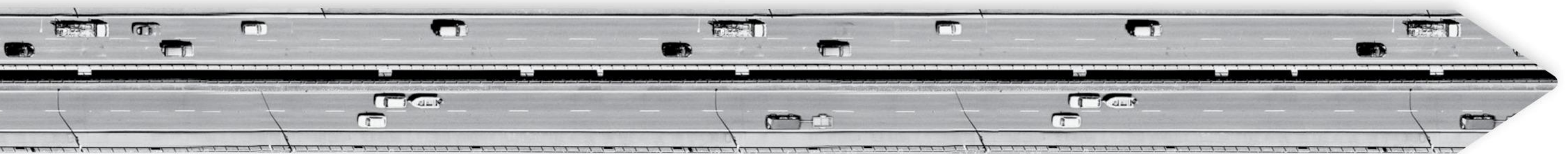


Revenue Monitoring Snapshot for 2013/14



Contents	Page
Petrol excise duty	2
Heavy RUC	3
Light RUC	4
Other key indicators	5

Disclaimer: This paper is presented not as policy, but with a view to inform and stimulate wider debate.

Petrol excise duty (around \$1,600m p.a. – 55 % of total NLTF revenue)

PED in line with forecast

- Revenue for 2013/14 was in line with forecast prior to the year (BEFU 2013), ahead by around \$21 million, or 1.3%.
- It was \$8.5 million, or 0.5% below forecasts in October (OBU 2013).
- Total revenue was \$105 million, or 6.9% higher than 2012/13.
- Rate increases of approximately 6.3% on 1 July 2013 contributed to this increase (approx \$96 million).
- With an increase in petrol purchased of 0.6% (approx \$9 million).

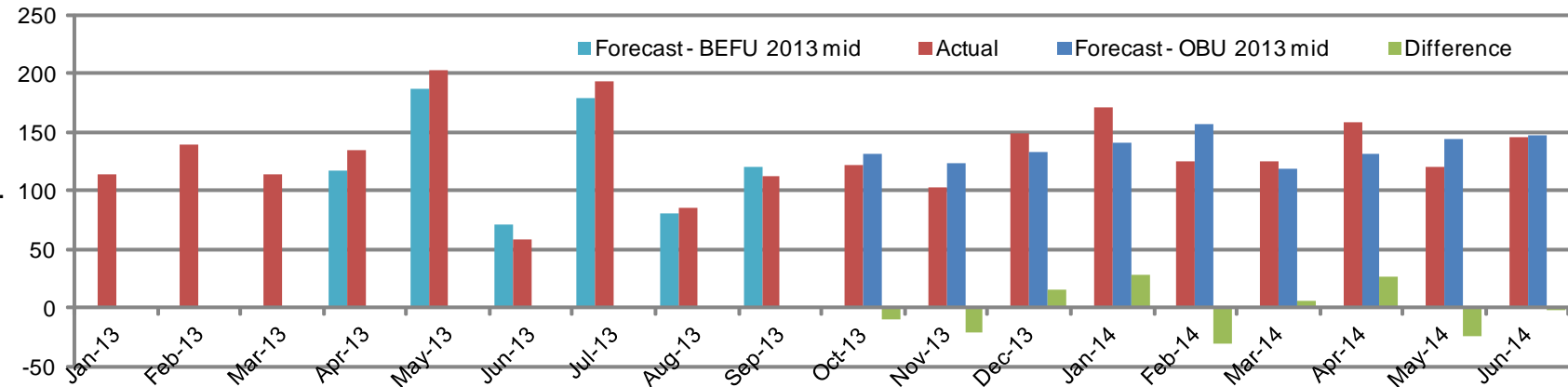
Revenue stable in 2013/14 and an indication of travel growth

- Assuming an increase in fuel efficiency for 2013/14 of 0.4% across the whole petrol fleet (an assumption in the forecasting model), revenue figures for 2013/14 indicate in an increase in light petrol VKT of around 1.3%.
- The modest increase in petrol and petrol VKT may indicate some stabilisation. It follows two years of decline.

Improvement in fuel efficiency, and a switch to diesel?

