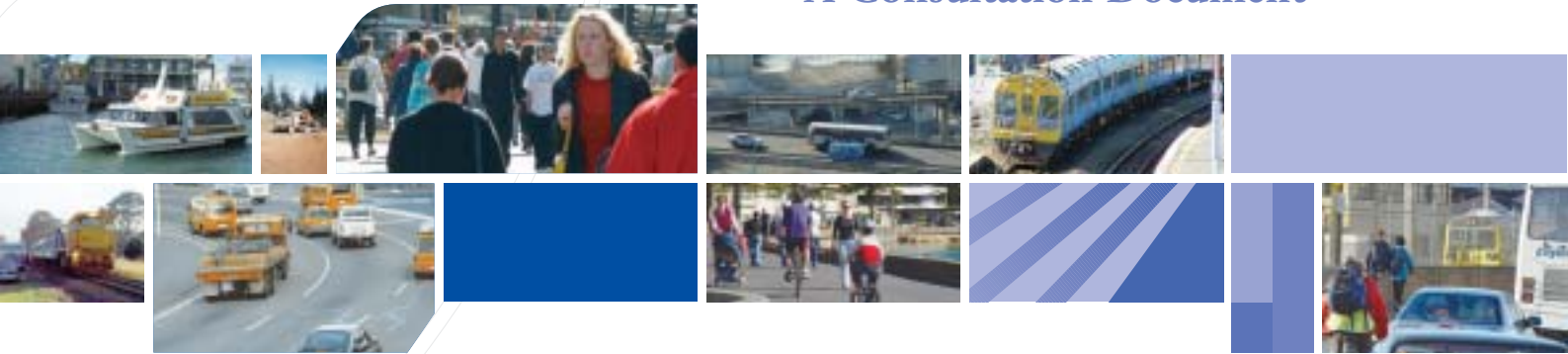




Transfund's Allocation Process

A Consultation Document



26 May 2004



Developing the allocation process that will be used to prepare
the **National Land Transport Programme** for 2005/06

Transfund's Allocation Process - a consultation document

Developing the allocation process that will be used to prepare the
National Land Transport Programme for 2005/06

26 May 2004

Table of contents

Making submissions		1
Part One	Introduction	2
Part Two	Strategic context	3
Part Three	Enhancing Transfund's Allocation Process	6
Part Four	Allocating regionally distributed funds	11
Part Five	Supplementary funding	15
Part Six	Allocation process forms	18
Part Seven	Summary	19
Glossary	Definitions and acronyms	20

Making submissions

Transfund New Zealand invites comments on the issues raised in this document by 30 July 2004.

Questions are presented for your consideration throughout this document. Please feel free to comment on some or all of the issues raised or any other relevant issues.

Submissions may be released at some stage under the Official Information Act 1982.

Please send your submission (preferably by e-mail) to:

Transfund's Allocation Process 2005/06 review
Attention: Bernice McLaughlin
Transfund New Zealand
P O Box 2331
Wellington

Telephone: (04) 916 4220

Fax: (04) 916 0028

Email: bernice.mclaughlin@transfund.govt.nz

Please include the following information in your submission

your name

your title (if applicable)

your organisation's name (if applicable)

your postal and email address

the question you are commenting on (if applicable)

You can find electronic versions of this and other documents referred to in the text on the Transfund website at: <http://www.transfund.govt.nz>

Part One Introduction

- 1 Under the provisions of the Land Transport Management Act 2003 (LTMA) Transfund is required to allocate funds in a way that contributes to an integrated, safe, responsive and sustainable land transport system.
- 2 Each year, Transfund prepares a National Land Transport Programme (NLTP) and subsequently approves the funding of land transport activities within it. The NLTP is developed from proposals submitted in the land transport programmes of Transit New Zealand, regional councils, territorial local authorities and other approved organisations.
- 3 “Transfund's Allocation Process” is the methodology used to do this.
- 4 The current version of Transfund’s Allocation Process¹ is being used to prepare the 2004/05 NLTP.
- 5 Transfund is now seeking views on how to enhance the allocation process for the 2005/06 NLTP and beyond – in particular how to take into account:
 - ## recent government decisions to regionally distribute an increase in land transport funds
 - ## new powers in the LTMA to facilitate the funding of road schemes through the use of tolling, borrowing and private sector concession agreements.
- 6 The timeframe for developing the 2005/06 allocation process is set out below:

Transfund releases allocation process consultation document	May 2004
Submissions due	30 July 2004
Transfund releases guidelines for 2005/06 funding bids ²	September 2004
- 7 Under the LTMA the government may direct Transfund as to its land transport funding priorities and these will also be incorporated in the 2005/06 allocation process.

1 The allocation process being used for the 2004/05 year was released in December 2003 and is described in this document as the current allocation process. This is described in documents available from Transfund’s website via the link: [Transfund’s Allocation Process](#).

2 The guidelines will include the information that Transfund requires from approved organisations when they submit proposals for the 2005/06 NLTP.

