

An aerial photograph of a modern, multi-lane highway curving through a lush green landscape. The road is flanked by grassy hills and some low-lying vegetation. In the distance, several wind turbines are visible on the horizon under a clear sky. A white truck is driving on the left side of the road, and a small red car is further ahead on the right side. The road has white lane markings and a metal guardrail on the right side.

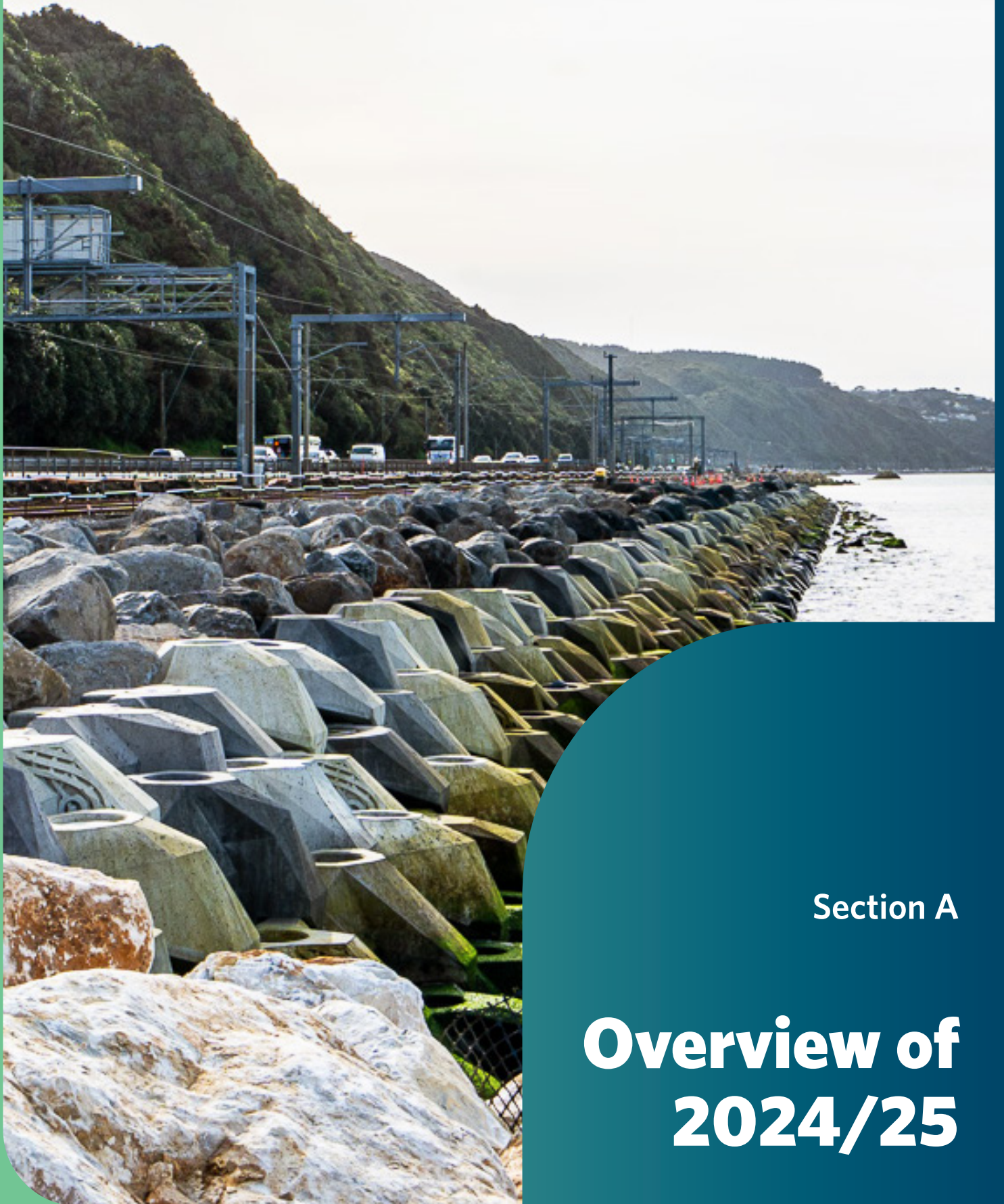
National Land Transport Fund annual report

Provided to the Minister of Transport and presented to the House of Representatives pursuant to section 11 of the Land Transport Management Act 2003 and section 150 of the Crown Entities Act 2004

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Section A

Overview of 2024/25

Chair and chief executive overview

He tirohanga whānui nā te heamana me te pou whakahaere

In 2024/25, NZ Transport Agency Waka Kotahi (NZTA) continued to work closely with its partners and stakeholders to give effect to the Government Policy Statement on land transport 2024 (GPS) by investing the National Land Transport Fund (NLTF) in the 2024-27 National Land Transport Programme (NLTP).

NLTF investments help to support an efficient land transport system that is productive and resilient.

This year was the first year of the 2024-27 NLTP. A total of \$5.72 billion was invested through the NLTF:¹

- \$2.38 billion towards economic growth and productivity
- \$1.34 billion towards safety
- \$1.32 billion towards increased maintenance and resilience
- \$0.68 billion towards value for money.

The overarching strategic priority for land transport investment is economic growth and productivity.

NZTA's significant capital projects foster economic growth, create social and economic opportunities, and strengthen connections for both people and freight.

Despite challenges such as cost pressures, external operating conditions, supply chain disruptions, and the ongoing impacts of the COVID-19 pandemic and inflation, NZTA's capital projects remain on track. With 92 percent of NZTA's significant capital projects achieving at least 67 percent of their 2024/25 statement of performance expectation milestones and 90 percent of state highway improvement activities funded by the NLTF delivered to agreed standards and timeframes.

The Roads of National Significance (RoNS) and Roads of Regional Significance (RoRS) programmes are progressing well. Roads of National Significance investment cases met their mid-2025 completion targets and have been presented to the NZTA Board for consideration. Work will then be prioritised.

