

Vote Transport

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

APPROPRIATION ADMINISTRATOR: Ministry of Transport

RESPONSIBLE MINISTER FOR MINISTRY OF TRANSPORT: Minister of Transport

Summary of the Vote

Overview

Vote Transport encompasses the funding of the road, rail, aviation and maritime transport modes. The major entities involved are the Ministry of Transport, the New Zealand Transport Agency and KiwiRail, as well as the other transport Crown entities, the Civil Aviation Authority (incorporating the Aviation Security Service), Maritime New Zealand and the Transport Accident Investigation Commission.

Road

The largest element of the Vote is the funding for roading (\$3,873 million or 86% of the total Vote).

This is primarily the funding for the National Land Transport Programme which is funded from road tax revenue collected by the Crown (\$2,850 million or 63% of the Vote).

\$1,012 million of the balance (22%) relates to loans from the Crown:

- \$750 million for cash flow management. This appropriation does not take account of any repayments made and the facility may not exceed \$250 million at any one time
- \$107 million to advance the construction of the Tauranga Eastern Link
- \$100 million to rebuild earthquake damaged roads in Christchurch
- \$55 million for projects in the Auckland Transport Package.

Rail

Funding for Rail makes up 11% of the Vote - \$511 million, mainly:

- \$198 million for the KiwiRail Turnaround Plan, the aim of which is put the freight business on a commercially viable footing
- \$192 million for a loan to the Auckland Council to assist with the funding of the Electric Multiple Unit package
- \$90 million for a grant to the Auckland Council to assist with the funding of the Electric Multiple Unit package
- \$16 million for metro rail projects in Wellington.

Crown Entity and Other Funding

The balance of the Vote (\$135 million) is mainly split between:

- \$33 million for the Ministry of Transport as departmental funding
- \$25 million for Crown entities for outputs. The transport Crown entities receive most of their funding from third party fees and charges
- \$26 million for SuperGold card public transport concessions
- \$19 million for weather forecasting services from the Meteorological Service of New Zealand
- \$18 million for road user charges and fuel excise duty activities which are funded from fees and road tax revenue.

Details of these appropriations are set out in Parts 2-4.

Estimates of Appropriations

Details of Appropriations and Capital Injections

Annual and Permanent Appropriations

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Titles and Scopes of Appropriations by Appropriation Type			
Departmental Output Expenses			
Fuel Excise Duty Refund Administration (M72)	700	700	429
This appropriation is limited to the receipt and processing of applications for, and the refunding of, Fuel Excise Duty.			
Milford Sound / Piopiotahi Aerodrome Operation and Administration (M72)	278	278	230
This appropriation is limited to the operation of Milford Sound/Piopiotahi aerodrome to provide a safe and efficient airport.			
Search and Rescue Activity Coordination PLA (M72)	1,136	1,136	1,201
The estimated amount to be spent on the coordination of search and rescue activities as authorised by section 9(1) of Land Transport Management Act 2003.			
Policy Advice and Related Outputs MCOA (M72)	31,941	31,941	-
<i>Clifford Bay Ferry Terminal - Facilitation of Procurement</i>	650	650	-
This output class is limited to the facilitation of the procurement of a ferry terminal at Clifford Bay.			
<i>Governance and Performance Advice on Crown Agencies</i>	800	800	-
This output class is limited to monitoring of and advice on the governance, performance and capability of transport Crown agencies.			
<i>Ministerial Servicing</i>	2,600	2,600	-
This output class is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.			
<i>Policy Advice</i>	27,891	27,891	-
This output class is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to transport.			
Total Departmental Output Expenses	34,055	34,055	1,860
Departmental Capital Expenditure			
Ministry of Transport - Capital Expenditure PLA (M72)	510	510	350
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.			
Total Departmental Capital Expenditure	510	510	350
Non-Departmental Output Expenses			
Accident or Incident Investigation and Reporting (M72)	3,865	3,865	3,865
This appropriation is limited to inquiries, investigations and activities in accordance with the Transport Accident Investigation Commission Act 1990.			
Construction of Passing Opportunities on State Highway 2 between Napier and Gisborne (M72)	3,350	3,350	500
This appropriation is limited to the investigation, design and construction of passing opportunities on State highway 2 between Napier and Gisborne.			

Titles and Scopes of Appropriations by Appropriation Type	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Non-Departmental Output Expenses - cont'd			
Crash Analysis (M72) This appropriation is limited to operating the Crash Analysis System and performing associated crash analysis and research activities.	775	775	775
Licensing Activities (M72) This appropriation is limited to land transport licensing services, including driver licensing, not met by user fees.	3,545	3,545	2,758
Maritime Port Security (M72) This appropriation is limited to standby screening and searching services at ports.	145	145	145
Ministerial Servicing by the New Zealand Transport Agency (M72) This appropriation is limited to Ministerial servicing by the New Zealand Transport Agency.	548	548	548
National Land Transport Programme PLA (M72) The estimated amount to be spent on activities under the National Land Transport Programme, as authorised by section 9 (3) and (4) of the Land Transport Management Act 2003.	1,879,747	1,879,747	1,913,650
Road User Charges Collection (M72) This appropriation is limited to collecting road user charges.	14,061	14,061	13,569
Road User Charges Investigation and Enforcement (M72) This appropriation is limited to investigating evasion and enforcing of Road User Charges.	5,424	5,424	3,779
Road User Charges Refunds (M72) This appropriation is limited to the processing of Road User Charge refunds.	450	450	450
Search and Rescue Activities (M72) This appropriation is limited to the purchase of search and rescue activities and a search and rescue coordination service, including follow-up inquiries and reporting, associated with the searches and rescues undertaken.	3,316	3,316	3,316
Search and Rescue and Recreational Boating Safety Activities PLA (M72) The estimated amount to be spent in relation to search and rescue and recreational boating safety activities, as authorised under Section 9 (1) of the Land Transport Management Act 2003.	5,873	5,873	6,943
SuperGold Card - Administration of the Public Transport Concessions Scheme (M72) This appropriation is limited to the administration costs of the scheme to provide enhanced public transport concessions for SuperGold cardholders.	95	95	95
Weather Forecasts and Warnings (M72) This appropriation is limited to severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility.	20,017	20,017	18,574
Policy Advice and Related Outputs - Civil Aviation MCOA (M72)	2,219	2,219	-
<i>Health and Safety in Employment Activities - Civil Aviation</i> This output class is limited to health and safety activities, for which there is a designated responsibility.	440	440	-
<i>International Relations and International Civil Aviation Organisation Obligations</i> This output class is limited to technical information and advice in relation to international matters affecting New Zealand aviation, to ensure the Minister's obligations in relation to international civil aviation agreements are met, and to promote the development of New Zealand aviation in the international context.	685	685	-
<i>Ministerial Servicing - Civil Aviation</i> This output class is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.	431	431	-

Titles and Scopes of Appropriations by Appropriation Type	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
<i>Policy Advice - Civil Aviation</i> This output class is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to civil aviation.	663	663	-
Policy Advice and Related Outputs - Maritime MCOA (M72)	7,587	7,587	-
<i>Health and Safety in Employment Activities - Maritime</i> This output class is limited to health and safety activities, for which there is a designated responsibility.	954	954	-
<i>Maritime Incident Response</i> This output class is limited to building capability to respond to complex maritime pollution incidents.	1,077	1,077	-
<i>Maritime Safety and Marine Protection Services</i> This output class is limited to the development and delivery of regulatory services which are the responsibility of Maritime New Zealand under legislation	2,078	2,078	-
<i>Policy Advice - Maritime</i> This output class is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision making by ministers on government policy matters and Ministerial servicing.	3,478	3,478	-
Reinstatement of Local Roads in Canterbury (M72) This appropriation is limited to the reinstatement of local roads in Canterbury following the earthquakes as approved by the New Zealand Transport Agency under relevant legislation.	30,800	30,800	-
Total Non-Departmental Output Expenses	1,981,817	1,981,817	1,968,967
Non-Departmental Other Expenses			
Bad Debt Provision - Motor Vehicle Registration/Licences and Road User Charges (M72) This appropriation is limited to provision for bad debts that arise from non payment of motor vehicle registrations and road user charges.	4,000	4,000	4,000
Membership of International Organisations (M72) This appropriation is limited to non-discretionary payments to international transport related organisations.	573	573	743
Rail - Auckland Metro Rail Electric Multiple Unit Package (M72) This appropriation is limited to a grant for the Auckland metro rail electric multiple unit package.	-	-	90,000
Rail - Public Policy Projects (M72) This appropriation is limited to public policy rail initiatives.	3,270	3,270	3,270
Rail - Railway Safety (M72) This appropriation is limited to public safety works.	500	500	500
SuperGold Card - public transport concessions for cardholders (M72) This appropriation is limited to providing enhanced public transport concessions for SuperGold cardholders.	23,905	23,905	25,905
Tauranga Maritime Incident Response (M72) This appropriation is limited to responding to the MV Rena grounding off Tauranga.	1,683	1,683	300
Auckland Transport Package - Fair Value Write-down of Loan (M72) This appropriation is limited to fair value write-down of Crown debt associated with the Auckland Transport Package, in accordance with generally accepted accounting practice.	122,000	122,000	-
Total Non-Departmental Other Expenses	155,931	155,931	124,718