Part Two Strategic context

Introduction

- 8 Over the last two years marked changes have occurred in land transport policies and priorities. Following the publication of the New Zealand Transport Strategy in 2002, the LTMA has widened Transfund's role from an organisation that funds land transport to one that collaborates actively with its partners to ensure that land transport plays its full part in developing New Zealand economically, socially and environmentally.
- 9 The overall purpose of the LTMA is to contribute to the aim of achieving an integrated, safe, responsive and sustainable land transport system. To do this, the LTMA:
- ## promotes an integrated approach to land transport funding and management
 - ## seeks to improve social and environmental responsibility in land transport funding, planning and management
 - ## seeks to improve long-term planning and investment in land transport and ensure that funding is allocated in an efficient and effective manner
 - ## enables new roads to be built on a tolled or concession agreement basis.

National Land Transport Programme (NLTP)

- 10 Each year Transit New Zealand, regional councils, territorial authorities, and other approved organisations prepare land transport programmes containing their recommendations for activities to be included in the NLTP³. These land transport programmes must be forwarded in a form, and by a date, specified by Transfund.⁴
- 11 From these recommendations Transfund prepares the NLTP. The NLTP comprises activities Transfund anticipates approving in the forthcoming financial year, and a forecast of anticipated revenue and expenditure for that year and the nine following years.
- 12 The current allocation process was developed to enable Transfund to meet its obligations under the LTMA in its first, transitional year⁵. The allocation process sets out how Transfund intends to:
- ## assist approved organisations to formulate activities that meet the LTMA requirements placed on them when they prepare land transport programmes
 - ## assess, prioritise, programme and approve activities for funding over a 10 year period
 - ## monitor the outcomes from the NLTP with the aim of improving it in future years.

³ LTMA, Section 12 (1).

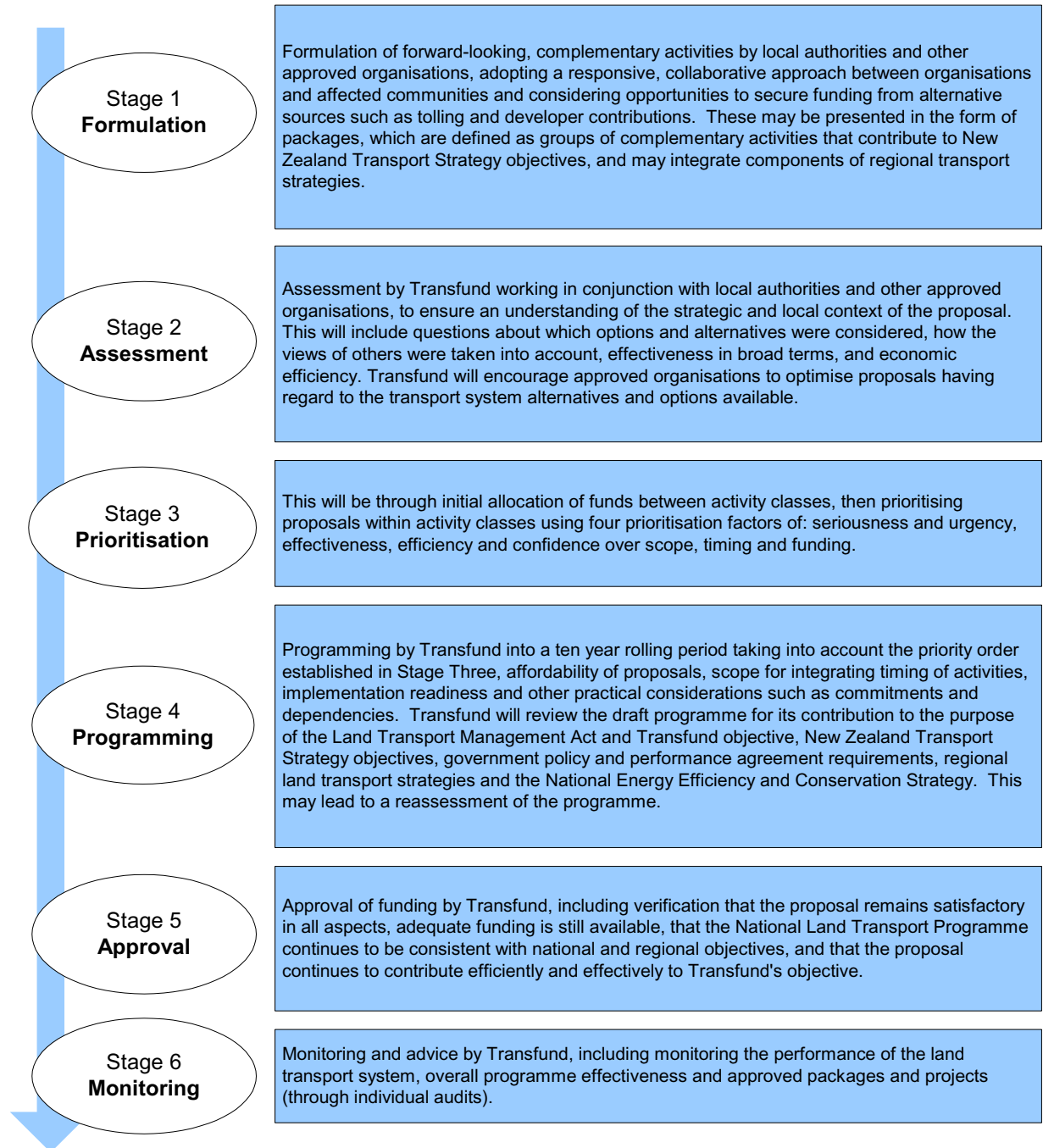
⁴ LTMA, Section 12 (1), and Clause 10, Schedule 1