¹ Investment figures are from the NLTF and exclude investment from the Crown, from the Provincial Growth Fund, North Island weather event (NIWE), local share, the New Zealand Upgrade Programme, SuperGold Card funding and investment in the Investment management activity class and from other non-NLTF funding sources.

Notable achievements in 2024/25 were the opening of Te Ahu a Turanga, replacing the old Manawātū Gorge Road, which closed in 2017 following landslides. The reopening of State Highway 1 Mangamuka Gorge was another notable accomplishment, after multiple weather-related slips closed the highway in August 2022. NZTA also made significant progress on the Takitimu North Link, providing an efficient, more reliable and safer route between Tauranga and Te Puna.

NZTA maintenance, safety and resilience work is progressing well and includes repairing potholes, increasing maintenance, and investing in new safety measures, public education, and funding for road policing and enforcement.

Close to 25 percent of the state highway network had proactive road maintenance and renewals over 2024/25. NZTA repeatedly exceeded its target to repair 90 percent of potholes within 24 hours and achieved its year-to-date targets for road renewals as early as April.

NZTA and its partners made great progress towards renewing the roading network, exceeding all targets in this area. NZTA delivered almost 2000 lane kilometres of resealed and resurfaced pavement this year, and over 5500 lane kilometres delivered. The same amount of effort has been put into rehabilitation pavement across the network with 300 lane kilometres of both state highways and local roads delivered.

NZTA has focused on performance and efficiency and will continue to do so as it moves into the second year of the GPS. The government expects NZTA to hold itself and its partner organisations accountable to high standards — fast and effective delivery and achieving better value for money through NLTF investments.

NZTA is committed to working in meaningful partnerships to invest in and deliver a land transport network that benefits all communities across New Zealand.



Simon Bridges
NZTA Board Chair

A handwritten signature in black ink, appearing to read 'Simon Bridges'.



Brett Gliddon
NZTA Chief Executive

A handwritten signature in black ink, appearing to read 'Brett Gliddon'.

About this report

Overview

NZTA is responsible under the Land Transport Management Act 2003 (section 11) for allocating and investing the NLTF and preparing the NLTP. It must prepare an annual report on the NLTF, which must include how the activities funded under the NLTP contribute to the GPS.

The outcomes and achievements presented in this report are the result of a collective investment in land transport. NLTP activities are planned, invested in and delivered in partnership by NZTA, local and regional authorities, New Zealand Police and other transport sector partners, including KiwiRail. Where NZTA is funded to deliver activities in the NLTP, performance on the delivery of these activities is also included in this report.

This is the first NLTF annual report under the 2024–27 NLTP and GPS 2024 (which covers 2024/25 to 2033/34).

Statement of performance for activity classes funded by the National Land Transport Fund

The following information forms the statement of performance for the activity classes funded by the NLTF.

| Activity class | Page |
|----------------------------------|------|
| State highway improvements | 201 |
| State highway pothole prevention | 202 |
| State highway operations | 203 |
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| Local road pothole prevention | 205 |
| Local road operations | 206 |
| Public transport services | 207 |
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The land transport investment system

National Land Transport Fund

The NLTF is a dedicated fund for maintaining and developing local and national transport services. The NLTF is made up of funding from:

- **fuel excise duty** – excise collected at source and recharged in petrol, liquid petroleum gas and compressed natural gas prices
- **road user charges** – charges paid by users of vehicles over 3.5 tonnes (manufacturer's gross laden weight) and by users of vehicles using diesel or another fuel not taxed at source
- **motor vehicle registry fees** – registration and licence fees paid by public road users to access the road network
- **state highway property rental and sale** – rentals and other charges on state highway property and from the sale of land surplus to transport requirements
- **track user charges** – charges collected from KiwiRail
- **surplus and short-term debt movement** – use of surplus from a previous NLTF and movement in short-term debt
- **Crown** – funds provided to support the Rail Network Investment Programme and additional funds for an emergency relief package and emergency works following the North Island weather events
- **tolling** – charges collected from tolled road for the repayment of tolling debt
- **Clean car standard programme** – charges collected from cars imported with a carbon dioxide (CO₂) level above the standard.

The NLTP is a partnership between NZTA, which uses the NLTF to invest on the Crown's behalf, and approved organisations.² NZTA assesses and prioritises which activities proposed by approved organisations will be invested in on behalf of the Crown.

² An approved organisation is a regional council, a territorial authority or an approved public organisation (such as the Department of Conservation) with authority to invest local funding on behalf of ratepayers.

Government Policy Statement on land transport

The GPS sets out the government's strategic direction for the land transport system for the next 10 years. It guides how the NLTF is invested and how activities are assessed and prioritised for regional land transport plans. The GPS also sets out the government's plan for investing in the land transport system to realise the government's long-term transport outcomes.³

The Minister of Transport must issue a GPS every 6 financial years and review the Crown's land transport investment strategy within it every 3 years. GPS 2024 was in effect through 2024/25.

The 4 strategic objectives of GPS 2024 are economic growth and productivity, increased maintenance and resilience, improved safety and value for money.

National Land Transport Programme

The priorities of the GPS are progressed through the NLTP, a 3-year programme that sets out how NZTA, working with its partners, plans to invest national land transport funding. The NLTP sets out activities that are expected to be funded from the NLTF under the Land Transport Management Act 2003. Regional land transport plans, developed by local government, must also align with the GPS.

The NLTP is a snapshot of:

- committed funding from previous NLTPs for transport improvements that are generally large scale
- continuous programmes NZTA delivers every day, such as public transport and road maintenance
- upcoming activities NZTA will consider funding, which are developed collaboratively using the GPS and regional land transport plans.

