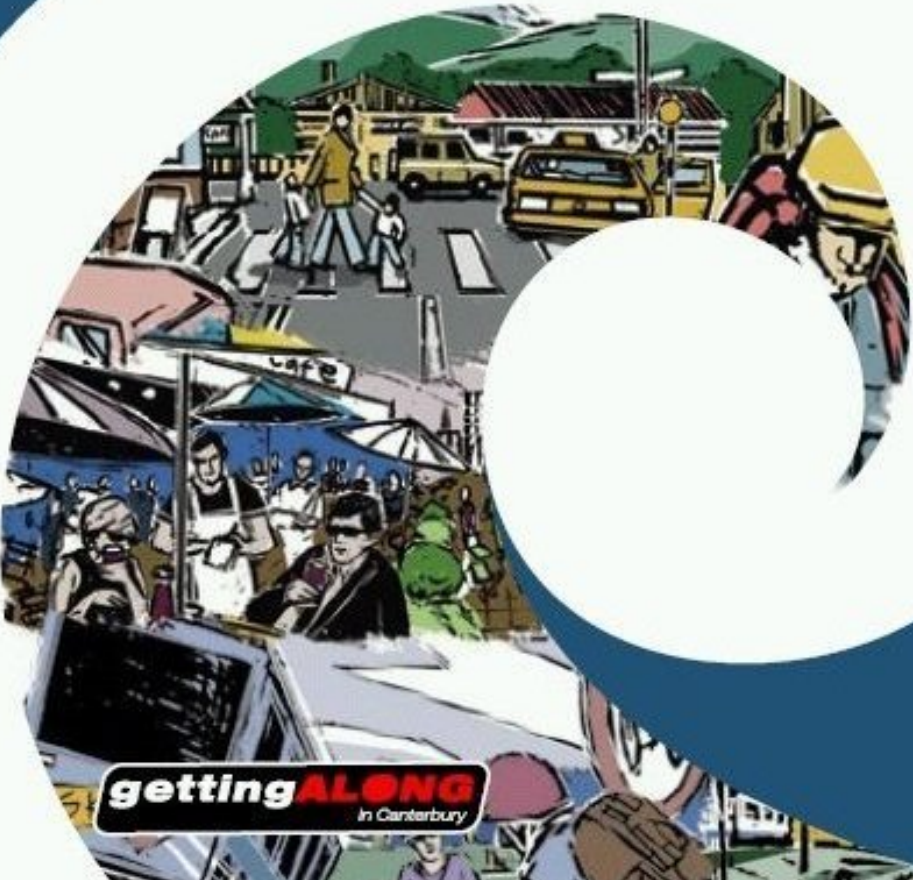


Land Transport Management Amendment Act 2008 (LTMAA)



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LTMAA

- Next Steps review of the LT Sector
- Review partly a response to findings of 2006/07 reports relating to value for money
- Minister King released the Next Steps findings in May 2007
- Legislation (Land Transport Management Amendment Bill) to implement the recommendations from the Next Steps in the Land Transport Sector review introduced in 2007.



LTMAA contents – Royal assent 14 July

- The legislation:
 - introduces full hypothecation (dedication) of fuel excise duties
 - make the National Land Transport Programme three-yearly
 - introduce three-yearly Regional Land Transport Programmes
 - change the constitution of Regional Land Transport Committees



LTMAA contents – continued

- The legislation:
 - introduces regional fuel tax provisions
 - introduce an accountability framework for the NZTA
 - introduce a Government Policy Statement setting out government's high level priorities for land transport (published with NZTS 5 Aug)



Full hypothecation of FED

- Means all FED gets used for transport purposes i.e. into the NLTF – forecast \$2,439m for 08/09
 - FED \$1,285m
 - RUC \$897m
 - MVR's \$217m
 - Other \$40m
- Fine when fuel sales rising!
- Peak oil effects.....how to fund improvements in the long term? MoT investigations ongoing
- “Maintenance only” now around \$1,415m



3-yearly RLTP

- Greater funding certainty, less annual churn
- Transference of some of LTNZ's former role
- NZTA now dealing with unitary/regional councils on a 3 year basis instead of every council every year
- Not ECan in control!
- But new RC responsibilities, via RTC's
 - Prioritise all regionally significant projects, including PT services
 - Include all other activities in the region
 - Parallel with LTCCP processes
 - Demonstrate alignment with GPS



Regional Transport Committees – RTC's

- Aim for more accountability in decision making
- Prescribed RTC membership by 01 October 2008
 - 2 ECan, 1 each TLA, 1 NZTA
 - 6 appointments from the wider community
 - 1 cultural, 5 transport objectives
- Public process underway for community members
- Primary roles:
 - Prepare RLTS (now every 6yrs with 30yrs horizon)
 - Prepare RLTP (every 3 yrs)
 - Prepare RFT scheme, if desired by the region



Regional Fuel Tax

- Regions may develop RFT schemes that will result in a net benefit for the region
- To fund capital projects unlikely to be funded from other sources within a time desired by the region
- Max 5c/L on “carriageways for general traffic” and max 5c/L on PT capital projects
- Requires RTC, RC, NZTA and Ministerial approval
- Must be linked to specified schemes
- Scope to vary RFT schemes
- An option for Canterbury to fill \$145m funding gap?



Review of RTC Reporting Structures

- Objectives
 - A better alignment with uNZTS direction
 - A more strategic approach to delivering the RLTS
 - Review the need for certain working groups
 - ECan's capacity to effectively service groups
 - Accommodate all modes into the overall structure
- Existing
 - Freight Working Group
 - Active Transport Working Group
 - Stock Effluent Working Group



Changes to Working Groups

- Freight Working Group
 - Introducing a general road user member
 - Stronger network efficiency and multi-modal focus
 - “Freight & Network Efficiency Working Group”
- Stock Effluent Working Group
 - Putting this group on ice
 - New focus on monitoring & compliance
 - Not an RLT function
 - ECan investigating compliance models



Active Transport Changes

- Active Transport Working Group
 - Actually having one! SEWG releases capacity
 - Introducing a PT users member
 - “Active and Passenger Transport Working Group”
- CAT forum
 - No change
 - A forum to inform the A&PTWG and RTC
- PTAG
 - To report through A&PTWG
 - A forum to inform PT thinking in the GC area
 - Timaru group in the future perhaps?



Summary

- Many changes happening
- New role for RC
- More accountable RTC's likely to result in better delivery
- Additions to working groups, mainly to reflect NZTS objectives and to ensure stakeholder representation
- 3-yr planning cycle for more certainty
- Prioritisation of transport projects using GPS as guidance
- GPS makes working towards govt targets a statutory requirement, linking NZTS to RLTS and RLTP



Questions

