

Government Policy Statement on land transport (GPS) 2018 Questions and Answers

What is the GPS?

While the term GPS might be more familiar when talking about global positioning, in the transport sector it's more commonly used to refer to the Government Policy Statement on land transport.

Instead of directing us where to go, this GPS helps to direct money – like petrol taxes and road user charges – from the National Land Transport Fund into things that the government wants to achieve for New Zealand's transport network.

How does the GPS work?

The GPS helps to guide investment in transport by providing a longer-term strategic view of how we prioritise things in the transport network. The priorities set out in the GPS are given effect to by the NZ Transport Agency and taken into account by councils when making transport investments.

What is the relationship between funding and the GPS?

The GPS indicates publically how the government prioritises transport investments that will be made using the revenue collected from Fuel Excise Duty (FED), Road User Charges (RUC) and motor vehicle registration (and some other smaller sources).

The draft GPS provides guidance on how about \$4 billion of money would be spent through the National Land Transport Fund each year. It provides signals for spending of a further \$1.5 billion each year on land transport through local government investment and over \$0.5 billion each year of Crown investment.

The GPS guides NZ Transport Agency and local authority investment in land transport by signaling:

- what the government wants the land transport system to achieve (by setting strategic priorities, objectives and results)
- how much revenue will be raised for the NLTF from FED, RUC, and motor vehicle registration
- how the government wants the funding to be allocated across different types of land transport system activities (for example, roads, public transport, active transport, or road policing).



Why do we need the GPS?

The GPS sets aside money to:

- maintain our existing transport network to ensure we can get where we need to go
- improve our land transport network so that it functions better
- deliver specific objectives including for this GPS improving safety, improving access and contributing to environmental priorities.

Where does the money allocated through the GPS come from?

The GPS informs how the money in the National Land Transport Fund is allocated.

Revenue for the National Land Transport Fund comes primarily from road users through fuel excise duty, road user charges and from motor vehicle registration and licensing fees. There are also some smaller contributions from sources such as the rental or sale of State highway land, and interest from cash invested.

The National Land Transport Fund is a hypothecated fund. This means revenue is ring-fenced for investment in land transport.

What is the focus of GPS 2018?

The draft GPS 2018 is a key step towards a change in approach to the land transport system. It transforms the focus of investment for land transport. There are new strategic priorities, and amended objectives and themes – demonstrating this Government’s commitment to safety, liveable cities, regional economic development, protecting the environment, mode neutrality, and to delivering the best possible value for money.

The four strategic priorities are:

- safety
- access

- environment
- value for money.

Safety and access are the key strategic priorities for the Government and reflect the transport system that the Government is striving for. These key priorities are supported by the priorities of environment and value for money.

Themes have been included to assist understanding of how to effectively deliver on the priorities. The themes influence how the results should be delivered to ensure the best transport solutions for New Zealand are achieved. The themes for draft GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery.

Why are two priorities noted as being key strategic priorities?

Safety and access are the most important priorities because of the concern about the rising level of death and serious injuries on our roads and the desire to create more livable cities and thriving regions.

It is important that transport investments result in reduced environmental impacts. That is why the environment is a supporting priority and why there is an increased focus on low emission modes such as public transport and walking and cycling. It remains important that transport investment provides good value for money so value for money is also a supporting priority.

How would GPS 2018 support safety?

Safety is one of four strategic priorities in the draft GPS.

Safety in GPS 2018:

- reflects a significant increase in the level of ambition for delivering a land transport free of death and serious injury
- outlines a commitment to deliver a new road safety strategy for New Zealand
- signals a greater focus on investing in safety improvements on high risk state highways and local roads across the network, including speed management and primary safe system treatments
- drives improvements in safety outcomes for all road users, including increased investment in footpaths and cycleways to support access to and uptake of active travel modes.

How would GPS 2018 support access?

Access is one of four strategic priorities in the draft GPS.

Access in GPS 2018:

- has a new focus that prioritises improving New Zealander's access to opportunities and markets. The increased focus includes:
 - urban centres
 - nationally important freight and tourism connections are safe, efficient, resilient and minimise greenhouse gas emissions
 - a continued focus on resilience of the land transport system, but places greater focus on resilience to climate change impacts.
- The increased focus on urban centres is to ensure that transport and land use planning reduces the need to travel by single occupant private motor vehicle by:
 - transport and land use planning that improves access by reducing the need to travel long distances to access opportunities like employment, education and recreation
 - supporting a mode shift for trips in urban centres from single occupant private vehicles to more efficient, low cost modes like walking, cycling and public transport

How would GPS 2018 support the environment?