³ For more information, visit transport.govt.nz/area-of-interest/strategy-and-direction/transport-outcomes-framework

NZTA investment approach

NZTA allocates funding across transport activities to give effect to the GPS and contribute to an effective, efficient and safe land transport system in the public interest. To do this, NZTA works closely with co-investment partners and stakeholders (including local communities and national policy makers) to determine the transport solutions that will work best for New Zealand.

Investment principles

When considering the best mix of activities to receive investment funding, NZTA applies the following investment principles:⁴

- invest in the transport system to achieve multiple outcomes
- take a robust approach to delivering best value for money
- ensure solutions are future-focused and adaptable
- collaborate and engage with the local government sector to understand and reflect local, regional and national perspectives
- make decisions following a transparent, risk-based process informed by a strong evidence base
- take a Treaty of Waitangi centric view to provide positive outcomes for Māori.

Investment decision-making approach

In developing the NLTP, NZTA uses the investment decision-making framework and process outlined in figure 1. This framework includes an investment prioritisation method, legal requirements, investment policies, rules and guidance for prioritising NLTP activities and investment decisions. The basis for prioritisation, assessment and investment decisions are set out on the NZTA website. Policies, rules and guidance relating to planning and investment are set out on the NZTA website: nzta.govt.nz/planning-and-investment.

For each activity proposed for inclusion in the NLTP, a business case is developed that includes an assessment of options. A preferred solution is put forward for an investment decision.

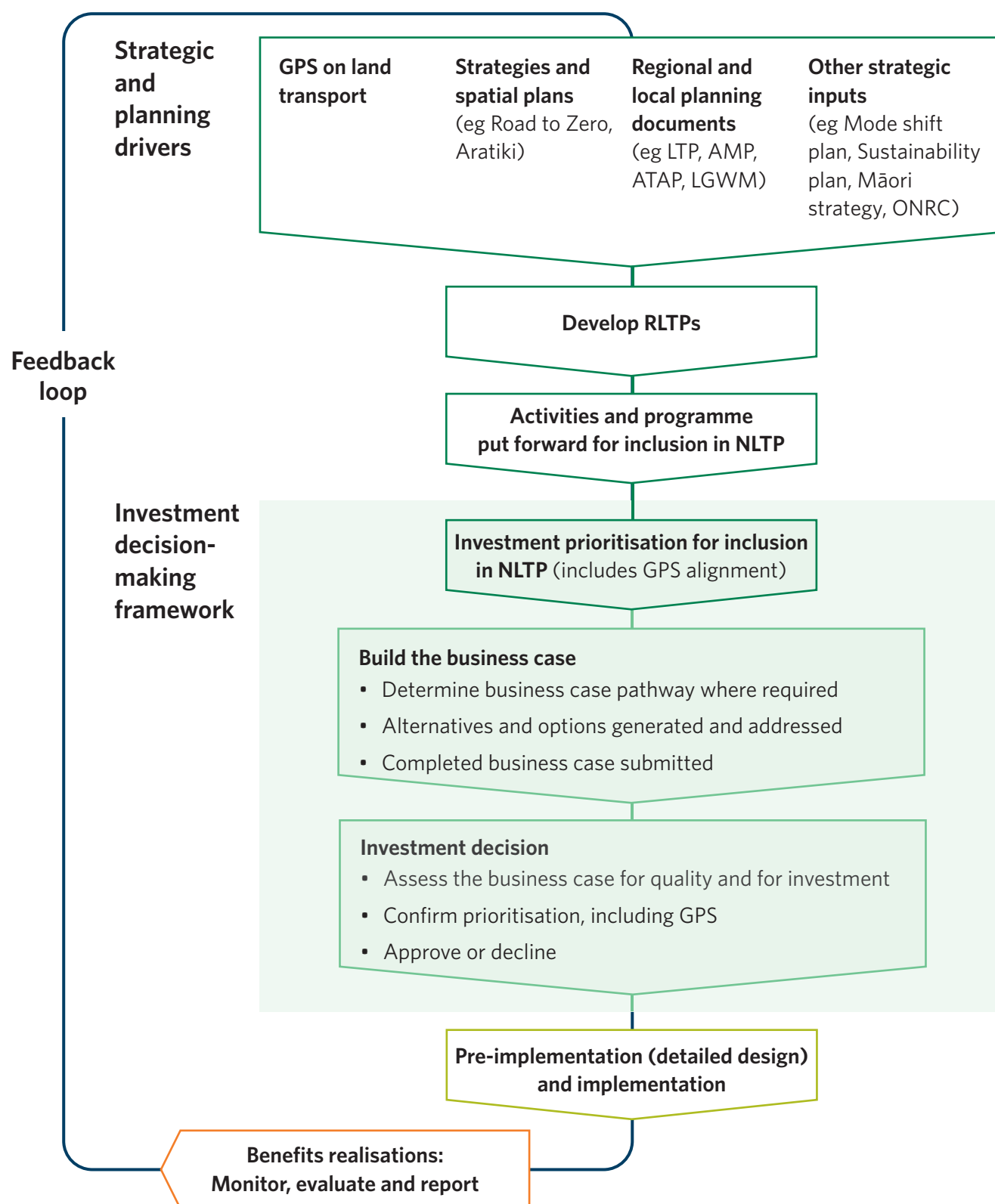
The NZTA Board makes significant investment decisions and, under the delegation rules, NZTA managers make other investment decisions.

If the investment is approved, the activity is implemented and NLTF funding is claimed as costs are incurred. The desired or expected benefits from that investment are identified so they can be measured and reported.