⁵ LTMA, Section 99 outlines the transitional provisions of the Act. Transfund must use its best endeavours to comply with the provisions of the Act when preparing the 2004/05 NLTP.

Transfund's allocation process

13 A summary of the current allocation process is set out in Figure 1.

Figure 1 Transfund's allocation process used to develop the 2004/05 NLTP



Transfund's role in the sector

- 14 Transfund is responsible for managing the National Land Transport Account, which is funded through the National Land Transport Fund (NLTF) from fuel excise, road user charges and motor vehicle registration and licensing fees. Transfund's main objective is to allocate resources in a way that contributes to an integrated, safe, responsive and sustainable land transport system⁶. It is also required to exhibit a sense of social and environmental responsibility⁷.
- 15 Transfund allocates resources to approved organisations: Transit New Zealand, regional councils, territorial authorities and other approved organisations. In the case of regional councils and territorial authorities, Transfund is a funding partner and the proportion of funding provided by Transfund is known as the financial assistance rate. The financial assistance rate varies depending on the type of activity being funded and the local authority's ability to raise funds.
- 16 In preparing the NLTP and in approving funding for activities in the NLTP, Transfund is required to take into account the contribution to the objectives of the New Zealand Transport Strategy:
- ## assisting economic development
 - ## assisting safety and personal security
 - ## improving access and mobility
 - ## protecting and promoting public health and
 - ## ensuring environmental sustainability.
- 17 Transfund must also take into account the relevant regional land transport strategies⁸. These are to be reviewed to bring them into line with the objectives of the LTMA by 2006. Transfund must be consulted when regional land transport strategies are prepared and Transfund is represented on each regional land transport committee.⁹
- 18 Transfund is statutorily independent¹⁰ in determining which activities are included in the NLTP and funded under it, but is required to have regard to government policy.¹¹

6 LTMA, Section 68 (1)

7 LTMA, Section 68 (2).

8 LTMA, Section 19 (4), Section 20 (2)(b)

9 LTMA, Schedule 6

10 LTMA, Section 69 (2).

11 LTMA, Clause 8, Schedule 4.

Part Three Enhancing Transfund's Allocation Process

Context

- 19 The LTMA and the new allocation process are bringing about a fundamental change in the way in which the land transport sector works together and the types of activities that will be funded in the future. This will require closer alignment between central and local government processes over time.
- 20 For the 2005/06 financial year Transfund is revising the allocation process to:
- ## incorporate lessons learned from using the current allocation process for 2004/05
 - ## ensure funding options are considered as an integral part of the six-stage allocation process.
- 21 Given the scale of possible change, Transfund recognises the need to ensure the allocation process is adjusted at a pace that can be accommodated by the sector. For the 2005/06 financial year, Transfund proposes to make only those adjustments that are essential.

Views of approved organisations

- 22 In November 2003, Transfund held a series of regional workshops with approved organisations and other interested parties to gather views on the current allocation process. A summary of feedback from these workshops is available on the Transfund website.¹²
- 23 The key points made at the workshops were:

Assessing activities

- ## ensure assessment and prioritisation processes are as transparent as possible
- ## provide more information on how the assessment criteria will be used and the final prioritisation reached
- ## provide more information on the assessment of "efficiency"
- ## clarify how maintenance activities will be covered

¹² The document link is: [Transfund's Allocation Process: Regional Workshops](#) (A summary of discussion prepared by Infinity Solutions).

Regional issues

- €# time the future release of Transfund's NLTP instructions to coincide with local government processes for long term council community plans, regional land transport strategies, land transport programmes and asset management plans
- €# ensure the allocation process has the capacity to take into account desired regional outcomes
- €# ensure Transfund's assessment criteria adequately covers both rural and urban transport issues

Formulating packages¹³

- €# minimise compliance costs for approved organisations in developing packages
- €# provide practical examples of packages to approved organisations
- €# assist approved organisations in co-ordinating packages and provide practical examples of recommended good practice
- €# provide more information on the timeframe and financial implications involved in the development and completion of packages

Funding issues

- €# consider increased financial assistance rates for local authorities
- €# provide approved organisations with information about supplementary funding
- €# update Transfund's work categories to align better with local government accounting procedures.