The environment is one of four strategic priorities in the draft GPS.

Environment in GPS 2018:

- supports a mode shift to lower emission forms of transport, including walking, cycling, public transport and lower emission vehicles (such as electric vehicles)
- recognises the importance of urban form for creating liveable cities that value public space and improve access
- links to the wider environmental commitments of the Government, such as achieving the Paris Agreement target of reducing greenhouse gas emissions to 30 percent below 2005 levels by 2030, and setting a more ambitious emissions reduction target for 2050
- recognises the public health benefits of reducing harmful transport emissions and increasing uptake of walking and cycling.

How would GPS 2018 support value for money?

Value for money is one of four strategic priorities in the draft GPS.

Value for Money in GPS 2018:

- increases the emphasis on value for money to maximise the impact of money spent across all modes of transport to achieve the Government's outcomes

- indicates that decision makers should take into account the full range of benefits and costs over the whole life of investments, and to be cognisant of possible future changes and uncertainty of the future, so that investment can be made in options that perform best across a wide range of different scenarios
- places greater emphasis on transparent investment decision-making and on enhanced reporting on the outcomes achieved by investment.

The draft GPS 2018 talks about mode neutrality – what does “a mode neutral approach to transport planning and investment decisions” mean?

Mode neutrality means considering all transport modes when planning and investing in our transport system, and basing decisions on the merits of each mode to deliver positive social, economic, and environmental outcomes.

What will the mode neutral focus mean for the transport system?

Mode neutrality, as a guiding principle for government in the transport system:

- considers all transport mode options to deliver the desired outcomes, applying unbiased evaluation processes, and ensuring regulatory settings are supportive.
- rebalances investments towards travel modes where this would clearly make a positive contribution to the proposed outcomes.
- makes the costs of transport modes more transparent so that people and businesses are well-informed when choosing travel modes.

How is mode neutrality reflected in the draft GPS 2018?

The draft GPS 2018 proposes to embed mode neutrality by including it as a theme to guide investment. This is reflected by increases in spending on public transport and walking and cycling, and new spending on rapid transit.

The changes proposed in the draft GPS 2018 reflect the Government’s belief that a shift in emphasis away from private, single occupancy vehicles can help to deliver the transport system New Zealanders want – a transport system that is safe, that allows New Zealanders to access opportunities and markets, and that creates a healthy environment and healthy people.

The changes proposed in the draft GPS seek to increase investment in these modes, so that they fully contribute to the transport system New Zealanders want.

Why is mode neutrality important?

Mode neutrality encourages us to look across the whole land transport system for a wide range of possible solutions, whether involving physical infrastructure, or, for example, better use of transport data or new technology. This allows the best solution to be put in place to deliver on the Government’s outcomes. A mode neutral approach will change how the transport system is planned, funded and used.

The draft GPS 2018 talks about integrating land use and transport planning and delivery. What does this mean?

Land use planning (including planning new and increased residential or commercial development, improved health or education infrastructure or regional development) has a significant impact on transport policy, infrastructure and services provision, and vice versa. Integrating land use and transport planning and delivery is therefore an important element in creating a transport network that benefits the wider community.

Transport is key to supporting new and increased housing and industry, hospitals and schools, and improving productivity potential in the regions. GPS 2018 will enable transport to support these developments from the planning stage to delivery

What is resilience in the transport system?

Resilience is about being prepared, and preserving and quickly restoring access to the transport network for people and communities, in the face of unplanned events – whether it is a sudden (usually short term) disruption like a road crash, or a longer term or slow onset disruption brought about by a natural disaster or gradual environmental changes.

How would GPS 2018 support resilience?

Resilience is one of the six objectives in the draft GPS 2018.

When access to the transport system is disrupted, it has flow-on effects both on direct users of the network and those who receive goods and services via the transport system. These access disruptions have both social and economic impacts. A resilient transport system actively manages the risks of and vulnerabilities to disruptive events in an efficient and effective way – whether it is a sudden (usually short term) disruption like a road crash, or a longer term or slow onset disruption brought about by a natural disaster or gradual environmental changes.

Climate change and low frequency–high impact events (such as earthquakes) are the key long term issues that have significant implications for the resilience of the land transport system.

The GPS prioritises investment to improve resilience on routes where disruption has the highest economic and social cost. This involves taking a regional or local system approach, including investment in non-transport infrastructure where this has clear transport benefits.