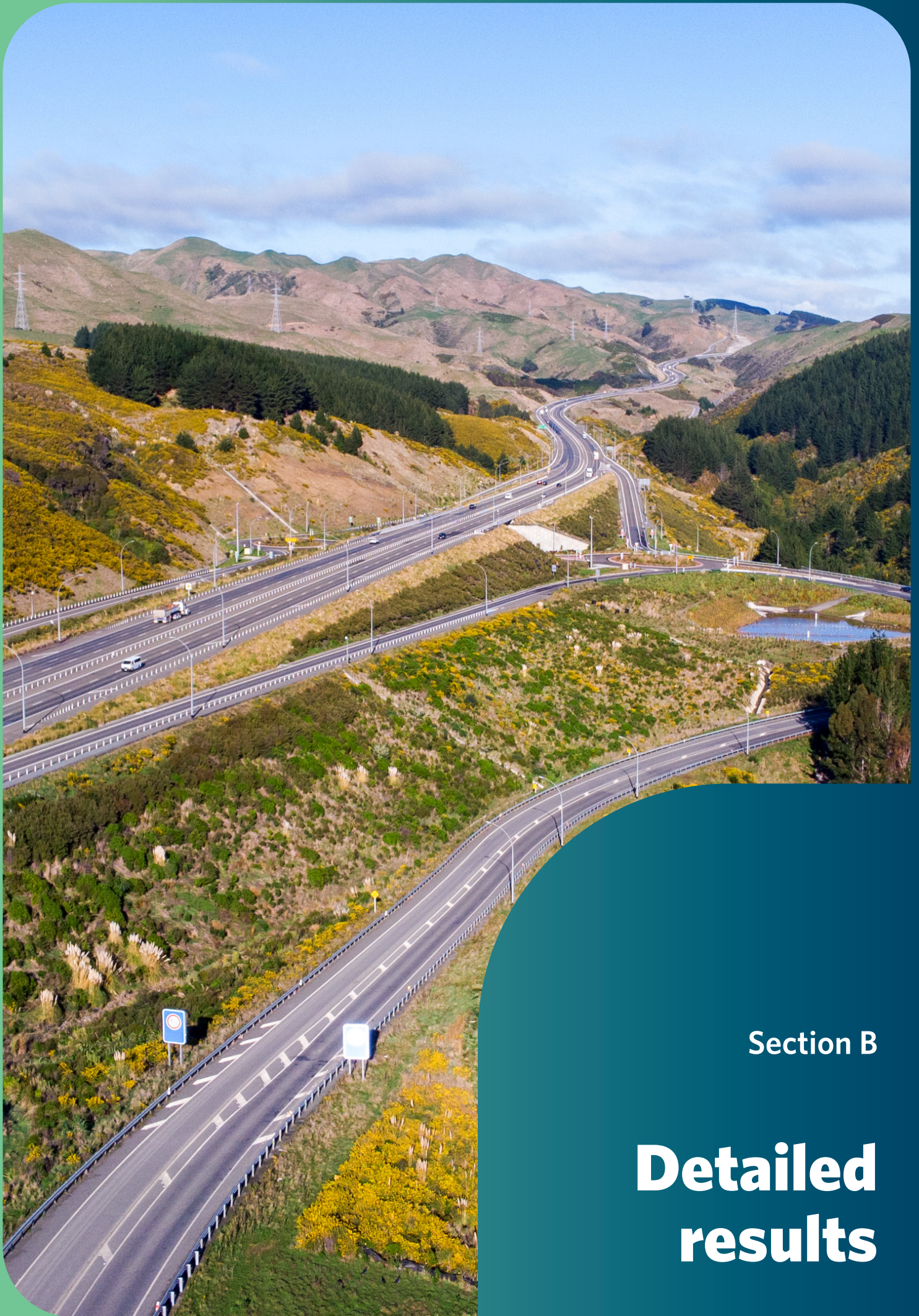
For the 2024–27 NLTP, NZTA captured baseline and forecast benefits information for all activities submitted for inclusion against an updated benefits framework. However, assessing whether those benefits have been realised takes time as data is gathered for reporting.

⁴ These investment principles sit alongside the operating principles in the Land Transport Management Act 2003 and provide an overarching direction for decisions. Further information on these investment principles is available at nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/202124-nltp-principles-and-policies/investment-principles

Figure 1 – NZTA investment decision-making framework



Note: AMP – asset management plan; ATAP – Auckland Transport Alignment Project; GPS – Government Policy Statement; LGWM – Let’s Get Wellington Moving; LTP – long-term plan; NLTP – National Land Transport Plan; ONRC – One Network Road Classification; RLTP – Regional Land Transport Plan.



Section B

**Detailed
results**

Delivering on the Government Policy Statement on land transport 2024



The 2024–27 National Land Transport Programme (NLTP) plans to invest \$35 billion across the strategic priorities of the Government Policy Statement on land transport (GPS) 2024, including \$18.8 billion from the National Land Transport Fund (NLTF).

By 30 June 2025, the end of the first year of the 2024–27 NLTP, \$10.34 billion had been invested in the NLTP, including \$5.7 billion from the NLTF.

Investment figures shown are from the NLTF and exclude investment from the Crown, from the Provincial Growth Fund, North Island Weather Event (NIWE), local share, the New Zealand Upgrade Programme, SuperGold Card funding and investment in the Investment management activity class and from other non-NLTF funding sources. For more detail on how the NLTF was used across activity classes, see page 199.

The following sections describe what the NLTF invested in and delivered to achieve the results and objectives of GPS 2024, including a subset of NZTA output class measure results.

Economic growth and productivity

What was invested

A total of \$4.5 billion was invested in activities with economic growth and productivity-related benefits in 2024/25. This amount included \$2.36 billion from the NLTF, including \$597 million invested in state highway improvements, \$301 million in state highway pothole prevention and \$294 million in state highway operations.⁵

What was delivered

NZTA worked with its partners to progress significant capital projects that help connect people and freight quickly and safely and support economic growth.

