The government has agreed to contribute \$9,889,000 in 2005/06 to Wellington region land transport as part of a \$225,000,000 10 year commitment.

A new Crown entity, Land Transport New Zealand was created on 1 November 2004. Appropriations previously approved for the LTSA and Transfund are now made to Land Transport NZ.

The increases in appropriation to the LTSA in 2002/03 and 2003/04 were part of the government's Land Transport Package (February 2002) commitment to road safety. Appropriations decreased in 2004/05 as a consequence of the government's transport sector review which resulted in some policy functions transferring to the Ministry of Transport, and also because some pilot road safety programmes authorised for 2002/03 and 2003/04 came to an end in 2003/04.

The increased appropriations in 2005/06 for Land Transport NZ (when compared with 2004/05 for LTSA and Transfund) reflect the government's commitment to increased funding of regional land transport initiatives, including passenger transport services.

Trends in Appropriations for Land Transport NZ (formerly to LTSA and Transfund): 2000/01 to 2005/06

	2000/01 Actual \$000	2001/02 Actual \$000	2002/03 Actual \$000	2003/04 Actual \$000	2004/05 Budget \$000	2005/06 Budget \$000
Non-Departmental Outputs	729,107	713,856	824,820	815,103	886,365	1,144,960
Capital Injection for Land Transport NZ	-	-	-	-	321,058	-
Capital Expenditure on Roothing	201,226	298,790	346,226	447,584	417,585	368,657
Total Appropriations	930,333	1,012,646	1,171,046	1,262,687	1,625,008	1,513,617

Over 92% of non-departmental outputs will be supplied by Land Transport NZ in 2005/06.

Increases in dedicated roading revenues have enabled the total appropriations for Land Transport NZ to be increased.

Transfund's output appropriations increased between 2001/02 and 2002/03, to reflect the government's commitments within the February 2002 Land Transport Package to passenger transport, walking and cycling, alternatives to roading and regional development assistance.

The increase in output appropriations in 2005/06 is due to increased funding of Regional Land Transport including passenger transport appropriations.

A capital injection was provided to Land Transport NZ in 2004/05 to enable it to purchase the net assets from LTSA and Transfund.

Transfund's capital appropriations increased between 2002/03 and 2003/04 reflecting the government's commitment within the February 2002 Land Transport Package to land transport. Funding was decreased in 2004/05 as NLTP expenditures were redirected to outputs delivered by Transfund.

The decrease in capital appropriations in 2005/06 is to allow increased funding to regional transport initiatives.

Crown Expenditure and Revenue Trends: 2000/01 to 2005/06

Variations in non-departmental expenses tend to reflect one-off rather than ongoing transactions. The major categories are:

Other Crown expenses

In 2003/04 to 2005/06 the Crown provided a contribution to affected territorial local authorities to restore damaged roading infrastructure, following the floods of February 2004.

Capital expenditure

This item principally represents the Crown's increased investment in the State highway network. Increases in dedicated roading revenue have resulted in additional funding being available for capital projects.

In 2004/05 and 2005/06 capital contributions to the Aviation Security Service are for the acquisition of new hold baggage screening equipment required from January 2006.

Crown revenue and receipts

These are largely receipts of RUC and MVR fees and have shown a steady increase since 2000/01.

Analysis by Appropriation Type: 2005/06 and 2004/05 Compared

Departmental output expenses

Annual appropriations for the purchase of departmental outputs are budgeted to increase by \$3,691,000 (4.1%) for 2005/06 relative to 2004/05.

Major trends in departmental output classes are outlined below (see Part B1 for details).

Policy advice

In the 2005 Budget the Ministry's appropriation for policy advice outputs was increased for 2005/06. This increase includes \$3,111,000 to improve the Ministry's policy capability, \$178,000 for Resource Management Act and Coastal Marine Act initiatives and \$397,000 to cover increased accommodation costs.

Motor Vehicle Registry and Revenue Management

There has been a steady increase in the volume of RUC transactions and in the volume of MVR licence transactions since 2000/01. In 2005/06 additional funding is required to cover forecast increases in transaction volumes mainly as the result of the continuing shift to shorter licensing periods.

Transport Sector Review Implementation

Funding was provided in 2004/05 only. The government's recommendations were implemented during that year.

Distress Radio Beacons National Education Campaign

In the 2005 Budget the government provided the Ministry with a multi-year appropriation for the development and implementation of a national education campaign. The appropriation covers a four year period commencing in 2005/06.

Non-departmental output expenses

Major trends in non-departmental output expenses are outlined below (see Part B1 for details).

Maritime Safety Regulation and Monitoring

This appropriation is increased by \$889,000 in 2005/06 to cover a forecast operating deficit in the MSA.

Search and Rescue Class III

The appropriation is increased by \$1,010,000 in 2005/06 to cover the operating costs of the RCCNZ.

Auckland Land Transport

In 2004/05 the government agreed to contribute \$900,000,000 over 10 years towards the costs of the Auckland region land transport strategy.

Wellington Land Transport

In 2004/05 the government agreed to contribute \$225,000,000 over 10 years towards the costs of retaining passenger transport mode share, addressing congestion and improving access to the Wellington region.

Regional Land Transport

In 2004/05 the government agreed to contribute \$2,070,000,000 over 10 years to support regional land transport initiatives. The amount appropriated for 2005/06 is \$201,000,000, an increase of \$151,000,000 over 2004/05.

Management of Funding Allocation System

The appropriation indicates an increase in 2005/06 of \$54,450,000, the majority of which relates to the inclusion of administration and project control expenditure by approved organisations. In previous years these were allocated under other land transport appropriations.

Other Land Transport NZ outputs

The Land Transport NZ appropriations increased in 2005/06 relative to 2004/05. There are some decreases with the transferring of policy advice to the Ministry of Transport and also the consequence of amalgamation of the tasks previously undertaken by LTSA and Transfund into Land Transport NZ. The main increases are the result of increased funding for regional land and passenger transport initiatives.

Other expenses

The Crown pays the membership costs of four international transport organisations.

The Crown is contributing funds in 2003/04 to 2005/06 to assist with the restoration of roading infrastructure in the lower North Island following the floods of February 2004.

The Crown is purchasing services from the NZ Railways Corporation in both 2004/05 and 2005/06 for the development and implementation of public policy initiatives.

Capital expenditure

In 2004/05 and 2005/06 the Aviation Security Service is receiving capital injections totalling \$25,252,000 to fund the purchase of equipment to enable the introduction of hold baggage screening by 1 January 2006.

In 2005/06 a capital injection of \$1,300,000 is being made to the MSA to restore its capital base following the establishment of the Research Co-ordination Centre of NZ.

Impact on the Crown's Financial Performance and Position

The nature of the impact of flows in Vote Transport on the Crown's financial performance and position is outlined below.

