

VOTE Transport

VOTE Transport

OVERVIEW

Appropriations sought for Vote Transport in 1999/2000 total \$1,158.796 million. This is intended to be utilised as follows:

- \$65.078 million (5.6% of the Vote) on purchasing services (mostly motor vehicle registry, road user charges and revenue management) from the Ministry of Transport.
- \$824.434 million (71.2% of the Vote) on purchasing road network maintenance and transport safety advice from transport Crown entities.
- \$47.265 million (4.1% of the Vote) on refunds of road user fees and memberships of international organisations.
- \$1.376 million (0.1% of the Vote) on an additional capital investment in one of the transport Crown entities.
- \$220.643 million (19.0% of the Vote) on the development of the State highway network.

The Ministry expects to collect \$708.111 million of Crown revenue in 1999/2000, most of which are 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.

Terms and Definitions Used

B/C ratio	<i>Benefit cost ratio</i>
CAA	<i>Civil Aviation Authority</i>
CPP	<i>Competitive pricing procedures</i>
FED	<i>Fuel excise duty</i>
ICAO	<i>International Civil Aviation Organisation</i>
LANDATA	<i>Land Transport Database</i>
LTSA	<i>Land Transport Safety Authority</i>
MSA	<i>Maritime Safety Authority</i>
MOT	<i>Ministry of Transport</i>
MVR	<i>Motor vehicle registration and licensing</i>
MVR&RM	<i>Motor vehicle registry and revenue management</i>
NAASRA	<i>National Association of Australian State Roding Authorities</i>
NRA	<i>National Roads Account</i>
NRF	<i>National Roads Fund</i>
NRP	<i>National Roding Programme</i>
NZ SRR	<i>New Zealand Search and Rescue Region</i>
Paratransit	<i>Paratransit, in this context, covers schemes designed to provide transport for people with disabilities, eg, wheelchair-bound people</i>
RCA	<i>Road controlling authorities</i>
RC	<i>Regional councils</i>
RUC	<i>Road User Charges</i>
SAR	<i>Search and rescue</i>
SOE	<i>State-owned enterprise</i>
SOI	<i>Statement of Intent</i>
TAIC	<i>Transport Accident Investigation Commission</i>
WOF	<i>Warrant of Fitness</i>

Footnotes

Note 1	<i>Not applicable as Crown revenue is not appropriated.</i>
Note 2	<i>Appropriations are stated GST inclusive (where applicable).</i>
Note 3	<i>Expenses incurred pursuant to section 10 of the Transit New Zealand Act 1989.</i>
Note 4	<i>An independent evaluation by Australian experts is undertaken annually assessing the performance of New Zealand Police and the LTSA in managing and delivering the Supplementary Road Safety Package.</i>

VOTE 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 Objectives

The appropriations for Vote Transport will make an important contribution towards attaining the Government's strategic objectives in the area of transport safety and sustainability. They will resource a range of services and activities aimed at supporting and promoting the Government's mission of ensuring that New Zealand's transport sector remains at the cutting edge in terms of efficiency and economy and, in particular, contributing to the following strategic priorities:

- Improving the quality of regulation to secure better outcomes at lower cost.
- Strengthening New Zealand's links with the rest of the world by liberalising trade, investment and immigration.
- Encouraging the contestable supply of resources and services in areas of public sector responsibilities.

Government Outcomes

The Minister of Transport is purchasing outputs in Vote Transport in order to contribute to a number of desired transport outcomes to enable the Government's transport goals to be attained. Departmental and non-departmental outcomes are identified in the output linkage table. Departmental policy outputs will include advice on road management pricing and funding aimed at achieving efficient transport particularly for roading.

Output Classes

To support the achievement of the Government's transport outcomes, the appropriations will fund a wide range of activities, including:

Ministry of Transport (MOT)

- policy advice on optimising the efficiency and sustainability of New Zealand's transport infrastructure, promoting external links, transport efficiencies, and safety systems and programmes

- motor vehicle registry and revenue management, involving the collection of road user charges (RUC) and motor vehicle registration (MVR) fees
- operation and maintenance of the Ministry's aerodrome at Milford Sound
- managing the Minister's contracts and agreements with the transport Crown entities and other agencies
- advice on changes to the management and funding of New Zealand's roading system.

Output classes and activities purchased from transport Crown entities or State-owned enterprises (SOEs) are:

Maritime Safety Authority (MSA)

- provision of safety support services to shipping, including navigational aids and distress radio, safety standards.

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
- search and rescue (SAR) coordination service, including follow-up inquiries and reporting associated with Class III searches and rescues undertaken

Land Transport Safety Authority (LTSA)

- policy advice on land transport safety issues, including road safety strategies, licensing and other provisions enabling entry to the land transport sector, development of safety standards, and the review of legislation
- promotion of safety information, including publications and educational resource materials, and the promotion of road safety by the use of advertising and publicity
- specialist audit services on land transport activities, including crash investigation and monitoring, auditing of road controlling authorities (RCAs) to ensure compliance with road and traffic standards and guidelines, and legal action to enforce legislation
- grants management, including assistance and advice to local authorities, road safety coordinators, iwi and community groups
- drug and/or alcohol assessments of disqualified drivers who present themselves for assessment
- driver licensing services including the conversion to, and renewal of, photo licences

Transport Accident Investigation Commission (TAIC)

- reporting on aircraft, rail and marine accident and incident investigations that occur in New Zealand
- representing New Zealand at investigations conducted by other countries where appropriate

Transfund New Zealand

- provision of advisory services on key issues relating to the funding of the National Roothing Programme (NRP), transportation issues and legislative requirements
- management of the agreements between Transfund, as funder/purchaser, and RCAs and regional councils (RCs), as service providers, including the audit of RCAs and RCs, for compliance with the agreements and the requirements of the Transit New Zealand Act 1989
- purchase of services that provide efficient alternatives to roading, including bus, rail and ferry services, for both freight and passenger transport
- purchase of the maintenance, construction and rehabilitation of local roads, as specified in the NRP
- purchase of the maintenance of State highways, as specified in the NRP, including the expensed rehabilitation and construction of State highways within local authority boundaries
- purchase of community passenger transport services which are not efficient alternatives to roading or social services
- purchase of services for the transport disadvantaged, including the carriage of passengers by bus, rail and paratransit for health, education and social welfare purposes

Meteorological Service of New Zealand Ltd (SOE)

- 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 Crown transport agencies that include the above non-departmental outputs. These contracts and agreements ensure that the Government's ownership and purchase responsibilities are safeguarded, and resources 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.

Results-based measures are identified in Part C.

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

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

Links between departmental output classes and outcomes

Departmental Output Classes	Related Outcomes
Policy Advice	<p>Contributes to the Government’s transport outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • better road management and funding • increased route and capacity entitlements for international airlines flying to and from New Zealand • improved transport safety outcomes • improved environmental performance from the transport sector • enhanced transport sector monitoring capability <p>by: identifying opportunities to improve the safety, sustainability and efficiency of the transport sector; ensuring that the development of transport policy has full regard to environmental effects; facilitating the provision of the transport infrastructure to meet increasing demands; leading a coordinated and focused approach to improving transport safety; and measuring the outcome contributions of policy initiatives to identify future priorities.</p>

Departmental Output Classes	Related Outcomes
Motor Vehicle Registry and Revenue Management	<p>Contributes to the Government's transport outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • efficient collection of motor vehicle fees and RUC • efficient and effective data management <p>by providing an administrative and accounting service for: the collection and refund of MVR fees and RUC licences; fuel excise duty (FED) paid into the National Roads Fund (NRF); and the maintenance of the motor vehicle register.</p>
Airport Operation and Administration	<p>Contributes to the Government's transport outcomes and strategies in the area of:</p> <ul style="list-style-type: none"> • safe airport operations <p>by the management of the Milford Sound aerodrome in accordance with CAA safety and security requirements, until such time as the aerodrome is divested.</p>
Contract Management	<p>Contributes to the Government's transport outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • effective transport Crown entity performance • protection of the Government's ownership interests in transport Crown entities • value for the purchase of Crown entity outputs

Departmental Output Classes	Related Outcomes
Contract Management (<i>continued</i>)	by negotiating transport Crown entity performance agreements which: identify desired levels of performance; identify ownership risks to the Crown arising from the Crown's investment in transport; establish and monitor frameworks for the efficient conduct of business; ensure that the required outputs are produced cost effectively over time; and ensure that the goals and vision of the Government are fully and consistently shared by the transport Crown entities.
Road Management Policy	<p>Contributes to the Government's transport outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • equity between roading and other transport modes • efficient road pricing • a safe road transport system <p>by providing advice on the policy, legislation and implementation of changes to the management and funding of New Zealand's roading system.</p>

Links between non-departmental output classes and outcomes

Non-departmental Output Classes	Related Outcomes
<p>Maritime Safety Authority:</p> <ul style="list-style-type: none"> • Safety Regulation and Monitoring 	<p>Contributes to the Government's transport safety outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • safe maritime operations at reasonable cost • industry safety standard compliance <p>by: establishing safety standards and providing technical maritime safety advice and support; monitoring adherence to safety standards in respect of foreign ships; development of maritime and marine protection rules and regulations; and providing the Crown's contribution to safety support services for pleasure boats including SAR services.</p>