- Over the year, NZTA made substantial progress on several strategic initiatives. Remarkably, all but one investment case for the Roads of National Significance (RoNS) programme have been completed. The final case, for Hamilton Southern Links, is scheduled to be presented to the Board in September 2025. This is a significant achievement given the complexity and size of these projects, particularly the Northland Corridor, Petone to Grenada and State Highway 1 Wellington RoNS. The Northland Corridor, Warkworth to Te Hana, public-private partnership procurement started with the expression of interest issued in March 2025.
- Key infrastructure achievements include the opening of the State Highway 1 – State Highway 29 Intersection Improvements and Te Ahu a Turanga: Manawatū Tararua Highway. Construction began on stage 1B of the Papakura to Drury upgrade, and work on the Queenstown package transitioned ahead of schedule into stage 2.
- Noteworthy engineering milestones involved starting tunnelling works for Te Ara o Te Ata – State Highway 3 Mt Messenger and initiating marine geotechnical drilling for Waitematā Harbour Connections. In addition, NZTA restarted work on the Waikare Gorge and State Highway 58 Safety Improvements Stage 2.
- Progress continued on transformative projects such as the Northland Corridor, Ōtaki to North of Levin, and Takitimu North Link Stage 1, improving connectivity for freight and commuters.
- In terms of state highway improvements, \$597 million was invested in state highway upgrades, complemented by \$301 million for pothole prevention and \$294 million for operations, ensuring safer, more resilient routes.
- RoNS and RoRS projects, together with major public transport projects, support greater residential intensification to improve housing supply, choice and affordability.
- Efficient investment in a land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities, including access to land for housing growth.

These efforts are unlocking land for housing, reducing travel times, and supporting regional economies. By targeting high-impact projects and maintaining critical infrastructure, NZTA is building a transport system that underpins productivity and supports sustainable growth.

NZTA invested in the delivery of public transport services

- Public transport is a key contributor to economic growth and productivity, with 154 million boardings recorded in 2024/25. Public transport services improve access to markets, employment and education, reduce congestion, and boost network efficiency.
- NZTA also progressed the rollout of the National Ticketing Solution (branded as Motu Move). This initiative will unify public transport payment systems across the country, offering more flexible payment options and encouraging greater uptake of public transport.

⁵ These financial figures include funding from all sources, including debt.

Increased maintenance and resilience

What was invested

A total of \$2.4 billion was invested in activities with increased maintenance and resilience benefits during the first year of the NLTP. In 2024/25, this included \$1.3 billion from the NLTF, including \$288 million invested in state highway improvements, \$226 million in state pothole prevention and \$226 million in state highway operations.⁶

What was delivered

NZTA invested in improving the maintenance of roads across the network

- New Zealand needs a transport system that is resilient to the impacts of weather events and other natural disasters. Increasing maintenance and resilience enables NZTA to effectively manage and reduce current and future risks and adapt to these challenges.
- At the end of 2024/25, 93 percent of the state highway network met minimum asset condition requirements. Over-programming to 120 percent and strong delivery across every region meant NZTA met the pavement rehabilitation and resealed and resurfaced target by the end of quarter 3, with 8 percent of the entire network having resealed or resurfaced pavement.
- Of the pavement network, 1.4 percent underwent rehabilitation, surpassing the year's target of 0.9 percent for this year. This equates to 349 lane kilometres that have been rehabilitated.
- NZTA had 98 percent of the reported potholes repaired within 24 hours. This reflects the increased focus on pothole prevention and pavement maintenance. Further improvements are expected in years 2 and 3 of the 2024–27 NLTP.
- The cost per lane kilometre for resealing and resurfacing was \$129,159 and for rehabilitation was \$667,289. This establishes new baselines for future benchmarking.

These outcomes reflect a strong delivery effort across all regions and signal further improvements expected in years 2 and 3 of the NLTP.

NZTA invested in the resilience of the state highway and local road network

- During 2024/25, unplanned road closures were resolved within standard timeframes for 57 percent of weather events and 93 percent of other events (such as crashes). To improve this performance, NZTA signed an updated memorandum of understanding on incident management with NZ Police, Fire and Emergency New Zealand, Hato Hone – St John Ambulance and Wellington Free Ambulance. The memorandum sets clear expectations on how incidents will be managed to ensure New Zealand's roading networks are not closed or restricted for longer than necessary for each party to carry out its functions.
- Local road resealing and resurfacing reached 5 percent of the sealed network, exceeding the 4 percent target. This achievement directly enhances the durability of road surfaces, improving safety and travel experience for communities throughout New Zealand.
- Local road rehabilitation covered 0.3 percent of the sealed network, above the 0.2 percent target. Rehabilitation involves extensive restoration of road structure, addressing underlying issues so roads remain reliable and secure against the impacts of increasingly severe and frequent weather events and daily wear.
- Financial efficiency was also evident, with the cost per lane kilometre for local road resealing calculated at \$60,576.28, well below the target of \$95,000. This cost-effectiveness enables NZTA to stretch resources further, allowing for a broader reach of improvements and a stronger foundation for future work.

These efforts support NZTA's commitment to maintaining a safe, reliable, and responsive transport system under the strategic direction of GPS 2024.

⁶ These financial figures include funding from all sources, including debt.

Safety

What was invested

A total of \$2.5 billion was invested in activities with safety-related benefits during the first year of the NLTP. In 2024/25, this included \$1.3 billion from the NLTF, including \$314 million invested in state highway improvements, \$174 million in public transport services and \$155 million in safety.⁷

What was delivered

NZTA invested in NZ Police delivery of the Road Safety Partnership Programme

- As part of the commitment to provide effective road policing services, NZTA funds NZ Police activities aimed at improving road safety such as, reducing alcohol and other drug impairment.
- NZ Police operated mobile safe speed cameras for 43,431 hours in 2024/25, which was below the target of 80,000 hours set by the Road Safety Partnership Programme 2024-27. The transition of these cameras from NZ Police to NZTA affected the delivery of hours as NZ Police had to reduce hours and infringement delivery while these services were transitioned. This is the last year of reporting on NZ Police performance.
- From 1 July 2025, reporting on safety cameras will reflect NZTA performance. NZTA is focused on building in more automation and efficiencies, adding to its fleet of mobile safety cameras and rolling out new average-speed safety cameras along high-risk corridors and roads.
- In 2024/25, 2764 deaths and serious injuries occurred on the land transport network. While this represents an increase on last year, it remains below the level 2 years ago. Ongoing investment in safety improvements such as median barriers, speed management and high-risk corridor improvements through the NLTF aims to reduce harm.