Statement of financial performance

Operating flows consist of appropriations for outputs and other expenses. Those costs are partly offset by tax revenues and non-tax revenues, details of which appear in Part F. The Crown statement of financial performance is also affected by the level of operating surplus paid by transport Crown entities. Details of entities for which the Minister of Transport is the responsible (ownership) Minister are provided in Part E2.

Statement of financial position

The main influence on the statement of financial position is the development of the State highway network.

Statement of cash flows

The statement of cash flows reveals the cash impact arising from operating, investing and financing activities (excluding non-cash expenses such as depreciation).

New Policy Initiatives by Appropriation

Initiative	Appropriations as shown in Part B	\$000 increase/(decrease)				
		2004/05	2005/06	2006/07	2007/08	2008/09
Maintaining and improving the policy capability of the Ministry of Transport	Departmental Output Expense - Policy Advice	-	3,111	4,000	4,000	4,000
Resource Management Act/Coastal Marine Act Initiatives	Departmental Output Expense - Policy Advice	-	178	89	89	89
Relocation of Ministry of Transport Wellington Office	Departmental Output Expense - Policy Advice	-	397	809	719	719
Crown funding for Class III Search and Rescue	Non-Departmental Output Expense - Search and Rescue Class III	-	1,010	400	400	400
MSA Interim funding to cover forecast deficit	Non-Departmental Output Expense - Maritime Safety Regulation and Monitoring	-	889	-	-	-
Strengthening the organisational capability of the Transport Accident Investigation Commission	Non-Departmental Output Expense - Reporting on Accident or Incident Investigations	-	444	444	444	444
Additional Funding for the Novice Driver and Bike Wise Programmes	Non-Departmental Output Expense - Promotion, Information and Education	-	1,240	240	240	240
Capital injection for Class III Search and Rescue	Capital Expenditure - Class III Search and Rescue	-	1,300	-	-	-
Debt funding for ALPURT B2	Capital Expenditure - ALPURT B2	-	-	-	100,000	58,000
Additional funding for land transport initiatives	Capital Expenditure - New and Improved Infrastructure for State Highways	-	-	100,000	100,000	100,000
New Zealand Railways Corporation for public policy initiatives	Other Expense to be Incurred by the Crown - New Zealand Railways Corporation - Public Policy Projects	-	2,667	-	-	-
Total Initiatives		-	11,236	105,982	205,892	163,892
Multi-year appropriation						
Distress Radio Beacons National Education Campaign	Departmental Output Expense - Policy Advice	-		888		

Trends in Vote Transport - Summary of Financial Activity

	2000/01	2001/02	2002/03	2003/04	2004/05		2005/06 Appropriations to be Used				2006/07	2007/08	2008/09	
	Actual \$000	Actual \$000	Actual \$000	Actual \$000	Budget \$000	Estimated Actual \$000	By the Department Administering the Vote		For Non-Departmental Transactions		Total \$000	Estimated \$000	Estimated \$000	Estimated \$000
							Annual \$000	Other \$000	Annual \$000	Other \$000				
Appropriations														
Output Expenses	811,423	804,068	913,982	914,533	1,048,054	1,048,054	92,801	-	90,593	1,142,757	1,326,151	1,488,710	1,571,354	1,596,361
Benefits and Other Unrequited Expenses	-	-	-	-	-	-	N/A	N/A	-	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-	N/A	N/A	-	-	-	-	-	-
Other Expenses	653	714	654	528	5,188	5,188	-	-	3,908	-	3,908	965	743	743
Capital Expenditure	201,226	302,012	346,226	444,678	753,895	753,895	-	-	11,300	368,657	379,957	438,991	567,175	586,664
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-	-	-	N/A	N/A	-	-	-	-
Total Appropriations	1,013,302	1,106,794	1,260,862	1,359,739	1,807,137	1,807,137	92,801	-	105,801	1,511,414	1,710,016	1,928,666	2,139,272	2,183,768
Crown Revenue and Receipts														
Tax Revenue	690,788	743,120	790,014	849,766	909,622	909,622	N/A	N/A	N/A	N/A	985,024	1,033,620	1,086,124	1,144,620
Non-Tax Revenue	8,182	8,498	10,774	11,394	10,510	10,510	N/A	N/A	N/A	N/A	10,510	10,510	10,510	10,510
Capital Receipts	-	-	1,103	900	322,317	322,317	N/A	N/A	N/A	N/A	-	-	-	-
Total Crown Revenue and Receipts	698,970	751,618	801,891	862,060	1,242,449	1,242,449	N/A	N/A	N/A	N/A	995,534	1,044,130	1,096,634	1,155,130

Part B - Statement of Appropriations

Part B1 - Details of Appropriations

	2004/05				2005/06		
	Budget		Estimated Actual		Vote		
Appropriations	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	Scope of 2005/06 Appropriations
Departmental Output Expenses (General)							
Transport Sector Review Implementation	1,327	-	1,327	-	-	-	Implementation of the recommendations of the Government Transport Sector Review.
Policy Advice	25,433	-	25,433	-	28,040	-	Purchase of strategic, objective and evidence based policy advice relating to all modes of transport to progress the achievement of NZTS objectives. Reasons for Change: new initiatives, the Auckland Road Pricing Evaluation Study and the transfer of functions from the LTSA and Transfund to the Ministry of Transport.
Motor Vehicle Registry and Revenue Management	61,188	-	61,188	-	64,137	-	Management of the Motor Vehicle Registry and Revenue Management business to maximise the collection of Crown revenue that is properly due and take a proactive approach to debt management. Reasons for Change: additional funding is provided in 2005/06 to cover forecast increases in MVR transaction volumes.
Airport Operation and Administration	120	-	120	-	200	-	Operation of Milford Sound/Piopiotahi aerodrome to provide a safe and efficient airport operation that contributes to the achievement of NZTS objectives. Reasons for Change: The revaluation of the runway and other leasehold assets, plus the transfer from 2004/05 into 2005/06 of the proposed construction of a new helipad, has caused an increase in operating expenses.
Sector Leadership and Support	542	-	542	-	424	-	Co-ordinating planning across the government transport sector to align government transport agency work programmes with the objectives of the NZTS. Reasons for Change: The appropriation for 2004/05 was increased by an expense transfer from 2003/04 and the re-allocation of resources from the policy advice output expense.