The draft GPS 2018 talks about incorporating technology and innovation into the design and delivery of land transport investment. What does this mean?

Improving land transport investment is all about maximising the benefits gained from the money invested. This means finding the most efficient and effective methods to achieve the Government's priorities for land transport. Existing, new and emerging technologies can support the creation of a safer, more efficient and effective transport system. How fast and how much technology will change transport depends on the costs and benefits of any new technology, people's willingness to use it, and central and local government creating an environment to test, trial and support its deployment.

To support the Government's direction of utilising beneficial transport technologies, GPS 2018 proposes to include expectations on the NZTA to:

- identify, test, integrate and implement physical and digital solutions to improve the

land transport system

- make necessary, timely and cost-effective enhancements to information, analytical and modelling systems
- collect, maintain and publish accurate, reliable and relevant, open (land transport) data
- lead development of open data protocols for land transport data.

Why is rail now included in the GPS?

The draft GPS 2018 supports an increased focus on public transport and reducing the reliance on single occupant vehicles. Rail has an important role to play in this, as part of an integrated transport system. The second stage GPS will consider the further funding of rail, and will be informed by the current review of rail.

In the meantime, the draft GPS 2018 can enable some beneficial passenger rail projects to progress by including it in the same decision-making framework as other transport modes. The draft GPS 2018 includes a transitional rail activity class to provide scope for funding key rail projects that cannot wait for the rail review and second stage GPS. While the draft GPS 2018 makes provision for rail funding, the scope of this funding is tight.

The draft GPS 2018 supports investment in:

- improving urban rail services for passengers accessing housing, major employment areas and major metropolitan areas, where demand is outstripping capacity, to improve reliability or to reduce conflict between freight and passenger trains
- existing and new interregional commuter rail services, including the implementation of trial interregional rail commuter services to support housing and employment opportunities.

How much funding is forecast under this GPS?

The draft GPS 2018 proposes an expenditure target of \$3.95 billion for the 2018/19 financial year; and allocates a total of \$12.65 billion over the first three years (2018/19 to 2020/21).

These expenditure targets assume increases to fuel excise duty and road user charges.

What changes to petrol excise duty and road user charges are proposed?

The Government is considering increasing Petrol excise duty by 3-4 cents per litre each year for the next three years (2018, 2019 and 2020). Revenue from road user charges will increase by an equivalent amount each year, but the exact rates for 2018/19 are yet to be confirmed.

When would any petrol tax increases take effect?

Changes to petrol excise duty and road user charges would likely take effect on 1 September 2018, subject to Government agreement.

What will the impact of petrol tax changes be on the consumer?

Drivers of cars with an average rate of petrol consumption (9.5 liters per 100 kilometres) who travel an average number of kilometres per year will pay approximately \$30 per year in additional petrol taxes (excluding GST). The exact amount of additional fuel tax a consumer might pay depends on how much petrol their vehicle consumes.

How would GPS 2018 support Auckland?

In Auckland, the Auckland Transport Alignment Project (ATAP) builds consensus between the Government and Auckland Council on a strategic approach to transport investment in Auckland that addresses the region's challenges. Through ATAP, an indicative investment package is developed to illustrate the strategic approach. An update to the indicative package is currently underway taking into account Auckland's challenges and the shared Government and Auckland Council objectives around accelerating delivery of Auckland's rapid transit network, in particular to unlock urban development opportunities, encouraging walking and cycling and delivering improvements in health, safety, the environment and access.

GPS 2018 is aligned to the ATAP strategic approach and the broader transport objectives that the current ATAP process is working to. GPS 2018 supports investment in projects aligned to the indicative package emerging from the current ATAP work.

How would GPS 2018 support high growth areas?

The draft GPS 2018 focus supports high growth urban areas through ATAP (as above) and with a focus on increasing the supply of land for housing development in high growth urban areas.

Government support for housing is through the Housing Infrastructure Fund (HIF) and the Crown Infrastructure Partnerships. These will enable transport infrastructure projects to be brought forward where necessary to unlock housing developments in high growth areas

How would GPS 2018 support freight?

The draft GPS 2018 continues to support critical transport connections that support economic growth and productivity by:

- making the best use of the current network (maintenance, resilience and demand management and mode shift)
- increasing network capacity (road, public transport, walking and cycling) to support planned growth
- considering rail as part of an integrated last transport system
- increasing funding for local and regional road improvements and maintenance.