NZTA invested in and delivered infrastructure improvements to make the network safer

- In 2024/25, NZTA continued to invest in and work with partners to improve safety across the land transport network through targeted infrastructure upgrades and delivery of significant capital projects.
 - Te Ahu a Turanga: Manawatū Tararua Highway: The highway was open to traffic on 11 June 2025, providing a safer, more resilient route restoring a vital connection for communities and freight across the lower North Island.
 - State Highway 1 Belfast to Pegasus Motorway and Woodend Bypass: The investment case was approved and the professional services contract for detailed design was awarded in February 2024. This bypass is designed reduce traffic volumes on Main North Road, lowering crash risks at local intersections.
 - State Highway 58 safety improvements: work has restarted on the State highway 58 safety improvements (stage 2). This work will include 2 new roundabouts, shared paths around the roundabouts and the installation of median barriers, improving safety for all road users.

These initiatives reflect NZTA's ongoing commitment to reducing harm and improving safety outcomes across the transport system, supported by \$1.3 billion in safety-related investments from the NLTF in 2024/25.

NZTA updated the setting of speed limits rule

- The government finalised a new approach to setting speed limits. It came into force on 30 October 2024. This has resulted in more than 80 speed changes across the state highway network.

⁷ These financial figures include funding from all sources, including debt.

Value for money

What was invested

A total of \$1.2 billion was invested in activities with value-for-money related benefits during the first year of the NLTP. In 2024/25, this included \$679 million from the NLTF, including \$137 million invested in state highway improvements, \$134 million in safety and \$75 million in state highway pothole prevention.⁸

What was delivered

NZTA focused on delivering better value for money to New Zealanders

- This year, NZTA placed a greater focus on cost-effective treatments that achieve efficiency, while also considering the views of affected road users and local communities (eg, greater use of rumble strips across the state highway, local and rural road networks).
- In response to the GPS 2024, NZTA also focused on maintaining roads, improving safety and making the network more resilient. NZTA refocused its programmes to align with ministerial expectations and GPS 2024 direction, including stopping or changing some activities, prioritising core functions such as road maintenance, and progressing contractually committed projects.
- To do this, NZTA adjusted its spending and continued to carefully manage its finances. Revenue from the NLTF was slightly ahead of plan, and NZTA used Crown contributions and loan repayments to reduce short-term debt. This ensured money was available for essential work.
- The NLTF remains NZTA's main funding source, supported by fuel excise duty, road user charges and vehicle fees. Public transport is funded through a co-investment model: NLTF investment is matched by local government rates, fare revenue and targeted Crown contributions are used for specific programmes. Local government is expected to increase public transport fare box recovery and generate more third-party revenue. This programme of work also aims to lift the private share of funding to over 35 percent across the 2024–27 NLTP period (from 11 percent in 2022/23).

Looking ahead, the approach is simple: keep funding stable, manage debt wisely and get the best value for every dollar by building a stronger, more sustainable transport funding model.

NZTA invested in reducing unnecessary temporary traffic management

- This year, NZTA sharpened its approach to temporary traffic management to deliver the GPS 2024 value-for-money priority while maintaining safety. NZTA strengthened assurance on temporary traffic management across state highways and local roads. For state highways, about 1400 inspections were completed in 2024/25, identifying 155 redundant sites. On local roads, around 15,500 inspections were carried out, uncovering about 3600 redundant temporary traffic management sites.
- To lift efficiency and consistency, NZTA also embedded the risk-based New Zealand Guide to Temporary Traffic Management into maintenance, renewals and network outcome contracts, stood up a new audit and assurance process, and strengthened workforce capability by creating 6 new temporary traffic management credentials and retiring several legacy credentials.

Collectively, these actions align with the GPS 2024 value-for-money priority and are expected to continue lowering the proportion of project costs attributable to temporary traffic management.

⁸ These financial figures include funding from all sources, including debt.

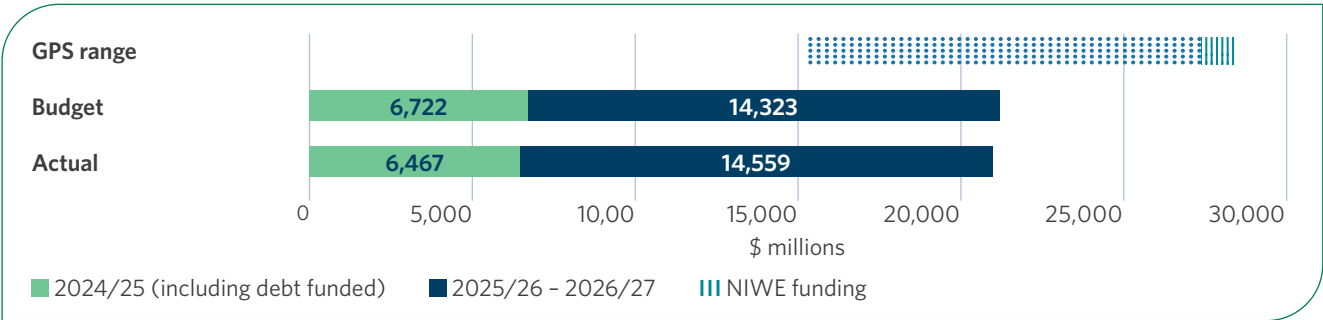
Use of the National Land Transport Fund

The actual investments from the NLTF compared with the planned level of funds allocated in the 2024–27 NLTP are illustrated below and shown in the tables in the next sections. These tables do not account for NLTP funds contributed by local authorities or from other sources. The tables also exclude the impact of non-NLTF Crown funding received for specific projects such as Major Crown Investment Projects.