Land Transport Management Policy	500	-	500	-	-	-	-	Purchase of advice on the policy, legislation and implementation of changes to the management, regulation and funding of New Zealand's land transport system to provide an efficient, affordable, flexible, innovative and resilient land transport system that is crucial to the achievement of the NZTS objectives.
Total Appropriations for Departmental Output Expenses (General)	89,110	-	89,110	-	92,801	-	-	
Non-Departmental Output Expenses								
Auckland Land Transport	47,111	-	47,111	-	50,667	-	-	Contribution to meet the costs of the Auckland region's land transport strategy. Reason for Change: Funding has been provided to cover the cost of GST.
Maritime Security	145	-	145	-	145	-	-	Provision of standby screening and searching services at ports.
Licensing Activities	-	-	-	-	1,655	444	-	Purchase of land transport licensing services, including driver licensing, not met by user fees. Reason for Change: the transfer of functions from the LTSA to Land Transport New Zealand (see Note 1).
Maintenance of Local Roads	-	-	-	-	-	162,180	-	Purchase of the maintenance of local roads. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Maintenance of State Highways	-	-	-	-	-	181,260	-	Purchase of the maintenance of State highways as specified in the NLTP, including the expensed rehabilitation and construction of State highways with local authorities. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Management of Funding Allocation System	-	-	-	-	-	64,000	-	Purchase of the management of the NLTP funding allocation system, including preparation of the NLTP. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
New and Improved Infrastructure for Local Roads	-	-	-	-	-	295,820	-	Purchase of improved and new local roads as specified in the NLTP. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Passenger Transport Services	-	-	-	-	-	189,000	-	Purchase of non-commercial road, rail and ferry passenger services. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).

Part B1 - Details of Appropriations (continued)

	2004/05				2005/06		Scope of 2005/06 Appropriations
	Budget		Estimated Actual		Vote		
Appropriations	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	
Non-Departmental Output Expenses - cont'd							
Promotion, Information and Education	-	-	-	-	-	31,676	Promotion of land transport safety, including publications and educational resource materials, and the promotion of land transport safety by the use of advertising and publicity. Reason for Change: the transfer of functions from the LTSA to Land Transport New Zealand (see Note 1).
Rail and Sea Freight	-	-	-	-	-	2,000	Purchase of rail and sea freight solutions, including infrastructure as specified in the NLTP. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Regulatory Implementation and Enforcement	-	-	-	-	548	1,335	Purchase of land transport regulatory implementation services and specialist land transport enforcement for services not met by user fees. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Research and Performance Monitoring	-	-	-	-	-	4,000	Purchase of specialist research on land transport, and monitoring of service delivery by approved organisations. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Transport Demand Management, and Walking and Cycling	-	-	-	-	-	10,042	Purchase of transport demand management, and improved access for walking and cycling. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Wellington Land Transport	-	-	-	-	9,889	-	Contribution to meet the costs of the Wellington region's land transport strategy.
Maritime Safety Regulation and Monitoring	4,190	-	4,190	-	5,101	-	Provision of policy advice on maritime safety, development of safety standards, promotion and auditing of maritime safety, and the review of legislation. Reason for Change: new initiative.

Civil Aviation Policy Advice	1,761	-	1,761	-	1,761	-	Provision of policy advice on civil aviation safety, development of safety standards, promotion and auditing of aviation security, review of legislation, and administration of New Zealand's participation in ICAO and other safety related agreements.
Search and Rescue Class III	2,404	-	2,404	-	3,414	-	Purchase of a search and rescue coordination service, including follow-up inquiries and reporting, associated with Class III searches and rescues undertaken. Reason for Change: new initiative.
Driver Testing - Land Transport	412	-	412	-	-	-	Purchase of the Crown's share of the cost of providing driver licence testing.
Drug and Alcohol Assessments - Land Transport	210	-	210	-	-	-	Purchase of drug and/or alcohol assessments of disqualified drivers as ordered by the Courts.
Grants Management - Land Transport	7,805	-	7,805	-	-	-	Provision of grants management, including assistance and advice to local authorities, road safety coordinators, iwi and community groups.
Licensing - Land Transport	1,263	-	1,263	-	-	-	Purchase of driver licence services, for costs not met from user fees, for renewing driver licences.
Policy Advice - Land Transport	1,264	-	1,264	-	-	-	Purchase of policy advice on land transport safety issues, including road safety strategies, licensing and other provisions enabling entry to the land transport sector, the development of safety standards, and the review of legislation.
Safety Audit - Land Transport	1,420	-	1,420	-	-	-	Purchase of specialist auditing services on land transport activities, including crash investigation and monitoring, auditing of RCAs to ensure compliance with road and traffic standards and guidelines, and legal action to enforce legislation.
Safety Information and Promotion - Land Transport	17,799	-	17,799	-	-	-	Promotion of safety information, including publications and educational resource materials, and the promotion of road safety by the use of advertising and publicity.
Vehicle Impoundment - Land Transport	444	-	444	-	-	-	Purchase of services relating to the storage of impounded vehicles and the reimbursement of storage providers for unclaimed vehicles that are permanently destroyed.
Reporting on Accident or Incident Investigations	2,172	-	2,172	-	2,617	-	Investigation and reporting on aviation, rail and marine accidents and incidents in New Zealand and the waters over which it has jurisdiction. Reason for Change: increased capability.

Part B1 - Details of Appropriations (continued)

	2004/05				2005/06		Scope of 2005/06 Appropriations
	Budget		Estimated Actual		Vote		
Appropriations	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	
Non-Departmental Output Expenses - cont'd							
Weather Forecasts and Warnings	14,796	-	14,796	-	14,796	-	Purchase of severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility.
Advisory Services - Transfund	-	2,500	-	2,500	-	-	Provision of advisory services on key issues relating to the funding of the NLTP, transportation issues, legislative requirements and the requirements attached to receipt of funding from the NLTA (see Note 1).
Contract Management - Transfund	-	9,550	-	9,550	-	-	Purchase of Transfund's development and management of the NLTA. This includes the development and administration of the NLTP, procurement procedures, activity formulation and assessment, policies and guidelines; and agreements with approved organisations, as service providers, to record the arrangements between the parties for the implementation of the NLTP (see Note 1).
Efficient Alternatives to Roding - Transfund	-	28,000	-	28,000	-	-	Purchase of non-roading land transport solutions from approved organisations including travel demand management, and infrastructure services for bus, rail, ferry, barging, walking and cycling, and coastal shipping (see Note 1).
Maintenance and Expensed Road Construction (Local Roads) - Transfund	-	312,000	-	312,000	-	-	Purchase of the maintenance, renewal and improvement of local roads. This includes activities that integrate infrastructure for walking and cycling and passenger transport. This output contributes to the regional development of Northland and Tairāwhiti (see Note 1).
Maintenance and Expensed Road Construction (State Highways) - Transfund	-	348,000	-	348,000	-	-	Purchase of the maintenance of State highways as specified in the NLTP, including the expensed rehabilitation and construction of State highways with local authorities (see Note 1).