Titles and Scopes of Appropriations by Appropriation Type	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Non-Departmental Capital Expenditure			
Auckland Transport Package Loan (M72) This appropriation is limited to a loan to the New Zealand Transport Agency to accelerate projects in the Auckland Transport Package.	-	-	55,000
Maritime New Zealand (M72) This appropriation is limited to capital injection to Maritime New Zealand.	1,100	1,100	5,900
National Land Transport Programme - New Infrastructure for and Renewal of State Highways PLA (M72) The estimated amount to be spent on capital works for new infrastructure and renewal of State Highways, as authorised by Section 9 (3) and (4) of the Land Transport Management Act 2003.	776,227	776,227	936,543
National War Memorial Park: Buckle Street Undergrounding Project (M72) This appropriation is limited to the undergrounding of that part of State Highway 1 necessary for the establishment of the National War Memorial Park in Wellington.	25,000	25,000	10,000
NLTF Borrowing Facility for Short-Term Advances (M72) This appropriation is limited to short-term advances to the New Zealand Transport Agency to manage variations between cash outlays from and flows of hypothecated revenue into the National Land Transport Fund, with the maximum amount of such advances at any one time not exceeding \$250 million.	750,000	160,000	750,000
Rail - KiwiRail Turnaround Plan Funding (M72) This appropriation is limited to approved capital expenditure that contributes to the KiwiRail Turnaround Plan outcomes.	93,849	93,849	198,000
Rail - Loan for Auckland Metro Rail Electric Multiple Unit Package (M72) This appropriation is limited to a loan for the Auckland metro rail electric multiple unit package.	138,000	138,000	192,000
Rail - New Zealand Railways Corporation Loans (M72) This appropriation is limited to loans to the New Zealand Railways Corporation to fund capital projects and provide working capital.	-	-	10,750
Rail - Wellington Metro Rail Network Upgrade (M72) The appropriation is limited to catch up investment in the Wellington metro rail network which will enable sustainable operation of the network through the Metro Rail Operating model.	36,146	36,146	16,343
Roading - Reinstatement of Earthquake Damaged Roads in Christchurch - Loan (M72) This appropriation is limited to a loan to the New Zealand Transport Agency for the reinstatement of earthquake damaged local roads in Christchurch.	20,000	20,000	100,000
Tauranga Eastern Link Loan (M72) This appropriation is limited to the government provision of a loan to the New Zealand Transport Agency to contribute towards the costs of the construction and tolling operations for the Tauranga Eastern Link Rooding Project.	-	-	107,000
Aviation Security Service (M72) This appropriation is limited to meeting the ongoing capital costs of the security measures under international and domestic obligations, including accommodation and IT systems.	200	200	-
KiwiRail Equity Injection (M72) This appropriation is limited to increasing Crown equity in the New Zealand Railways Corporation (KiwiRail).	25,000	25,000	-
Maritime New Zealand - Oil Response (M72) This appropriation is limited to capital required for oil pollution prevention and control.	100	100	-
Maritime New Zealand Capital Expenditure PLA (M72) The estimated amount to be spent in relation to Maritime New Zealand costs, as authorised by Section 9 (1) of the Land Transport Management Act 2003.	381	381	-

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Titles and Scopes of Appropriations by Appropriation Type			
NLTF Borrowing Facility for a Short-Term Advance in 2012/2013 (M72)	100,000	100,000	-
This appropriation is limited to a short-term advance to the New Zealand Transport Agency to manage variations between cash outlays from, and flows of hypothecated revenue into, the National Land Transport Fund.			
Total Non-Departmental Capital Expenditure	1,966,003	1,376,003	2,381,536
Multi-Category Expenses and Capital Expenditure			
Policy Advice and Related Outputs MCA (M72)	-	-	30,843
The overarching purpose of this appropriation is to provide policy advice and other support to Ministers in discharging their policy decision-making and other portfolio responsibilities.			
<i>Departmental Output Expenses</i>			
<i>Governance and Performance Advice on Crown Agencies</i>	-	-	900
This category is limited to monitoring of and advice on the governance, performance and capability of transport Crown agencies.			
<i>Ministerial Servicing</i>	-	-	2,600
This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.			
<i>Policy Advice</i>	-	-	27,343
This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to transport.			
Policy Advice and Related Outputs - Civil Aviation MCA (M72)	-	-	2,219
The overarching purpose of this appropriation is to regulate civil aviation and enhance aviation safety in New Zealand.			
<i>Non-Departmental Output Expenses</i>			
<i>Health and Safety in Employment Activities - Civil Aviation</i>	-	-	440
This category is limited to health and safety activities, for which there is a designated responsibility.			
<i>International Relations and International Civil Aviation Organisation Obligations</i>	-	-	685
This category is limited to technical information and advice in relation to international matters affecting New Zealand aviation, to ensure the Minister's obligations in relation to international civil aviation agreements are met, and to promote the development of New Zealand aviation in the international context.			
<i>Ministerial Servicing - Civil Aviation</i>	-	-	431
This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.			
<i>Policy Advice - Civil Aviation</i>	-	-	663
This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to civil aviation.			
Policy Advice and Related Outputs - Maritime MCA (M72)	-	-	7,708
The overarching purpose of this appropriation is to regulate and enhance safety in New Zealand's maritime environment.			
<i>Non-Departmental Output Expenses</i>			
<i>Health and Safety in Employment Activities - Maritime</i>	-	-	954
This category is limited to health and safety activities, for which there is a designated responsibility.			
<i>Maritime Incident Response</i>	-	-	1,198
This category is limited to building capability to respond to complex maritime pollution incidents.			

Titles and Scopes of Appropriations by Appropriation Type	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Multi-Category Expenses and Capital Expenditure - cont'd			
<i>Maritime Safety and Marine Protection Services</i> This category is limited to the development and delivery of regulatory services which are the responsibility of Maritime New Zealand under legislation	-	-	2,078
<i>Policy Advice - Maritime</i> This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision making by ministers on government policy matters and Ministerial servicing.	-	-	3,478
Total Multi-Category Expenses and Capital Expenditure	-	-	40,770
Total Annual and Permanent Appropriations	4,138,316	3,548,316	4,518,201

Multi-Year Appropriations

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Non-Departmental Other Expenses		
Auckland Rail Development (M72) This appropriation is limited to the renewal, upgrade, and electrification of the Auckland metropolitan rail network. Commences: 01 July 2009 Expires: 30 June 2014	Original Appropriation Adjustments to 2012/13 Adjustments for 2013/14 Adjusted Appropriation Actual to 2012/13 Year End Estimated Actual for 2013/14 Estimated Actual for 2014/15 Estimated Appropriation Remaining	663,875 (278) 26,000 689,597 625,619 63,978 - -
Non-Departmental Capital Expenditure		
Joint Venture Airports - Crown Contribution (M72) This appropriation is limited to enhancements to joint venture airport terminals and runways and the Crown's share of operating losses. Commences: 01 July 2011 Expires: 30 June 2015	Original Appropriation Adjustments to 2012/13 Adjustments for 2013/14 Adjusted Appropriation Actual to 2012/13 Year End Estimated Actual for 2013/14 Estimated Actual for 2014/15 Estimated Appropriation Remaining	2,000 101 - 2,101 551 1,050 500 -

Supporting Information

Part 1 - Vote as a Whole

1.1 - New Policy Initiatives

Policy Initiative	Appropriation	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Auckland Transport Package	Auckland Transport Package - Fair Value Write Down of Loan	122,000	-	-	-	-
Auckland Transport Package	Auckland Transport Package - Loan	-	55,000	90,000	65,000	65,000
KiwiRail Turnaround Plan	Rail - KiwiRail Turnaround Plan Funding	-	198,000	-	-	-
Maritime New Zealand - Information Technology System	Maritime New Zealand	-	2,900	-	-	-
Total		122,000	255,900	90,000	65,000	65,000

1.2 - Trends in the Vote

Summary of Financial Activity

	2009/10	2010/11	2011/12	2012/13	2013/14		2014/15			2015/16	2016/17	2017/18
	Actual \$000	Actual \$000	Actual \$000	Actual \$000	Budgeted \$000	Estimated Actual \$000	Departmental Transactions Budget \$000	Non- Departmental Transactions Budget \$000	Total Budget \$000	Estimated \$000	Estimated \$000	Estimated \$000
Appropriations												
Output Expenses	1,982,636	1,815,170	1,898,159	1,900,592	1,974,125	1,974,125	1,860	1,968,967	1,970,827	2,067,471	2,132,515	2,201,048
Benefits or Related Expenses	-	-	-	-	-	-	N/A	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Other Expenses	356,257	413,936	362,260	180,845	219,909	219,909	-	124,718	124,718	26,418	26,418	26,418
Capital Expenditure	1,078,594	1,183,681	1,367,842	1,544,566	1,967,563	1,377,563	350	2,382,036	2,382,386	1,965,314	1,927,892	1,960,128
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-	-	N/A	-	-	-	-
Multi-Category Expenses and Capital Expenditure (MCA)												
<i>Output Expenses</i>	39,649	41,264	40,070	37,335	41,747	41,747	30,843	9,927	40,770	40,305	39,572	39,572
<i>Other Expenses</i>	-	-	-	-	-	-	-	-	-	-	-	-
<i>Capital Expenditure</i>	-	-	-	-	-	-	N/A	-	-	-	-	-
Total Appropriations	3,457,136	3,454,051	3,668,331	3,663,338	4,203,344	3,613,344	33,053	4,485,648	4,518,701	4,099,508	4,126,397	4,227,166
Crown Revenue and Capital Receipts												
Tax Revenue	1,048,680	1,151,672	1,184,161	1,203,785	1,309,630	1,309,630	N/A	1,419,356	1,419,356	1,521,035	1,581,828	1,632,621
Non-Tax Revenue	75,827	76,074	76,467	21,817	48,171	48,171	N/A	21,183	21,183	21,529	21,710	21,884
Capital Receipts	-	-	-	-	-	-	N/A	-	-	-	-	-
Total Crown Revenue and Capital Receipts	1,124,507	1,227,746	1,260,628	1,225,602	1,357,801	1,357,801	N/A	1,440,539	1,440,539	1,542,564	1,603,538	1,654,505

Note - where restructuring of the vote has occurred then, to the extent practicable, prior years information has been restated as if the restructuring had occurred before the beginning of the period covered.