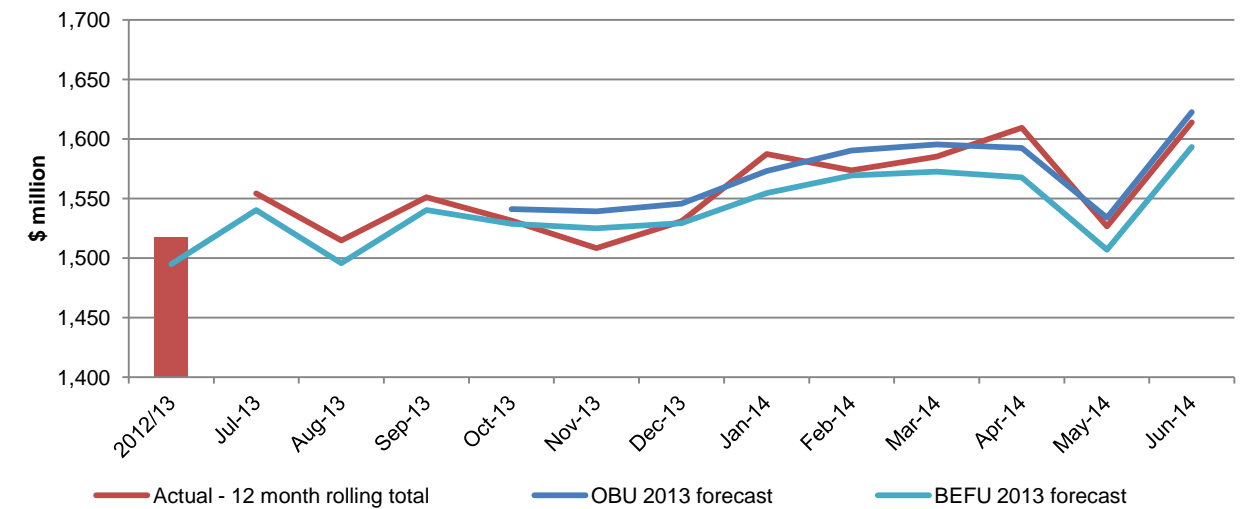
- VKT data, which has a six month lag, suggests there may be a trend of improvements in fuel efficiency of around 0.4% per year since 2008, possibly through smaller or more efficient vehicles, and/or improved traffic flows.
- There is a 6-7 month lag for VKT data, so it is too early to see what has happened to travel and fuel efficiency in 2013/14. It may be that both light petrol VKT and fuel efficiency were stronger than forecast (or vice versa).
- VKT data, and vehicle purchases also indicate strong light diesel vehicle growth, but whether these are commercial vehicles, or private vehicles shifting from petrol to diesel is difficult to assess.

Monthly PED revenue (cash receipts) vs forecast (gross \$ million)



\$ million	Actual	114	140	115	135	203	59	194	86	112	122	103	150	171	126	126	159	120	146	YTD
Forecast - OBU 2013 mid								194	86	112	132	124	133	142	157	120	132	144	148	1622
Difference \$											-9.7	-21.3	16.2	29.2	-31.0	6.4	27.1	-24.1	-1.4	-8.5
Difference %											-7.4%	-17.1%	12.2%	20.6%	-19.7%	5.4%	20.5%	-16.7%	-0.9%	-0.5%
OBU 2013 low								194	86	112	130	123	132	140	155	118	130	143	146	1609
OBU 2013 high								194	86	112	134	126	136	144	159	122	134	147	150	1643
Forecast - BEFU 2013 mid				117	187	71	180	81	120	130	122	131	139	154	118	130	142	146	1593	