Passenger Transport Community Services - Transfund	-	94,000	-	94,000	-	-	-	Purchase of non-commercial road, rail and ferry services for regional purposes. This does not include services funded under the Passenger Transport Social Services output class (see Note 1).
Passenger Transport Social Services - Transfund	-	11,698	-	11,698	-	-	-	Purchase of passenger transport social services for the public transport dependent. Services will include total mobility services, concessionary fares schemes that provide reduced fares for targeted groups of people and urban school transport services (see Note 1).
Regional Land Transport	-	50,000	-	50,000	-	201,000	-	Regional allocation of a dedicated increase in FED and light vehicle RUC (see Note 1). Reason for Change: The 2005/06 appropriation covers a full year whereas the 2004/05 appropriation was for part of that year.
Total Appropriations for Non-Departmental Output Expenses	103,196	855,748	103,196	855,748	90,593	1,142,757	-	
Other Expenses to be Incurred by the Crown								
Contribution to Local Share of Restoration Following February 2004 Event	1,778	-	1,778	-	498	-	-	Assistance to affected territorial local authorities to restore damaged roading infrastructure, following the floods of February 2004 in the lower North Island. Reason for Change: infrastructure repair projects are nearly complete in this area and the allocation for 2005/06 are smaller than the previous year.
International Memberships	743	-	743	-	743	-	-	Membership subscription to: International Civil Aviation Organisation, International Maritime Organisation, and World Meteorological Organisation.
New Zealand Railways Corporation - Public Policy Projects	2,667	-	2,667	-	2,667	-	-	Expenditure is for public policy rail initiatives.
Total Appropriations for Other Expenses to be Incurred by the Crown	5,188	-	5,188	-	3,908	-	-	

Part B1 - Details of Appropriations (continued)

	2004/05				2005/06		Scope of 2005/06 Appropriations
	Budget		Estimated Actual		Vote		
Appropriations	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	
Capital Expenditure							
Aviation Security Service	15,252	-	15,252	-	10,000	-	Purchase of additional baggage screening outputs for domestic air services. Reason for Change: \$10,000,000 was transferred from 2004/05 for the delayed purchase of holdstow baggage equipment.
New and Improved Infrastructure for State Highways	-	-	-	-	-	368,657	Purchase of State highway improvements as specified in the NLTP. Reason for Change: the transfer of functions from Transfund to Land Transport New Zealand (see Note 1).
Maritime Safety Authority	-	-	-	-	1,300	-	Capital injection for restoration of the asset base, after the establishment of the RCCNZ, disestablishment of the NRCC and relocation of the LUT aerals, and for the purchase of replacement satellite receiving equipment.
Land Transport New Zealand	321,058	-	321,058	-	-	-	Capital injection for Land Transport New Zealand to purchase net assets from Transit New Zealand and LTSA.
Roading Capital Improvements - Transfund	-	412,585	-	412,585	-	-	Purchase State highway roading capital improvements. This includes activities that integrate infrastructure for walking and cycling and passenger transport use. This output also contributes to the Regional development of Northland and Tairāwhiti (see Note 1).
Roading Replacement - Transfund	-	5,000	-	5,000	-	-	Purchase the renewal of State highways (see Note 1).
Total Appropriations for Capital Expenditure	336,310	417,585	336,310	417,585	11,300	368,657	
Total Appropriations	533,804	1,273,333	533,804	1,273,333	198,602	1,511,414	

Part B2 - Details of Multi-Year Appropriation

Appropriations	Current Appropriation \$000	Description of Appropriations
Departmental Output Classes (Mode B Gross)		
Distress Radio Beacons National Education Campaign		Funding for a national education campaign informing owners and users of distress radio beacons of the need to upgrade transmission frequency before 1 February 2009.
Term	2005/06 to 2008/09	
Original Appropriation	888	
Adjustments	-	
Total Appropriation	888	
Actual to date (February)	-	
Expected Actual to year end	-	
Remaining	888	
Expected Outcome (see Note 2)	888	

Part C - Explanation of Appropriations for Output Expenses

Part C1 - Departmental Output Expenses

The outputs to be purchased relate to the Crown's recognition of the importance of the transport sector to the economy of New Zealand. The advice and support given to the government by the Ministry of Transport reflect this perspective.

Policy Advice

Under this output the Minister of Transport purchases strategic, objective and evidence based policy advice relating to all modes of transport to progress the achievement of NZTS objectives.

This involves the following outputs:

- Transport sustainability.
- Ministerial services.

Results sought

- The transport system supports national and regional economic development.
- The transport system is made safer and more secure.
- The transport system is inclusive, accessible and affordable to users.
- The transport system contributes to positive health outcomes.
- Transport uses land, energy and other resources sustainably.

Motor Vehicle Registry and Revenue Management

This output manages the Motor Vehicle Registry and Revenue Management business to maximise the collection of Crown revenue that is properly due and take a proactive approach to debt management, including the investigation of new technologies in the recording and collection of Crown revenue. The revenue collected funds transport infrastructure and activities that contribute to achieving NZTS objectives.

Results sought

- The transport system supports national and regional economic development.
- The transport system is made safer and more secure.
- The transport system is inclusive, accessible and affordable to users.

Airport Operation and Administration

This output covers the operation of Milford Sound/Piopiotahi aerodrome to provide a safe and efficient airport operation that contributes to the achievement of NZTS objectives.

Results sought

- The transport system supports national and regional economic development.

Sector leadership and support

This output includes co-ordinating planning across the government transport sector that aligns government agency work programmes and activity to the achievement of the New Zealand Transport Strategy objectives, non-departmental output expenses management which includes management on the Minister's behalf of contracts and agreements with transport sector Crown entities and other organisations, reporting on issues and risks with respect to the particular services purchased, providing advice on the Crown's ownership interest in these entities and providing advice to Minister on transport sector statutory appointments.

Results sought

- The transport system supports national and regional economic development.
- The transport system is made safer and more secure.
- The transport system is inclusive, accessible and affordable to users.
- Transport uses land, energy and other resources sustainably.

Distress Radio Beacons National Education Campaign

This output provides for the development and implementation of a four year national education campaign:

- to inform owners and users of the types of distress radio beacon that transmit on 121.5 MHz frequency that these beacons will become inoperable when changes to the global satellite receiving system come into effect on 1 February 2009 and they need to upgrade to a beacon transmitting on the 406 MHz frequency
- to promote the ownership and appropriate use of distress radio beacons in the areas covered by New Zealand search and rescue services.

Results sought

- The transport system is made safer and more secure.
- The transport system contributes to positive health outcomes.
- Transport uses land, energy and other resources sustainably.

