

Information Supporting the Supplementary Estimates

Vote Transport

MINISTER(S) RESPONSIBLE FOR APPROPRIATIONS: Minister of Transport (M72)

ADMINISTERING DEPARTMENT: Ministry of Transport

MINISTER RESPONSIBLE FOR MINISTRY OF TRANSPORT: Minister of Transport

Part 1 - Summary of the Vote

Part 1.2 - High-Level Objectives of the Vote

Objectives of the Vote

All of the appropriations in Vote Transport contribute to the following Government priority:

To grow the New Zealand economy to deliver greater prosperity, security and opportunities for all New Zealanders.

Part 1.3 - Trends in the Vote

Summary of Financial Activity

	2009/10				
	Estimates \$000	Supplementary Estimates			Total \$000
		Departmental Transactions \$000	Non- Departmental Transactions \$000	Total Transactions \$000	
Appropriations					
Output Expenses	1,566,797	1,013	465,885	466,898	2,033,695
Benefits and Other Unrequited Expenses	-	N/A	-	-	-
Borrowing Expenses	-	-	-	-	-
Other Expenses	468,009	-	(54,207)	(54,207)	413,802
Capital Expenditure	1,249,042	(131)	(183,945)	(184,076)	1,064,966
Intelligence and Security Department Expenses and Capital Expenditure	-	-	N/A	-	-
Total Appropriations	3,283,848	882	227,733	228,615	3,512,463
Crown Revenue and Capital Receipts					
Tax Revenue	1,025,741	N/A	1,872	1,872	1,027,613
Non-Tax Revenue	10,510	N/A	62,326	62,326	72,836
Capital Receipts	-	N/A	-	-	-
Total Crown Revenue and Capital Receipts	1,036,251	N/A	64,198	64,198	1,100,449

Analysis of Significant Trends

Appropriations

Departmental Output Expenses

The \$713,000 movement is mainly due to a carry forward of funding from 2008/09.

Non-Departmental Output Expenses

There are several components to the increase of \$466 million:

- \$380 million transferred from the National Land Transport Programme capital expenditure appropriation into a new operating appropriation entitled National Land Transport Programme - State Highway Renewals as a technical adjustment.
- \$128 million transferred from the National Land Transport Programme capital expenditure appropriation to the National Land Transport Programme - Public Transport Infrastructure operating expenditure appropriation to reflect where expenditure was actually occurring.
- \$8 million was carried forward from 2008/09.
- \$47 million was transferred to 2010/11 and 2011/12.

Other Expenses

The two main components to the decrease of \$54 million are:

- an increase of \$81 million for an appropriation created during the year to replace a capital one. The Other Expense appropriation type more closely reflected the type of expenditure for which the appropriation is used
- a decrease of \$143 million relating to the net movement in the rail multi year Other Expense appropriations. There was an initial increase in the rail expense, with \$29 million carried forward from Vote Finance 2008/09. Subsequently \$172 million was transferred to outyears, leaving a net decrease in the rail expense for the year of \$143 million.

Capital Expenditure

There are numerous elements to the decrease of \$184 million but the most significant are:

- the rollover of a loan of \$170 million to the New Zealand Railways Corporation twice in the year, thus incurring an expense of \$340 million
- the disestablishment of an appropriation for \$146 million because it was of the wrong type and its replacement with an Other Expense appropriation
- \$380 million transferred from the National Land Transport Programme capital expenditure appropriation into a new operating appropriation entitled National Land Transport Programme - State Highway Renewals as a technical adjustment
- the creation of a new appropriation KiwiRail Turnaround Plan Funding to support the objectives of the KiwiRail Turnaround Plan and the provision of \$20 million for 2009/10.

Crown Revenues

Tax Revenue

During the year, the Ministry's revenue re-forecasting increased the forecast tax revenue by \$55 million. However in the Summary Table above, the increase is offset by the correction of a disclosure error. The opening balance of \$1,025 million contains \$53 million that should be classed as Other Revenue. This was corrected during the year and so the net movement in this revenue is an increase of \$1.872 million.

Other Revenue

The movement of \$62 million is made up of:

- \$53 million previously classified as tax revenue, as noted above
- \$5 million due to an increase in forecast revenue from administration fees
- \$4 million for the tolling revenue from the Northern Gateway toll road which had not previously been included in the Estimates.