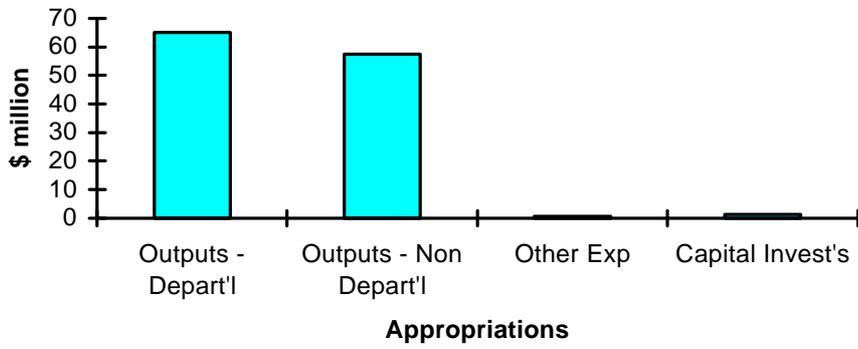
Non-departmental Output Classes	Related Outcomes
<p>Civil Aviation Authority:</p> <ul style="list-style-type: none"> • Policy Advice • Search and Rescue Class III 	<p>Contributes to the Government's transport safety outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • safe flight operations at reasonable cost • industry safety standard compliance • efficient search and rescue services <p>by: establishing safety and security standards; providing technical aviation safety advice and support; ensuring the production and issue of aeronautical publications; detecting people in distress in New Zealand and in surrounding waters; providing a national SAR coordination centre; and funding search and rescue operations.</p>
<p>Land Transport Safety Authority:</p> <ul style="list-style-type: none"> • Drug and Alcohol Assessments • Grants Management • Licensing • Policy Advice • Safety Audit • Safety Information and Promotion 	<p>Contributes to the Government's transport safety outcomes and strategies in the areas of:</p> <ul style="list-style-type: none"> • safe roads and rail at reasonable cost • safe people and operators at reasonable cost • safe vehicles at reasonable cost <p>by: establishing and monitoring safety standards within the land transport system; ensuring regular reviews to promote the improvement and development of its safety; investigating and reviewing land transport accidents and incidents; maintaining the land transport licensing register and providing driver licensing services; providing information and advice; and fostering education programmes.</p>
<p>Transport Accident Investigation Commission:</p> <ul style="list-style-type: none"> • Reporting on Accidents or Incident Investigations 	<p>Contributes to the Government's transport safety outcomes in the area of:</p> <ul style="list-style-type: none"> • safe transport operations <p>by determining and reporting on the circumstances and causes of accidents and incidents.</p>

Non-departmental Output Classes	Related Outcomes
<p>Meteorological Service of New Zealand Ltd:</p> <ul style="list-style-type: none"> • Weather Forecasts and Warnings 	<p>Contributes to the Government's outcomes and strategies in the area of:</p> <ul style="list-style-type: none"> • public safety and information <p>by providing weather forecasts and severe-weather warnings for New Zealand and adjacent coastal and oceanic waters.</p>
<p>Transfund New Zealand:</p> <ul style="list-style-type: none"> • Advisory Services • Contract Management • Efficient Alternatives to Roothing • Maintenance and Expensed Road Construction (Local Roads) • Maintenance and Expensed Road Construction (State Highways) • Passenger Transport Community Services • Passenger Transport Social Services 	<p>Contributes to the Government's transport outcomes and strategies in the area of:</p> <ul style="list-style-type: none"> • allocation of resources to achieve a safe and efficient roading system <p>by: developing the NRP which comprises outputs and capital projects approved for funding roading alternatives and passenger transport; determining broad requirements for maintenance, construction, safety etc for eligibility of funding for RCAs; undertaking reviews and audits of the activities of RCAs with respect to roading construction and maintenance which are funded from the National Roads Account (NRA), and of RCs with respect to passenger transport; providing advice to local authorities in relation to the functions of Transfund; ensuring all activities programmed in the NRP are achieved; and developing policies for the receipt of funding from the NRA.</p>

The structure of Vote Transport, in terms of the magnitude of annual and other appropriations and the proportion of each output class to the total of this appropriation type, is shown on the next page.

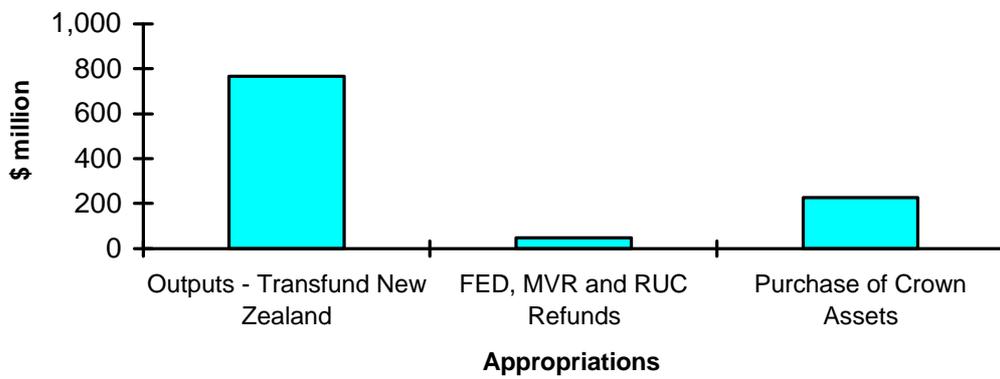
Figures 1 - Vote Structure - 1999/2000 Financial Year

Annual Appropriations



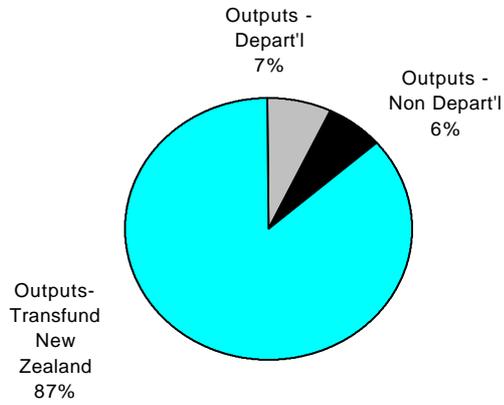
Source: Ministry of Transport

Other Appropriations



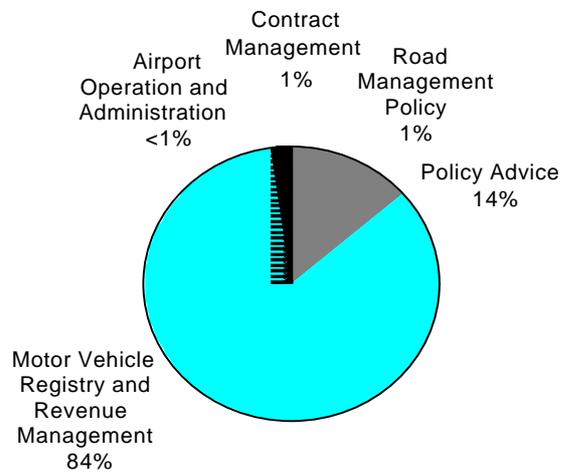
Source: Ministry of Transport

Outputs –Vote Transport



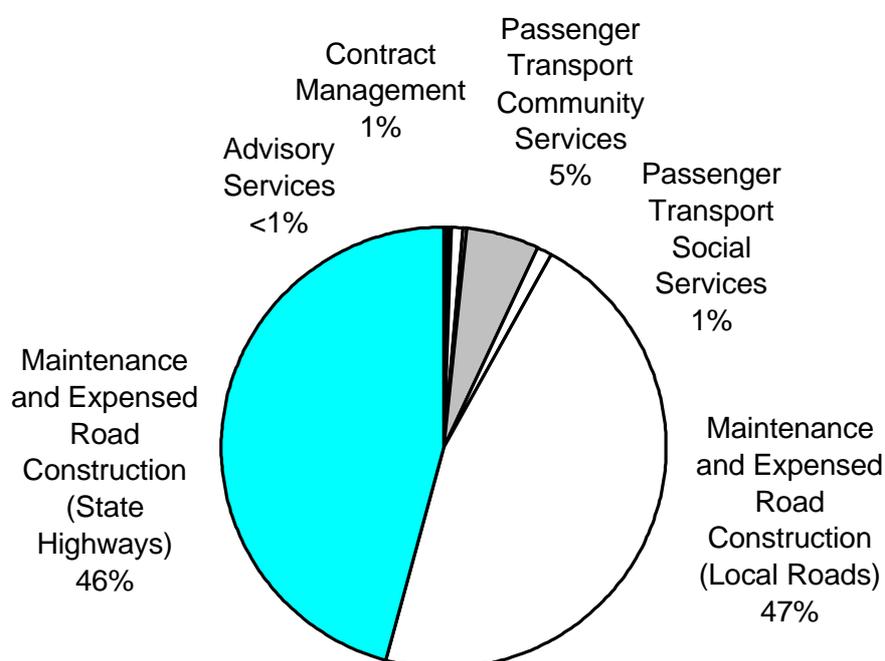
Source: Ministry of Transport

Outputs – Departmental



Source: Ministry of Transport

Outputs – Transfund New Zealand



Source: Ministry of Transport

Part A2 - Trends in Vote Transport

The time series of departmental and Crown appropriations and Crown revenues and receipts flows is detailed in the table appearing later in Part A2 titled “Trends in Vote Transport”. That table shows that:

- total appropriations have been increasing since 1994/95
- Crown revenue and receipts have been increasing since 1994/95.

Output Trends: 1994/95 to 1999/2000

	1994/95 \$000	1995/96 \$000	1996/97 \$000	1997/98 \$000	1998/99 \$000	1999/00 \$000
Departmental Outputs	55,523	61,727	60,783	62,701	66,479	65,078
Non-Departmental Outputs	776,572	811,517	689,886	726,652	817,868	824,434
Total Outputs	832,095	873,244	750,669	789,353	884,347	889,512

The reduction in appropriations for non-departmental outputs between 1995/96 and 1996/97 mainly reflects the reclassification of \$182.9 million of non-departmental appropriations for Transfund New Zealand as the purchase or development of capital assets.

Over 93% of non-departmental outputs will be supplied by Transfund New Zealand in 1999/2000.