Adjustments to the Summary of Financial Activity Table due to Vote Restructuring

	2009/10 Adjustments \$000	2010/11 Adjustments \$000	2011/12 Adjustments \$000	2012/13 Adjustments \$000	2013/14 Budgeted Adjustments \$000	2013/14 Estimated Actual Adjustments \$000
Appropriations						
Output Expenses	(39,649)	(41,264)	(40,070)	(37,335)	(41,747)	(41,747)
Benefits or Related Expenses	-	-	-	-	-	-
Borrowing Expenses	-	-	-	-	-	-
Other Expenses	-	-	-	-	-	-
Capital Expenditure	-	-	-	-	-	-
Intelligence and Security Department Expenses and Capital Expenditure	-	-	-	-	-	-
Multi-Category Expenses and Capital Expenditure (MCA)						
<i>Output Expenses</i>	39,649	41,264	40,070	37,335	41,747	41,747
<i>Other Expenses</i>	-	-	-	-	-	-
<i>Capital Expenditure</i>	-	-	-	-	-	-
Total Appropriations	-	-	-	-	-	-
Crown Revenue and Capital Receipts						
Tax Revenue	-	-	-	-	-	-
Non-Tax Revenue	-	-	-	-	-	-
Capital Receipts	-	-	-	-	-	-
Total Crown Revenue and Capital Receipts	-	-	-	-	-	-

The prior year information in the Summary of Financial Activity table has been restated to reflect the current Vote structure. Appropriations that were multi-class output appropriations in 2013/14 are now multi-category appropriations.

1.3 - Analysis of Significant Trends

Analysis of Significant Trends

Significant trends in Vote Transport are discussed briefly below. In all of the tables, the 2009/10 to 2012/13 figures are actual and the other years are forecasts.

Tax Revenue

Road tax revenue is hypothecated by legislation to the National Land Transport Fund, the majority of which pays for the national roading network, as detailed in the National Land Transport Programme (NLTP). In 2014/15, the Crown is forecast to collect \$3,165 million of road tax revenue.

There are three types of road tax revenue:

- Fuel excise duty paid on fuel by the importer.
- Road user charges paid by owners of diesel vehicles.
- Motor vehicle registration fees paid by owners of most vehicles.

The first is collected by the New Zealand Customs Service and the others by the New Zealand Transport Agency.

The majority of the revenue is spent within Vote Transport with some in Vote Police for Road Policing activities (\$297 million in 2014/15). Road tax revenue is forecast at least twice a year and the funding to the NLTP is adjusted upwards or downwards in line with revenue.

Revenue Trends

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
Road user charges (net)	910	1,016	1,045	1,066	1,162	1,268	1,366	1,424	1,473
Motor vehicle registration (net)	171	172	175	174	185	195	202	208	212
Fuel excise duty refunds	(32)	(36)	(36)	(36)	(38)	(44)	(47)	(50)	(53)
Vote Transport tax revenue	1,049	1,152	1,184	1,204	1,309	1,419	1,521	1,582	1,632
Fuel excise duty	1,470	1,483	1,514	1,565	1,632	1,746	1,860	1,919	1,970
Total road tax revenue	2,519	2,635	2,698	2,769	2,941	3,165	3,381	3,501	3,602

The economic downturn continues to affect the revenue stream. Road user charges and fuel excise duty rates were increased in 2009, 2010, 2012 and 2013. The forecasts for outyears include agreed increases to petrol excise duty of 3 cents per litre on 1 July 2014 and 1 July 2015, and the equivalent for road user charges. Forecasts for 2016/17 and outyears assume increases equivalent to the Consumer Price Index on 1 July each year.

The road tax revenue is hypothecated to the National Land Transport Fund and therefore can be approved pursuant to a permanent legislative authority. For transparency, the expenditure proposed is shown in the Estimates although no appropriation is required. This disclosure provides a transparent view of the government's books as the road tax revenue is matched by equal expenditure. If the expenditure was not shown, the revenue would create an apparent surplus.

Appropriations by Purpose within Vote Transport

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
National Land Transport Programme PLAs	2,392	2,413	2,369	2,426	2,656	2,850	3,065	3,186	3,287
Loans from the Crown for roading	-	110	170	120	870	1,012	903	815	815
Other funding from the Crown for roading projects	104	68	52	41	181	11	-	-	-
Rail	798	692	877	955	361	511	8	7	7
Crown entities	27	30	21	23	27	31	28	23	23
Other	86	88	130	68	74	71	62	62	62
Departmental funding	50	53	49	30	34	33	33	33	33
Total appropriations	3,457	3,454	3,668	3,663	4,203	4,519	4,099	4,126	4,227

The figures shown by type of appropriation in the Summary of Financial Activity table have been reanalysed by purpose, to allow for a more meaningful and straightforward explanation of the trends.

The funding by each purpose is explained in more detail below.

National Land Transport Programme (NLTP)

The key document which explains the current policy on land transport funding is the Government Policy Statement on Land Transport Funding. The current document relates to years 2012/13 to 2021/22 and came into force on 1 July 2012. This is a statutory document and a requirement of the Land Transport Management Act 2003. The Policy Statement sets out the Government's priorities for land transport, and sets ranges of expenditure on defined activities. From this, the New Zealand Transport Agency in conjunction with regional local bodies develops the three year NLTP to action these policy intentions. The current NLTP is for the years 2012/13 to 2014/15.

There are two permanent legislative authority appropriations (PLAs) for the NLTP - one operating and one capital in nature. The other sections of this document provide more detail on expenditure by the different activity classes.

In addition to the permanent legislative authority funding, there are some Crown appropriations for specific purposes.

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
Appropriated under PLA									
Operating	1,779	1,696	1,743	1,819	1,880	1,914	2,011	2,076	2,145
Capital	613	717	626	607	776	936	1,054	1,110	1,142
Sub total	2,392	2,413	2,369	2,426	2,656	2,850	3,065	3,186	3,287
Crown appropriations									
Capital - cash flow management loan	-	110	170	120	850	750	750	750	750
Capital - project loan	-	-	-	-	20	262	153	65	65
Other	104	68	52	41	181	11	-	-	-
Sub total	104	178	222	161	1,051	1,023	903	815	815
Total appropriations	2,496	2,591	2,591	2,587	3,707	3,873	3,968	4,001	4,102

Permanent Legislative Authority Funding

The New Zealand Transport Agency balances the funding available between the operating and capital appropriations to deliver the NLTP. The Agency uses the capital appropriation to fund the delivery of new State highways, which includes the Roads of National Significance programme. For transparency, the Agency manages the funding by allocating sufficient funding to the operating appropriation to deliver the activities planned. Any shortfall is reflected in the capital appropriation and is managed using the loan facilities detailed below.

Crown Appropriations - Loans for the Management of a Three Year NLTP within the Annual Government Budget Cycle

The NLTP is a three-year programme, with the New Zealand Transport Agency Board required to approve funding for activity over multiple years. Variations in project timing, cost overruns and fluctuations in revenue may result in expenditure in a particular year exceeding the available funds, despite being within the expected range over the three years. Such negative cash flow variations may require adjustments to the land transport programme in the short to medium term.

This has been addressed by approving a borrowing facility to manage short-term cash flow variations between hypothecated revenue inflows and expenditure outflows. The facility allows the New Zealand Transport Agency greater flexibility and efficiency in managing the timing of any required adjustments to the programme. It has two components:

- up to \$150 million, for the purpose of managing regular seasonal cash flow cycles (to be repaid during the off-season, when revenue inflows exceed expenditure), and
- up to \$100 million, for the purpose of managing unexpected and unavoidable cash flow variations.

The New Zealand Transport Agency is in charge of managing the facility and it draws down the loan and makes repayments as revenue levels permit. The constraint is that the loan balance may not exceed \$250 million at any time. In calculating the size of the appropriation, only draw downs can be taken into account and so the appropriation is \$750 million as shown above, but this is not a reflection of the net funding being provided. The Agency reports quarterly to the Minister of Transport on the ongoing management of the loan against its terms and conditions. The latter have been complied with.

During 2012/13, an additional facility of \$100 million was provided - this was transferred to 2013/14 as it had not been drawn down.

Loans for Specific Projects

The Crown has provided three loan facilities for projects to the New Zealand Transport Agency.

\$137 million was available for the construction of the Tauranga Eastern Link. During 2013/14, the Agency reduced the appropriation to \$107 million, which is available in 2014/15. The loan will be repaid from tolling revenue.

The second loan is for the reinstatement of Canterbury's roads following the earthquakes. The New Zealand Transport Agency has been working with other agencies to assess what expenditure will be required. It has committed \$50 million per annum from the National Land Transport Fund. More than this might put pressure on other projects to be delivered by the National Land Transport Programme.

The Crown appropriated \$102 million of operating funding to Vote Transport in 2011/12 to 2013/14 for the reinstatement. During 2013/14, a cost sharing agreement for roading was agreed with the Christchurch City Council and the Crown agreed to provide the New Zealand Transport Agency with a loan of \$183.420 million over 2013/14 to 2015/16. This will be repaid using the annual commitment of \$50 million from the National Land Transport Fund.

The third loan is to accelerate projects in the Auckland transport package. \$375 million is available over five years, of this \$55 million is available in 2014/15.

Other Roothing Funding from the Crown

Road tax is intended to be the primary source of funding for the NLTP but the Crown can appropriate additional funding if it wishes. The appropriation in the table above for 2009/10 mainly reflects the economic stimulus package which ended in 2010/11.

The other funding for roading in 2013/14 and 2014/15 is for specific projects - the roading around the National War Memorial Park in Wellington and improvements to the passing opportunities between Napier and Gisborne on State Highway 2.