Independent peer review

- 24 Transfund also commissioned an independent peer review of the current allocation process from Transport Research Limited (TRL), a United Kingdom-based research organisation.¹⁴

TRL's overall assessment of the current allocation process was that it "*provides a sound framework for transport funding decisions which compares very favourably with current international practice*".

- 25 TRL made a number of detailed recommendations including:

- €# the implementation of the allocation process should be organised as a two to three year project and developmental work should be prioritised with this in mind
- €# Transfund should actively seek opportunities to test and re-test parts of the allocation process using real examples.

¹³ A package is a group of inter-related and complementary transport activities.

¹⁴ The TRL peer review is available on Transfund's website. The document link is: [Peer Review of the Emerging Transfund Allocation Process by TRL\(UK\) Ltd](#)

Priorities for incorporating lessons learned from the current allocation process

- 26 Transfund will endeavour to address the issues identified above as the allocation process is developed over the next two to three years. For the coming year, Transfund proposes to give the highest priority to the following:
- €# consolidating the information requirements placed on approved organisations to streamline procedures and reduce compliance costs
 - €# assisting approved organisations in specifying and undertaking strategic studies and review studies
 - €# preparing guidance for approved organisations on the preparation of regional land transport strategies and land transport programmes, with the aim of promulgating good practice and aligning the processes of central and local government
 - €# encouraging inter-related and complementary activities to be co-ordinated and implemented as coherent packages and develop a good practice guide
 - €# developing systems for providing effective feedback to approved organisations about the assessment and prioritisation of their proposals
 - €# formulating and redefining activity classes to align them with the LTMA's strategic transport objectives and local government accounting procedures
 - €# investigating whether the allocation process could be more closely co-ordinated with the three year local authority programming cycle
 - €# developing a monitoring process to assess the effectiveness of the NLTP in delivering the objectives of the LTMA.

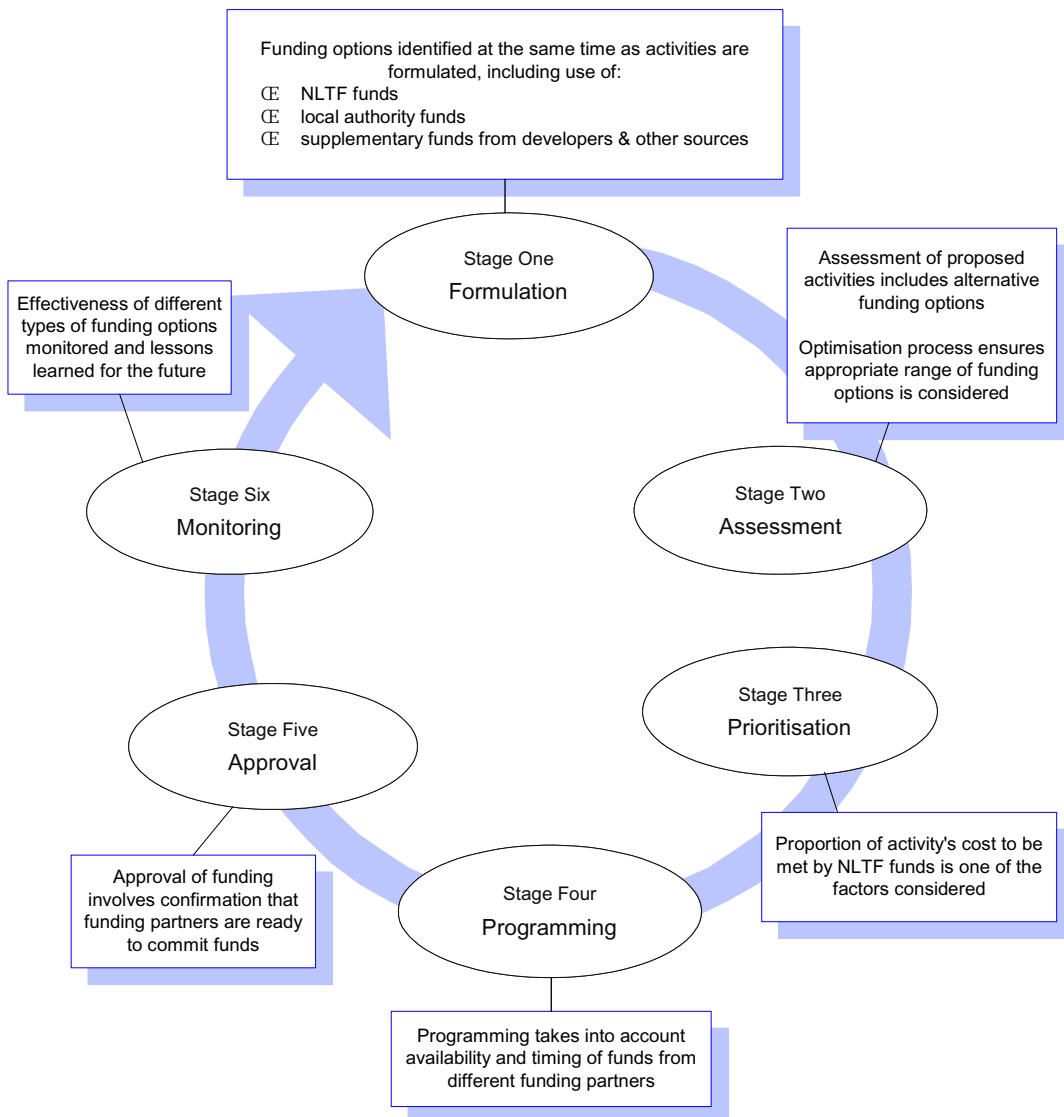
Integrating the consideration of funding options into the allocation process