The budget represents the three-year investment target set by the NZTA Board at the start of the 2024–27 NLTP (adjusted for late one-off funding adjustments) while the actual/forecast represents the current expected spend for the 2024–27 NLTP.



Overall use of the National Land Transport Fund



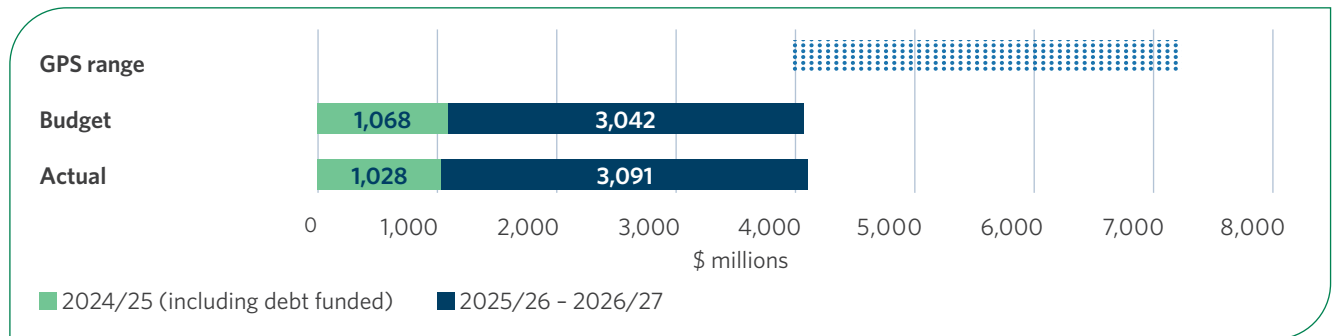
At the end of the first year of the 2024–27 NLTP, overall NLTF spend across all activity classes was below budget by \$255 million (4 percent). This was mainly due to delays in the delivery of some NIWE projects.

The figures include the use of a \$3.1 billion debt facility and \$500 million short-term debt facilities (if required) and the use of \$3.8 billion in capital grants. The debt funding is available for use for any NLTF spend, whereas the grant is available only for capital spend. At the end of the first year of the 2024–27 NLTP, expenditure of \$460 million and \$584 million was funded by the \$3.1 billion debt facility and \$3.8 billion capital grant respectively.

Interest and debt repayments are excluded from these figures. These repayments were \$877 million at the end of the first year of the 2024–27 NLTP, of which \$602 million was funded by the \$3.8 billion capital grant facility.

State highway improvements

Expenditure



State highway improvements expenditure was \$40 million (4 percent) below budget at the end of the first year of the 2024-27 NLTP. This reflects timing differences across programmes and slower than budgeted RoNS property acquisitions. A significant portion of the remaining spend in the 2024-27 NLTP relates to the RoNS, including large property acquisition and pre-implementation work.

Performance measures

| Reference | Measure | Status | Target ^A | 2024/25 actual | 2023/24 actual |
|-----------|---|----------|---------------------|----------------|----------------|
| SHI1 | Proportion of state highway improvement activities funded by the National Land Transport Fund delivered to agreed standards and timeframes ^B | Achieved | 80% or greater | 90% | 81% |
| SHI2 | Proportion of state highway improvement activities funded by the Crown delivered to agreed standards and timeframes ^C | Achieved | 80% or greater | 85% | 92% |

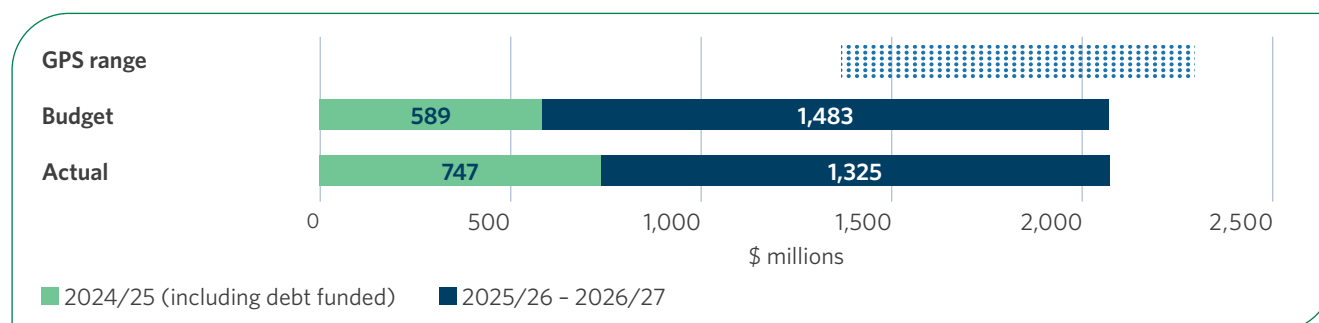
^A The methodology for SHI1 and SHI2 has changed to include all projects, which has led to the target being updated from 90 percent to 80 percent to reflect the inclusion of larger and more complex projects. The measure previously reported on only projects scheduled for practical completion during the financial year.

^B This is also an appropriation measure in Vote Transport (see appendix 4 of the NZTA annual report).

^C 'Agreed standards and timeframes' relates to schedule, budget and quality. Schedule is assessed by year-end achievements against milestones that are set at the beginning of the year. Budget is assessed by actual spend by year-end compared with financial baselines set at the beginning of the year. Quality is not an actual assessment but embedded in various gateways in managing the project.

State highway pothole prevention

Expenditure



The state highway maintenance output class was disestablished in response to changes to the activity classes in GPS 2024 and replaced with two new output classes: state highway operations and state highway pothole prevention.