Part C2 - Non-Departmental Output Expenses

Maritime Safety Regulation and Monitoring

Under this output the Minister of Transport purchases the following services:

- advice to the Minister of Transport on maritime safety and security and marine environment protection
- administration and implementation of international maritime security arrangements in New Zealand, including port facility risk assessments, setting security levels, ship and port facility security plan approvals and liaison with port facility and ship operators
- administration of New Zealand's obligations under international maritime safety and security, maritime labour and marine pollution conventions
- services on behalf of recreational boats involving the provision of coastal navigation aids, distress and safety radio communications and marine safety information and small boat safety education
- development and administration of maritime safety and marine pollution agreements with other countries and international agencies
- provision of maritime expertise for co-ordination of marine SAR operations and advice on maritime transport in the event of a civil defence emergency.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Completion of agreed recreational craft safety and environmental work programme	Completion of programme	Completion of programme
Replies to ministerial correspondence	30 - 40	30 - 40
Reports to the Minister	60 - 70	60 - 70
Number of navigation aids' inspections/audits	150	142
Number of major maritime searches (Class III) involving MSA staff	20 - 30	20 - 30
Number of audits of ports trading internationally	15	15

Quality		
Percentage of recreational craft safety activities carried out in accordance with ISO quality procedures	100%	100%
Acceptance of ministerial draft responses to correspondence by Minister's advisors	100%	95%
Reliability levels of monitored lights and Class 1 and 2 unmonitored lights	99.8%	99.8%
Percentage of instances where trained MSA staff are available for marine SAR operations and to provide advice	100%	100%
Percentage of New Zealand ports and New Zealand registered ships trading internationally compliant with maritime security legislation	100%	100%
Timeliness		
Percentage of reports and/or correspondence received by the Minister/Ministry within the agreed timeframe of:		
<ul style="list-style-type: none"> • ministerial correspondence 10 business days 	100%	90%
<ul style="list-style-type: none"> • reports to the Minister and parliamentary questions within the agreed timeframe. 	100%	100%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$5,101,000
2004/05	Total output expense to be provided within (GST exclusive)	\$4,190,000

Provider

MSA.

Search and Rescue Class III

Under this output the Minister of Transport purchases Class III SAR services and the maintenance and operation of the Rescue Co-ordination Centre of New Zealand (RCCNZ). The services provided include the co-ordination of Class III SAR operations where national civil and military resources are required, for surface vessels and aircraft in distress or in need of assistance in the New Zealand Search and Rescue Region (NZ SRR). It also involves the maintenance of a Local User Terminal system capable of detecting emergency locator transmitters in the NZ SRR and providing the rapid resolution of any detections.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of SAR missions undertaken	10 - 15	10 - 15
Number of SAR incidents responded to	500 - 700	500 - 700
Quality		
Percentage of SAR incidents responded to within 10 minutes	100%	100%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$3,414,000
2004/05	Total output expense to be provided within (GST exclusive)	\$2,404,000

Provider

MSA.

Civil Aviation Policy Advice

Under this output the Minister of Transport purchases advice on matters relating to civil aviation, including:

- advice on civil aviation safety and security
- the administration of New Zealand's responsibilities as a member of ICAO with respect to civil aviation safety and security
- advising on and implementing government policy in relation to the recovery of the costs of regulating civil aviation safety and security in New Zealand
- developing and administering civil aviation safety and security agreements with other countries and with international agencies
- the development and review of civil aviation safety and security legislation, and technical safety policy for the regulation of New Zealand civil aviation.

All international responsibilities between the CAA and the Minister of Transport will be fulfilled in accordance with the conditions set out in a Performance Agreement.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Priority work contained in the policy advice and technical safety policy development programmes is completed as agreed, or as subsequently amended by agreement between the Minister and the CAA during the financial period	Completion of agreed work programme	Completion of agreed work programme
Draft responses to ministerial correspondence	70 - 90	70 - 90
Reports to Minister	70 - 90	70 - 90
Draft responses to parliamentary questions	30 - 100	30 - 100
Quality and Timeliness		
The Minister and the Secretary for Transport will be formally requested, at least every six months, to indicate their level of satisfaction with the overall quality and timeliness of CAA safety and security policy advice, the development of technical safety policy, and correspondence reports	Achieve a minimum rating of good	Achieve a minimum rating of good
Percentage of Ministerial correspondence responded to within 10 working days	100%	90%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$1,761,000
2004/05	Total output expense to be provided within (GST exclusive)	\$1,761,000

Provider

CAA.

Maritime Security

Under this output the Minister of Transport purchases international passenger cargo and crew screening and searching services capacity which is available to be activated when an International Ship and Port Security Code Level 2 or 3 has been declared at New Zealand ports.

Performance measures

The Minister of Transport expects that the Aviation Security Service will have the stand-by capacity and capability to provide searching and screening services at ports.

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$145,000
2004/05	Total output expense to be provided within (GST exclusive)	\$145,000

Provider

Aviation Security Service

Research and Performance Monitoring

Under this output the Minister of Transport purchases services relating in the organisation and publication of research and monitoring of land transport inputs, outputs, impacts and consequences.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Publication of research findings in Land Transport Research	4	4
Number of performance reports	1	1
Quality and Timeliness		
Percentage of approved organisations and relevant transport industry representatives that agree that Land Transport NZ's research programme adds value to the land transport industry	≥80%	New
Percentage of approved organisations and relevant transport industry representatives that agree that performance monitoring adds value to the land transport industry	≥80%	New

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$4,000,000
2004/05	Total output expense to be provided within (GST exclusive)	\$2,500,000

Provider

Land Transport NZ.

Promotion, Information and Education Activities

Under this output the Minister of Transport purchases activities which promote land transport sustainability, safe land transport and the provision of information and advice to the Minister of Transport and other stakeholders.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of contracts for the delivery of the Community Road Safety Programme (CRSP)	150-180	150-180
Number of schools participating in the Road Safety Education Programme	1,000	1,000
Number of publications issued or updated	132	132
Number of targeted road safety campaigns	20	20
Number of draft responses to Ministerial correspondence	300 - 400	300 - 400
Number of draft responses to Parliamentary Questions	90 - 120	90 - 120
Quality		
Percentage of publication users who rate publications as useful or better	≥75%	≥75%
Percentage of target audience agreeing road safety campaigns are relevant	≥60%	≥60%
Percentage of draft Ministerial correspondence and parliamentary questions responses rejected by the Minister/Ministry	≤5%	≤5%

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Timeliness		
Percentage of Ministerial correspondence responded to within 12 working days	100%	90%
Percentage of draft Parliamentary Question responses replied to within deadline	100%	100%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$31,676,000
2004/05	Total output expense to be provided within (GST exclusive)	\$25,604,000

Provider

Land Transport NZ.