- 27 The funding of land transport is becoming much more complex. Previously, there were two dominant funding sources:
- €# the NLTF
 - €# local authority revenues.
- 28 These funding streams are combined through Transfund's funding allocation system where the funding is determined by the financial assistance rate. Where developers or other parties agree to contribute to the cost of a local authority project, the external contributions have generally been treated as part of the local authority's funding share.
- 29 As a result of the government's decision to regionally distribute additional funds through the NLTF, and the new tolling/borrowing powers in the LTMA, a wider range of funding streams is now available:
- €# NLTF funding – nationally distributed funds (N)
 - €# NLTF funding – regionally distributed funds (R)

- ## Local authority funding – rates, charges and levies, local authority borrowing (L)
- ## Supplementary funding – funds generated from toll revenues, capital sums borrowed against tolling revenue, concession agreement payments, developer contributions (S).

30 Transfund proposes that all land transport programmes should include funding plans and consideration of funding options should be integral to the formulation, assessment, prioritisation and programming of projects, as illustrated in Figure 2.

Figure 2 Integrating funding options into Transfund's Allocation Process



Issues for consideration

1. In light of your experience with the allocation process so far, do you have any changes to suggest to the priorities for improving the allocation process set out in paragraph 26?
2. Do you have any comment on the proposals for integrating funding options into the six stages of the allocation process?

Part Four Allocating regionally distributed funds

Context

- 31 In December 2003 the government announced additional funds for land transport over a ten-year period:
- ## a 5 cent per litre increase in fuel excise duty and an equivalent increase in road user charges for light vehicles, to be distributed regionally on the basis of population (with Auckland receiving 35 percent of the total collected) for 10 years from April 2005.
 - ## a Crown contribution over 10 years for transport funding for Auckland beginning in April 2005, comprising \$50 million per annum in the 2004/05 and 2005/06 and up to \$100 million for the following eight years.
- 32 These regionally distributed funds are to be allocated through the NLTP by Transfund in accordance with the requirements of the LTMA.

Objectives

- 33 Transfund has identified five key policy objectives for allocating both nationally and regionally distributed funds:
- ## projects should be prioritised and programmed within the NLTP to achieve the greatest possible progress towards the objectives of the LTMA
 - ## Transfund's processes should ensure national, regional and local funding priorities are taken into account in its allocation decisions
 - ## nationally and regionally distributed funds should be fully allocated over the next 10 years
 - ## regionally distributed funds should be used to buy additional land transport outputs, rather than for substituting funding from other sources
 - ## Transfund's allocation and funding methodologies should be as transparent and as straightforward as possible.

Transfund's proposed approach

- 34 In light of the objective that regionally distributed funds should be used to buy additional land transport outputs, Transfund does not envisage regionally distributed funds being used for ongoing maintenance and operational activities. These already have first call on nationally distributed funds.
- 35 Over the next 10 years, the addition of regionally distributed funds will result in NLTF investment in improvements to land transport infrastructure and services increasing by around 50 to 60 percent. As the additional funds are to be distributed on a regional basis, each region will now also have more certainty that funding will be available for high priority projects in their area.

- 36 Under Transfund's proposed approach, the allocation of these regionally distributed funds will be integrated into the overall allocation process. The following section describes how the allocation process will be modified to do this.

Stages 1 and 2 – formulation and assessment

- 37 These stages will be largely unchanged. No distinction will be made between proposals that could be funded from nationally distributed funds ('N') or regionally distributed funds ('R'). However, there will be a significant increase in the number of projects that can be funded, therefore approved organisations will need to accelerate the development of their land transport programmes to ensure sufficient worthwhile activities are ready to start each year.

Stage 3 – prioritisation

- 38 This stage will also be largely unchanged from the current allocation process. Transfund will still prioritise each proposal against all other proposals received on the basis of common prioritisation criteria. This will take into account government funding priorities and the views of regional land transport committees as to the priorities in each of their regions. There will be one prioritisation process that will produce a priority order for activities within each activity class, irrespective of whether the activities are to be funded from 'N' or 'R'.