Part 2 - Details and Expected Performance for Output Expenses

Part 2.1 - Departmental Output Expenses

Intended Impacts, Outcomes and Objectives

Intended Impacts, Outcomes or Objectives of Appropriations	Appropriations
To grow the New Zealand Economy to deliver greater prosperity, security and opportunities for all New Zealanders	All appropriations

Airport Operation and Administration (M72)

Scope of Appropriation

Operation of Milford Sound/Piopiotaahi aerodrome to provide a safe and efficient airport operation that contributes to the achievement of NZTS objectives.

Expenses and Revenue

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	200	50	250
Revenue from Crown	-	-	-
Revenue from Other	200	50	250

Reasons for Change in Appropriation

The appropriation increased to reflect additional expenditure.

Land Transport Revenue Forecasting and Strategy (M72)

Scope of Appropriation

This appropriation is limited to land transport revenue forecasting and strategy.

Expenses and Revenue

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	1,000	700	1,700
Revenue from Crown	1,000	700	1,700
Revenue from Other	-	-	-

Reasons for Change in Appropriation

The appropriation was increased by a fiscally neutral transfer of funds between output classes to reflect the estimated actual expenditure.

Policy Advice (M72)

Scope of Appropriation

Purchase of strategic, objective and evidence based policy advice relating to all modes of transport to progress the achievement of NZTS objectives.

Expenses and Revenue

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	31,366	(287)	31,079
Revenue from Crown	31,078	(587)	30,491
Revenue from Other	288	300	588

Reasons for Change in Appropriation

The appropriation was decreased by a fiscally neutral transfer of funds between output classes to reflect the estimated actual expenditure.

Sector Leadership and Support (M72)

Scope of Appropriation

Co-ordinating planning across the government transport sector to align government transport agency work programmes with the objectives of the NZTS.

Expenses and Revenue

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	1,950	550	2,500
Revenue from Crown	1,950	550	2,500
Revenue from Other	-	-	-

Reasons for Change in Appropriation

The appropriation was increased by a fiscally neutral transfer of funds between output classes to reflect the estimated actual expenditure.

Part 2.2 - Non-Departmental Output Expenses

Intended Impacts, Outcomes and Objectives

Intended Impacts, Outcomes or Objectives of Appropriations	Appropriations
To grow the New Zealand Economy to deliver greater prosperity, security and opportunities for all New Zealanders	All appropriations

Administration of the Public Transport Concessions for SuperGold Cardholders Scheme (M72)

Scope of Appropriation

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

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	700	400	1,100

Reasons for Change in Appropriation

\$400,000 was carried forward from 2008/09.

Canterbury Transport Project (M72)*Scope of Appropriation*

This appropriation is limited to assisting the Canterbury region to implement a land transport package.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	10,000	4,500	14,500

Reasons for Change in Appropriation

\$4.500 million was carried forward from 2008/09.

Licensing Activities (M72)*Scope of Appropriation*

Purchase of land transport licensing services, including driver licensing, not met by user fees.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	2,475	1,000	3,475

Reasons for Change in Appropriation

\$1 million was carried forward from 2008/09.

Motor Vehicle Registry (M72)

Scope of Appropriation

This appropriation is limited to the registration and licensing of motor vehicles, the collection and refund of motor vehicle registration and licensing revenue, and the operation of the Motor Vehicle Register.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	35,991	5,695	41,686

Reasons for Change in Appropriation

A request for additional funding was granted during the year. This activity is funded from fees and so a transfer was made from Capital Expense: New and Improved Infrastructure for State Highways - Crown Contribution which is where any excess fee income is appropriated.

National Land Transport Programme - Demand Management and Community Programmes PLA (M72)

Scope of Appropriation

This appropriation is limited to activities which promote safe and economical use of land transport networks and services, pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	47,000	(5,656)	41,344

Reasons for Change in Appropriation

The appropriation was reduced as funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - Maintenance and Operation of Local Roads PLA (M72)

Scope of Appropriation

This appropriation is limited to the management and operation of existing local road infrastructure pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	245,000	(30,000)	215,000

Reasons for Change in Appropriation

The appropriation was reduced as funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring. \$10 million was transferred to 2010/11.