How would GPS support the regions?

The draft GPS 2018 supports the Government's focus on regional development to help the regions thrive.

GPS 2018 supports investment in an increased focus on regional transport including:

- developing transport connections that are crucial for linking production points with key distribution points, (including routes important for exports, and those intra-

regional routes critical for getting local goods to market)

- making higher risk roads and intersections safer
- improving transport connections (including local roads, public transport and active modes) that enable tourists to safely reach their destinations)
- managing and responding to resilience risk on important regional roads.

The draft GPS 2018 supports investment in activities that are complementary to the Provincial Growth Fund and for the Government’s goals for tourism.

What are the key changes proposed to the activity classes in the draft GPS 2018?

| Activity class | Average percentage change over three years ¹ | Comment |
|---|---|---|
| <i>Public transport</i> | 46% increase | This will support an expansion in public transport networks. This will support an increase in operating subsidies for public transport and some public transport capital improvements. |
| <i>Rapid Transit</i> | New activity class | <i>New activity class</i> – allowing \$4 billion over 10 years to establish rapid transit investment with an initial focus on Auckland. Note: While funding ranges show a decrease in rapid transit investment, in later years the intention is to continue with more investment. |
| <i>Walking and cycling improvements</i> | 248% increase | To support an expansion in walking and cycling infrastructure. |
| <i>Local road improvements</i> | 42% increase | To support local road improvements and upgrades. |
| <i>Regional improvements</i> | 96% increase | To support investment in regional projects that improve safety, resilience and access for people and goods. How the NLTF interacts with the Provincial Growth Fund will be a key determinant of the activity class funding expenditure levels. |
| <i>State highway improvements</i> | 11% decrease | This decrease rebalances investment across the transport portfolio. The proposed activity class level will allow for currently committed projects to be completed and will enable the delivery of more safety improvements. |

¹ In funding range upper boundary, across three financial years.

| | | |
|--|--------------------|--|
| <i>Road policing</i> | 14% increase | To enable the NZ Police to maintain an effective road policing service. |
| <i>Road safety and demand management</i> | 81% increase | To continue road safety promotion, alcohol interlocks, and to include demand management measures that promote public transport and walking and cycling. |
| <i>State highway maintenance</i> | 18% increase | This activity class was capped over the last GPS period. It is now proposed to allow for an increase in the level of renewals of state highway pavement surfaces given additional heavy vehicle traffic and severe weather. |
| <i>Local road maintenance</i> | 22% increase | This activity class was capped over the last GPS period. It is proposed to allow an increase to cover the increased maintenance cost of additional heavy traffic and severe weather. However, it is also proposed to allow footpath maintenance to be funded from the NLTF. This is a scope change that reflects the Government's desire to support the use of active modes. |
| <i>Investment management</i> | 31% increase | This increase will support additional transport planning of NZ Transport Agency and local government given the changes to transport priorities. |
| <i>Transitional rail</i> | New activity class | New activity class – this activity class will support rail priority transport options for users and benefit congestion in our urban centres until a wider review of rail funding is concluded. |

Will Funding Assistance Rates (FAR) remain the same under GPS 2018?

The Funding Assistance Rates are set by the NZ Transport Agency. The new priorities create an expectation for greater expenditure from activities where local government is required to provide a share. The NZTA is considering how to support the Government's new priorities.

Why is the state highway improvements class decreasing?

The decrease in the state highway improvements class rebalances investment across the transport portfolio to advance the government's transport priorities under the GPS. There is a stronger focus on creating livable cities by an increased focus on public transport (including rail) and walking and cycling.

Do you know which regions/projects will be affected by the state highway improvements class decreases?

The Transport Agency will be publishing its new draft state highway investment programme once it has been through the appropriate decision-making process.

It outlines the proposed investment in state highway improvements during the next three years in line with available funding in the draft GPS.

What is the process and timing to reflect this GPS in Regional Land Transport Plans?

To help local government get ready to prepare final Regional Land Transport Programmes (RLTPs), the Transport Agency will provide local government with a redrafted Investment Assessment Framework (IAF) and State Highway Investment Proposal (SHIP), both of which reflect the Government's new strategic transport priorities in the GPS.

The IAF is the tool used to assess and prioritise projects and programmes for inclusion in the National Land Transport Programme (NLTP), thereby helping local government to frame-up RLTPs.