Rail Funding

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
To KiwiRail Group									
Capital - Turnaround Plan	-	250	250	250	94	198	-	-	-
Capital - loans and equity	380	55	250	430	25	11	-	-	-
Other projects	380	285	162	159	104	20	8	7	7
To Others									
Loans	-	-	60	110	138	192	-	-	-
Other	38	102	155	6	-	90	-	-	-
Total	798	692	877	955	361	511	8	7	7

Capital - Turnaround Plan

This Plan is a 10-year plan with the aim of making the KiwiRail freight business a sustainable business that is able to fund its ongoing operating and capital expenditure solely from customer revenue.

The Crown has appropriated \$844 million in capital to the Plan over 2010/11 to 2013/14. It has now appropriated an additional \$198 million for 2014/15. The funding is dependent on the approval of business cases and demonstrated progress towards objectives.

Capital - Loans and Equity

This balance mainly reflects existing loans being rolled over and so requiring an appropriation. During 2012/13, \$322 million of existing loans were converted to equity which explains the high balance in that year. This conversion will reduce the need for loan rollovers in the future. In 2014/15 there is \$11 million for the rollover of a loan that is due to mature.

Operating and Capital for Project Funding

There have been a number of projects over time for the metro rail network in Wellington. At 1 July 2014, the projects are an appropriation of \$88 million over the eight years to 2018/19 to upgrade the Wellington metro network and \$4 million per annum for public policy and railway safety work.

Rail Related Funding to Other Parties

Currently the only rail funding to other parties is to Auckland Council for the Auckland Electric Multiple Unit package. From 2011/12, there has been a loan of \$500 million appropriated until 2014/15 (\$192 million). There is also a grant for this project of \$90 million in 2014/15.

Funding to Crown Entities

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
Output expense	24	23	21	23	26	25	25	23	23
Capital	3	7	-	-	1	6	3	-	-
Total	27	30	21	23	27	31	28	23	23

Most transport Crown entity activity is funded from the NLTP or fees and charges and so the Crown funding is relatively small. The capital funding from 2013/14 of \$10 million is to Maritime New Zealand, to replace a ground station for the search and rescue system (\$7 million) and develop an information technology system (\$3 million).

Other

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
Total	86	88	130	68	74	71	62	62	62

The 'Other' category is funding paid to third parties, fee funded work and one off projects. Key elements in 2014/15 are:

- SuperGold card public transport concessions (\$26 million)
- purchase of weather forecasting services from the Meteorological Service of New Zealand (\$19 million)
- road user charges and fuel excise duty activities that are funded from fees and road tax revenue (\$18 million).

The decrease from 2011/12 is mainly due to the winding down of the response to the MV Rena grounding and the transfer of responsibility for motor vehicle registration to the New Zealand Transport Agency.

Departmental Output Expenses

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
Funding to the Ministry	32	34	31	30	34	33	33	33	33
Funding for services contracted to New Zealand Transport Agency	18	19	18	-	-	-	-	-	-
Total	50	53	49	30	34	33	33	33	33

The Ministry had been responsible for road user charges administration and it contracted this activity to the New Zealand Transport Agency. From 2012/13, the activity was funded by way of a non-departmental output expense paid directly to the New Zealand Transport Agency.

Otherwise the departmental funding remains relatively stable:

- in 2011/12 the Ministry transferred \$1.250 million to Maritime New Zealand to assist with its planned activities while also managing the response to the grounding of the MV Rena
- from 2012/13, departmental funding decreased by \$900,000 as a result of the 3% efficiency saving required by the government.

Non-Tax Revenue

	2009/10 \$m	2010/11 \$m	2011/12 \$m	2012/13 \$m	2013/14 \$m	2014/15 \$m	2015/16 \$m	2016/17 \$m	2017/18 \$m
Road tax administration fees	58	60	61	11	12	12	12	12	12
Tolling revenue	6	6	7	7	7	8	8	8	8
MV Rena receipt	-	-	-	-	28	-	-	-	-
Other	12	10	8	2	1	1	1	1	1
Total	76	76	76	20	48	21	21	21	21

The funding of motor vehicle register and road user charges administration activity has been undergoing change and this is reflected in the decrease in line 1) of the table above. From 2012/13, the administration fees for motor vehicle register activity became third party revenue of the New Zealand Transport Agency and the related non-departmental output expense appropriation was disestablished.

Tolling revenue comes from the Northern Gateway road that is currently the only road in the country being tolled by the Crown. Tolling began during 2008/09.

During 2012/13, the New Zealand Government received \$27.600 million in settlement from the owners of the MV Rena. This money was held in an interest bearing trust account until the balance including interest was transferred to the Crown during 2013/14.

Other revenue was mainly related to the motor vehicle register and so has decreased due to the changes noted above. Now it is now solely fines, which are usually below \$1 million per annum.

1.4 - Reconciliation of Changes in Appropriation Structure

2013/14 Appropriations in the 2013/14 Structure	2013/14 (Current) \$000	Old Structure		New Structure		
		Appropriations to which Expenses (or Capital Expenditure) have been Moved from or to	Amount Moved \$000	2013/14 Appropriations in the 2014/15 Structure	2013/14 (Restated) \$000	2014/15 \$000
Policy Advice and Related Outputs MCOA	31,941	From Policy Advice and Related Outputs MCOA	31,941	To Policy Advice and Related Outputs MCA	31,941	30,843
Policy Advice and Related Outputs - Civil Aviation MCOA	2,219	From Policy Advice and Related Outputs - Civil Aviation MCOA	2,219	To Policy Advice and Related Outputs - Civil Aviation MCA	2,219	2,219
Policy Advice and Related Outputs - Maritime MCOA	7,587	From Policy Advice and Related Outputs - Maritime MCOA	7,587	To Policy Advice and Related Outputs - Maritime MCA	7,587	7,708
Total	41,747		41,747		41,747	40,770

Explanations of the reasons for changing the appropriation structure are noted in the details of each appropriation in Parts 2-4.

Part 2 - Details of Departmental Appropriations

2.1 - Departmental Output Expenses

Fuel Excise Duty Refund Administration (M72)

Scope of Appropriation

This appropriation is limited to the receipt and processing of applications for, and the refunding of, Fuel Excise Duty.

Expenses and Revenue

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	700	700	429
Revenue from the Crown	700	700	429
Revenue from Others	-	-	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve accurate and timely refunds of fuel excise duty to eligible applicants.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Average number of days taken to audit, process and pay FED refunds	10 days	10 days	10 days

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Reasons for Change in Appropriation

The appropriation has reduced due to higher than usual costs in 2013/14.

Milford Sound / Piopiotahi Aerodrome Operation and Administration (M72)

Scope of Appropriation

This appropriation is limited to the operation of Milford Sound/Piopiotahi aerodrome to provide a safe and efficient airport.

Expenses and Revenue

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	278	278	230
Revenue from the Crown	-	-	-
Revenue from Others	278	278	230

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the safe and efficient operation of the Milford Sound/Piopiotahi aerodrome.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
The aerodrome operation will conform with appropriate Civil Aviation Authority safety requirements	100%	100%	100%
Operating costs within third-party revenue	278,000	278,000	230,000

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Reasons for Change in Appropriation

The appropriation was higher in 2013/14 due to higher revenue from landing fees and also costs that had to be met.

Search and Rescue Activity Coordination PLA (M72)

Scope of Appropriation

The estimated amount to be spent on the coordination of search and rescue activities as authorised by section 9(1) of Land Transport Management Act 2003.

Expenses and Revenue

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,136	1,136	1,201
Revenue from the Crown	1,136	1,136	1,201
Revenue from Others	-	-	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the delivery of effective, well coordinated Search and Rescue capability.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Survey results show that the New Zealand Search and Rescue Council is at least 95% satisfied with the provision of effective support services and policy advice for the New Zealand search and rescue sector.	New measure	New measure	Achieved
Survey results show that the New Zealand search and rescue sector is at least 95% satisfied with the delivery of effective leadership and strategic coordination.	New measure	New measure	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

2.3 - Departmental Capital Expenditure and Capital Injections

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

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Forests/Agricultural	-	-	-
Land	-	-	-
Property, Plant and Equipment	100	100	140
Intangibles	410	410	210
Other	-	-	-
Total Appropriation	510	510	350

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the renewal of assets in support of the delivery of the Ministry of Transport's services.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Expenditure is in accordance with the Ministry's capital expenditure plan and asset management plan.	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

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

Details of Net Asset Schedule	2013/14 Estimated Actual \$000	2014/15 Projected \$000	Explanation of Projected Movements in 2014/15
Opening Balance	2,708	2,708	
Capital Injections	-	-	
Capital Withdrawals	-	-	
Surplus to be Retained (Deficit Incurred)	-	-	
Other Movements	-	-	
Closing Balance	2,708	2,708	

Part 3 - Details of Non-Departmental Appropriations

3.1 - Non-Departmental Output Expenses

Accident or Incident Investigation and Reporting (M72)

Scope of Appropriation

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

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,865	3,865	3,865

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the conduct and completion of independent inquiries into selected aviation, rail and marine safety occurrences with the intent of helping to prevent recurrences.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Number of domestic inquiries completed	20-25	20	20-25
12 month rolling average of number of domestic inquiries in progress at each month's end	30	33	30
Number of inquiries by overseas jurisdictions assisted	4-8	6	4-8

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Transport Accident Investigation Commission in its annual report.

Construction of Passing Opportunities on State Highway 2 between Napier and Gisborne (M72)

Scope of Appropriation

This appropriation is limited to the investigation, design and construction of passing opportunities on State highway 2 between Napier and Gisborne.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,350	3,350	500

What is Intended to be Achieved with this Appropriation

This appropriation is intended to fund the completion of passing opportunities on State Highway 2 between Napier and Gisborne.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Work is carried out as per the agreed programme.	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2014/15 is because the project is scheduled to be completed in 2014/15.