Trends in Appropriations for Transfund New Zealand/Transit New Zealand: 1994/95 to 1999/2000

	1994/95 \$000	1995/96 \$000	1996/97 \$000	1997/98 \$000	1998/99 \$000	1999/00 \$000
Non-Departmental Outputs	737,788	766,520	638,800	674,700	757,059	766,957
Purchase or Development of Capital Assets	N/A	N/A	182,900	243,100	208,641	220,643
Total Appropriations	737,788	766,520	821,700	917,800	965,700	987,600

Overall, the appropriations for Transfund New Zealand, which was created in 1996 when the Transit New Zealand Amendment Act 1995 was passed, and prior to that Transit New Zealand, have been increasing, as highlighted.

The main reason for the increase in appropriations has been the reduction in the benefit cost (B/C) ratio from 5 in 1995/96 to 4.5 in 1996/97 and to 4 by the end of 1997/98. Since then the increase in dedicated roading revenues has enabled the appropriations to be increased.

Crown Expenditure and Revenue Trends: 1994/95 to 1999/2000

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

- other expenses: this item is largely affected by variations in the level of FED and RUC refunds, which grew between 1995/96 and 1998/99. RUC refunds are forecast to decrease in 1999/2000 relative to 1998/99
- capital contributions comprise purchases of equity by the Crown: for 1994/95 and 1995/96 capital contributions represent the increased Crown investment in the LTSA.

For 1996/97 capital contributions represent the increased Crown investment in the Ministry, the CAA and the LTSA as assets have been transferred between the Ministry and transport Crown entities. These capital contributions have been largely offset by the return of capital to the Crown.

During 1997/98 capital contributions were made: to the CAA, to improve its working capital position (and is repayable over a three-year period commencing in 1998/99); to the LTSA to commence the development of a new driver licensing system, and to purchase core assets; to Transfund New Zealand to enable that entity to purchase physical assets from Transit New Zealand (and is offset by a return of capital to the Crown in 1997/98); and to recognise the creation of a loan to Tauranga City Council and the Western Bay of Plenty District Council for the sale of the Crown's share of a joint venture investment in Tauranga airport.

For 1998/99 and 1999/2000 capital contributions represent the increase in the Crown's investment in the LTSA, to enable that Crown entity to complete the development of a new driver licensing system.

- purchase or development of capital assets: this item principally represents the Crown's increased investment in the State highway network. Prior to 1996/97 investments in the State highways were recorded as output class appropriations. This has changed as a result of the Transit New Zealand Amendment Act 1995. The increase in dedicated roading revenue has resulted in additional funding being available for capital projects
- Crown revenue and receipts: these are largely receipts of RUC and MVR fees and have shown a steady increase since 1994/95.

Analysis by Appropriation Type: 1999/2000 and 1998/99 Compared

Departmental output classes

Annual appropriations for the purchase of departmental outputs are budgeted to reduce by \$1.4 million (2.1%) for 1999/2000 relative to 1998/99.

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

[Motor vehicle registry and revenue management](#)

There has been a steady increase in the volume of RUC transactions and in the volume of MVR licences since 1995/96. This growth in transaction volumes has resulted in a small increase in total transaction-based costs, but costs per transaction have reduced. Additional funding was required for 1998/99 to enable increased transactions arising from the change in rate for RUC for light diesel vehicles to be processed. In both 1998/99 and 1999/2000 further funding was required to cover additional agent commission costs, and call centre costs.

[Road management policy](#)

The Ministry received an appropriation in 1998/99 and 1999/2000 only for the purchase of advice on policy, legislation and implementation of changes to the management and funding of New Zealand's roading system.

[Other output purchases](#)

In 1998/99 only additional funding was provided for the road reform project. In 1999/2000 appropriation was transferred to the Reporting on Accident or Incident Investigations non-departmental output class.

Non-departmental output classes

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

[Search and Rescue Class III: Civil Aviation](#)

In both 1998/99 and 1999/2000 the appropriations were increased to enable the CAA to meet the demand for increased SAR capability.

[Licensing: Land Transport](#)

Funding was provided in 1998/99, and to a lesser extent in 1999/2000, for the purchase of driver licence services.

[Safety Audit: Land Transport](#)

The appropriation has decreased due to the combined effects of the transfer of some safety audit activities to the Safety Information and Promotion output class, and the re-allocation of overheads following the restructuring of the LTSA.

[Other Land Transport Safety Authority outputs](#)

Overall the other outputs supplied by the LTSA have increased slightly.

[Reporting on Accident or Incident Investigations](#)

In 1998/99 the appropriation was increased to cover the cost of additional investigations, and to enable TAIC to employ a rail investigator late in the year. The appropriation was also increased in 1999/2000 to provide funding for the investigator for the full year.

[Transfund outputs](#)

Overall, the cost of these outputs has increased as a consequence of increases in dedicated roading revenues.

Other expenses

[Non-departmental other expenses](#)

Non-departmental other expenses are for refunds of indirect taxes and memberships of international transport organisations. Refunds of indirect taxes are related to the taxes received. In 1998/99 additional funding was provided to enable refunds to be made on the unused portion of RUC licence fees, following the change in rates for RUC for light diesel vehicles.

Capital contributions

During 1998/99 and 1999/2000 contributions were made to the LTSA to complete the development of a new driver licensing system.

Purchase or development of capital assets by the Crown

The increase in dedicated roading revenues between 1998/99 and 1999/2000 has resulted in more funds being available for spending on roading projects.

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, borrowing expenses 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 listed in Part E1.

Statement of financial position

Influences on the statement of financial position include:

- development of the State highway network
- capital contributions, which relate to investment by the Crown in transport Crown entities.

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).

Trends in Vote Transport - Summary of Appropriations and Crown Revenue

Types of Appropriation	1994/95	1995/96	1996/97	1997/98	1998/99		1999/00 Appropriations to be Used				
	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
							Annual \$000	Other \$000	Annual \$000	Other \$000	
Operating Flows											
Classes of Outputs to be Supplied	832,095	873,244	749,531	788,336	884,347	883,965	65,078	-	57,477	766,957	889,512
Benefits and Other Unrequited Expenses	-	-	-	-	-	-	N/A	N/A	-	-	-
Borrowing Expenses	507	367	361	-	-	-	N/A	N/A	-	-	-
Other Expenses	28,545	28,764	37,183	42,056	49,640	49,571	-	-	615	46,650	47,265
Capital Flows											
Capital Contributions	5,015	1,053	11,590	6,381	12,529	12,529	-	-	1,376	-	1,376
Purchase or Development of Capital Assets	2,025	-	182,900	219,300	208,641	208,641	-	-	-	220,643	220,643
Repayment of Debt	215	109	177	-	-	-	N/A	N/A	-	-	-
Total Appropriations	868,402	903,537	981,742	1,056,073	1,155,157	1,154,706	65,078	-	59,468	1,034,250	1,158,796
Total Crown Revenue and Receipts (see note 1)	587,144	610,687	637,065	637,752	677,878	677,578	N/A	N/A	N/A	N/A	708,111

Part B - Statement of Appropriations

Part B1 - Details of 1999/2000 Appropriations (see note 2)

Appropriations	1998/99				1999/00		Description of 1999/00 Appropriations
	Vote		Estimated Actual		Vote		
	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	
Departmental Output Classes (Mode B Gross)							
D1 Policy Advice	9,228	-	9,228	-	8,897	-	- Purchase of policy advice that promotes a safe, sustainable transport system at reasonable cost. Ministerial services. Advice on international transport matters that affect New Zealand. Bilateral air service negotiations.
D2 Motor Vehicle Registry and Revenue Management	55,001	-	54,619	-	54,690	-	- Purchase of an administrative and accounting service for the collection and refund of MVR fees, RUC licences and FED paid into the NRF.
D3 Airport Operation and Administration	119	-	119	-	117	-	- Commercial operation of Milford Sound aerodrome.
D4 Contract Management	950	-	950	-	889	-	- Management on the Minister's behalf of contracts and agreements with transport Crown entities. This includes negotiating, funding, evaluating performance, reporting to the Minister and recommending corrective actions as appropriate.
D5 Road Management Policy	1,181	-	1,181	-	485	-	- Purchase of advice on the policy, legislation and implementation of changes to the management and funding of New Zealand's roading system.
Total Appropriations for Departmental Output Classes (Mode B Gross)	66,479	-	66,097	-	65,078	-	Refer to Part C1 for a full description.

Non-Departmental Output Classes							
O1 Maritime Safety Regulation and Monitoring	3,569	-	3,569	-	3,561	-	Provision of safety support services to shipping, including navigational aids and distress radio.
O2 Policy Advice: Civil Aviation	3,208	-	3,208	-	3,201	-	Provision of policy advice on civil aviation safety and security, development of safety standards, review of legislation, and administration of New Zealand's participation in ICAO and other safety and security-related agreements.
O3 Search and Rescue Class III: Civil Aviation	1,340	-	1,340	-	1,462	-	Purchase of a search and rescue coordination service, including follow-up inquiries and reporting, associated with Class III SAR undertaken.
O4 Drug and Alcohol Assessments: Land Transport	70	-	70	-	210	-	Purchase of drug and alcohol assessments of disqualified drivers who present themselves for assessment.
O5 Grants Management: Land Transport	3,166	-	3,166	-	3,124	-	Provision of grants management, including assistance and advice to local authorities, road safety coordinators, iwi and community groups.
O6 Licensing: Land Transport	10,254	-	10,254	-	6,750	-	Purchase of driver licence services, for costs not met from user fees, for issuing licences to existing licence holders.
O7 Policy Advice: Land Transport	4,643	-	4,643	-	4,541	-	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.
O8 Safety Audit: Land Transport	1,203	-	1,203	-	973	-	Purchase of specialist audit 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.
O9 Safety Information and Promotion: Land Transport	16,982	-	16,982	-	17,326	-	Promotion of safety information, including publications and educational resource materials, and the promotion of road safety by the use of advertising and publicity.
O10 Reporting on Accident or Incident Investigations	1,717	-	1,717	-	1,672	-	Investigation and reporting on aviation, rail and marine accidents and incidents in New Zealand. Representing New Zealand at investigations conducted by other countries when appropriate.