The Transport Agency's regional teams will work closely with their local government partners to understand how the changes will affect their communities and explore the opportunities the draft GPS presents to bring forward other programmes of work for 2018-21 NLTP funding, particularly public transport, and cycling and walking.

Councils are due to submit their RLTPs to the Transport Agency by 30 June 2018, so that these can be considered for inclusion in the NLTP. It should also be noted that not all of the projects and programmes included in RLTPs become part of the NLTP, but a programme or project has to be included in an RLTP in order to be eligible for inclusion in the NLTP – and therefore to be eligible for funding from the NLTF.

The Transport Agency is developing a new draft state highway investment proposal that is based on the guidance of the draft GPS. This will be provided to stakeholders once it has been through the appropriate NZTA decision-making process. The state highway investment proposal outlines the proposed investment in state highway improvements during the next three years in line with available funding in the draft GPS.

When will the draft Investment Assessment Framework (IAF) be released?

The Transport Agency is planning to release the draft IAF shortly after the GPS to enable stakeholders to have an understanding of how projects will be prioritized for funding in the NLTP.

You talk about a second stage GPS – what does this mean?

A second stage GPS is likely to be required to fully realise Government's direction for transport investment.

Inclusion of some things in this GPS has not been possible given the scale of change sought, and the time constraints. This is because they rely on other work such as a rail review, development of a new road safety strategy, and any future recommendations and targets produced by the independent climate change commission. Although fuller details are yet to be developed, a second stage GPS would provide more signals to inform investment.

When will the second stage GPS be developed and take effect?

At this stage, we expect a second stage GPS will be released in 2019.

Further details will be released following release of GPS 2018, and we will develop a process that ensures strong sector involvement in the GPS development process.

PROVINCIAL GROWTH FUND

The Provincial Growth Fund (PGF) was announced by the Government in February 2018. The PGF aims to enhance economic development opportunities, creating sustainable jobs, contributing to community well-being, lifting the productivity potential of regions, and helping meet New Zealand's climate change targets.

The fund of \$1 billion per annum - \$3 billion over three years – is designed to make investment in the provinces more attractive for private sector investment. To find out how to apply for funding from the PGF for a transport project you must first register with MBIE via their website or email PGF@mbie.govt.nz

Can my region access funding from both the National Land Transport Fund (NLTF) and the PGF?

Yes. All provinces are eligible for funding (outside the three main cities), however 'surge' regions (these are regions which have been identified as needing early investment) will be given priority. The surge regions include: Tai Tokerau/Northland, Toi Moana/Bay of Plenty, Tairāwhiti/East Coast. Hawkes Bay, Manawatu/Whanganui and Tai Poutini/West Coast.

In respect to funding transport projects, the PGF can be used to:

- provide a top-up of local share for projects that will receive funding from the NLTF, but where local councils are financially constrained
- bring forward projects which are not priorities for NLTF investment, but are strategically important to a region's productivity potential
- fund projects outside of the scope for NLTF investment, but which contribute to the objectives sought through the PGF and are aligned with the region's transport strategy.

A transport project needs to be referenced in a Regional Land Transport Plan (RLTP) in order for it to be considered for funding from either the NLTF and/or the PGF. This is to encourage integrated transport planning that takes a wider view of how transport can enable positive economic, social and environmental outcomes in regions, including decisions about the best mode for doing this.

Whether a project will receive PGF funding will be determined based on criteria that are being developed (see questions 4-6 below for more information).

Does my region apply for NLTF first or PGF?

All projects need to be factored into RLTPs, and land transport projects need to be considered for inclusion in the National Land Transport Programme (NLTP) in the first instance.

A transport project in my region has been turned down for NLTF funding, can I access PGF?

Yes. Where projects are not prioritised for NLTF investment, these will be assessed against the PGF criteria, to test alignment with regions' and the Government's priorities for regional economic development. NZTA, MoT and the PGF's Independent Advisory Panel will provide advice on how these projects contribute to the objectives of the PGF and support GPS objectives.

My RLTP is currently being consulted on, or has been finalised. Are we still able to seek PGF support for a project not currently included in the RLTP?

RLTPs can be varied at any time to include new or emerging land transport projects which may also be seeking PGF funding.

What is the assessment process?

All land transport projects will be subject to assessment by NZTA, as is current practice. This is intended to ensure that integrated regional transport planning continues to take place, and that transport projects are subject to consistent assessment.

Some projects will be well placed to receive support from the PGF. In these cases, NZTA, MoT, the Provincial Development Unit and the PGF's Independent Advisory Panel will be called on to provide advice to Ministers on how projects contribute to the objectives of the PGF and support GPS objectives.

