

The Treasury

Budget 2020 Information Release

June 2020

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Information Withheld

Some parts of this information release would not be appropriate to release and, if requested, would be withheld under the Official Information Act 1982 (the Act).

Where this is the case, the relevant sections of the Act that would apply have been identified.

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

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

- [1] 6(a) - to avoid prejudice to the security or defence of New Zealand or the international relations of the government
- [2] 6(b)(i) - to avoid prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by the Government of any other country or any agency of such a Government
- [4] 6(c) - to avoid prejudice to the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial
- [11] 6(e)(vi) - to prevent serious damage to the economy of New Zealand by disclosing prematurely decisions to change or continue government economic or financial policies relating to the entering into of overseas trade agreements
- [23] 9(2)(a) - to protect the privacy of natural persons, including deceased people
- [25] 9(2)(b)(ii) - to protect the commercial position of the person who supplied the information or who is the subject of the information
- [26] 9(2)(ba)(i) - to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied
- [27] 9(2)(ba)(ii) - to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely otherwise to damage the public interest
- [29] 9(2)(d) - to avoid prejudice to the substantial economic interests of New Zealand
- [31] 9(2)(f)(ii) - to maintain the current constitutional conventions protecting collective and individual ministerial responsibility
- [33] 9(2)(f)(iv) - to maintain the current constitutional conventions protecting the confidentiality of advice tendered by ministers and officials

- [34] 9(2)(g)(i) - to maintain the effective conduct of public affairs through the free and frank expression of opinions
- [36] 9(2)(h) - to maintain legal professional privilege
- [37] 9(2)(i) - to enable the Crown to carry out commercial activities without disadvantage or prejudice
- [38] 9(2)(j) - to enable the Crown to negotiate without disadvantage or prejudice
- [39] 9(2)(k) - to prevent the disclosure of official information for improper gain or improper advantage
- [40] not in scope
- [41] 18(c)(i) - that the making available of the information requested would be contrary to the provisions of a specified enactment
- [42] 18(d) - information is already publicly available or will be publicly available soon.

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

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Vote Internal Affairs COVID-19 Response and Recovery Fund Initiatives

Initiative No: 12849

Vote: Internal Affairs

Title: Racing Industry Initial Recovery Package

Description: This initiative provides emergency funding to ensure the survival of the racing industry through to 31 July 2020 and prevent the Racing Industry Transition Agency (RITA) becoming insolvent. This would lead to the loss of jobs and impact on efforts to revitalise the racing industry. The funding will be spent repaying creditors, restructuring the industry and to meet other costs to support the implementation and monitoring of the support package.

New appropriation approval

Vote	Appropriation Minister	Title	Type	Scope
Internal Affairs	Minister for Racing	Support to the Racing Industry – Grants and Subsidies	Non-Departmental Other Expense	This appropriation is limited to expenses to sustain the New Zealand racing industry and organisations that it customarily supports.

Appropriation changes

	\$m - increase/(decrease)				
	2019/20	2020/21	2021/22	2022/23	2023/24 & Outyears
Operating Balance Impact	41.200	11.300	-	-	-
Debt Impact	-	-	-	-	-
No Impact	-	-	-	-	-
Total	41.200	11.300	-	-	-

	\$m - increase/(decrease)				
	2019/20	2020/21	2021/22	2022/23	2023/24 & Outyears
Multi-Category Expenses and Capital Expenditure:					
Policy Advice (MCA)					
<i>Departmental Output Expenses:</i>					
Policy Advice - Racing (funded by revenue Crown)	0.200	-	-	-	-
Total Multi-Category Expenses and Capital Expenditure: Policy Advice (MCA)	0.200	-	-	-	-
Policy and Related Services (MCA)					
<i>Departmental Output Expenses:</i>					
Policy and Related Services – Racing (funded by revenue Crown)	-	2.300	-	-	-

Total Multi-Category Expenses and Capital Expenditure: Policy and Related Services (MCA)	0.200	2.300	-	-	-
Non-Departmental Other Expense:					
Support to the Racing Industry – Grants and Subsidies	41.000	9.000	-	-	-
Total Operating	41.200	11.300	-	-	-

Additional recommendations

- 1 **note** that this initiative will address the identified Racing Industry Transition Agency (RITA) funding requirements through to 31 July 2020;
- 2 **note** that the support package for RITA is based on the assumption that its lender, ASB Bank Limited (ASB), will formally agree to continue its current debt support for RITA;
[38]
- 4 **note** that the Department of Internal Affairs will report to the Minister of Finance and Minister for Racing to seek approval of any conditions associated with the grant to RITA and to any next steps;
- 5 **note** that due diligence on the RITA has confirmed that there were significant commercial and ownership issues that existed prior to COVID-19, and that the long-term commercial viability of RITA may be in question unless significant reforms are made;
- 6 **note** that RITA is likely to require further additional support in the future to position the industry for recovery, [38]
- 7 **invite** the Minister for Racing to report to Cabinet in approximately three months on options for [38,33]