PED - 12 month rolling total vs forecast target

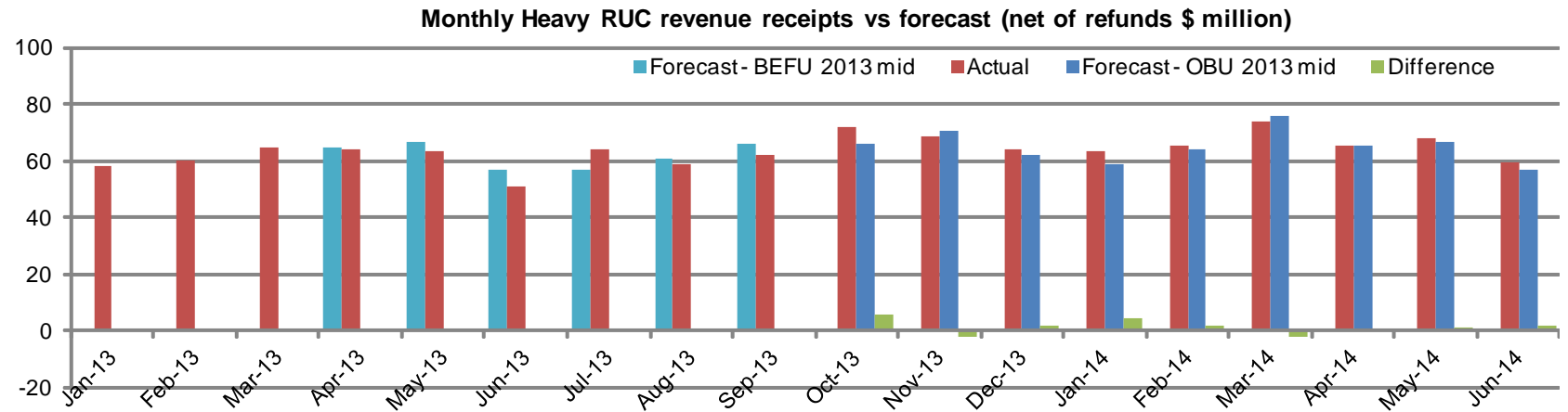


Note about petrol excise duty revenue and travel demand: Revenue receipts for petrol excise duty are based on wholesale supply (when petrol is refined at the Marsden point, and when refined petrol is imported) and are very volatile depending on the timing of shipments. This volatility can even affect annual totals, depending on which 12 months are included. Changes in the quantity of stock held by petrol suppliers and the 1-2 month lag between shipment and payment of duties can also distort the relationship between supply and demand as well as estimates of average fuel efficiency.

Heavy RUC (around \$800m p.a. – 26% of total NLTF revenue)

Heavy RUC in line with forecast

- Revenue for 2013/14 was in line with forecast prior to the year (BEFU 2013), lower by around \$2 million, or 0.2%.
- It was \$14.2 million, or 1.9% above forecasts in October (OBU 2013).
- Total revenue was \$69 million, or 9.5% higher than 2012/13.
- Rate increases of approximately 4.3% on 1 July 2013 contributed to this increase (approx \$31 million).
- With an increase in kilometres purchased of 2.7% (approx \$20 million).