Regulatory Implementation and Enforcement

Under this output the Minister of Transport purchases the Crown's share of the cost of providing regulatory services and enforcement within the Land Transport sector.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of reviews of vehicle inspectors and inspecting organisations	1,800 - 2,200	2,500 - 2,900
Number of audits assuring driver licensing, testing and transport vehicles and services compliance	360 - 430	320 - 390
Number of complaints investigated	500	422
Number of rail operator annual audits monitored	65 - 85	65 - 85
Number of new safety management systems adopted by Road Controlling Authorities	15	15

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quality		
Percentage of safety-critical non compliance rectification:		
• within 6 months	80%	80%
• within 12 months.	100%	100%
Percentage of driver tests that comply with the <i>Land Transport NZ Driver Testing Officers Manual</i>	95%	95%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$1,883,000
2004/05	Total output expense to be provided within (GST exclusive)	\$1,420,000

Provider

Land Transport NZ.

Licensing Activities

Under this output the Minister of Transport purchases the Crowns share of the cost of providing driver licensing and testing services for the land transport sector, the payment to storage providers for unclaimed vehicles impounded by the NZ Police and drug and alcohol assessments as required under Section 65 of the Land Transport Act 1998.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of driver licenses issued (including new, renewals, endorsements, conversions and upgrades)	700,000	650,000 - 700,000
Number of theory , practical and older driver tests	410,000	350,000 - 450,000
Number of vehicle impoundment payments	4,800 - 5,000	4,800 - 5,000
Number of drug and alcohol assessments	1,400	1,400

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quality and Timeliness		
Percentage of driver licenses issued within specified timeframes	100%	100%
Percentage of driver tests delivered within timeliness guidelines	≥95%	≥95%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$2,099,000
2004/05	Total output expense to be provided within (GST exclusive)	\$2,329,000

Provider

Land Transport NZ.

Management of Funding Allocation System

Under this output the Minister of Transport purchases Land Transport NZ's:

- management of the National Land Transport Account. This includes the development and administration of:
 - the NLTP and the Safety Administration Programme (SAP)
 - procurement procedures, policies and guidelines
 - performance agreements with approved organisations
- audit of approved organisations
- assistance and advice to approved organisations.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of RCA audited based on risk profile	25	25
Number of RCs audited.	4	4
Number of activities subject to post-implementation audits	9	9
Quality		
Percentage of all activities that delivered the forecast benefits (as determined by post-implementation reviews/audits)	100%	New
Percentage of all activities that delivered the forecast benefit/cost ratio (as determined by post implementation reviews/audits)	100%	New
Percentage of relevant stakeholders satisfied with doing business with Land Transport NZ measured against agreed criteria	>75%	>75%
Timeliness		
Audit issues followed up with and resolved by the organisation that has been audited within agreed timeframes.	100%	100%
Percentage of agreements with approved organisations that are in place by 31 July.	100%	100%
Publication of NLTP and SAP for the following financial year will be no later than 30 June.	100%	100%

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$64,000,000
2004/05	Total output expense to be provided within (GST exclusive)	\$9,550,000

Provider

Land Transport NZ.

Rail and Sea Freight

Under this output the Minister of Transport will purchase initiatives that encourage the movement of freight by rail and coastal shipping (including barging) instead of by road.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Freight diverted from road to rail (tonne-km)	22.0 million	New
Freight diverted from road to coastal shipping (tonne-km)	8.4 million	New
Quality		
Percentage of allocated funding spent	100%	New
Percentage of activities that delivered the forecast benefits (as determined by post-implementation reviews/audits)	100%	New

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$2,000,000
2004/05	Total output expense to be provided within (GST exclusive)	\$0

Provider

Land Transport NZ.

Transport Demand Management, and Walking and Cycling

Under this output the Minister of Transport will purchase initiatives that:

- improve the management of land transport networks
- change travel behaviour
- enhance walking and cycling infrastructure.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of school travel plans funded	100	New
Number of work place travel plans funded	40	New
Length of walkway/cycleway funded (km)	100	New
Length of dedicated bus-lane funded (km)	4	New
Quality		
Percentage of allocated funding spent	100%	New
Percentage of activities that delivered the forecast benefits (as determined by post-implementation reviews/audits)	100%	New

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$10,042,000
2004/05	Total output expense to be provided within (GST exclusive)	\$28,000,000

Provider

Land Transport NZ.

Passenger Transport Services

Under this output the Minister of Transport purchases non-commercial road, rail, and ferry infrastructure and services.

Output class measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Total boardings on buses	92.0 million	New
Total boardings on ferries	4.0 million	New
Total boardings on rail	15.0 million	New
Total mobility boardings	1.9 million	2.0 million
Total passenger-km on buses	650 million	New
Total passenger-km on ferries	39 million	New
Total passenger-km on rail	330 million	New

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quality		
User satisfaction, as measured by the percentage of users who rate non-commercial services as good or better by an annual independent survey	≥75%	≥75%
User satisfaction, as measured by the percentage of users who rate total mobility services as good or better by an annual independent survey	≥75%	New
Land Transport NZ subsidy per passenger boarding on buses	\$0.90	New
Land Transport NZ subsidy per passenger boarding on ferries	\$0.39	New
Land Transport NZ subsidy per passenger boarding on rail	\$2.73	New
Land Transport NZ subsidy per passenger-km	\$0.12	\$0.11

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$189,000,000
2004/05	Total output expense to be provided within (GST exclusive)	\$105,698,000

Provider

Land Transport NZ.

Regional Land Transport**Description**

Under this output the Minister of Transport purchases regional land transport priority activities.

Performance measures

The Minister of Transport expects that in any one year all allocated funds are spent and that the following allocation of funding to regions will occur over the ten year period 2004/05 to 2013/14:

Regions	Estimated ten year regional allocation \$ million (GST exclusive)
Northland	73.5
Auckland	724.5
Waikato	189.6
Bay of Plenty	135.6
Gisborne	21.4
Hawke's Bay	71.2
Taranaki	49.0
Manawatu/Wanganui	110.0
Wellington	222.2
Nelson/Marlborough/Tasman	67.2
West Coast	14.2
Canterbury	255.3
Otago	94.2
Southland	42.0
Total	2,070.0

The total above is the ten year allocation. The amounts below are the annual appropriations for the 2005/06 and 2004/05 years.

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$201,000,000
2004/05	Total output expense to be provided within (GST exclusive)	\$50,000,000

Provider

Land Transport NZ.

Auckland Land Transport

Description

Under this output, the Minister of Transport will use Crown funding to purchase activities that support the increased integration of transport and land use in the Auckland region.

Performance measures

The Minister of Transport expects that in any one year all allocated funds are spent and that \$900 million of funding will occur over the ten-year period 2004/05 to 2013/14.

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$50,667,000
2004/05	Total output expense to be provided within (GST exclusive)	\$47,111,000

Provider

Land Transport NZ.