National Land Transport Programme - Maintenance and Operation of State Highways PLA (M72)

Scope of Appropriation

This appropriation is limited to activities which manage, maintain and operate State highway infrastructure pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	287,000	33,900	320,900

Reasons for Change in Appropriation

The appropriation was increased as funding was transferred from other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - Management of the Funding Allocation System PLA (M72)

Scope of Appropriation

This appropriation is limited to managing, monitoring and advising transport sector stakeholders on the allocation of National Land Transport Funds pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	36,000	(260)	35,740

Reasons for Change in Appropriation

The appropriation was reduced as funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - New and Improved Infrastructure for Local Roads PLA (M72)

Scope of Appropriation

This appropriation is limited to the management and delivery of improvement of local roads pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	196,000	(21,000)	175,000

Reasons for Change in Appropriation

The appropriation was reduced as some funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring and \$15 million was transferred to 2010/11.

National Land Transport Programme - Public Transport Infrastructure PLA (M72)*Scope of Appropriation*

This appropriation is limited to renewal and improvement of infrastructure to support public transport services pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	27,000	108,000	135,000

Reasons for Change in Appropriation

The appropriation was increased as funding was transferred from other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - Public Transport Services PLA (M72)*Scope of Appropriation*

This appropriation is limited to non-commercial public transport services pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	201,000	(1,000)	200,000

Reasons for Change in Appropriation

The appropriation was reduced as funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - Renewal of Local Roads PLA (M72)

Scope of Appropriation

This appropriation is limited to the management and delivery of renewals to the existing local road infrastructure pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	222,000	(4,000)	218,000

Reasons for Change in Appropriation

The appropriation was reduced as funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - State Highway Renewals PLA (M72)

Scope of Appropriation

This appropriation is limited to renewal work on the State highway network pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	-	380,000	380,000

Reasons for Change in Appropriation

This appropriation was created during the year with funds transferred from another National Land Transport Programme appropriation as a technical adjustment.

Output Performance Measures and Standards

	2009/10		
	Estimates Standard	Supplementary Estimates Standard	Total Standard
Performance Measures			
Ongoing improvement to the State Highways in line with the National Land Transport Programme and the GPS	-	100%	100%

National Land Transport Programme - Transport Planning PLA (M72)

Scope of Appropriation

This appropriation is limited to developing plans for improving the transport network and systems pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	37,000	(7,000)	30,000

Reasons for Change in Appropriation

The appropriation was reduced as funding was transferred to other National Land Transport Programme appropriations to reflect where expenditure was occurring.

National Land Transport Programme - Walking and Cycling Facilities PLA (M72)

Scope of Appropriation

This appropriation is limited to new and improved walking and cycling infrastructure for transport purposes pursuant to Section 9 of the Land Transport Management Act 2003.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	16,000	4,000	20,000

Reasons for Change in Appropriation

The appropriation was increased as funding was transferred from other National Land Transport Programme appropriations to reflect where expenditure was occurring.

Regional Development Transport Funding (M72)

Scope of Appropriation

This appropriation is limited to regional development initiatives to develop the forestry roading infrastructure in Northland and Tairāwhiti

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	10,000	2,000	12,000

Reasons for Change in Appropriation

\$2 million was carried forward from 2008/09.

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

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

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	7,188	306	7,494

Reasons for Change in Appropriation

\$306,000 was carried forward from 2008/09.

Waikato Rail Funding (M72)*Scope of Appropriation*

Contribution to increase the investment in the Waikato rail network.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	5,000	(5,000)	-

Reasons for Change in Appropriation

Due to delays in projects in 2009/10 and some funding paid in advance in prior years, all of the 2009/10 funding has been transferred to 2010/11 and 2011/12 because it was not required in this year.

Part 5 - Details and Expected Results for Other Expenses

Part 5.2 - Non-Departmental Other Expenses

Intended Impacts, Outcomes and Objectives

Intended Impacts, Outcomes or Objectives of Appropriations	Appropriations
To grow the New Zealand Economy to deliver greater prosperity, security and opportunities for all New Zealanders	All appropriations

Auckland Rail Development (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Auckland Rail Development (M72)	Original Appropriation	663,875
This appropriation is limited to the renewal, upgrade, and electrification of the Auckland metropolitan rail network.	Adjustments to 2008/09	-
	Adjustments for 2009/10	19,722
Commences: 1 July 2009	Adjusted Appropriation	683,597
Expires: 30 June 2013	Actual to 2008/09 Year End	-
	Estimated Actual for 2009/10	184,884
	Estimated Actual for 2010/11	217,758
	Estimated Appropriation Remaining	280,955

Reasons for Change in Appropriation

\$19.700 million was transferred from a prior appropriation for the same purpose that was part of Vote Finance in 2008/09.