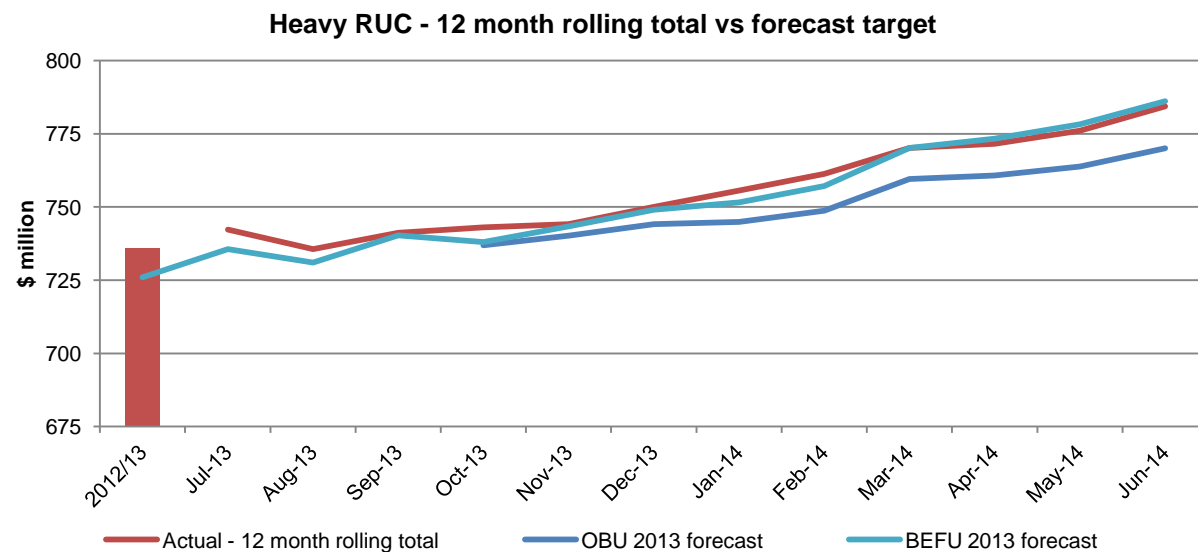
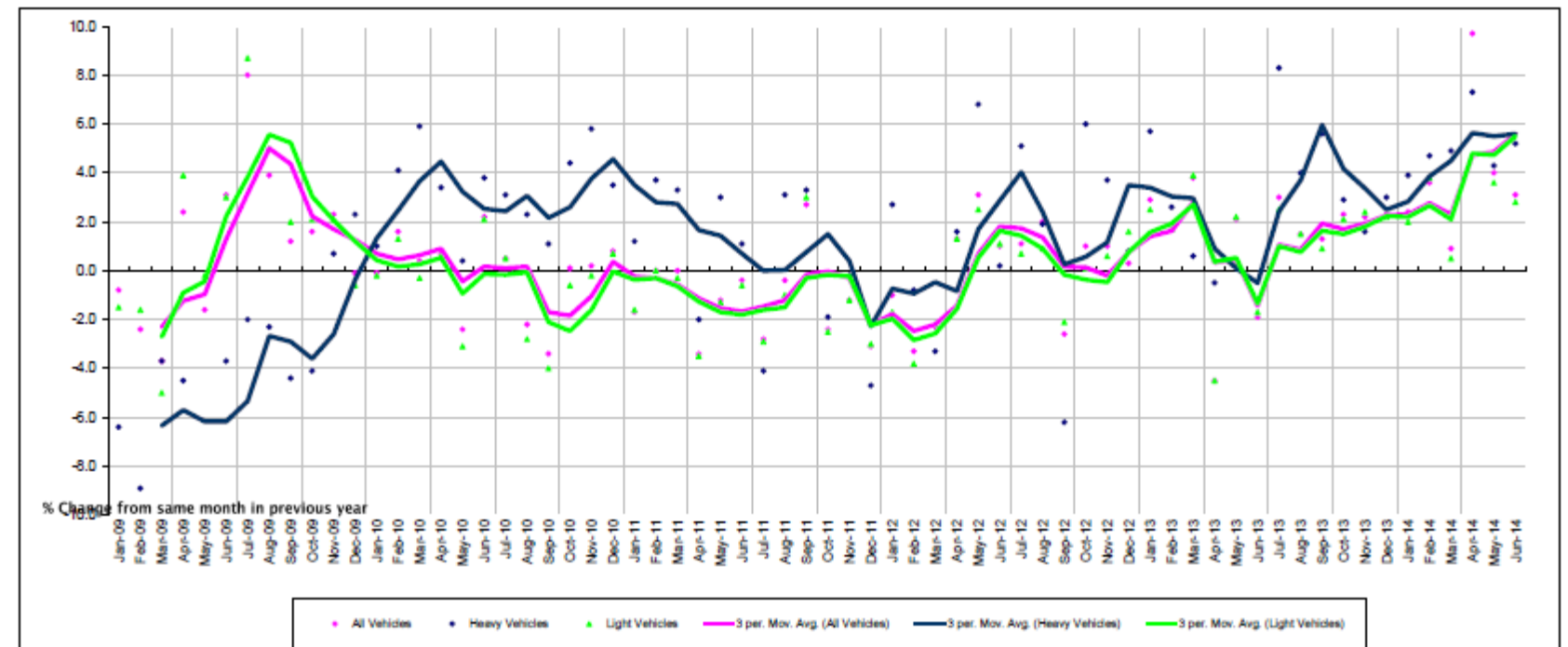
\$ million	Actual	58	60	65	64	64	51	64	59	62	72	69	64	63	66	74	65	68	59	YTD
Forecast - OBU 2013 mid								64	59	62	66	71	62	59	64	76	65	67	57	784
Difference \$											6.1	-2.2	2.1	4.7	1.9	-2.0	0.1	1.5	2.0	770
Difference %											9.3%	-3.2%	3.4%	8.1%	3.0%	-2.6%	0.2%	2.3%	3.5%	14.3
OBU 2013 low								64	59	62	66	71	62	59	64	76	65	67	57	774
OBU 2013 high								64	59	62	66	72	62	59	64	76	66	67	58	776
Forecast - BEFU 2013 mid					65	66	57	57	61	66	68	73	64	60	66	78	67	69	59	786