*Wellington Land Transport***Description**

Under this output, the Minister of Transport will use Crown funding to purchase activities that retain passenger transport mode share, address congestion and improve access to the Wellington region.

Performance measures

The Minister of Transport expects that in any one year all allocated amounts are spent and that \$225 million of funding will occur over the ten-year period 2005/06 to 2014/15.

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$9,889,000
2004/05	Total output expense to be provided within (GST exclusive)	N/A

Provider

Land Transport NZ.

Maintenance of Local Roads

Under this output the Minister of Transport purchases the Crown's share of the routine and periodic maintenance of local roads infrastructure.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Spending on minor safety activities (\$000)	26,000	New
Road reconstruction (km)	180	New
Pavement smoothing (km)	100	New
Area wide pavement treatment (km)	450	New
Reseals (km)	3,800	New
Bridge reconstruction (m)	700	New

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
% of roads undergoing periodic maintenance	9	New
Quality		
Ride quality (smooth travel exposure, STE)	Steady	New
Road condition index (CI)	Steady	New
Road pavement integrity index (PII)	Steady	New

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$162,180,000
2004/05	Total output expense to be provided within (GST exclusive) 50% of 2004/05 output class Maintenance and expensed road construction (local roads) - refer also below	\$156,000,000

Provider

Land Transport NZ.

New and Improved Infrastructure for Local Roads

Under this output the Minister of Transport purchases the Crown's share of local roads capital improvements.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
New roads (km)	4	New
Seal extensions (km)	140	New
New bridges (m)	20	New
Quality		
Percentage activities that delivered the forecast benefits	100%	New

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$295,820,000
2004/05	Total output expense to be provided within (GST exclusive) 50% of 2004/05 output class Maintenance and expensed road construction (local roads) - refer also above	\$156,000,000

Provider

Land Transport NZ.

Maintenance of State Highways

Under this output the Minister of Transport purchases the routine and periodic maintenance of State highways.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Spending on minor safety activities (\$000)	25,000	New
Road reconstruction (km)	20	New
Pavement smoothing (km)	20	New
Area Wide pavement Treatment (km)	180	New
Reseals (km)	1,300	New
Bridge reconstruction (m)	500	New
Quality		
Ride quality (smooth travel exposure, STE)	Steady	New
Road condition index (CI)	Steady	New
Road pavement integrity index (PII)	Steady	New

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$181,260,000
2004/05	Total output expense to be provided within (GST exclusive)	\$348,000,000

Provider

Land Transport NZ.

Reporting on Accident or Incident Investigations

Under this output the Minister of Transport purchases independent investigation and reporting on aviation, rail and marine accidents and incidents in New Zealand and the waters over which it has jurisdiction. The investigations are to determine the circumstances and causes of accidents and incidents having significant implications for transport safety, with a view to avoiding similar occurrences in the future, rather than to ascribe blame to any person. The output includes promulgating safety recommendations and reporting the implementation status of the Commission's safety recommendations. The output class also funds international co-operation and exchange of accident information with similar safety investigation bodies overseas. The output is provided independently of the transport regulatory authorities and reports may include comment on the performance of the regulatory authorities in relation to any accident or incident.

Performance measures

The time taken to complete reports varies according to their complexity, the degree of international involvement, any extension to the consultation period afforded to interested parties and the distribution of accidents over time.

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Number of new investigations initiated:		
• Aviation.	15	15
• Rail.	20	20
• Marine.	20	20
Timeliness		
Issue of preliminary report on a major accident	Within 12 months of accident occurring	Within 12 months of accident occurring
Percentage of final reports on other occurrences approved for publication by the Commission within nine months of the initiation of the investigation	90%	90%
Availability of investigators	24 hours per day, 365 days per year	24 hours per day, 365 days per year

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$2,617,000
2004/05	Total output expense to be provided within (GST exclusive)	\$2,172,000

Provider

Transport Accident Investigation Commission.

Weather Forecasts and Warnings

Under this output the Minister of Transport purchases severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility. This includes the provision of a weather observation data network in and around New Zealand sufficient to allow a sustainable level of accuracy in weather forecasting and sufficient to fulfil New Zealand's agreed responsibilities to the international community.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
Provision of agreed services	As per contract	As per contract
Quality		
Minimum percentage of forecasts of severe-weather events which successfully predicted the event (probability of detection)	75%	75%
Maximum percentage of forecasts of severe-weather events which are subsequently found to be false alarms (false alarm ratio)	40%	40%
Quality standard for systems and procedures	ISO9001	ISO9001

A record shall be kept of all written correspondence and press coverage directly related to the accuracy and timeliness of the weather forecasts, and this will be reviewed by the Ministry of Transport to assess the general level of public satisfaction with the service.

Cost

2005/06	Total output expense to be provided within (GST exclusive)	\$14,796,000
2004/05	Total output expense to be provided within (GST exclusive)	\$14,796,000

Provider

Meteorological Service of New Zealand Ltd.

Part D - Explanation of Appropriations for Other Operating Flows

Part D3 - Other Expenses

Contribution to Local Share of Restoration Following February 2004 Event

Following the floods of February 2004 in the lower North Island, the Crown has agreed to increase the assistance available to affected territorial local authorities to restore damaged roading infrastructure. The assistance with roading costs will give local authorities flexibility to repair damage to other community owned assets according to local priorities, and allow the use of existing administrative mechanisms which should not involve local authorities in extra administrative work.

2005/06	Total to be provided within (GST exclusive)	\$498,000
2004/05	Total to be provided within (GST exclusive)	\$1,778,000

Part E - Explanation of Capital Flows

Part E1 - Explanation of Movements in Departmental Net Asset Schedules

Details of Net Asset Schedule for Ministry of Transport	Estimated Actual 2004/05 \$million	Projected 2005/06 \$ million	Explanation of Projected Movements in 2005/06
Opening Balance	7,757	9,144	
Capital Injections	1,000	-	
Capital Withdrawals	-	-	
Surplus to be Retained (Deficit Incurred)	-	-	
Other Movements	387	-	
Closing Balance	9,144	9,144	

Part E2 - Statement of Estimated and Forecast Net Worth of Entities Owned

The Minister of Transport is responsible for the government's ownership interest in certain agencies and organisations. The estimated net worth (total assets less total liabilities) of these bodies is listed in the table below.

Data for these organisations are based on forecasts provided for inclusion in the 2005 Budget.

	Balance Date	Estimated Net Worth 2005 \$ million	Forecast Net Worth 2006 \$ million
Aviation Security Service	30 June	19.766	28.201
CAA	30 June	6.040	5.540
Land Transport NZ	30 June	144.173	23.994
MSA	30 June	3.853	4.853
Road Safety Trust	30 June	4.563	4.500
Transit NZ	30 June	13,403.627	13,795.887
TAIC	30 June	0.146	0.146

The increase in net worth of the Aviation Security Service is due to the forecast capital injection of \$10,000,000 to complete the purchase of equipment to enable the introduction of aircraft hold baggage screening.