What are the criteria for the PGF to fund transport projects?

Projects will need to meet the Government's criteria and objectives for the PGF, which are focused on the extent to which the project will contribute to a region's economic development and productivity potential, and have benefits including:

- job creation and sustainable economic development
- social inclusion and participation
- Māori development
- climate change and environmental sustainability
- resilience.

Projects will need to contribute to increased productivity potential and positive economic outcomes for regions and be included in their economic development strategies, as well as in their RLTPs.

Further detailed principles and criteria for assessing such projects according to the objectives for the PGF are under development, including guidance on how assessments will be weighted. These will be released to guide applicants in the coming weeks.

All projects will need to have robust business cases and be fully costed, including whole-of-life costs. Applicants will also need to be able to demonstrate that they have the capacity to deliver the project.

The NZTA, the Ministry of Transport (MoT), the Provincial Development Unit, and the PGF's Independent Advisory Panel (IAP) will be called on to provide advice on proposals.

Will business cases be required?

Yes. All transport projects seeking funding through the PGF will require a business case at the point that an application is invited, which considers the case for the project and its costs and benefits.

All land transport projects, regardless of the funding source, require the NZTA business case approach to be applied. This is a fit for purpose process which ensures effective proposals

are developed by identifying the problem or opportunity, and then developing options and selecting the preferred option. It will ensure that transport projects supported through the PGF are robust and assessed consistently.

Does a project have to be in the RLTP to be considered?

The Land Transport Management Act 2003 (S16 2c) requires an RLTP to include all regional significant expenditure on land transport activities, including activities that may be funded from non-NLTF sources.

Transport projects should be referenced in RLTPs, to ensure that a region's transport planning is aligned with its objectives for economic development, and can support the economic, social and environmental outcomes it is seeking.

How do I link into my Regional Transport Committee?

All local and regional councils, and the NZTA, have representation on Regional Transport Committees (RTCs). You can ask your local council for contact details for land transport and the RTC.

Can I link with other regions on cross regional transport projects?

Yes, some projects may cover infrastructure or services located in more than one region. All cross regional transport projects will require inclusion in all relevant RLTPs, as is the case with existing projects. Early engagement with all relevant councils and RTCs is recommended.

Can rail be funded through the PGF?

Yes. We are interested in investing in rail where projects are the best option to deliver economic, social and environmental benefits for communities. The Government is focused on building a transport system that reduces congestion, improves safety, reduces carbon emissions and enables regional economic development.

Will the PGF support tourism and freight projects?

Yes, as outlined in the initial announcements, the PGF will be able to support a wide variety of projects across different industries.

A number of large scale industry projects may have transport requirements (e.g. a large new commercial venture which requires new roads to be built). In these cases, assessments will be carried out across a number of government agencies (and, where appropriate, the IAP).

Will the PGF support resilience projects?

Proposals to improve infrastructure will be eligible for funding under the Enabling Infrastructure project tier of the Fund. These projects will need to demonstrate how they achieve the objectives of the PGF, which include resilience.

Can cycling and walking be funded through the PGF?

Projects that are able to demonstrate that they achieve the objectives of the PGF will be eligible for funding.

Why is the Government spending money on catch up maintenance for rail?

To ensure we have a modern and agile transport system we need invest in new developments and ensure that existing infrastructure is fit-for-purpose. To overcome the legacy of delayed maintenance we have committed to undertake the work necessary to ensure that we have a rail network that is resilient and enables regional economic development.

NEXT STEPS

How do I provide feedback about the draft GPS?

The draft GPS will be released for public engagement from 04 April 2018 to 02 May 2018.

You can use the feedback form on the Ministry of Transport website <http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/> or send us your feedback in another form.

Feedback can be emailed to gps2018@transport.govt.nz or submitted in writing to:

Attn: GPS Policy Team
Ministry of Transport
PO Box 3175
WELLINGTON 6140

Feedback closes at **5pm 02 May 2018**.

Who do I contact if I have any questions?

If you have any questions which are not covered online or in these questions and answers you can contact the GPS project team on gps2018@transport.govt.nz

When will the final GPS 2018 be issued?

The Ministry of Transport will consider comments received during engagement and prepare a final GPS for the Minister of Transport's consideration. The Minister must also consult with the Board of the NZ Transport Agency before the GPS is finalised.

The final GPS will be published before 30 June 2018.