Return to growth in Heavy RUC

- Heavy RUC kms increased by around 2.7% in 2013/14, following a decline last year (2012/13).
- State highway traffic figures for heavy vehicles also indicate steady growth on last year over the years.
- State highway traffic figures also indicate modest growth for light vehicle traffic in the first half of 2013/14, and some stronger growth in the latter half of the year.

Summary of MADT Change from Same Month in Previous Year

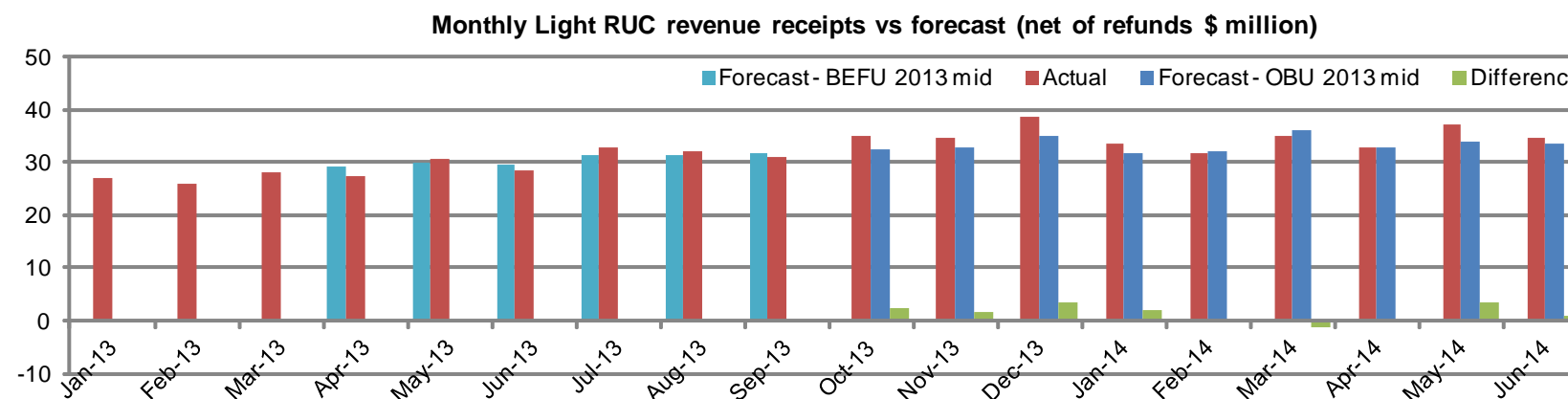
The graph and table below shows 6 years national MADT change from the same month in the previous year, summarising the figures published in previous monthly reports.



Light RUC (around \$420m p.a. – 14% of total NLTF revenue)

Light RUC steaming ahead of forecast

- Revenue for 2013/14 was above forecast prior to the year (BEFU 2013) by around \$18 million, or 4.6%.
- It was \$12.6 million, or 3.2% above forecasts in October (OBU 2013).
- Total revenue was \$68 million, or 19.5% higher than 2012/13.
- Rate increases of approximately 10.5% on 1 July 2013 contributed to this increase (approx \$37 million).
- With an increase in kilometres purchased of 8.1% (approx \$28 million).