The decrease in net worth of CAA is the result of a forecast operating deficit.

The decrease in the net worth of Land Transport NZ is due to the forecast run down of the balance of the NLTF as projects commenced in 2004/05 are completed.

The increase in MSA's net worth is due to the forecast capital injection of \$1,300,000 to restore the asset base following the establishment of the Rescue Co-ordination Centre of New Zealand.

The increase in net worth of Transit NZ is due to the forecast increase in the value of the State highway network.

Part E3 - Explanations of Appropriations for Capital Expenditure

New and improved infrastructure for State highways

The Minister of Transport is purchasing State highway capital improvements.

Performance measures

The Minister of Transport expects the following:

Performance Measure	Standard/Target 2005/06	Standard/Target 2004/05
Quantity		
New Roads (km)	3	New
New Bridges (m)	10	New
Quality		
Percentage of activities that delivered the forecast benefits (as determined by post-implementation reviews/audits)	100%	New

Cost

2005/06	Total Crown capital assets to be provided within (GST exclusive)	\$368,657,000
2004/05	Total Crown capital assets to be provided within (GST exclusive)	\$412,585,000

Provider

Land Transport NZ.

Part F - Crown Revenue and Receipts

Part F1 - Current and Capital Revenue and Receipts

	2004/05		2005/06	Description of 2005/06 Crown Revenue
	Budgeted \$000	Estimated Actual \$000	Budget \$000	
Current Revenue				
Tax Revenue				
Fuel Excise Duty Refunds	(33,778)	(33,778)	(30,498)	Refunds of fuel excise duty for off-road usage.
Motor Vehicle Registration	216,422	216,422	219,422	Fees based on vehicle ownership; types of vehicles include cars, trucks, and trailers.
Road User Charges	726,978	726,978	796,100	Usage-based charges levied on operators of heavy trucks, and vehicles using fuels other than petrol, CNG and LPG.
Total Tax Revenue	909,622	909,622	985,024	
Non-Tax Revenue				
Infringements	10	10	10	Money collected from the enforcement of road user regulations, in particular trucks found to be carrying too heavy a load; and from the enforcement of civil aviation rules.
Motor Vehicle Registration Recoveries	10,500	10,500	10,500	Sale of duplicate MVR certificates and associated information.
Total Non-Tax Revenue	10,510	10,510	10,510	
Total Current Revenue	920,132	920,132	995,534	
Capital Receipts				
Repayment of Capital from Crown Entities	322,317	322,317	-	Repayment of \$259,000 by the Aviation Security Service of the temporary working capital injection received during 2001/02; \$1,000,000 by Land Transport New Zealand; and \$321,058,000 by Transfund New Zealand and LTSA from the sale of net assets to Land Transport New Zealand.
Total Capital Receipts	322,317	322,317	-	
Total Crown Revenue and Receipts	1,242,449	1,242,449	995,534	

Part G - Statement of Reconciliations

Part G1 - Changes in Appropriation Categories

2004/05 Cumulative Vote in Old (2004/05) Structure	\$000	Structure Changes	\$000	Cumulative Vote in New (2005/06) Structure	2004/05 \$000	2005/06 \$000
Departmental Outputs						
Policy Advice	25,433	Transfer from Land Transport	1,264	Policy Advice	26,697	28,040
Other Outputs	63,677			Other Outputs	63,677	64,761
Total Departmental Appropriations	89,110				90,374	92,801
Classes of Outputs to be supplied by parties other than the Department						
Policy Advice - Land Transport	1,264	Output class transferred to the Department	(1,264)		0	0
Safety Information and Promotion - Land Transport	17,799	Combined with Grants Management	17,799	Promotion, Information and Education	25,604	31,676
Grants Management - Land Transport	7,805	Combined with Safety Information and Promotion	7,805			
Safety Audit - Land Transport	1,420	Change of name	1,420	Regulatory Implementation and Enforcement	1,420	1,883
Licensing - Land Transport	1,263	Combined with Drug and Alcohol Assessments, Vehicle Impoundment and Driver Testing	1,263	Licensing Activities	2,329	2,099
Drug and Alcohol Assessments - Land Transport	210	Combined with Licensing, Vehicle Impoundment and Driver Testing	210			
Vehicle Impoundment - Land Transport	444	Combined with Licensing, Drug and Alcohol Assessments, and Driver Testing	444			
Driver Testing - Land Transport	412	Combined with Licensing, Drug and Alcohol Assessments, and Vehicle Impoundment	412			

Advisory Services - Transfund	2,500	Transferred to Research and Performance Monitoring	2,500	Research and Performance Monitoring	2,500	4,000
Contract Management - Transfund	9,550	Added administration and Project Control of approved organisations	9,550	Management of the Funding Allocation System	9,550	64,000
Efficient Alternatives to Roding - Transfund	28,000	Split into Promotion, Transport demand and Walking and Cycling and Rail and Sea Freight	28,000	Transport Demand Management and Walking and Cycling	28,000	10,042
				Rail and Sea Freight	-	2,000
Maintenance and Expensed Road Construction (Local Roads)	312,000	Split between maintenance and new and improved construction on local roads	312,000	Maintenance of Local Roads	156,000	162,180
				New and Improved Infrastructure for Local Roads	156,000	295,820
Maintenance and Expensed Road Construction (State Highways)	348,000	Name change	348,000	Maintenance of State Highways	348,000	181,260
Passenger Transport Community Services	94,000	Combined with Passenger Transport Social Services	94,000	Passenger Transport Services	105,698	189,000
Passenger Transport Social Services - Transfund	11,698	Combined with Passenger Transport Community Services	11,698			
Other Outputs	122,579			Other Outputs	122,579	289,390
Total Classes of Outputs to be supplied by parties other than the Department	958,944				957,680	1,233,350
Other Non Departmental Outputs						
Total Other Non-Departmental Outputs	336,310				336,310	15,208

Part G1 - Changes in Appropriation Categories (continued)

2004/05 Cumulative Vote in Old (2004/05) Structure	\$000	Structure Changes	\$000	Cumulative Vote in New (2005/06) Structure	2004/05 \$000	2005/06 \$000
Purchase or Development of Crown Capital Assets						
Roading Capital Improvements - Transfund	412,585	Combined with Roading Replacement	412,585	New or Improved Infrastructure for State highways	417,585	368,657
Roading Replacement - Transfund	5,000	Combined with Roading Capital Improvements	5,000			
Total Purchase or Development of Crown Capital Assets	417,585				417,585	368,657
Total Non-Departmental Appropriations	1,712,839				1,711,575	1,617,215