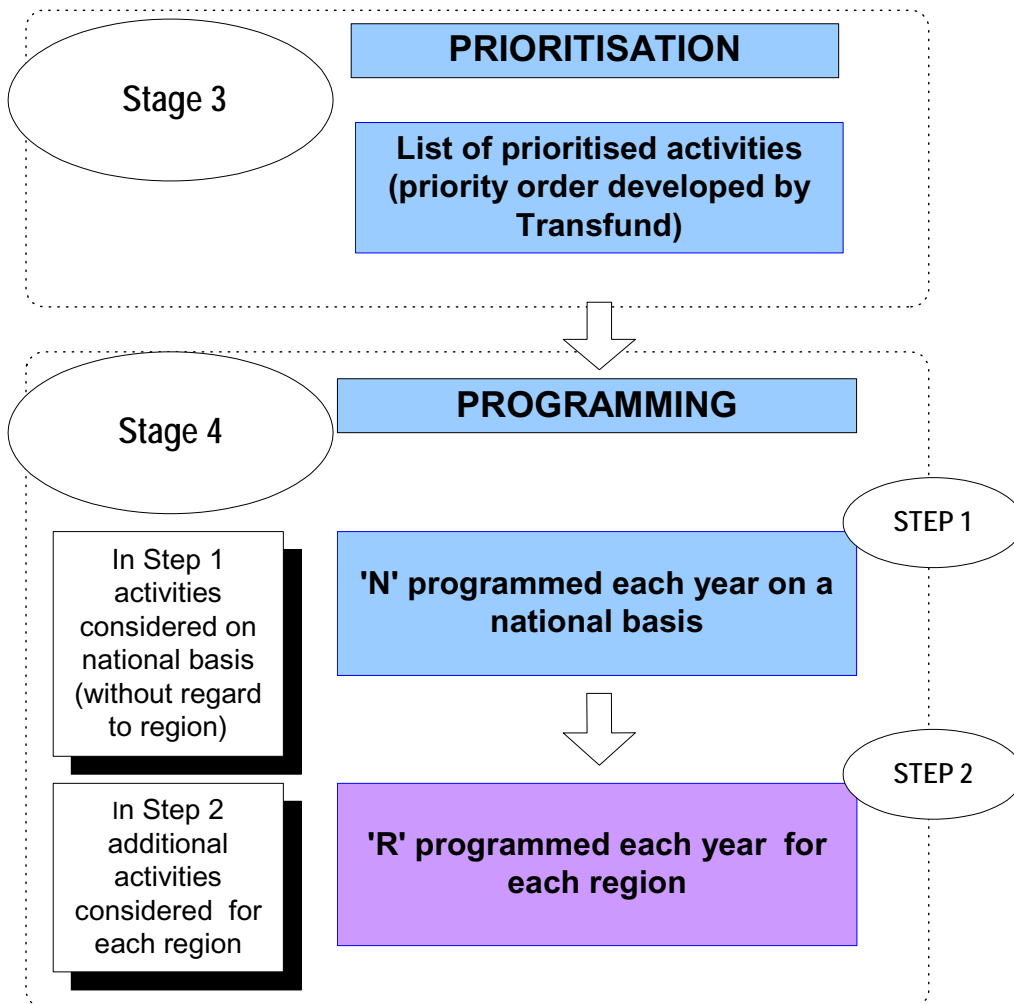
Stage 4 – programming

- 39 It is at this stage where the most significant changes will occur. Transfund will continue to programme projects taking account of the Stage 3 priority order. However, this will now be done in two steps:
- 1 Firstly, an annual programme will be prepared on the basis of each proposal's national priority order. As has been the case in previous years, no account will be taken of which region each proposal relates to and proposals will be taken in their priority order. 'N' funds will then be allocated to proposals that are ready to start.
 - 2 Transfund will then allocate the 'R' funds for each region, in priority order, to proposals that are ready to start and which have not been allocated funds from 'N'.
- 40 In this way each region will receive its share of 'R' over and above what would have been allocated to activities for that year had 'N' been the only funding source. 'R' will be allowed to go into deficit for individual regions in any one year, provided there is assurance that 'R' will be in balance for each region over the ten year period. Where the available 'R' for the region is not fully allocated in a particular year, it will be carried over to the following year.
- 41 Transfund envisages that the allocation of nationally and regionally distributed funds in each region will increase inter-related and complementary activities that are coordinated and implemented as coherent packages.

Stages 5 and 6 – approval and monitoring

- 42 These final two stages will also be unchanged from previous years. However, it should be stressed that there is always a risk that an individual activity will be delayed due to unforeseen circumstances, such as legal challenges or resource consent issues. There is therefore no guarantee that each region will spend precisely its share of the regionally distributed funds in each and every year. However, so long as sufficient numbers of worthwhile proposals continue to be submitted in land transport programmes, each region will receive its share of the regionally distributed funds over the 10 years.
- 43 The suggested approach is summarised in Figure 3:

Figure 3 Proposed methodology for allocating regionally and nationally distributed transport funds from 2005/06



- 44 The process described above will ensure the regionally distributed funds are channelled into activities that have been appropriately formulated, assessed, and prioritised in accordance with the requirements of the LTMA.