Crash Analysis (M72)

Scope of Appropriation

This appropriation is limited to operating the Crash Analysis System and performing associated crash analysis and research activities.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	775	775	775

What is Intended to be Achieved with this Appropriation

This appropriation is intended to provide information to achieve targeted road safety improvement interventions.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Average number of days taken to enter crash reports (from date of receipt) into the Crash Analysis System	20 days	20 days	20 days

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Licensing Activities (M72)

Scope of Appropriation

This appropriation is limited to land transport licensing services, including driver licensing, not met by user fees.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,545	3,545	2,758

Components of the Appropriation

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Older driver licence holder subsidy	1,445	1,445	1,445
Drug and alcohol assessment costs	1,200	1,200	1,238
Driver licence stop orders	900	900	75
Total	3,545	3,545	2,758

What is Intended to be Achieved with this Appropriation

This appropriation is intended to ensure that specific elements of the licensing system (Older driver licence holder subsidy; drug and alcohol assessment costs; and driver licence stop orders) are effectively and efficiently managed.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Number of drug or alcohol assessments funded	1,400 - 1,500	1,900	1,800 - 2,000

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2014/15 is because the implementation of the driver licence stop order regime is complete and so the funding is now for the administration of the regime only.

Maritime Port Security (M72)*Scope of Appropriation*

This appropriation is limited to standby screening and searching services at ports.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	145	145	145

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve preparedness to provide a maritime security response role to a high level threat situation affecting cruise ships or their passengers.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Number of major findings from the annual audit review of the readiness of maritime security support	Nil	Nil	Nil

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority in its annual report.

Ministerial Servicing by the New Zealand Transport Agency (M72)

Scope of Appropriation

This appropriation is limited to Ministerial servicing by the New Zealand Transport Agency.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	548	548	548

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the effective delivery of support to executive government and parliamentary processes.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Percentage of ministerial servicing that meets statutory time frames.	100%	90%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

National Land Transport Programme PLA (M72)

Scope of Appropriation

The estimated amount to be spent on activities under the National Land Transport Programme, as authorised by section 9 (3) and (4) of the Land Transport Management Act 2003.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,879,747	1,879,747	1,913,650

What is Intended to be Achieved with this Appropriation

This appropriation is intended to provide support to investment from the National Land Transport Fund in the maintenance and improvement of land transport networks and services, including co-investment with local authorities in local roads and public transport.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Management of the funding allocation system			
Total cost of management of the funding allocation system as a percentage of the NLTP expenditure	< 1%	< 1%	< 1%
Percentage of activities that are delivered to agreed standards and timeframes	100%	100%	100%
Road Safety Promotion			
Percentage of road safety advertising campaigns that meet or exceed their agreed success criteria	75%	75%	75% or greater
Maintenance and Operation of Local Roads			
Cost of emergency reinstatement	\$55 million	\$85 million	\$80 million - \$85 million
Cost of maintaining and operating the network (excluding emergency work) per network lane km	\$2,400 - \$2,700	\$2,836	<\$3,000
Maintenance and Operation of State Highways			
Cost of maintaining and operating the network excluding emergency reinstatement (\$ per lane km)	\$11,000 - \$12,000	\$12,602	<\$13,000
Cost of emergency reinstatement	\$46 million	\$60 million	\$50 million - \$55 million
New and Improved Infrastructure for Local Roads			
Length of road reconstruction and new roads completed (lane km)	100 km	170 km	120-200 km
Length of bridge replacements (lane km)	1 km	1 km	1-1.5 km
Public Transport Services			
Number of passengers using public transport subsidised by the New Zealand Transport Agency (includes bus, train, ferry)	130million - 140 million	133 million	147million -154 million
Fare revenue as a percentage of total expenditure	> 47%	>47%	>47%
Renewal of Local Roads			
Percentage of sealed network resurfaced (based on road length in lane km)	> 6%	7%	6-8%
Percentage of network rehabilitated (based on road length in lane km)	1 - 2%	1%	1 - 2%
Percentage of unsealed network metalled (based on road length in centreline km)	20 - 35%	30%	20 - 35%
Cost of renewals (excluding emergency reinstatement) per network lane km	\$2,800 - \$3,300	\$2,746	<\$2,800
Surface condition of the sealed network (100-CI) (average of index for the whole of the network)	>97	98%	97% or greater
Pavement integrity of the sealed network (100-PII) (average of index for the whole of the network)	>93	94%	94% or greater
Renewal of State Highways			
Percentage of activities that are delivered to agreed standards and timeframes	> 90%	> 90%	> 90%
Cost of renewals (excluding emergency reinstatement) per network lane km	\$8,000 - \$9,000	\$7,715	<\$8,000

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The appropriation represents the operating expenditure of the National Land Transport Programme and its size varies each year depending on the activities in the Programme and the road tax revenue available.

The Government Policy Statement on Land Transport Funding identifies ranges of expenditure that the government wishes to commit to different roading activities. The New Zealand Transport Agency in conjunction with regional bodies then develops the National Land Transport Programme, detailing how the funding will be spent and what it will deliver within the ranges. The Government Policy Statement and the National Land Transport Programme are three year documents. The current documents took effect from 1 July 2012.

The current indicative expenditure for 2013/14 and 2014/15 is shown below. Expenditure may vary year on year for activities depending on the particular work being undertaken. More detail is available from the New Zealand Transport Agency's website.

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Funding	1,879,747	1,879,747	1,913,650
<i>Made up of expenditure on the following activities:</i>			
Road Safety Promotion	34,200	34,200	32,050
Maintenance and Operation of Local Roads	285,000	285,000	285,000
Maintenance and Operation of State Highways	347,200	347,200	359,000
Management of Funding Allocation System	30,000	30,000	30,000
New and Improved Infrastructure for Local Roads	147,500	147,500	160,000
Public Transport Services and Infrastructure	302,991	302,991	308,000
Renewal of Local Roads	248,000	248,000	249,000
Sector Research	4,500	4,500	6,100
Transport Planning	18,356	18,356	18,500
Walking and Cycling	15,000	15,000	16,000
State Highway Renewals	447,000	447,000	450,000

Conditions on Use of Appropriation

Reference	Conditions
Performance guidelines	All activities are assessed in accordance with the methodology set in the Planning, Programming and Funding Manual and Section 20 of the Land Transport Management Act 2003.

Road User Charges Collection (M72)

Scope of Appropriation

This appropriation is limited to collecting road user charges.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	14,061	14,061	13,569

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the accurate collection of road user charges through the provision of licenses for diesel vehicles to support the National Land Transport Fund.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Percentage of activities that are delivered to agreed standards and timeframes	New measure	New measure	100%
Costs per Road User Charge transaction	<\$5.94	\$5.19	<\$5.94
Number of products/services delivered or processes	2,500,000 - 2,700,000	2,400,000	2,500,000 - 2,700,000

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The change is due to variable funding for the Road User Charges Trade Plates project.

Road User Charges Investigation and Enforcement (M72)

Scope of Appropriation

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

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	5,424	5,424	3,779

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the accurate collection of road user charges information and, through education and enforcement, intends to achieve low levels of road user charges evasion and timely payment by users of road user charges.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Number of products/services delivered or processes (investigations & audits). This includes both light and heavy vehicle road user charges investigation and enforcement activities (Road User Charges Act 2012)	23,000 - 25,000	23,000	22,000 - 25,000

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

An expense transfer from a previous year means that the 2013/14 appropriation was higher than usual. The figure for 2014/15 is a more usual amount.

Road User Charges Refunds (M72)

Scope of Appropriation

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

Expenses

Total Appropriation	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
	450	450	450

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve accurate and timely refunds of Road User Charges to eligible applicants.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Number of products/services delivered or processes (refunds applications processed)	46,000 - 49,000	39,000	36,000 - 40,000

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

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

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,316	3,316	3,316

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a prompt and well-coordinated search and rescue response, across sea, air and land environments that saves lives and provides assurance for all people in New Zealand's international area of responsibility.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Percentage of time the 24/7 uninterrupted co-ordination service is provided	100%	100%	100%
Percentage of time a minimum of two fully trained Search and Rescue officers on duty 24/7	100%	100%	100%
Percentage of beacons data verified every two years (at 30 June)	65%	23%	65%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Search and Rescue and Recreational Boating Safety Activities PLA (M72)

Scope of Appropriation

The estimated amount to be spent in relation to search and rescue and recreational boating safety activities, as authorised under Section 9 (1) of the Land Transport Management Act 2003.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	5,873	5,873	6,943

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a sustained reduction in the identified systemic risks within the New Zealand Search and Rescue system to reduce the number of preventable Search and Rescue related fatalities in New Zealand.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Delivery of the national search and rescue support programme agreed by the NZ Search and Rescue Council with the providing bodies	100%	100%	100%
People who recall boating safety television advertising (as gauged by survey)	85%	95%	75%
Develop and maintain Service Level Agreements with key providers in the Search and Rescue community. Key agreement measures are:			
· Provision of expert services to the Coordination Authorities	100%	100%	100%
· Provision of Incident Management Team members to the Coordination Authorities on request	100%	100%	100%
· Participation in joint Search and Rescue exercises	100%	100%	100%
· Provision of Search and Rescue related information	100%	100%	100%
National Search and Rescue training and education to improve interagency cooperation and understanding	90%	90%	90%
Delivery of the national search and rescue support programme agreed by the NZ Search and Rescue Council with the providing bodies	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation in respect of the funding provided to Maritime New Zealand will be reported by Maritime New Zealand in its annual report.

Performance information for the balance of the appropriation will be reported by the Minister in a report appended to the Ministry of Transport's annual report.