Part B1 - Details of 1999/2000 Appropriations (Continued)

Appropriations	1998/99				1999/00		Description of 1999/00 Appropriations
	Vote		Estimated Actual		Vote		
	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	
Non-Departmental Output Classes							
O11 Weather Forecasts and Warnings	14,657	-	14,657	-	14,657	-	Collection of weather data in and around New Zealand and processing of this data together with data from other countries to generate weather forecasts and severe-weather warnings for New Zealand.
O12 Advisory Services: Transfund (see note 3)	-	2,600	-	2,600	-	3,600	Provision of advisory services on key issues relating to the funding of the NRP, transportation issues and legislative requirements.
O13 Contract Management: Transfund (see note 3)	-	7,673	-	7,673	-	6,900	Management of agreements between Transfund, as funder/ purchaser, and RCAs and RCs, as service providers. Includes the audit of RCAs and RCs for compliance with the agreements and the requirements of the Transit New Zealand Act.
O14 Efficient Alternatives to Roading: Transfund (see note 3)	-	562	-	562	-	1,400	Provision of services that provide efficient alternatives to roading, including bus, rail or ferry services, for both freight and passenger transport.
O15 Maintenance and Expensed Road Construction (Local Roads): Transfund (see note 3)	-	348,244	-	348,244	-	354,206	Purchase of the maintenance, construction and rehabilitation of local roads, as specified in the NRP.
O16 Maintenance and Expensed Road Construction (State Highways): Transfund (see note 3)	-	347,006	-	347,006	-	350,651	Purchase of the maintenance of State highways as specified in the NRP, including the expensed rehabilitation and construction of State highways within local authority boundaries.
O17 Passenger Transport Community Services: Transfund (see note 3)	-	42,739	-	42,739	-	41,300	Purchase of community passenger transport services which are not efficient alternatives to roading or social services.

O18 Passenger Transport Social Services: Transfund (see note 3)	-	8,235	-	8,235	-	8,900	Purchase of services for the transport disadvantaged, including the carriage of passengers by bus, rail and paratransit for health, education and social welfare purposes.
Total Appropriations for Non-Departmental Output Classes	60,809	757,059	60,809	757,059	57,477	766,957	
Other Expenses to be Incurred by the Crown							
Fuel Excise Duty Refunds (see note 3)	-	18,000	-	18,000	-	18,000	Refunds of FED for off-road usage.
International Civil Aviation Organisation	320	-	298	-	320	-	Membership subscription to this organisation.
International Maritime Organisation	60	-	56	-	60	-	Membership subscription to this organisation.
Motor Vehicle Registration Refunds (see note 3)	-	650	-	650	-	650	Refunds of MVR fees as a result of motor vehicles being withdrawn from service.
Road User Charges Refunds (see note 3)	-	30,375	-	30,375	-	28,000	Refund of unused portion of RUC licence fees, mainly through off-road running.
World Meteorological Organisation	235	-	192	-	235	-	Membership subscription to this organisation.
Total Appropriations for Other Expenses to be Incurred by the Crown	615	49,025	546	49,025	615	46,650	
Capital Contributions to Other Persons or Organisations							
Land Transport Safety Authority	12,529	-	12,529	-	1,376	-	In 1998/99 and 1999/00 the capital injections will enable LTSA to complete the development of a new driver licensing system.

Part B1 - Details of 1999/2000 Appropriations (Continued)

	1998/99				1999/00		Description of 1999/00 Appropriations
	Vote		Estimated Actual		Vote		
Appropriations	Annual \$000	Other \$000	Annual \$000	Other \$000	Annual \$000	Other \$000	
Total Appropriations for Capital Contributions to Other Persons or Organisations	12,529	-	12,529	-	1,376	-	
Purchase or Development of Capital Assets by the Crown							
Roading Capital Improvements: Transfund (see note 3)	15,000	173,881	15,000	173,881	-	200,883	Construction and improvement of the State highway network.
Roading Replacement: Transfund (see note 3)	-	19,760	-	19,760	-	19,760	Pavement rehabilitation (restoration of pavement strength) of the State highway network, including seal widening.
Total Appropriations for Purchase or Development of Capital Assets by the Crown	15,000	193,641	15,000	193,641	-	220,643	
Total Appropriations	155,432	999,725	154,981	999,725	124,546	1,034,250	

Part C - Explanation of Appropriations for Output Classes

Part C1 - Departmental Output Classes

The classes of 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.

Output Class D1 - Policy Advice

Description

Under this output class the Minister of Transport purchases policy advice involving the development and maintenance of a framework for a transport system that contributes maximum benefit at minimum cost to the New Zealand economy, consistent with sustainable development.

Outputs supplied within this output class will include:

- enhancing New Zealand interests through strengthening external linkages and promoting transport efficiency
- development and implementation of a policy framework covering transport accessibility, integrated transport, economic efficiency, guidelines for the development of operational safety policies, and to manage the impact of transport on the environment
- monitoring the performance of the transport sector
- research and analysis of trends and key issues that affect the transport sector
- provision of advice to the Minister on issues arising across all modes of transport, responses to ministerial correspondence, parliamentary questions, speech drafts, development of legislation (Acts, Regulations and Rules) and other services.

Results sought

To achieve improvements to the transport policy framework concerning:

- better road management and funding
- increased route and capacity entitlements for international airlines flying to and from New Zealand
- improved transport safety outcomes
- improved environmental performance from the transport sector
- enhanced transport sector monitoring capability.

The following measures will be used to demonstrate progress against the desired results:

- Evaluation of the transport sector structure and regulatory framework against the Government's goals.
- The annual increase in route and passenger capacity entitlements secured in respect of quantitative air service agreements.
- Death and serious injury rates as measured across the road, rail, air and maritime transport modes.
- Air quality indicators.

Output class measures

Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Priority work contained in the Business Plan for the output is completed as agreed, or as subsequently amended by agreement between the Minister and the Secretary, during the reporting period	Completion of agreed work programme	Completion of agreed work programme
Ministerial responses	1,800 - 2,000	1,550 - 1,750
Parliamentary questions	320 - 350	300 - 350
Reports to Minister	750 - 800	750 - 800
Speeches	35 - 40	35 - 40
<i>Quality</i>		
All policy advice will conform to the quality characteristics described in the Treasury best practice guidelines for purchasing policy advice	100%	100%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
Achieve a Minister's satisfaction rating of "good" or better as reported in a twice-yearly response sheet based on the quality characteristics described in the Treasury best practice guidelines for policy advice	Achieve a minimum rating of good	Achieve a minimum rating of good
Percentage of Cabinet papers that meet Cabinet Office technical criteria	100%	100%
Percentage of first draft ministerial correspondence that is accepted by the Minister	95%	95%
Percentage of policy advice papers that are subject to a formal quality control process involving senior Ministry management	100%	100%
<i>Timeliness</i>		
Working days for provision of draft speech notes	4 working days prior to the speaking date	4 working days prior to the speaking date
Percentage of ministerial correspondence replied to within:		
• 20 working days	90%	90%
• 30 working days	100%	100%
Percentage of policy advice papers that meet Cabinet Office deadlines	95%	95%

Cost

This output class will be provided within the appropriated sum of \$8.897 million (inclusive of GST).

Year	Cost GST incl \$000	Cost GST excl \$000	Total Revenue GST excl \$000	Revenue Crown GST excl \$000	Revenue Other GST excl \$000
1999/00	8,897	7,908	7,908	7,908	-
1998/99	9,228	8,212	8,127	8,127	-

Output Costs (GST inclusive)	1999/00 \$000	1998/99 \$000
Transport safety and sustainability	5,232	5,373
International transport matters	1,550	1,688
Ministerial services	2,115	2,167

Output Class D2 - Motor Vehicle Registry and Revenue Management*Description*

Under this output class the Minister of Transport purchases from the Ministry an administrative and accounting service for the collection and refund of MVR fees, RUC licences and FED paid into the NRF. This output is managed by the LTSA under an agreement with the Secretary for Transport.

This output class involves the following outputs:

- Collection and refunds of roading revenue.
- Maintenance and supply of motor vehicle information.
- RUC evasion detection and enforcement.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- efficient collection of motor vehicle fees and RUC
- efficient and effective data management.

The following measures will be used to demonstrate progress against the desired results:

- Cost efficiency as measured by costs per transaction (\$7.10 in 1997/98).
- Outcome/cost effectiveness as measured by the percentage cost of the motor vehicle registry and revenue management (MVR&RM) business to total MVR and RUC revenue received (6.3% in 1997/98).
- Achieve RUC compliance rate (as measured by vehicles evading and avoiding RUC) of approximately 90% as determined by a November 1999 survey.