Multi-year programming

- 45 Transfund proposes to steadily move towards a multi-year programming approach, rather than a year-by-year approach taken when preparing the NLTP.
- 46 Transfund will still release an NLTP every year as required by the LTMA, but will consider giving an indication of likely funding approvals to key proposals that are not expected to be ready for commencement for two to three years into the future. In this way, we hope to provide greater certainty to local authorities that such projects will receive funding in the near future and therefore motivate those authorities to initiate the necessary planning and consent work.

Implications for financial assistance rates

- 47 To the extent that additional funds lead to additional local transport activities, these will need to be promoted by local government and may result, in some cases, in a significant call on local funding sources.
- 48 To address this issue Transfund is considering the option of selective increases in financial assistance rates. However, to pursue this Transfund will need to put in place mechanisms to avoid substitution of NLTF funds for local funds to ensure the additional funds purchase additional activities.
- 49 Transfund would welcome comments as to the scale of the “local share” funding issue, and possible mechanisms to ensure the additional NLTF funds are fully utilised. It would be helpful if relevant authorities in each region could coordinate an assessment of the scale of the funding implications on a regional basis.

Regional coordination

- 50 The regionally distributed funds will be distributed and allocated by region through the NLTP, not by individual road controlling authorities or regional councils.
- 51 However, making the best use of the additional funds will require good coordination and agreement within each region. This will enable regions to provide Transfund with a concerted view about regional priorities that can be taken into account in the prioritisation process.

Issues for consideration

3. Do you have any comments on Transfund's proposed mechanism for allocating the regionally distributed funding (paragraphs 37 to 43)?
4. How significant is the local share issue (paragraphs 47 to 49), and can you suggest possible mechanisms to ensure the additional NLTF funds are fully utilised?
5. Transfund would welcome a coordinated assessment from relevant authorities to clarify the scale of the “local share” funding problem.

Part Five Supplementary funding

Context

- 52 The LTMA contains provisions to facilitate funding of land transport activities by tolling, borrowing and payments from concession agreements. Local authorities have expressed a need for the allocation process to allow for these and other forms of supplementary funding. This part of the consultation document sets out Transfund's proposed policy for assessing and prioritising activities that are partially¹⁵ funded by supplementary funds.
- 53 The term "supplementary funds" refers to funding contributions that are additional to the standard levels of NLTP and local authority funding specified in Transfund's FAR policy. The main examples of supplementary funds are:
- ## funds generated from toll revenues, or capital sums borrowed against projected toll revenues
 - ## concession agreement payments from private sector partners
 - ## contributions from developers or other parties towards the costs of specific land transport activities
 - ## additional local authority contributions over and above the standard level of contribution specified by Transfund.

Objectives

- 54 Transfund has identified the following objectives for assessing and prioritising activities that are to be partially funded by supplementary funds:
- ## supplementary funding of worthwhile activities should be encouraged, provided it will increase the total funds available to implement the NLTP over a 10 year period
 - ## prioritisation of activities involving supplementary funds should be carried out according to assessment criteria that can be applied consistently to all applications, rather than on a negotiated case-by-case basis
 - ## in assessing an activity's "efficiency" Transfund should take into account the costs from an NLTF perspective as well as the costs and benefits from a national economic perspective.

Policy options considered

- 55 Options for use of supplementary funds include:
- (a) treat supplementary funds as part of the local authority's funding share under Transfund's funding policy
 - (b) negotiate with the concerned local authority on a case-by-case basis how supplementary funds are to be treated

¹⁵ Activities that are wholly funded by supplementary funding would not need to be submitted to Transfund for inclusion in the NLTP.

- (c) use supplementary funds to reduce the total cost of a project prior to applying Transfund's funding policy.
- 56 Option (a) has been used in the past for contributions from third parties that are not betterment in terms of section 326 of the Local Government Act. This has worked well where the improvement mainly benefits the party making the contribution. However, if supplementary funds in the form of toll revenue were used as the local share for a major local authority project, this would place most of the funding risk on the local authority. The need for a local share could be completely eliminated but there would be no saving to the NLTP.
- 57 Option (b) does not provide any policy guidance.
- 58 Transfund prefers option (c) for major projects. There are sub-options as to how the risk of toll revenue changes is shared. The risk could be shared in proportion to the financial assistance rate applied to the net project cost, in which case this would need to be captured in a formal agreement with the local authority. Alternatively, Transfund could carry all the risk.

Transfund's proposed approach

- 59 Transfund will encourage approved organisations to explore the prospects of attracting supplementary funding of activities at the formulation stage of allocation process (Stage One). Details of supplementary funding should be included in funding plans submitted with land transport programmes.