Service Providers

Provider	2013/14 Budgeted \$000	2013/14 Estimated Actual \$000	2014/15 Budget \$000	Reporting to the House	Expiry of Resourcing Commitment
Crown Entities					
Maritime New Zealand	3,084	3,084	4,154	Maritime New Zealand's annual report	-
Non-Government Organisations					
Coastguard New Zealand	1,874	1,874	1,874	Ministry of Transport's annual report	-
New Zealand Land Search & Rescue Inc	650	650	650	Ministry of Transport's annual report	-
Surf Life Saving New Zealand	200	200	200	Ministry of Transport's annual report	-
Amateur Radio Emergency Communications	65	65	65	Ministry of Transport's annual report	-
Total	5,873	5,873	6,943		

Reasons for Change in Appropriation

The increase in 2014/15 is additional funding under section 9(1) of the Land Transport Management Act 2003 to pay for additional services.

SuperGold Card - Administration of the Public Transport Concessions 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

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	95	95	95

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve accurate and timely administration of the SuperGold Card scheme.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Average number of working days taken to process and pay claims received from local authorities	20 days	20 days	20 days

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Weather Forecasts and Warnings (M72)

Scope of Appropriation

This appropriation is limited to severe-weather warnings and a level of weather forecast services for land, coastal waters and oceanic areas for which New Zealand has international responsibility.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	20,017	20,017	18,574

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the procurement of weather services to minimise risk to life and property through public weather forecasts and emergency support.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Provision of agreed services	As per contract	As per contract	As per contract
Minimum percentage of forecasts of severe-weather events which successfully predicted the event (probability of detection)	90%	90%	90%
Maximum percentage of forecasts of severe-weather events which are subsequently found to be false alarms (false alarm ratio)	25%	25%	25%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister in a report appended to the Ministry of Transport's annual report.

Service Providers

The Meteorological Service of New Zealand is the service provider for this appropriation.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Increase for the provision of weather forecasting services	2013/14	1,443	-	-	-	-

Reasons for Change in Appropriation

An increase to the 2013/14 appropriation means the amount for that year was higher than usual.

3.4 - Non-Departmental Other Expenses**Bad Debt Provision - Motor Vehicle Registration/Licences and Road User Charges (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

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	4,000	4,000	4,000

What is Intended to be Achieved with this Appropriation

This appropriation provides for incurring the expense involved in covering bad debt from non-payment of motor vehicle registrations and road user charges.

End of Year Performance Reporting

An exemption was granted under s.15D(2)(b)(iii) of the PFA because this is a non-departmental other expense appropriation that is less than \$5 million.

Membership of International Organisations (M72)

Scope of Appropriation

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

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	573	573	743

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve involvement in international communities (International Maritime Organisation, International Civil Aviation Organisation, World Meteorological Organisation) by New Zealand bodies.

End of Year Performance Reporting

An exemption was granted under s.15D(2)(b)(iii) of the PFA because this is a non-departmental other expense appropriation that is less than \$5 million.

Service Providers

Provider	2013/14 Budgeted \$000	2013/14 Estimated Actual \$000	2014/15 Budget \$000	Reporting to the House	Expiry of Resourcing Commitment
International Maritime Organisation	36	36	80	Exempt	-
World Meteorological Organisation	222	222	262	Exempt	-
International Civil Aviation Organisation	315	315	401	Exempt	-
Total	573	573	743		-

Reasons for Change in Appropriation

Costs in 2013/14 were lower than expected. The figure for 2014/15 is a more usual amount.

Rail - Auckland Metro Rail Electric Multiple Unit Package (M72)

Scope of Appropriation

This appropriation is limited to a grant for the Auckland metro rail electric multiple unit package.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	90,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to facilitate construction and purchase of 57 three-car sets of electric multiple units, a depot and related infrastructure.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Work on the electric multiple units, depot and related infrastructure is carried out per the agreed programme	New measure	New measure	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister in a report appended to the Ministry of Transport's annual report.

Service Providers

Auckland Council is the service provider for this appropriation.

Reasons for Change in Appropriation

When funding was approved it was agreed that the grant funding for the project would not be available until after the \$500 million loan was drawn, which is now forecast to happen in 2014/15.

Rail - Public Policy Projects (M72)

Scope of Appropriation

This appropriation is limited to public policy rail initiatives.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	3,270	3,270	3,270

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve public policy rail initiatives that do not always have a financial benefit, but have positive effects on the community.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
The public policy projects are carried out in line with the programme.	100%	100%	100%

End of Year Performance Reporting

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

Rail - Railway Safety (M72)

Scope of Appropriation

This appropriation is limited to public safety works.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	500	500	500

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve improvements in community safety around railway lines and stations.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
A safer railway system	Achieved	Achieved	Achieved

End of Year Performance Reporting

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

SuperGold Card - public transport concessions for cardholders (M72)*Scope of Appropriation*

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

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	23,905	23,905	25,905

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve greater access and mobility opportunities to SuperGold cardholders through the off-peak public transport concession.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Regional councils will implement enhanced public transport concessions for SuperGold Cardholders	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Increase to meet demand	2013/14	6,000	8,000	-	-	-

Reasons for Change in Appropriation

The increase in this appropriation for 2014/15 is due to the variable funding granted in Budget 2013.

Tauranga Maritime Incident Response (M72)*Scope of Appropriation*

This appropriation is limited to responding to the MV Rena grounding off Tauranga.

Expenses

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,683	1,683	300

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve effective oversight of MV Rena response activities.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Maritime New Zealand manages the response to the incident as tasked by the Crown and any issues arising are managed appropriately	Achieved	Achieved	Achieved
Maritime New Zealand provides effective oversight of ongoing Rena response activities by third party operators covering: wreck reduction and debris removal; container recovery; shoreline clean-up including any residual oil; ongoing claim reconciliation; and technical advice and support to the Bay of Plenty Regional Council regarding application of the Resource Management Act	Ongoing	Ongoing	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Reasons for Change in Appropriation

The change in this appropriation for 2014/15 is due to the matching of funding to the projected expenditure.

3.5 - Non-Departmental Capital Expenditure

Auckland Transport Package Loan (M72)

Scope of Appropriation

This appropriation is limited to a loan to the New Zealand Transport Agency to accelerate projects in the Auckland Transport Package.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	55,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the planning and delivery of the acceleration of projects in the Auckland Transport Package.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
The loan will be drawn down for the purposes and on the terms agreed between New Zealand Transport Agency and the Minister of Transport	-	-	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Auckland Transport Package	2014/15	-	55,000	90,000	65,000	65,000

Reasons for Change in Appropriation

This appropriation provides a loan facility to accelerate projects in the Auckland Transport package. Funding varies between years to match projected expenditure.

Joint Venture Airports - Crown Contribution (M72)

Scope of Appropriation and Expenses

Type, Title, Scope and Period of Appropriations	Appropriations, Adjustments and Use	\$000
Joint Venture Airports - Crown Contribution (M72) This appropriation is limited to enhancements to joint venture airport terminals and runways and the Crown's share of operating losses. Commences: 01 July 2011 Expires: 30 June 2015	Original Appropriation	2,000
	Adjustments to 2012/13	101
	Adjustments for 2013/14	-
	Adjusted Appropriation	2,101
	Actual to 2012/13 Year End	551
	Estimated Actual for 2013/14	1,050
	Estimated Actual for 2014/15	500
	Estimated Appropriation Remaining	-

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve maintenance of the Crown's interest in joint venture airports, making air travel available in centres that would otherwise not have airports.

End of Year Performance Reporting

An exemption was granted under s.15D(2)(b)(iii) of the Public Finance Act 1989 because this is a non-departmental capital expense appropriation that is less than \$15 million.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Continued support for joint venture airports	2011/12	500	500	-	-	-

Maritime New Zealand (M72)

Scope of Appropriation

This appropriation is limited to capital injection to Maritime New Zealand.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	1,100	1,100	5,900

Components of the Appropriation

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Replacement ground station for Search and Rescue satellite system	1,100	1,100	3,000
Information Technology system to support Maritime Operator Safety System and Seafarer Certification Rules	-	-	2,900

What is Intended to be Achieved with this Appropriation

This appropriation is intended to ensure continued effective functioning of a distress beacon system in New Zealand and its international area of responsibility, and the provision of a new Information Technology system to support Maritime Operator Safety System and Seafarer Certification Rules.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Ground station is developed in line with the time-line for the new satellite system	100%	100%	100%
Ground station is developed in line with COSPAS-SARSAT standards	100%	100%	100%
MNZ System Reform is developed in line with the business requirements as detailed in respective statements of work for successful implementation of MOSS and SeaCert	New measure	New measure	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand in its annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Replacement ground station for Search and Rescue satellite system	2013/14	1,100	3,000	3,100	-	-
Information Technology system to support Maritime Operator Safety System and Seafarer Certification Rules	2014/15	-	2,900	-	-	-

Reasons for Change in Appropriation

The change in this appropriation for 2014/15 is due to the matching of funding to the projected expenditure.

National Land Transport Programme - New Infrastructure for and Renewal of State Highways PLA (M72)

Scope of Appropriation

The estimated amount to be spent on capital works for new infrastructure and renewal of State Highways, as authorised by Section 9 (3) and (4) of the Land Transport Management Act 2003.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	776,227	776,227	936,543

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a resilient and secure transport network while helping to reduce deaths and serious injuries from road crashes, by ensuring the established state highway network asset condition is sustained by an ongoing capital investment programme.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Percentage of State Highway programme completed (construction phase)	> 90%	> 90%	> 90%
Percentage of activities that are delivered to agreed standards and timeframes	> 90%	> 90%	> 90%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The appropriation has increased in line with the forecast road tax revenue available and the proposed expenditure on the different elements of the National Land Transport Programme.

The Government Policy Statement on Land Transport Funding 2012/13 to 2021/22 contains a range of expenditure of \$950 million to \$1,300 million for this activity class in 2014/15. The New Zealand Transport Agency will make use of the loans available to it for cash flow management to cover the shortfall.