Output class measures

Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Motor vehicle new registrations	267,000	240,000
Motor vehicle relicensing	3,333,000	3,300,000
Motor vehicle change of ownership	874,000	850,000
Other licensing	327,000	323,000
RUC licensing	1,416,000	1,400,000
RUC refunds	255,000	218,000
FED refunds	16,000	15,000
Number of RUC		
– investigations	100	100
– audits and surveys	2,000	2,000
Number of information requests	2.35 - 2.85 million	2.25 - 2.75 million
<i>Quality</i>		
Percent of users who rank MVR supplied data as meeting their expectations, based on independent survey	90%	90%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
Percent of MVR and RUC licence purchasers who rate the services provided as good or better, based on independent survey	90%	90%
Minimum rate of RUC identified for recovery for each dollar spent on RUC audits and investigations, based on direct costs	\$4.00 - \$1	\$4.00 - \$1
Availability of Land Transport Data Base (LANDATA) computer system	Less than 48 hours outage per annum	Less than 48 hours unplanned outage per annum
Accuracy of LANDATA records	95% by random sample	95% by random sample
<i>Timeliness</i>		
Entry of MVR transactions onto database	Within 48 hours of receipt	Within 48 hours of receipt
Percentage of vehicle licences that are issued immediately on confirmation by the Land Transport Inspection System of a current Warrant of Fitness (WOF)	100%	100%
Maximum release time for valid applications for certificates of registration	36 hours	36 hours
Maximum issue time for all valid excise duty refunds	7 days	7 days

Cost

This output class will be provided within the appropriated sum of \$54.690 million (inclusive of GST).

Year	Cost GST incl \$000	Cost GST excl \$000	Total Revenue GST excl \$000	Revenue Crown GST excl \$000	Revenue Other GST excl \$000
1999/00	54,690	48,613	48,613	42,355	6,258
1998/99	55,001	48,889	48,889	42,831	6,058

Output Costs (GST inclusive)	1999/00 \$000	1998/99 \$000
Collection and refund of roading revenue		
Maintenance and supply of motor vehicle information	53,117	53,428
RUC evasion detection and enforcement	1,573	1,573

Output Class D3 - Airport Operation and Administration

Description

This output class covers the commercial operation of Milford Sound aerodrome.

Results sought

The output contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected result of the services to be provided is:

- safe and efficient airport operations.

The following measures will be used to demonstrate progress against the desired result:

- The number of safety-related incidents arising from the provision of on-ground facilities.
- The average charge per landing, relating to on-ground facilities (adjusted for size of aircraft).

Output class measures

Quality and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quality</i>		
Percentage conformance with CAA rules	100%	100%

Cost

This output class will be provided within the appropriated sum of \$117,000 (inclusive of GST).

Year	Cost GST incl \$000	Cost GST excl \$000	Total Revenue GST excl \$000	Revenue Crown GST excl \$000	Revenue Other GST excl \$000
1999/00	117	104	107	-	107
1998/99	119	106	107	-	107

Output Class D4 - Contract Management*Description*

Under this output class the Minister of Transport purchases services from the Ministry involving the management on the Minister's behalf of contracts and agreements with transport agencies. This includes negotiating, evaluating performance, reporting to the Minister and recommending corrective actions as appropriate.

Outputs within this class comprise:

- negotiating and managing contracts
- performance evaluation.

Results sought

This output class contributes towards the Government's desired high-level outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- effective transport Crown entity performance
- value for Crown entity expenditure
- protection of the Government's ownership interests in transport Crown entities.

The following measures will be used to demonstrate progress against the desired results:

- Improved accident rates per transport mode.
- Crown entity cost effectiveness (as measured by the cost of achieving the effects of objectives).
- Crown entity cost efficiency (as measured by unit cost).
- User exposure to smooth roads, as measured by the percentage and number of vehicle kilometres travelled on State highways classified as smooth.

- Percentage of Crown entity outputs that are specified in terms of quantity, quality and cost.
- Achievement of agreed financial performance indicators.
- All agencies have risk management plans/processes in place.
- Crown entity management planning/systems in place and assessed as satisfactory or better by independent review.

Output class measures

Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Number of agreements negotiated	12	12
Number of transport agency reports evaluated	48	48
<i>Quality</i>		
Percentage of negotiated Performance Agreements that meet the quality characteristics defined in the Treasury Purchase Agreement Guidelines	100%	100%
All agencies will report quarterly to the Minister on progress for each output compared with agreed performance measures and standards, including an explanation for any significant failures to reach the agreed performance together with proposed corrective actions	100%	100%
Percentage of Crown-funded payments made at the agreed sum to the correct organisation	100%	100%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
Percentage of evaluation reports that summarise delivery against agreed specifications, identify significant variations, including financial performance, corrective actions required to be taken, any potential risks to delivery according to the agreed quantity, quality and price	100%	100%
Achieve a Minister's satisfaction rating of "good" or better as reported in a twice-yearly response sheet based on the quality characteristics described in the Treasury best practice guidelines for contract management services	Achieve a minimum rating of good	Achieve a minimum rating of good
<i>Timeliness</i>		
All Performance Agreements for 2000/01 will be in place by the agreed date	15 June 2000	15 June 1999
All quarterly evaluation reports will be completed within 20 working days from receipt of Crown entity performance report	100%	100%

Cost

This output class will be provided within the appropriated sum of \$889,000 (inclusive of GST).

Year	Cost GST incl \$000	Cost GST excl \$000	Total Revenue GST excl \$000	Revenue Crown GST excl \$000	Revenue Other GST excl \$000
1999/00	889	790	790	790	-
1998/99	950	845	845	845	-

Output Costs (GST inclusive)	1999/00 \$000	1998/99 \$000
Negotiating and managing contracts	364	473
Performance evaluation	525	477

Output Class D5 - Road Management Policy

Description

Under this output class the Minister of Transport purchases advice on the policy, legislation and implementation of changes to the management and funding of New Zealand's roading system.

Results sought

This output contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- equity between roading and other transport modes
- efficient road pricing
- a safe road transport system.

The following measures will be used to demonstrate progress against the desired results:

- The roading sector operating on the equivalent (a) economic and (b) safety frameworks as other transport modes.
- The percentage of road users operating under pricing systems that reflect the true costs of road use.
- The contribution of road factors in road crashes.

Output class measures

This output class contributes towards the Government's desired outcome of safe, sustainable transport at reasonable cost.

Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i> Completion of the agreed priority projects	The work programme for the year contains the following priority work: <ul style="list-style-type: none"> • Report back to the Government with detailed proposals on road management policy, and provide support for the Government's decisions 	The work programme for the year contains the following priority work: <ul style="list-style-type: none"> • Carry out consultation on <i>Better Transport Better Roads</i> and associated discussion papers, and provide initial advice to the Government on the results of the consultation round by 30 June 1999
<i>Quality</i> All policy advice will conform to the quality characteristics described in the Treasury best practice guidelines for purchasing policy advice	100%	100%
Achieve a Minister's satisfaction rating of "good" or better as reported in a twice-yearly response sheet based on the quality characteristics described in the Treasury best practice guidelines for policy advice	Achieve a minimum rating of good	Achieve a minimum rating of good

Cost

This output class will be provided within the appropriated sum of \$485,000 (inclusive of GST).

Year	Cost GST incl \$000	Cost GST excl \$000	Total Revenue GST excl \$000	Revenue Crown GST excl \$000	Revenue Other GST excl \$000
1999/00	485	431	431	431	-
1998/99	1,181	1,050	1,050	1,050	-

Part C2 - Non-Departmental Output Classes

Output Class O1 - Maritime Safety Regulation and Monitoring

Description

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

- Advice to the Minister of Transport on maritime safety and marine environment protection.
- Administration of New Zealand's obligations under international maritime safety, maritime labour and marine pollution conventions.
- Development of maritime and marine protection rules and regulations.
- Services on behalf of pleasure 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.
- Providing maritime expertise for coordination of marine SAR operations and advice on maritime transport in the event of a civil defence emergency.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services provided are:

- safe maritime operations at reasonable cost
- industry safety standard compliance.

The following measures will be used to demonstrate progress against the desired results:

- Number of accidents per 100 ships by category.
- Rate of compliance as measured by deficiencies found on inspections.

Output class measures

Quantity, quality, timeliness and cost

These outputs will contribute to the result of lowering the levels of maritime accidents, incidents and mishaps, through increasing the maritime sector's compliance level with safety standards, providing small boat safety education and participating in SAR operations. The Minister of Transport will expect safety regulation and monitoring services within this output class to be delivered in accordance with an agreed work programme.

Performance Measure	Standard/Target 1998/00	Standard/Target 1998/99
<i>Quantity</i>		
Maritime and marine pollution rules will be developed in accordance with the programme agreed with the Minister	Rules developed as per programme	Rules developed as per programme
Completion of agreed recreational craft safety and environmental work programme	Completion of programme	Completion of programme
Replies to ministerial correspondence	35 - 45	25 - 35
Reports to the Minister	55 - 65	55 - 65
Parliamentary questions	55 - 65	45 - 55
Number of navigation aids inspections/audits	140	75
Number of major maritime searches (class III) involving MSA staff	15 - 20	15 - 25
<i>Quality</i>		
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 Advisers	95%	95%
Percentage of rules that reflect relevant international convention requirements	100%	100%

Performance Measure	Standard/Target 1998/00	Standard/Target 1998/99
Percentage of monitored lights and Class 1 and Class 2 unmonitored lights that are operational during the hours of darkness in accordance with the standards set by the International Association of Lighthouse Authorities and as reflected in the maintenance contract for service	99.8%	99.8%
Availability of marine duty officers to assist with the coordination of marine SAR operations and to provide advice	24 hour availability	24 hour availability
<i>Timeliness</i>		
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 	90%	90%
<ul style="list-style-type: none"> • ministerial correspondence: 20 business days 	100%	100%
<ul style="list-style-type: none"> • reports to the Minister and parliamentary questions within the agreed timeframe 	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$3,561,000
1998/99	Total output class to be provided within (GST inclusive)	\$3,569,000

Provider

Maritime Safety Authority.

Output Class O2 - Policy Advice: Civil Aviation

Description

Under this output class 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 the ICAO with respect to civil aviation safety and security
- advising on and implementing the 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, standards and rules for the regulation of New Zealand civil aviation.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- safe flight operations at reasonable cost
- industry safety standard compliance
- effective advice and communication with the Government, clients and the public.

The following measure(s) will be used to demonstrate progress against the desired results:

- The number of accidents and incidents per 100,000 flying hours according to their type of operation.
- Compliance rate.