Enhanced public transport concessions for SuperGold cardholders (M72)

Scope of Appropriation

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

Expenses

	2009/10		Total \$000
	Estimates \$000	Supplementary Estimates \$000	
Total Appropriation	17,300	2,000	19,300

Reasons for Change in Appropriation

\$2 million was carried forward from 2008/09.

Metro Rail Rolling Stock and Infrastructure (Wellington) (M72)

Scope of Appropriation

This appropriation is limited to metro rail rolling stock and infrastructure projects in Wellington.

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	-	81,000	81,000

Reasons for Change in Appropriation

This appropriation was established during the year to replace the Capital Expense appropriation: Metro Rail Rolling Stock and Infrastructure (Wellington) created as part of Budget 2009.

The full funding of \$146 million was transferred from the original appropriation, and then \$65 million was transferred to 2010/11, leaving \$81 million in 2009/10.

Expected Results

	2009/10		
	Estimates Standard	Supplementary Estimates Standard	Total Standard
Ongoing Wellington Rail infrastructure and rolling stock improvements in line with the Wellington Regional Rail Plan	0%	100%	100%

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

Scope of Appropriation

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

Expenses

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	5,000	5,000	10,000

Reasons for Change in Appropriation

The appropriation was increased to reflect the estimated value of bad debts recognised in the year.

Rail Network and Rolling Stock Upgrade (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Rail Network and Rolling Stock Upgrade (M72)	Original Appropriation	104,851
This appropriation is limited to the renewal, upgrade and maintenance of the national rail network, and the New Zealand Railway Corporation's rolling stock, terminals and systems.	Adjustments to 2008/09	-
	Adjustments for 2009/10	6,980
Commences: 1 July 2009	Adjusted Appropriation	111,831
Expires: 30 June 2011	Actual to 2008/09 Year End	-
	Estimated Actual for 2009/10	46,105
	Estimated Actual for 2010/11	65,726
	Estimated Appropriation Remaining	-

Reasons for Change in Appropriation

\$6.900 million was transferred from a previous appropriation for this purpose in Vote Finance, as it had not been spent in 2008/09.

Wellington Rail Development (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Wellington Rail Development (M72)	Original Appropriation	91,478
This appropriation is limited to the renewal and upgrade of the Wellington regional rail network.	Adjustments to 2008/09	-
	Adjustments for 2009/10	2,264
Commences: 1 July 2009	Adjusted Appropriation	93,742
Expires: 30 June 2011	Actual to 2008/09 Year End	-
	Estimated Actual for 2009/10	68,000
	Estimated Actual for 2010/11	25,742
	Estimated Appropriation Remaining	-

Reasons for Change in Appropriation

\$2.264 million was transferred from the prior appropriation in Vote Finance as it was unspent in 2008/09. \$6.400 million was transferred from 2010/11 to 2009/10 as the timing of expenditure had changed.

Reporting Mechanisms

Appropriation	Reporting Mechanism
Metro Rail Rolling Stock and Infrastructure (Wellington)	Greater Wellington Regional Council annual report

The above table indicates the mechanisms to be used for reporting actual performance for each non-departmental other expenses appropriation.

Part 6 - Details and Expected Results for Capital Expenditure

Part 6.1 - Departmental Capital Expenditure

Intended Impacts, Outcomes and Objectives

Intended Impacts, Outcomes or Objectives of Appropriations	Appropriations
To grow the New Zealand Economy to deliver greater prosperity, security and opportunities for all New Zealanders	Ministry of Transport - Capital Expenditure PLA

Ministry of Transport - Capital Expenditure PLA (M72)

Scope of Appropriation

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

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Forests/Agricultural	-	-	-
Land	-	-	-
Property, Plant and Equipment	500	(75)	425
Intangibles	300	(56)	244
Other	-	-	-
Total Appropriation	800	(131)	669

Reasons for Change in Appropriation

The appropriation decreased in line with forecast expenditure.

Part 6.2 - Non-Departmental Capital Expenditure

Intended Impacts, Outcomes and Objectives

Intended Impacts, Outcomes or Objectives of Appropriations	Appropriations
To grow the New Zealand Economy to deliver greater prosperity, security and opportunities for all New Zealanders	All appropriations

Accelerated State Highway Construction (M72)

Scope of Appropriation

This appropriation is limited to State Highway improvements and pavement renewal projects agreed between the New Zealand Transport Agency and the Minister of Transport.