National War Memorial Park: Buckle Street Undergrounding Project (M72)

Scope of Appropriation

This appropriation is limited to the undergrounding of that part of State Highway 1 necessary for the establishment of the National War Memorial Park in Wellington.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	25,000	25,000	10,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the completion of the National War Memorial Park: Buckle Street Undergrounding Project.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Percentage of activities delivered to agreed standards and timeframe.	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation for 2014/15 is due to the project coming to an end during 2014/15.

NLTF Borrowing Facility for Short-Term Advances (M72)

Scope of Appropriation

This appropriation is limited to short-term advances to the New Zealand Transport Agency to manage variations between cash outlays from and flows of hypothecated revenue into the National Land Transport Fund, with the maximum amount of such advances at any one time not exceeding \$250 million.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	750,000	160,000	750,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to enable short-term cash flow management for the National Land Transport Fund.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
The loan will be drawn down for the purposes and on the terms agreed between New Zealand Transport Agency and the Minister of Transport	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Rail - 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

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	93,849	93,849	198,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve investment in KiwiRail to put its freight business on a commercially viable footing.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Progress is made towards the success factors identified by the Minister of Transport and KiwiRail as key to the Turnaround Strategy	100%	100%	100%

End of Year Performance Reporting

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

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
KiwiRail Turnaround Plan - year 5	2014/15	-	198,000	-	-	-
KiwiRail Turnaround Plan - year 4	2013/14	93,849	-	-	-	-

Reasons for Change in Appropriation

The KiwiRail Turnaround Plan is a ten year plan to put the rail freight business on a commercially viable footing. \$844 million has been appropriated over 2010/11 to 2013/14 and this funding is a further investment in the Turnaround Plan.

Conditions on Use of Appropriation

Reference	Conditions
Cabinet decision	The drawdown of this funding by KiwiRail in 2014/15 is subject to approval by shareholding Ministers

Rail - Loan for Auckland Metro Rail Electric Multiple Unit Package (M72)*Scope of Appropriation*

This appropriation is limited to a loan for the Auckland metro rail electric multiple unit package.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	138,000	138,000	192,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to facilitate construction and purchase of 57 three-car sets of electric multiple units, a depot and related infrastructure.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
All loan draw downs and payments are made in accordance with the documentation and process outlined in the loan agreement between the Crown and Auckland Council	100%	100%	100%
Work on the electric multiple units, depot and related infrastructure is carried out per the agreed programme	New measure	New measure	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Minister in a report appended to the Ministry of Transport's annual report.

Reasons for Change in Appropriation

The amount of the appropriation varies from year to year to match expected draw downs of the loan.

Rail - 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

Total Appropriation	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
	-	-	10,750

What is Intended to be Achieved with this Appropriation

This appropriation is intended to maintain existing capital funding arrangements for KiwiRail.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
All documentation and transactional requirements are met	N/A	N/A	100%

End of Year Performance Reporting

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

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Loans to the New Zealand Railways Corporation	2014/15	-	10,750	-	-	-

Reasons for Change in Appropriation

The increase in this appropriation for 2014/15 is due to a one-off rollover of a maturing loan.

Rail - Wellington Metro Rail Network Upgrade (M72)*Scope of Appropriation*

The appropriation is limited to catch up investment in the Wellington metro rail network which will enable sustainable operation of the network through the Metro Rail Operating model.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	36,146	36,146	16,343

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve significant improvements to the Wellington Metro network, to improve and maintain the reliability of commuter services.

How Performance will be Assessed and End of Year Reporting Requirements

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Work is carried out per the agreed programme	100%	100%	100%

End of Year Performance Reporting

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

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Funding for Wellington Metro Rail investment	2011/12	11,203	12,813	8,975	10,414	10,732

Reasons for Change in Appropriation

The decrease in this appropriation for 2014/15 is due to funding varying each year depending on planned activities. Funding has been rephased since the appropriation's creation in 2011/12 and so no longer agrees to the figures shown above in the Initiatives table.

Roading - Reinstatement of Earthquake Damaged Roads in Christchurch - Loan (M72)*Scope of Appropriation*

This appropriation is limited to a loan to the New Zealand Transport Agency for the reinstatement of earthquake damaged local roads in Christchurch.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	20,000	20,000	100,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to support the reinstatement of local roads in Canterbury.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Percentage of activities that are delivered to agreed standards and timeframes	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report

Reasons for Change in Appropriation

The change in this appropriation for 2014/15 is due to the matching of funding to the projected expenditure.

Tauranga Eastern Link Loan (M72)

Scope of Appropriation

This appropriation is limited to the government provision of a loan to the New Zealand Transport Agency to contribute towards the costs of the construction and tolling operations for the Tauranga Eastern Link Roading Project.

Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	107,000

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve the earlier construction of the Tauranga Eastern Link Road.

How Performance will be Assessed and End of Year Reporting Requirements

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
The loan will be drawn down for the purposes and on the terms agreed between New Zealand Transport Agency and the Minister of Transport	New measure	New measure	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by the New Zealand Transport Agency in its annual report.

Reasons for Change in Appropriation

The change in this appropriation for 2014/15 is due to the matching of funding to the projected expenditure.

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

Multi-Category Expenses and Capital Expenditure

Policy Advice and Related Outputs (M72)

Overarching Purpose Statement

The overarching purpose of this appropriation is to provide policy advice and other support to Ministers in discharging their policy decision-making and other portfolio responsibilities.

Scope of Appropriation

Departmental Output Expenses

Governance and Performance Advice on Crown Agencies

This category is limited to monitoring of and advice on the governance, performance and capability of transport Crown agencies.

Ministerial Servicing

This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.

Policy Advice

This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to transport.

Expenses, Revenue and Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	30,843
Departmental Output Expenses			
Governance and Performance Advice on Crown Agencies	-	-	900
Ministerial Servicing	-	-	2,600
Policy Advice	-	-	27,343
Funding for Departmental Output Expenses			
Revenue from the Crown	-	-	30,843
Governance and Performance Advice on Crown Agencies	-	-	900
Ministerial Servicing	-	-	2,600
Policy Advice	-	-	27,343
Revenue from Others	-	-	-
Governance and Performance Advice on Crown Agencies	-	-	-
Ministerial Servicing	-	-	-
Policy Advice	-	-	-

Comparators for Restructured Appropriation

Vote, Type and Title of Appropriation	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport			
Departmental Output Expenses			
Clifford Bay Ferry Terminal - Facilitation of Procurement	650	650	-
Governance and Performance Advice on Crown Agencies	800	800	900
Ministerial Servicing	2,600	2,600	2,600
Policy Advice	27,891	27,891	27,343
Total	31,941	31,941	30,843

The previous multi-class output appropriation Policy Advice and Related Outputs MCOA has been converted to a multi-category appropriation.

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a transport system that maximises economic and social benefits for New Zealand, and minimises harm.

How Performance will be Assessed for this Appropriation

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Policy Advice and Related Outputs			
<i>How performance will be assessed for the MCA as a whole:</i>			
Transport network congestion in the five largest metropolitan areas will decrease over the medium term	New measure	New measure	On track
New Zealand trends in port productivity will increase over the medium term	New measure	New measure	On track
Fewer deaths and serious injuries within the New Zealand transport system over the medium term	New measure	New measure	On track
Level of greenhouse gases emitted by the transport sector will not increase over the medium term	New measure	New measure	On track

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

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Policy Advice and Related Outputs			
Departmental Output Expenses			
<i>Governance and Performance Advice on Crown Agencies</i>			
This category is intended to achieve high performing transport Crown agencies, the activities of which are transparent and well aligned to Government policy priorities.			
Advice on transport Crown entity board appointments provided to agreed timeframes	Achieved	Achieved	Achieved
Twice yearly Ministry strategic discussions with each Crown entity Chair / Board	Achieved	Achieved	Achieved
Assessment of technical quality of Ministry policy advice (based largely on annual external review of policy advice by NZIER)	Achieved	Achieved	Achieved
<i>Ministerial Servicing</i>			
This category is intended to achieve the effective delivery of support to executive government and parliamentary processes			
Number of items of ministerial correspondence addressed by the Ministry	1,400 for direct action, 1,700 for direct action including draft reply	350 for direct action, 687 for direct action including draft reply	1,400 for direct action, 1,700 for direct action including draft reply
Percentage of draft replies to ministerial correspondence completed within 10 working days	80%	87.4%	80%
Percentage of Official Information Act requests replied to within statutory timeframes	100%	86.7%	100%
Percentage of Ministerial Servicing items that meet quality characteristics (refer conditions on use of Appropriation)	90%	100%	90%
<i>Policy Advice</i>			
This category is intended to ensure that the government has policy advice available to it on how to maximise the transport sector economic and social benefits, and minimise harm; or for any other policy initiatives it seeks to pursue			
95% of key initiatives contained in the annual work programme are completed or progressed as agreed, or as subsequently amended by the agreement between the Minister and the Chief Executive	95%	Achieved	95%
Percentage of policy advice papers that meet the Advice Quality Characteristics (refer conditions on use of Appropriation)	100%	100%	100%
Assessment of technical quality of Ministry advice is an average score of 7.5, or more, of all papers assessed through an annual external review of policy advice by NZIER	Achieved	Achieved	Achieved
At least twice yearly revenue forecasting provided for use in Crown accounts and Budget forecasts	Achieved	Achieved	Achieved
The agreed rules programme, including variations, is delivered	Achieved	Not Achieved	Achieved
Satisfaction of the Minister of Transport with the policy advice service, as per the satisfaction survey	80%	60%	75%
The total cost per hour of producing outputs	\$160	\$147	\$160

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Policy Advice and Related Outputs - cont'd			
Final policy advice to Minister on reforms to the Civil Aviation Act (1990) and the Airport Authorities Act (1966) by 30 June 2015	New measure	New measure	Achieved
Delivery of Intelligent Transport Systems first year actions from the Action Plan by 30 June 2015	New measure	New measure	Achieved
The agreed Funding Review programme, including variations, is delivered	New measure	New measure	Achieved
The Government Policy Statement on Land Transport 2015/16 to 2024/25 is in place by 30 June 2015.	New measure	New measure	Achieved
100% of the Ministry's deliverables for each of the five work streams specified in the 2013 to 2015 Safer Journeys Action Plan are implemented as agreed with the Minister.	New measure	New measure	Achieved

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Ministry of Transport in its annual report.