All international responsibilities between the CAA and the Minister of Transport will be fulfilled in accordance with the conditions set out in the Performance Agreement and the CAA's Statement of Intent (SOI) for 1999/2000.

The programme for the production, ongoing maintenance and review of the Civil Aviation Rules, as set out in the Performance Agreement between the CAA and the Minister of Transport, and in the Authority's SOI for 1999/2000, will be fulfilled within the timeframes specified in the programme.

*Output class measures*Quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Priority work contained in the policy advice and rules and standards work 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	75 - 85
Reports to Minister	70 - 90	85 - 95
Draft responses to parliamentary questions	20 - 40	25 - 35
<i>Quality/timeliness</i>		
Proportion of rules requiring modification due to safety deficiency in rules or inadequacy in process	Improving trends over time	Improving trends over time
The Minister and the Secretary for Transport will be formally requested, at least every six months, to indicate his level of satisfaction with the overall quality and timeliness of CAA policy advice and correspondence reports	Achieve a minimum rating of good	Achieve a minimum rating of good

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$3,201,000
1998/99	Total output class to be provided within (GST inclusive)	\$3,208,000

Provider

Civil Aviation Authority.

Output Class O3 - Search and Rescue Class III: Civil Aviation*Description*

Under this output the Minister of Transport purchases Class III SAR services and the maintenance and operation of the National Rescue Coordination Centre. The services provided include the coordination 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 SAR 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.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected result of the services to be provided is:

- efficient search and rescue services.

The following measure will be used to demonstrate progress against the desired result:

- Percentage of SAR operations that are successfully concluded.

*Output class measures*Quantity, quality and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Number of SAR missions undertaken	26 - 30	25 - 35
Number of SAR incidents responded to	1,100 - 1,300	635 – 690
<i>Quality</i>		
Percentage of SAR incidents responded to within 10 minutes	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$1,462,000
1998/99	Total output class to be provided within (GST inclusive)	\$1,340,000

Provider

Civil Aviation Authority.

Output Class O4 - Drug and Alcohol Assessments: Land Transport*Description*

Under this output class the Minister of Transport purchases drug and/or alcohol assessments as required under section 65 of the Land Transport Act 1998.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected result of the services to be provided is:

- reduced accident rates within target groups.

The following measures will be used to demonstrate progress against the desired result:

- National Road Safety Plan 2001 targets and 1999/2000 interim targets.

*Output class measures*Quantity, quality, timeliness and cost

Drivers disqualified for drug and/or alcohol offences may be ordered by the courts to obtain an assessment at a recognised assessment centre before his or her licence can be re-issued.

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Number of assessments	1,400	465 (3 months only)
<i>Quality</i>		
Payments made are accurate, as measured by a random 10% sample check	100%	100%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Timeliness</i>		
Percentage of alcohol assessment payments made within 20 working days of receipt of invoice	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$210,000
1998/99	Total output class to be provided within (GST inclusive)	\$70,000

Provider

Land Transport Safety Authority.

Output Class O5 - Grants Management: Land Transport*Description*

Under this output class the Minister of Transport purchases grants management services for Community Road Safety Projects, including:

- assistance and advice given to local authorities, road safety coordinators, iwi and community groups undertaking road safety projects, and payment of grants to support those projects.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected result of the services to be provided is:

- improved road user behaviour through increased road safety awareness at the local level.

The following measures will be used to demonstrate progress against the desired results:

- Survey of public attitudes.
- National Road Safety Plan 2001 targets and 1999/2000 interim targets.

*Output class measures*Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i> The estimated number of Community Road Safety Projects funded	275 - 300	275 - 300
<i>Quality</i> Grants made are accurate (right amount to right person or entity, and the grant is used for the agreed purpose), as measured by a random 10% sample check	100%	100%
<i>Timeliness</i> Approved expenditure is paid on invoice to recipients within 20 working days of receipt	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$3,124,000
1998/99	Total output class to be provided within (GST inclusive)	\$3,166,000

Provider

Land Transport Safety Authority.

Output Class O6 - Licensing: Land Transport*Description*

Under this output class the Minister of Transport purchases licensing services involving the conversion to, renewal and issue of photo driver licences.

Results sought

This output class contributes to the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- improved road use behaviour
- reduced accident rates within target groups.

*Output class measures*Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Number of licence conversions and renewals	1,800,000	285,000 (2 months only)
<i>Quality</i>		
Percentage of licences issued that fully comply with requirements	100%	100%
Ensure that valid alterations and new entries to the land transport register are made on demand	Regular audits of agents' entries on the Register	N/A
Land Transport Registry data accurately records application data	98%	N/A
<i>Timeliness</i>		
Percentage of licences issued by production facility within 10 working days of receipt of approved application	100%	100%
Percentage compliance for upgrade to photo licence being completed within specified 60-day transition period	70%	N/A

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$6,750,000
1998/99	Total output class to be provided within (GST inclusive)	\$10,254,000

Provider

Land Transport Safety Authority.

Output Class 07 - Policy Advice: Land Transport*Description*

Under this output class the Minister of Transport purchases advice on land transport safety issues including:

- advice on land transport safety information (including road safety strategies) and promotion (including publicity programmes)
- advice on licensing of drivers, commercial transport and rail operations, vehicle safety inspection agents, and other provisions enabling entry to the land transport sector, including the recommendation of changes to legislation, regulations and rules
- advice on safety audit and compliance issues for drivers, commercial transport operations, driver testing, vehicle standards, road and rail safety
- draft and direct responses to ministerial correspondence, and draft responses to parliamentary questions.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- improved efficiency and effectiveness of New Zealand Police strategic road safety enforcement operations
- improved performance of all participants in the land transport system
- effective provision of advice and communication with the Government, clients and the public.

The following measures will be used to demonstrate progress against the desired results:

- National Road Safety Plan 2001 targets and 1999/2000 interim targets.

*Output class measures*Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Priority work contained in the Performance Agreement and SOI for the output is completed as agreed, or as subsequently amended by agreement between the Minister and the LTSA, during the financial period	The work programme for the year includes the following priority work: <ul style="list-style-type: none"> • Rules development • Safety directions development • Road user attitudes and behaviors measurement • Advice on road user standards • Driver licensing policy support • International vehicle standards harmonisation project • Safety systems and better roads project 	Completion of agreed work programme
Draft responses to ministerial correspondence	200 - 450	200 - 450
Direct responses to ministerial correspondence	40 - 80	40 - 80
Draft responses to parliamentary questions	40 - 100	40 - 100
<i>Quality</i>		
Policy advice will conform to the quality characteristics set out in the Cabinet guidelines for purchasing policy advice	100%	100%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
The Minister rates: <ul style="list-style-type: none"> the quality of policy advice as: the clarity of the draft rules as: 	good or better good or better	good or better good or better
The rules-making process will be fully consultative as measured by records of consultation and submissions received	Statutory and common law obligations complied with	Statutory and common law obligations complied with
The number of judicial reviews of Land Transport Rules upheld	None	None
The number of Rules referred back to the LTSA by the Parliamentary Regulations Review Committee	None	None
Minimum percentage of draft responses to ministerial correspondence and to parliamentary questions accepted by the Minister's Advisers	95%	95%
<i>Timeliness</i>		
Specified reporting deadlines met	80%	80%
The Minister's advisors rate timeliness of policy advice and draft rules as:	good or better	good or better
Percentage of draft Ministerial responses completed within:		
11 business days	80%	80%
20 business days	100%	100%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
Percentage of direct responses to ministerial correspondence completed within:		
11 business days	80%	80%
30 business days	100%	100%
Draft responses to parliamentary questions are responded to within timeframes specified by the Minister's Office/MOT	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$4,541,000
1998/99	Total output class to be provided within (GST inclusive)	\$4,643,000

Provider

Land Transport Safety Authority.

Output Class O8 - Safety Audit: Land Transport*Description*

Under this output class the Minister of Transport purchases auditing services, including:

- crash investigation and monitoring
- auditing of RCAs to ensure compliance with road and traffic standards and guidelines
- legal action to enforce legislation.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected result of the services to be provided are:

- improved vehicle and operator compliance rates
- increased industry safety awareness.

The following measures will be used to demonstrate progress against the desired results:

- National Road Safety Plan 2001 targets and 1999/2000 interim targets.

Output class measures

Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i> Completion of the agreed work programme contained in the Performance Agreement and SOI	Completion of programme	Completion of programme
<i>Quality</i> All audits will fully comply with the relevant audit procedures manuals and agreed risk profiles	100%	100%
<i>Timeliness</i> National findings of audit programmes of RCAs are discussed with the management of these organisations within 6 months of the completion of the audit programme	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$973,000
1998/99	Total output class to be provided within (GST inclusive)	\$1,203,000

Provider

Land Transport Safety Authority.

Output Class O9 - Safety Information and Promotion: Land Transport

Description

Under this output class the Minister of Transport purchases land transport safety information and promotion including:

- development and provision of information, publications, displays and education resources on land transport safety matters
- conducting publicity campaigns on priority land transport safety issues, and the promotion of road safety activities of key partners, including the New Zealand Police.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- improved road user behaviour through increased road safety awareness
- a better informed and safer land transport industry and public.

The following measures will be used to demonstrate progress against the desired results:

- National Road Safety Plan targets and 1999/2000 interim targets, in particular:
 - speed
 - alcohol
 - restraints.
- Surveyed relevance and recall of TV commercials.
- Public attitudes to speed and alcohol issues.