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	73,700	5,000	78,700

Reasons for Change in Appropriation

\$5 million unspent in 2008/09 was transferred to 2009/10.

Joint Venture Airports - Crown Contribution (M72)

Scope of Appropriation and Capital Expenditure

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Joint Venture Airports - Crown Contribution (M72) This appropriation is limited to providing capital for enhancements to joint venture airport terminals and runways and to cover the Crown's share of operating losses for the years up to 30 June 2011. Commences: 1 July 2008 Expires: 30 June 2011	Original Appropriation	1,773
	Adjustments to 2008/09	-
	Adjustments for 2009/10	-
	Adjusted Appropriation	1,773
	Actual to 2008/09 Year End	820
	Estimated Actual for 2009/10	903
	Estimated Actual for 2010/11	50
	Estimated Appropriation Remaining	-

Kiwirail Turnaround Plan Funding (M72)

Scope of Appropriation

This appropriation is limited to approved capital expenditure that contributes to the KiwiRail Turnaround Plan outcomes.

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	-	20,000	20,000

Reasons for Change in Appropriation

This appropriation was established as part of Budget 2010 to provide funding to allow KiwiRail to progress the objectives detailed in the KiwiRail Turnaround Plan.

Expected Results

	2009/10		
	Estimates Standard	Supplementary Estimates Standard	Total Standard
Funding is applied in line with the agreed approvals.	New	100%	100%

Maritime New Zealand Capital Expenditure PLA (M72)

Scope of Appropriation

This appropriation is limited to the disbursement of funding for Maritime New Zealand costs pursuant to section 9(1) of the Land Transport Management Act 2003.

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	-	900	900

Reasons for Change in Appropriation

This appropriation was established during the year to reimburse Maritime New Zealand for higher than budgeted search and rescue costs.

Metro Rail Rolling Stock and Infrastructure (Wellington) (M72)

Scope of Appropriation

This appropriation is limited to metro rail rolling stock and infrastructure projects in Wellington.

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	146,000	(146,000)	-

Reasons for Change in Appropriation

The appropriation type for this funding was incorrect. This appropriation was disestablished during the year and replaced by Non-Departmental Other Expense: Metro Rail Rolling Stock and Infrastructure (Wellington), and the funding transferred.

New & Improved Infrastructure for State Highways - Crown Contribution (M72)

Scope of Appropriation

This appropriation is limited to contributing towards the purchase of State highway improvements as outlined in the 2006/07 State Highway Forecast

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	5,065	(3,763)	1,302

Reasons for Change in Appropriation

Two separate movements make up the net decrease:

- an increase of \$1.900 million is due to the recognition of unspent administration fee income from 2008/09
- a decrease of \$5.600 million is due to the transfer of this funding to the Non-departmental Output Expense: Motor Vehicle Registry to fund increased costs.

New Infrastructure for and Renewal of State Highways PLA (M72)

Scope of Appropriation

This appropriation is limited to capital works for new infrastructure and renewal of State Highways pursuant to Section 9 of the Land Transport Management Act 2003.

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	930,299	(380,496)	549,803

Reasons for Change in Appropriation

The appropriation reduced during the year.

The main reason was a transfer of \$380 million to a newly established Non-Departmental Output Expense: National Land Transport Programme - State Highway Renewals PLA, as a technical adjustment.

New Zealand Railways Corporation Loans (M72)

Scope of Appropriation

This appropriation is limited to loans to the New Zealand Railways Corporation to fund capital projects and provide working capital.

Capital Expenditure

	2009/10		
	Estimates \$000	Supplementary Estimates \$000	Total \$000
Total Appropriation	85,000	320,000	405,000

Reasons for Change in Appropriation

There are four reasons for the increase in the appropriation:

- one loan of \$170 million was reappropriated twice instead of being repaid to the Crown, thus increasing the appropriation by \$340 million
- an appropriation of \$10 million was carried forward from 2008/09 and from Vote Finance
- an additional sum was appropriated during the year as a loan to purchase trains, with \$3 million in 2009/10
- \$33 million was transferred to 2010/11 due to changes in the timing of funding.

Reporting Mechanisms

Appropriation	Reporting Mechanism
Kiwirail Turnaround Plan Funding	New Zealand Railways Corporation annual report
Maritime New Zealand Capital Expenditure PLA	Maritime New Zealand Annual report

The above table indicates the mechanisms to be used for reporting actual results for each non-departmental capital expenditure appropriation.