Reasons for Change in Appropriation

The decrease in this appropriation is mainly because:

- the work on Clifford Bay was completed in 2013/14. The 2013/14 funding includes \$415,000 carried forward to cover these costs
- there was a carry forward to 2013/14 of \$600,000 which means the 2013/14 figure is higher than 2014/15 by this amount.

Policy Advice and Related Outputs - Civil Aviation (M72)

Overarching Purpose Statement

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

Scope of Appropriation

Non-Departmental Output Expenses

Health and Safety in Employment Activities - Civil Aviation

This category is limited to health and safety activities, for which there is a designated responsibility.

International Relations and International Civil Aviation Organisation Obligations

This category is limited to technical information and advice in relation to international matters affecting New Zealand aviation, to ensure the Minister's obligations in relation to international civil aviation agreements are met, and to promote the development of New Zealand aviation in the international context.

Ministerial Servicing - Civil Aviation

This category is limited to services to Ministers to enable them to discharge their portfolio (other than policy decision-making) responsibilities.

Policy Advice - Civil Aviation

This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision-making by Ministers on government policy matters relating to civil aviation.

Expenses, Revenue and Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	2,219
Non-Departmental Output Expenses			
Health and Safety in Employment Activities - Civil Aviation	-	-	440
International Relations and International Civil Aviation Organisation Obligations	-	-	685
Ministerial Servicing - Civil Aviation	-	-	431
Policy Advice - Civil Aviation	-	-	663

Comparators for Restructured Appropriation

Vote, Type and Title of Appropriation	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport			
Non-Departmental Output Expenses			
Health and Safety in Employment Activities - Civil Aviation	440	440	440
International Relations and International Civil Aviation Organisation Obligations	685	685	685
Ministerial Servicing - Civil Aviation	431	431	431
Policy Advice - Civil Aviation	663	663	663
Total	2,219	2,219	2,219

The previous multi-class output appropriation Policy Advice and Related Outputs - Civil Aviation MCOA has been converted to a multi-category appropriation.

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve a safe and secure airspace environment through the implementation and monitoring of rules and regulations and the management of risk for all aviation activities.

How Performance will be Assessed for this Appropriation

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Policy Advice and Related Outputs - Civil Aviation			
The 2014/15 survey results indicate an improvement over the June 2011 survey results in relation to the perceptions and confidence of the travelling public and other stakeholders in the safety and security of air transport. The June 2011 results are: <ul style="list-style-type: none"> 72% of residents travellers felt extremely or very safe and secure 86% of overseas travellers felt extremely or very safe and secure 44% of 27 key stakeholders were satisfied with the safety and security performance of the New Zealand civil aviation system 	New measure	New measure	Survey results reflect an improvement over the June 2011 results

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

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Policy Advice and Related Outputs - Civil Aviation			
Non-Departmental Output Expenses			
<i>Health and Safety in Employment Activities - Civil Aviation</i>			
This category is intended to achieve compliance with the provisions of the Health and Safety in Employment Act 1992 in the aviation sector, for those who work on board aircraft while the aircraft is operating.			
Number of health and safety in employment investigations, audits, and inspections	35-55	35-55	35-55
Percentage of health and safety in employment investigations, audits, and inspections that follow policy and procedural requirements	95%	100%	100%
Percentage of health and safety in employment investigation and audit reports issued within agreed timeframes	95%	100%	100%
<i>International Relations and International Civil Aviation Organisation Obligations</i>			
This category is intended to achieve administration of New Zealand's international civil aviation obligations and interests within the delegations of the Minister of Transport.			
The Civil Aviation Authority administers New Zealand's international Civil Aviation obligations and interests as delegated by the Minister. <ul style="list-style-type: none"> International engagement is undertaken that meets the objectives of the Civil Aviation Authority International Engagement Strategy. 	95% of objectives met	95% of objectives met	95% of objectives met
International Civil Aviation Organization (ICAO) coordinated validation mission carried out as a result of a significant safety concern raised by ICAO	new	nil	nil

Assessment of Performance	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
<i>Ministerial Servicing - Civil Aviation</i>			
This category is intended to achieve the effective delivery of support to executive government and parliamentary processes			
Reports, correspondence and Parliamentary Questions are acceptable to the Minister (as assessed by annual survey)	95% of papers acceptable	95% of papers acceptable	95% of papers acceptable
<i>Policy Advice - Civil Aviation</i>			
This category is intended to achieve a high level of safety and security standards within the New Zealand civil aviation system.			
Development of sound policy advice proactively identifies and addresses regulatory issues within the Civil Aviation system. <ul style="list-style-type: none"> Policy papers meet the standards set out in the CAA policy development procedures as assessed by an annual independent audit. 	95% meet standard	95% meet standard	95% meet standard

End of Year Performance Reporting

Performance information for this appropriation will be reported by the Civil Aviation Authority (CAA) in its annual report, and by the Ministry of Transport (as appropriation administrator) in the CAA annual report.

Policy Advice and Related Outputs - Maritime (M72)

Overarching Purpose Statement

The overarching purpose of this appropriation is to regulate and enhance safety in New Zealand's maritime environment.

Scope of Appropriation

Non-Departmental Output Expenses

Health and Safety in Employment Activities - Maritime

This category is limited to health and safety activities, for which there is a designated responsibility.

Maritime Incident Response

This category is limited to building capability to respond to complex maritime pollution incidents.

Maritime Safety and Marine Protection Services

This category is limited to the development and delivery of regulatory services which are the responsibility of Maritime New Zealand under legislation

Policy Advice - Maritime

This category is limited to the provision of advice (including second opinion advice and contributions to policy advice led by other agencies) to support decision making by ministers on government policy matters and Ministerial servicing.

Expenses, Revenue and Capital Expenditure

	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Total Appropriation	-	-	7,708
Non-Departmental Output Expenses			
Health and Safety in Employment Activities - Maritime	-	-	954
Maritime Incident Response	-	-	1,198
Maritime Safety and Marine Protection Services	-	-	2,078
Policy Advice - Maritime	-	-	3,478

Comparators for Restructured Appropriation

Vote, Type and Title of Appropriation	2013/14		2014/15
	Budgeted \$000	Estimated Actual \$000	Budget \$000
Vote Transport			
Non-Departmental Output Expenses			
Health and Safety in Employment Activities - Maritime	954	954	954
Maritime Safety and Marine Protection Services	2,078	2,078	2,078
Policy Advice - Maritime	3,478	3,478	3,478
Maritime Incident Response	1,077	1,077	1,198
Total	7,587	7,587	7,708

The previous multi-class output appropriation Policy Advice and Related Outputs - Maritime MCOA has been converted to a multi-category appropriation.

What is Intended to be Achieved with this Appropriation

This appropriation is intended to achieve robust regulatory advice, risk-focused compliance practices and well-prepared marine pollution response capability.

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

	2013/14		2014/15
	Budgeted Standard	Estimated Actual Standard	Budget Standard
Assessment of Performance			
Policy Advice and Related Outputs - Maritime			
Non-Departmental Output Expenses			
<i>Health and Safety in Employment Activities - Maritime</i>			
This category is intended to achieve the provision of regulatory services that are established under Health and Safety in Employment Act as the responsibility of Maritime New Zealand.			
Prosecutions brought under the Health and Safety in Employment Act that are successful	75%	100%	75%
<i>Maritime Incident Response</i>			
This category is intended to achieve the implementation of recommendations from the Murdoch review of Maritime New Zealand's response to the Rena grounding to improve the efficiency and effectiveness of New Zealand's response to complex maritime incidents.			
Develop a national maritime incident plan that includes; OPRC-HNS elements, salvage, non-oil pollution, volunteer communication and community engagement elements and plan	Completed	Completed	No longer a measure
Develop and maintain offshore oil spill response capability	Capability maintained	Capability maintained	Capability maintained
Complete review of Maritime New Zealand non-oil capability	Ongoing	Ongoing	Completed
<i>Maritime Safety and Marine Protection Services</i>			
This category is intended to achieve the provision of reliable maritime navigation aids.			
Percentage of time lighthouses are available	99.8%	100%	99.8%
Percentage of time a 24-hour Distress and Safety Radio Service is provided	100%	100%	100%
<i>Policy Advice - Maritime</i>			
This category is intended to achieve the development of fit for purpose policy in relation to maritime safety, security and environmental protection; and the provision of services to Ministers to enable them to discharge their portfolio accountabilities.			
All written policy reports/advice to Ministers meet Maritime New Zealand's quality criteria (content, form and analysis)	100%	100%	100%
All written policy reports/advice to Ministers are completed by the due date	100%	100%	100%

End of Year Performance Reporting

Performance information for this appropriation will be reported by Maritime New Zealand (MNZ) in its annual report, and by the Ministry of Transport (as appropriation administrator) in the MNZ annual report.

Current and Past Policy Initiatives

Policy Initiative	Year of First Impact	2013/14 Budgeted \$000	2014/15 Budget \$000	2015/16 Estimated \$000	2016/17 Estimated \$000	2017/18 Estimated \$000
Maritime Health and Safety in Employment Activities	2012/13	528	528	528	528	528

Reasons for Change in Appropriation

The change in this appropriation is due to the matching of funding to the projected expenditure for the Maritime Incident Response category.