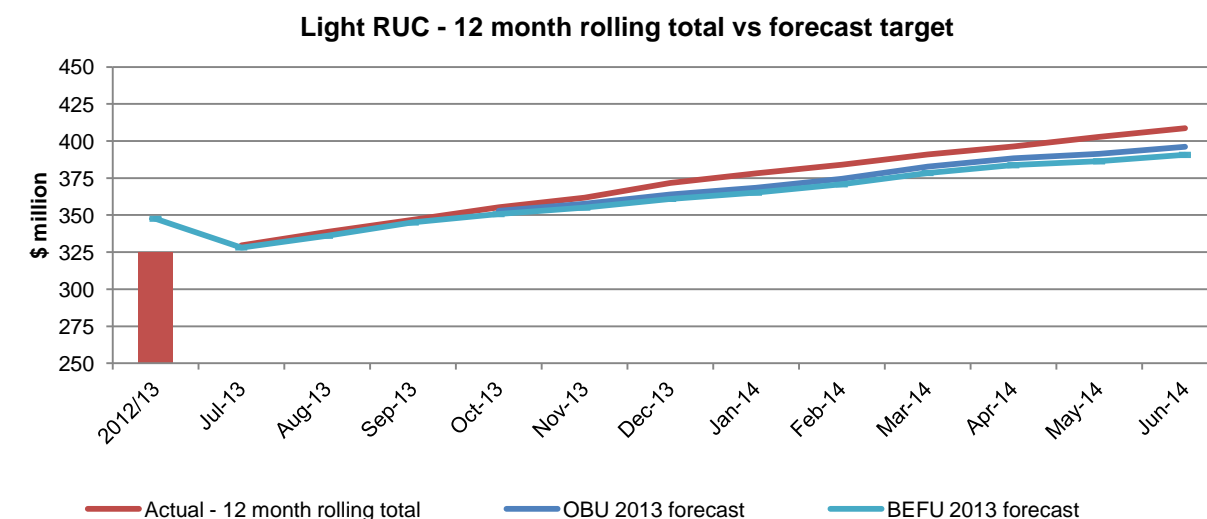
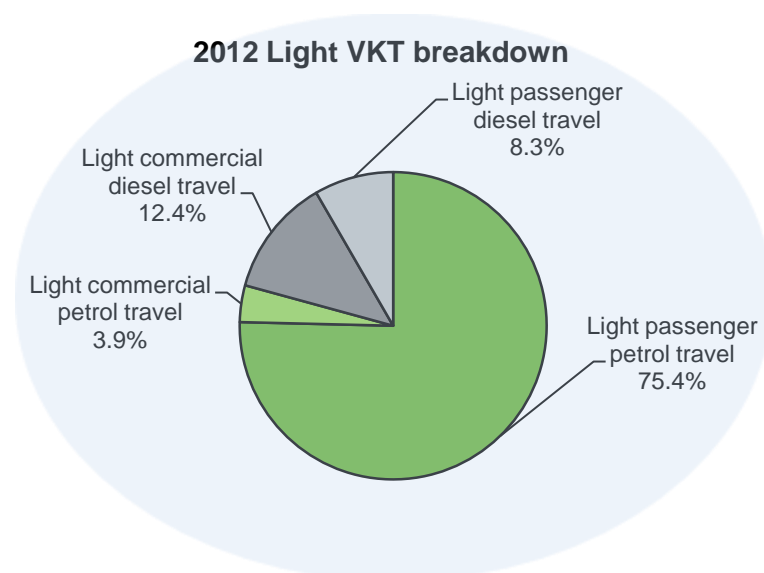
Strong growth in Light RUC kms

- Light RUC kms grew very strongly in 2013/14 (8.1%), following modest increases of around 1% a year in 2011/12 and 2012/13.

\$ million	Actual	27	26	28	27	31	29	33	32	31	35	35	39	33	32	35	33	37	34	YTD
Forecast - OBU 2013 mid								33	32	31	32	33	35	32	32	36	33	34	33	396
Difference \$											2.5	1.7	3.6	1.9	-0.2	-1.2	-0.2	3.5	1.1	12.6
Difference %											7.6%	5.0%	10.2%	5.9%	-0.6%	-3.2%	-0.7%	10.3%	3.2%	3.2%
OBU 2013 low								33	32	31	32	33	35	31	32	36	33	34	33	395
OBU 2013 high								33	32	31	33	33	35	32	32	36	33	34	34	398
Forecast - BEFU 2013 mid					29	30	30	31	31	32	32	33	35	31	32	36	33	33	33	391