*Output class measures*Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i> Completion of the agreed work programme contained in the Performance Agreement and the SOI	The work programme for the year includes the following priority work: <ul style="list-style-type: none"> - Deliver the road safety advertising package (800 targeted rating points per month) - Safety information publications - Deliver road safety training services 	Completion of programme
<i>Quality</i> Main users responding to an annual survey rate publications specified in an agreed work programme as useful or better	75%	75%
Clients responding to exit questionnaires rate road safety training services as useful or better	75%	75%
Total recall (free and prompted) by the wider community of the television commercials achieved, tested quarterly, averaged over 12 months	Minimum of 70% of those surveyed	Minimum of 70% of those surveyed
Evaluation of the Supplementary Road Safety Package against performance targets (see note 4)	Achievement of agreed road trauma reductions	N/A
Wider community is positive about the relevance of the television commercials, tested quarterly, averaged over 12 months	Minimum of 70% of those surveyed	Minimum of 70% of those surveyed

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Timeliness</i>		
Safety information products listed in work programme published by the date required	100%	100%
Written requests for information publications are met within 10 working days	100%	100%
Delivery of road safety promotion campaigns, both core and supplementary, and other public relations activities by the date required	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$17,326,000
1998/99	Total output class to be provided within (GST inclusive)	\$16,982,000

Provider

Land Transport Safety Authority.

Output Class O10 - Reporting on Accident or Incident Investigations*Description*

Under this output class 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 class also funds international cooperation and exchange of accident information with similar safety investigation bodies overseas. The output under this class is provided independently of the transport regulatory authorities and may include comment on the performance of the regulatory authorities in relation to any accident or incident.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected results of the services to be provided are:

- Contribute to a reduction in the numbers of aviation, rail, and marine transport fatalities and serious injuries.
- Determine the circumstances and causes of accidents and incidents, with a view to avoiding similar occurrences in future.

*Output class measures*Quantity, quality and cost

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. It is intended that 90% of final reports will be approved for publication within nine months of the date of the accident.

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Number of new investigations initiated:		
• Aviation	15	20
• Rail	20	20
• Marine	20	15
<i>Quality</i>		
Percentage of investigations resulting in reports which determine probable causes and/or circumstances of significance to transport safety	70%	70%
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 by the Commission within 9 months for publication	90%	90%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
Number of published reports that require revision and republishing with changed causes, findings, or safety recommendations	Nil	Nil
Availability of investigators	24 hours per day, 365 days per year	24 hours per day, 365 days per year
Percentage of respondents in a triennial readership survey who rate the investigation as being "good" or above in respect of the contribution to transport safety	70%	70%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$1,672,000
1998/99	Total output class to be provided within (GST inclusive)	\$1,717,000

Provider

Transport Accident Investigation Commission.

Output Class O11 - Weather Forecasts and Warnings*Description*

Under this output class the Minister of Transport purchases severe-weather warnings and a basic 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.

Results sought

This output class contributes towards the Government's desired outcome of a safe, sustainable transport system at reasonable cost. The expected result of the services to be provided is:

- public safety and information.

The following measure will be used to demonstrate progress against the desired result:

- Number of serious weather events not forecast in a timely fashion and appropriate warnings issued.

*Output class measures*Quantity, quality and cost

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.

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Provision of agreed services	As per contract	As per contract
<i>Quality</i>		
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

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$14,657,000
1998/99	Total output class to be provided within (GST inclusive)	\$14,657,000

Provider

Meteorological Service of New Zealand Ltd.

Output Class O12 - Advisory Services: Transfund*Description*

Under this output class the Minister of Transport will purchase advice on key issues relating to the funding of the NRP, transportation issues, legislative requirements and the requirements attached to receipt of funding from the NRA. This advice includes:

- advice to the Minister on key issues relating to funding the NRP
- advice to RCAs and RCs on relevant legislation and the requirements of the NRP
- advice to the transport industry on transportation issues
- research and development
- education and training.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- Minister and clients receive useful, credible advice to enable their roles to be performed effectively
- clients are appropriately skilled to perform their roles.

The following measure will be used to demonstrate progress against the desired results:

- The levels of industry satisfaction with Transfund's research processes and programme as measured by survey (1999/2000 standard/target is 65%).

*Output class measures*Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Completion of final research reports	100%	N/A
Newsletters to RCAs, RCs and others	18	10
Draft replies to ministerial correspondence	40	40
Reports to the Minister	60	60
Draft answers to parliamentary questions	40	40
<i>Quality</i>		
The level of stakeholder satisfaction as measured by the percentage of stakeholders that rate Transfund's advice as good or better based on an annual survey	65%	N/A
The level of industry satisfaction with Transfund's education and training processes and programme as measured by survey	65%	N/A
<i>Timeliness</i>		
Percentage of reports and answers to parliamentary questions provided within the deadlines set by the Minister's Office or the Secretary for Transport	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$3,600,000
1998/99	Total output class to be provided within (GST inclusive)	\$2,600,000

Provider

Transfund New Zealand.

Output Class O13 - Contract Management: Transfund*Description*

Under this output class the Minister of Transport will purchase Transfund's development and management of the NRA. This includes the development and administration of:

- the NRP
- competitive pricing procedures (CPP)
- project evaluation criteria
- policy standards and guidelines
- agreements with RCAs and RCs, as service providers, to record the arrangements between the parties for the implementation of the NRP.

Transfund's audit of RCAs and RCs for compliance is also purchased under this output class.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- an NRP is produced that funds areas of highest return and follows a fair funding process
- Transfund optimises the resources available for allocation
- Transfund's policies ensure value for money and enhance safety for road users
- the industry supports Transfund's decision-making process
- Transfund's policies are appropriate to the Government's priorities, Transfund's objectives and user needs.

The following measure will be used to demonstrate progress against the desired results:

- The level of industry satisfaction with:
 - clarity and understanding of funding policies
 - quality of Transfund audits
 - quality of Transfund’s relationship management as measured by the percentage of stakeholders that rate Transfund’s advice as good or better by an annual survey (1999/2000 standard/target is 65%).

Output class measures

Quantity, quality, timeliness and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Audit at least one third of all RCAs	25	N/A
Number of projects subject to post-construction audits	8	8
Audit at least one third of all RCs	4	4
<i>Quality</i>		
Percentage of payments made to RCAs and RCs that are accurate	100%	100%
<i>Timeliness</i>		
Percentage of payments made to RCAs and RCs that are on time	100%	100%
Percentage of draft audit reports that will be completed within 10 weeks of commencement	90%	90%
Percentage of agreements for the following financial year that are in place with all RCAs and RCs by 30 June 2000	100%	90%
Publication of NRP for the following financial year will be on time	30 June	30 June

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$6,900,000
1998/99	Total output class to be provided within (GST inclusive)	\$7,673,000

Provider

Transfund New Zealand.

Output Class O14 - Efficient Alternatives to Roothing: Transfund*Description*

Under this output class the Minister of Transport will purchase services from RCs that provide efficient alternatives to roading and purchase capital projects with alternative to roading features, within a capped level of funding, from territorial authorities and Transit New Zealand. Alternative services include bus, rail and ferry services, for both freight and passenger transport.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- services are funded where they are efficient alternatives to roading
- services reduce expenditure on the roading network and provide benefits to road users.

The following measures will be used to demonstrate progress against the desired results:

- Percentage of users who rate financially assisted services as good or better, as measured by an independent survey of users (1999/2000 standard/target is 100%).

*Output class measures*Quantity, quality, and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
The number of freight-tonne kilometres transported	1.8 million	N/A

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quality</i>		
Percentage of users who rate financially assisted services as good or better, as measured by an independent survey of passenger transport users	50%	N/A

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$1,400,000
1998/99	Total output class to be provided within (GST inclusive)	\$562,000

Provider

Transfund New Zealand.

Output Class O15 - Maintenance and Expensed Road Construction (Local Roads): Transfund

Description

Under this output class the Minister of Transport purchases maintenance, expensed construction and rehabilitation of local roads, as specified in the NRP.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- the reduction in travel time, crash costs and vehicle operating costs
- local roads are provided and operated efficiently and effectively
- local roads are safe, value for money and meet the needs of road users.

The following measures will be used to demonstrate progress against the desired results:

- the economic effectiveness of Transfund's investment, as measured by percentage and number of post-construction audits undertaken that prove that a good investment was made (1999/2000 standard/target is 100% and three audits).

*Output class measures*Quantity, quality and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
User cost, as measured by dollars spent per lane kilometre per year for routine and safety maintenance	\$1,950 - structural \$500 - corridor	N/A
Percentage and dollar variation between planned and actual year's expenditure on:		
- maintenance	+/-2% +/- \$4.5 million	N/A
- capital	+/-5% +/- \$3.65 million	N/A
Percentage and kilometre variation between planned and actual maintenance programme	+/-10% +/-500km	N/A N/A
Total length in kilometres of local roads constructed or reconstructed	245 - 275km (estimated range)	210 - 250km (estimated range)
Total length in kilometres of local roading pavement rehabilitated	165 - 185km (estimated range)	370 - 460 (estimated range)
Percentage variation between the planned and actual capital projects completed during the year	From -10% to 0%	N/A
<i>Quality</i>		
User exposure to smooth roads, as measured by the percentage and number of vehicle kilometres travelled on smooth sealed roads with 500 or more vehicles per day	90% 16,000 million vehicle kilometres travelled	N/A
Percentage of audited contracts that comply with legislative CPP requirements	100%	100%

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
Percentage of sealed roads maintained to an average roughness level of below 150 NAASRA	89%	89%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$354,206,000
1998/99	Total output class to be provided within (GST inclusive)	\$348,244,000

Provider

Transfund New Zealand.

Output Class O16 - Maintenance and Expensed Road Construction (State Highways): Transfund

Description

Under this output class the Minister of Transport purchases the maintenance of State highways as specified in the NRP. It includes the expensed rehabilitation and construction of State highways within local authority boundaries.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- the reduction in travel time, crash costs and vehicle operating costs
- optimise the value of the roading asset
- State highways are operated efficiently and effectively
- State highways are safe, value for money and meet the needs of road users.

