

OC220148

22 April 2022

Tēnā koe

I refer to your email dated 9 March 2022, requesting the following under the Official Information Act 1982 (the Act):

“Please provide a copy of the “theoretical bottom-up assessment” as referred to in your OC210885 letter dated 12 November 2021.

Your letter in para 4 refers to “programme level”, can you confirm that refers to the National Land Transport Programme level? If not, please elaborate.

Please provide the feedback given by MoT to NZTA on its draft IPM.

Did MoT's assessment of NLTP 2021-24 include any evaluation on the impact on greenhouse gas emissions from transport? If so, please provide the details (including details of emissions modelling) and supporting materials.”

You will find my response to each of your questions below:

1. The reference in OC210885 to the “theoretical bottom-up assessment” is the expenditure estimates we need to generate for the various activity classes when developing any Government Policy Statement on land transport (GPS). Additional information is provided on this as part of the proactive release of GPS 21 documents which you can find on our website: <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2021/>
2. The reference to “programme level” in paragraph 4 of the OC210885 response does mean the National Land Transport Programme (NLTP).
3. Te Manatū Waka Ministry of Transport (the Ministry) provided feedback to Waka Kotahi (emailed 21 February 2020) on an early version of its draft Investment Prioritisation Method and this comment is below in full:
 - a. *“Prioritisation (supplied separately from the consultation proposals)*
 - i. *A proposed approach to prioritisation was received on 19 February. The concept outlined in the proposal appears broadly workable and is aligned with the value for money investment principles that have been developed for GPS 2021. There needs to be further development and testing to establish the detailed prioritisation criteria as this will be key*

to ensure that the GPS priorities and government commitments (ATAP, LGWM, R2Z) are given appropriate priority.

- ii. It is interesting that the alternative prioritisation in appendix 4 appears to have a simpler approach to handling the government commitments and has a more transparent link to the GPS 2021 value for money investment principles. We are interested to understand why this alternative prioritisation is now being proposed. Again, testing based on past projects may be a useful exercise to show the difference between the two potential approaches.”*

4. As for your final point, the Ministry does not have a role in relation to an assessment or endorsement of the National Land Transport Programme, and as such, no assessment of greenhouse gas emissions was undertaken by the Ministry in relation to National Land Transport Programme.

You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman’s website www.ombudsman.parliament.nz

The Ministry publishes our Official Information Act responses and the information contained in our reply to you may be published on the Ministry website. Before publishing we will remove any personal or identifiable information.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'Tim Herbert', with a stylized, cursive script.

Tim Herbert
Manager, Investment