- 60 Transfund proposes the following treatment of supplementary funding ('S'):
- ## an activity that is to be partially funded by 'S' would only be accepted for inclusion in the NLTP if the activity had been assessed under Stage Two of the allocation process and found to be of sufficient merit to be considered at Stage Three: prioritisation
 - ## the proportion of the activity cost that is supplied by 'S' would be one factor taken into account by Transfund at Stage Three of the allocation process when prioritising the activity through influencing the activity's "efficiency" assessment factor¹⁶
 - ## the 'S' contribution would also be taken into account by Transfund at Stage Four of the allocation process when programming the activity
 - ## supplementary funding from toll revenues, fare revenues and other major contributions would be deducted from the total cost of the activity before application of Transfund's financial assistance policy to determine the respective contributions from the NLTP and the approved organisation.

¹⁶ Line 7 of Transfund's allocation process form AP1 influences the Economic Efficiency Assessment Factor in TAP form TA1

Issues for consideration

6. Do you have any comments on the objectives set out at paragraph 54 for treatment of supplementary funding?
7. Do you have any comments on the proposed treatment of supplementary funding set out at paragraph 60?

Part Six Allocation process forms

- 61 Information required for Transfund's Allocation Process is gathered using a series of forms which approved organisations complete as part of the process of applying for funding approval.
- 62 The first of these - the Proposal Description (PD1) form has been combined with Transfund's Project Information Sheet (PIS) to form an Activity Information Sheet (AIS) which has been issued electronically as part of the instructions to approved organisations for the purposes of preparing the 2004/5 NLTP.
- 63 Two other Assessment Framework (AF) forms are also required, especially to allow contributions to objectives above defined value thresholds to be determined, namely:
- ## pre-completed generic assessments using AF1 for activities less than \$3 million
 - ## individual outline assessments also using AF1 for activities more than \$3 million
 - ## more detailed individual assessments using AF2 for activities more than \$20 million.
- 64 To assist organisations, supporting notes for the forms have been produced and are available from Transfund on request.
- 65 Based on experience with the forms and supporting notes to date, Transfund is actively reviewing the presentation and information content. Improvements will be made as issues come to light.

Issues for consideration

8. Comments and suggestions on any aspect of the forms or supporting notes are invited and would be welcomed to assist Transfund in developing and improving these aspects of the allocation process.

Part Seven Summary

- 66 Transfund's Allocation Process provides the basis for collaboration between all the relevant organisations in the transport sector to deliver an NLTP that meets the objectives of the LTMA.
- 67 This document describes proposed enhancements to the allocation process to ensure the various funding streams are allocated and integrated within the NLTP so as to take account of national, regional and local transport priorities.
- 68 Transfund invites comments on the issues raised in this document by 30 July 2004.

Next steps

Thank you for taking the time to read this document. Please turn to Page 1 for details on how to make submissions

Glossary Definitions and acronyms

Definitions

Activities	Land transport goods or services or capital projects. Throughout this document the term “activity” refers also to a group of activities, including a package of complementary activities that contribute to the objectives of the LTMA and may integrate components of regional land transport strategies
Concession agreement	An agreement or suite of agreements approved under section 56 of the LTMA between a public road controlling authority and one or more other persons, that involves the leasing of land for roading purposes under Part 2 of the LTMA.
Nationally distributed funds	Transfund’s nationally distributed NLTF funds, ie, funding from the NLTF excluding regionally distributed fuel duty and Crown contributions to Auckland transport package
Regionally distributed funds	Transfund’s regionally distributed NLTF funds, ie, NLTF funding from regionally distributed fuel duty and Crown contributions to Auckland transport package
Supplementary funds	Funding contributions that are additional to the standard levels of NLTP and local authority funding specified in Transfund’s financial assistance rate policy

Acronyms

LTMA	Land Transport Management Act 2003 – The LTMA was enacted on the 12 November 2003. It amended the Local Government Act 1974, the Transit New Zealand Act 1989, and the Land Transport Act 1998, and repeals the Auckland Transport Board Act 1928.
NLTF	National Land Transport Fund - The income from fuel excise duty and road user charges goes into the NLTF. A portion is used for road safety programmes administered by the Land Transport Safety Authority and the Police. The remainder, less revenue collection costs, goes into the National Land Transport Account, which is managed by Transfund.
NLTP	National Land Transport Programme – The NLTP is the mechanism through which Transfund allocates funds for land transport expenditure.



NATIONAL OFFICE

Level 3, BP House, 20 Customhouse Quay
P O Box 2331, Wellington, New Zealand
Telephone: 64-4-916 4220
Facsimile: 64-4-916 0028
reception@transfund.govt.nz

NORTHERN REGION

AUCKLAND Office
Level 1, 25 Great South Road, Newmarket
P O Box 74172, Market Road
Auckland, New Zealand
Telephone: 64-9-529 9936
Facsimile: 64-9-529 9948

CENTRAL REGION

WELLINGTON Office, Level 3, BP House,
20 Customhouse Quay, P O Box 3228, Wellington,
New Zealand
Telephone: 64-4-916 5600
Facsimile: 64-4-916 5609

SOUTHERN REGION

CHRISTCHURCH Office, Level 1
85 Riccarton Road, Riccarton
P O Box 8498, Christchurch, New Zealand
Telephone: 64-3-341 6012
Facsimile: 64-3-341 6014