The following measure will be used to demonstrate progress against the desired results:

- User exposure to smooth roads, as measured by the percentage and number of vehicle kilometres travelled on State highways classified as smooth (1999/2000 standard/target is 97% and 14,000 million vehicle kilometres travelled).

*Output class measures*Quantity, quality and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
User cost for maintenance, as measured by the dollars spent per kilometre on corridor maintenance	\$11,300 - structural \$6,500 - corridor	N/A
Percentage and dollar variation between planned and actual periodic maintenance cost	+/- 1.5% +/- \$1.3 million	N/A
Percentage and kilometre variation between planned and actual periodic maintenance programme	+/- 5% +/- 80km	N/A
<i>Quality</i>		
Percentage and number of kilometres of State highways classified as having potentially hazardous ruts	0.05% 5.3km	N/A
Percentage and kilometres of State highways classified as smooth	96% 10,177km	N/A
Percentage and number of audited contracts that comply with legislative CPP requirements	100%	100%

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$350,651,000
1998/99	Total output class to be provided within (GST inclusive)	\$347,006,000

Provider

Transfund New Zealand.

Output Class O17 - Passenger Transport Community Services: Transfund

Description

Under this output class the Minister of Transport will purchase non-commercial road and rail services for regional purposes that were funded in 1996/97. This does not include efficient alternatives to roading or services funded under the social services output.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- transport is provided for the general community, as per regional passenger transport plans
- community services are provided efficiently and effectively
- services will be safe, value for money and respond to the needs of users.

The following measure will be used to demonstrate progress against the desired results:

- Transfund subsidy per passenger kilometre travelled (1999/2000 standard/target is \$0.15).

Output class measures

Quantity, quality, and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
Percentage utilisation of services	25%	23 - 29% (estimated range)
Service usage in a region as measured by the average passenger load	10	12 - 14 (estimated range)
Percentage and dollar levels of total costs (fares plus RC and Transfund costs) recovered by fares	50% average \$77.1 million	41 - 51% (estimated range)
The percentage and dollar variation between planned and actual year's expenditure on services	+/- 2% +/- \$0.76 million	N/A

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<p><i>Quality</i></p> <p>User satisfaction, as measured by the percentage of users who rate subsidised services as good or better by an annual independent survey</p>	75%	N/A

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$41,300,000
1998/99	Total output class to be provided within (GST inclusive)	\$42,739,000

Provider

Transfund New Zealand.

Output Class O18 - Passenger Transport Social Services: Transfund

Description

Under this output class the Minister of Transport will purchase passenger transport social services for the public transport dependent. Services will include total mobility services, concessionary fare schemes that operate reduced fare schemes for targeted groups of people, and urban transport services.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- transport is provided for the public transport dependent
- social services are provided efficiently and effectively
- services will be safe, value for money and respond to the needs of users.

The following measure will be used to demonstrate progress against the desired results:

- User satisfaction, as measured by the percentage of concessionary fare passengers who rate financially assisted contract services as good or better, by an annual independent survey (1999/2000 standard/target is 75%).

*Output class measures*Quantity, quality, and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
The number of concessionary fare passenger boardings	10 million	N/A
The number of subsidised paratransit passenger boardings provided	3,800,000 - 4,200,000 (estimated range)	1,154,000 - 1,410,000 (estimated range)
Transfund subsidy per subsidised paratransit passenger boarding	\$1.30 average	N/A
Percentage utilisation of contracted services	35%	29 - 35% (estimated range)
Service usage in a region on contracted services as measured by the average passenger load	25%	19 - 23% (estimated range)
Percentage and dollar level of total costs (fares plus RC and Transfund costs) recovered through fares on contracted services and from concessionary fares	35 - 45% (estimated range) \$11.5 million	50 - 60% (estimated range)
The percentage and dollar variation between planned and actual year's expenditure on contracted services	+/- 2% +/- \$0.15 million	N/A
<i>Quality</i>		
User satisfaction, as measured by the percentage of concessionary fare passengers who rate financially assisted contract services as good or better, by an annual independent survey	75%	N/A

Cost

1999/00	Total output class to be provided within (GST inclusive)	\$8,900,000
1998/99	Total output class to be provided within (GST inclusive)	\$8,235,000

Provider

Transfund New Zealand.

Part D - Explanation of Appropriations for Other Operating Flows

Part D1 - Benefits and Other Unrequited Expenses

There is no appropriation for benefits and unrequited expenses.

Part D2 - Borrowing Expenses

There is no appropriation for borrowing expenses.

Part D3 - Other Expenses

Information about this appropriation is provided in Part B1.

Part E - Explanation of Appropriations for Capital Flows

Part E1 - Capital Contributions

Information about this appropriation is provided in Part B1.

Net Worth of Entities Owned

Statement of Estimated and Forecast Net Worth

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 1999 Budget.

	Balance Date	Estimated Net Worth 1999 \$ million	Forecast Net Worth 2000 \$ million
Ministry of Transport	30 June	7.673	7.673
Crown Entities:			
Aviation Security Service	30 June	2.740	2.247
Civil Aviation Authority	30 June	4.140	4.515
Land Transport Safety Authority	30 June	23.124	20.324
Maritime Safety Authority	30 June	6.645	6.645
Road Safety Trust	30 June	4.800	4.800
Transfund New Zealand	30 June	10.100	10.100
Transit New Zealand	30 June	5.336	5.600
Transport Accident Investigation Commission	30 June	0.200	0.200

Part E2 - Purchase or Development of Capital Assets by the Crown

Roading Capital Improvements: Transfund

Description

Under this capital appropriation the Minister of Transport will purchase State highway roading capital improvements as specified in the NRP.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- a reduction in travel time, crash costs and vehicle operating costs
- State highways are provided and operated efficiently and effectively
- State highways are safe, value for money and meet the needs of road users.

The following measures will be used to demonstrate progress against the desired results:

- The economic effectiveness of Transfund's investment, as measured by the percentage and number of post-construction audits undertaken that prove that a good investment was made (1999/2000 standard/target is 100% and five).

*Output measures*Quantity, quality and cost

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i>		
The total length in kilometres of State highways constructed or re-constructed	135 – 155 km (estimated range)	76 - 92 km (estimated range)
Percentage variation between planned and actual expenditure on consulting fees (investigation and design)	+/- 5%	N/A
Percentage variation between planned and actual expenditure on: <ul style="list-style-type: none"> • construction projects • physical construction 	+/- 5%	N/A
Percentage variation between the planned and completed construction projects	From - 5% to 0	N/A
<i>Quality</i>		
Percentage of audited contracts that comply with legislative CPP requirements	100%	100%

Cost

1999/00	Total Crown capital assets to be provided within (GST inclusive)	\$200,883,000
1998/99	Total Crown capital assets to be provided within (GST inclusive)	\$188,881,000

Provider

Transfund New Zealand.

Roading Replacement: Transfund*Description*

Under this capital appropriation the Minister of Transport will purchase the reinstatement of State highways to their original standards.

Results sought

This output class contributes towards the Government's desired outcome of a safe and efficient roading system. The expected results of the services to be provided are:

- a reduction in travel time, crash costs and vehicle operating costs
- State highways are provided efficiently and effectively
- State highways are safe, value for money and meet the needs of road users.

The following measure will be used to demonstrate progress against the desired results:

- Total length in kilometres of pavement rehabilitated (1999/2000 standard/target is 34).

Output class measures[Quantity, quality, and cost](#)

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quantity</i> The total length in kilometres of State highways constructed or re-constructed	135 - 155 km (estimated range)	76 - 92 km (estimated range)

Performance Measure	Standard/Target 1999/00	Standard/Target 1998/99
<i>Quality</i>		
Percentage and number of audited contracts that comply with legislative CPP requirements	100%	100%

Cost

1999/00	Total Crown capital assets to be provided within (GST inclusive)	\$19,760,000
1998/99	Total Crown capital assets to be provided within (GST inclusive)	\$19,760,000

Provider

Transfund New Zealand.

Part E3 - Repayment of Debt

There is no appropriation for repayment of debt.

Part F - Crown Revenue and Receipts

Part F1 - Current and Capital Revenue and Receipts

	1998/99		1999/00	Description of 1999/00 Crown Revenue
	Budgeted \$000	Estimated Actual \$000	Budget \$000	
Current Revenue				
Tax Revenue				
Motor Vehicle Registration	168,000	168,000	170,000	Fees based on vehicle ownership; types of vehicles include cars, trucks, and trailers.
Road User Charges	499,000	499,000	529,000	Usage-based charges levied on operators of heavy trucks, and vehicles using fuels other than petrol.
Total Tax Revenue	667,000	667,000	699,000	
Non-Tax Revenue				
Distribution of Reserves	2,593	2,293	-	Crown's share of reserves following the termination of the joint venture investment in Nelson airport.
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	5,500	5,500	5,500	Sale of duplicate MVR certificates and associated information.
Total Non-Tax Revenue	8,103	7,803	5,510	
Total Current Revenue	675,103	674,803	704,510	

Capital Receipts				
Repayment of Capital from Crown Entities	375	375	2,800	In 1998/99 this item represented the early repayment of a working capital injection by the CAA (originally scheduled for 1999/00). In 1999/00 the LTSA is to repay a temporary working capital injection.
Sale of Airports	2,400	2,400	801	In 1998/99 this item represents the sale price of the Crown's share in the Nelson joint venture airport. In 1999/00 this item represents the repayment of a loan made in 1997/98 to the Tauranga City Council and the Bay of Plenty District Council to assist those councils to fund the purchase of the Crown's share in the Tauranga joint venture airport.
Total Capital Receipts	2,775	2,775	3,601	
Total Crown Revenue and Receipts	677,878	677,578	708,111	