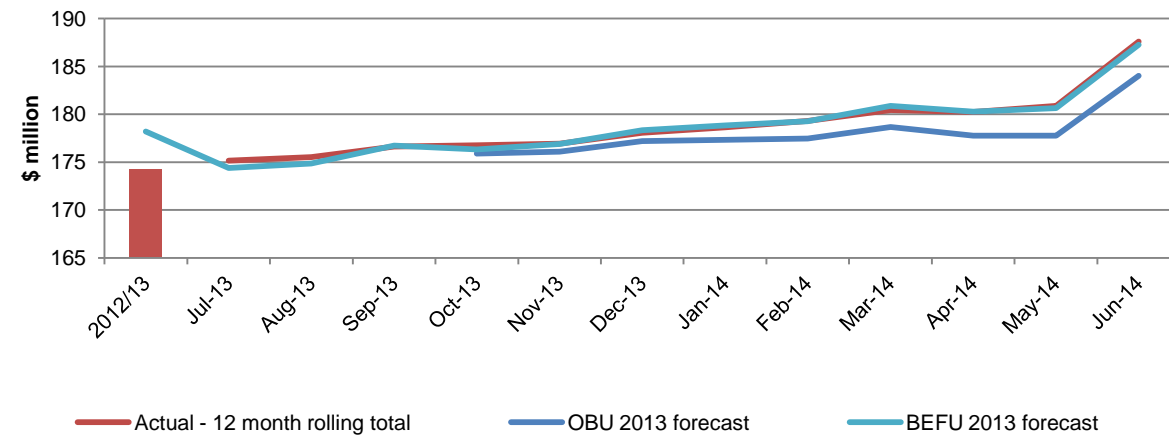
Revenue for 2013/14 indicates modest increase in total light and medium VKT

- The final revenue figures for light (and medium) RUC, and petrol excise duty indicate growth in light and medium VKT for 2013/14 of 1.4%.
- With population growth estimated at around 1.1% for the year, this indicates an increase in light and medium VKT per capita of around 0.3%

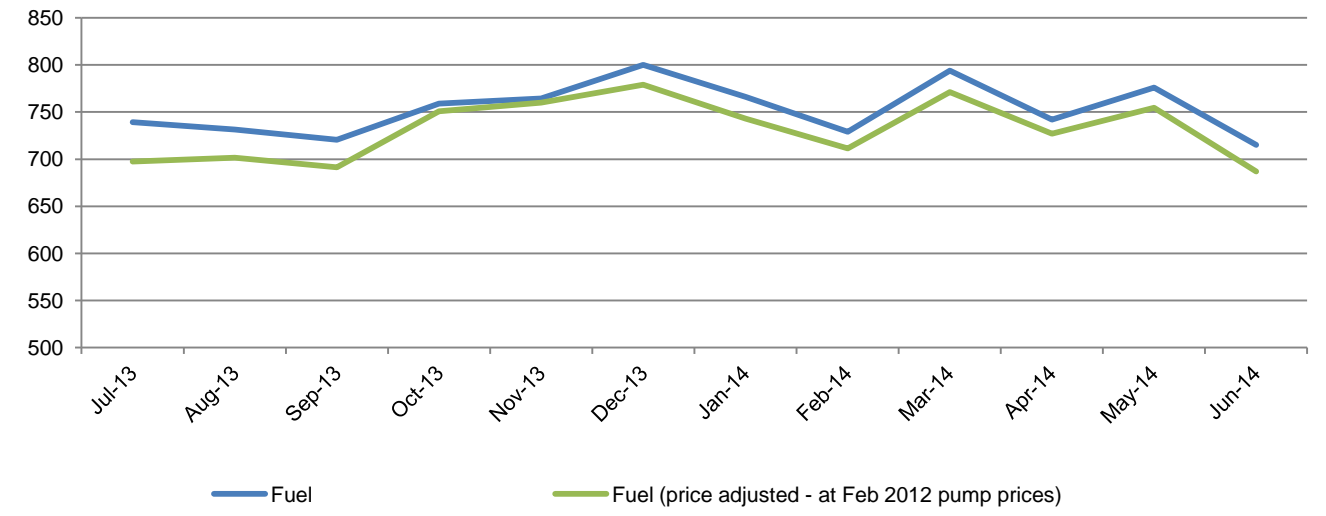


Other key indicators

MVR - 12 month rolling total vs forecast target



Monthly electronic card transactions on fuel (\$ millions)



Monthly petrol and diesel pump prices (nominal)