State highway pothole prevention expenditure was \$158 million (27 percent) above budget at the end of the first year of the 2024-27 NLTP. Expenditure in 2024/25 reflects the successful delivery of an accelerated renewal programme. The favourable construction season weather also resulted in delivering a significantly increased programme of work.

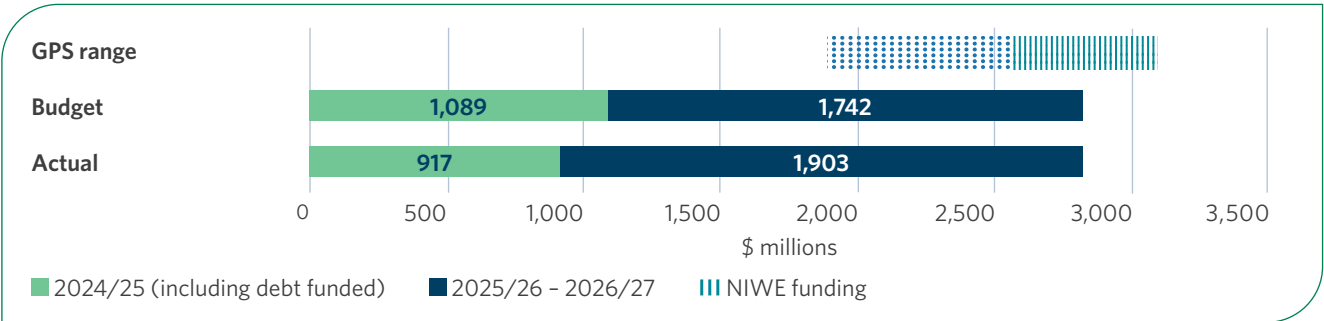
Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual ^A |
|-----------|--|----------|--------------------------------|-------------------------------------|-----------------------------|
| SHP1 | Percentage of network with resealed and resurfaced pavement | Achieved | 7% or greater (1690 lane kms) | 8% (1928 lane kms) | New measure |
| SHP2 | Percentage of network with rehabilitated pavement | Achieved | 0.9% or greater (217 lane kms) | 1.4% (349 lane kms) | New measure |
| SHP3 | Percentage of potholes repaired within 24 hours from being logged by contractors | Achieved | 90% or greater | 98% | New measure |
| SHP4 | Cost per lane kilometre pavement resealing and resurfacing | Achieved | Baseline to be set | Achieved Baseline set at: \$129,159 | New measure |
| SHP5 | Cost per lane kilometre pavement rehabilitation | Achieved | Baseline to be set | Achieved Baseline set at: \$667,289 | New measure |

^A This is a new output class established in response to changes in the activity classes in GPS 2024. As none of the previous measures were relevant to the activities funded through this activity class, all measures are new.

State highway operations

Expenditure



The state highway maintenance output class was disestablished in response to changes to the activity classes in GPS 2024 and replaced with two new output classes: state highway operations and state highway pothole prevention.

State highway operations expenditure was \$172 million (16 percent) below budget at the end of the first year of the 2024–27 NLTP. The underspend is largely due to delays in the delivery of NIWE projects and unspent emergency works funding, both of which have been carried forward to 2025/26.

Performance measures

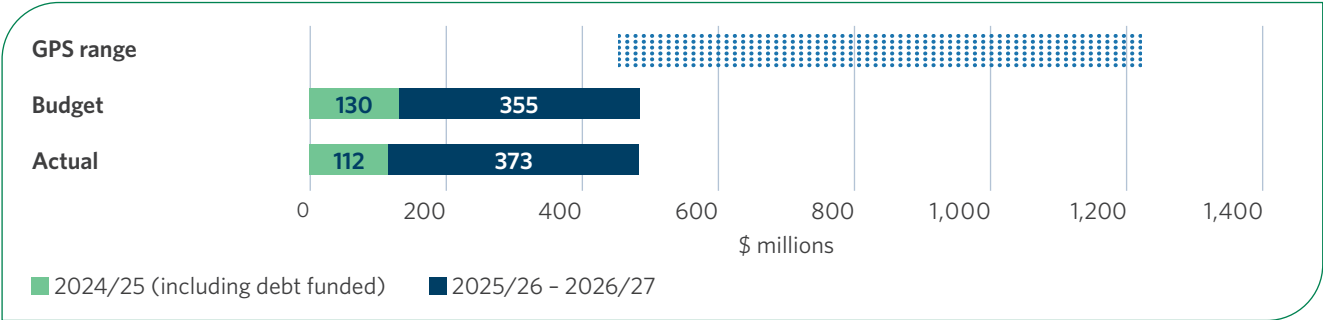
| Reference Measure | | Status | Target | 2024/25 actual | 2023/24 actual ^A |
|---|--|--------------|-----------------------|-------------------------|-----------------------------|
| SHO1 | Percentage budget variance in state highway operations spend (excluding emergency works) | Not Achieved | Less than 5% variance | 6.94% lower than budget | New measure |
| Overall, the allocation for state highway operations is being managed across the full 3-year NLTP programme. In year 1, NZTA made strategic decisions to underspend in some national projects and networks to fund major activities in years 2 and 3. Additionally, the previous split between pothole prevention and operations has tightened network budgets, as activities such as surfacing and drainage renewals now sit in the pothole prevention activity class. Networks are now working within stricter allocations for the state highway operations activity class, leading to close monitoring and reprioritisation to remain within allocation. | | | | | |

^A This is a new output class established in response to changes in the activity classes in GPS 2024. As none of the previous measures were relevant to the activities funded through this activity class, all measures are new.

Local road improvements

(excluding Housing Infrastructure Fund)

Expenditure



Local road improvements expenditure was \$18 million (14 percent) below budget at the end of the first year of the 2024–27 NLTP. This was mainly due to delays in the start-up of projects, as councils reconfirmed priorities in line with GPS 2024, and in the confirmation of the allocation of low-cost low-risk (projects less than \$2 million) funding.

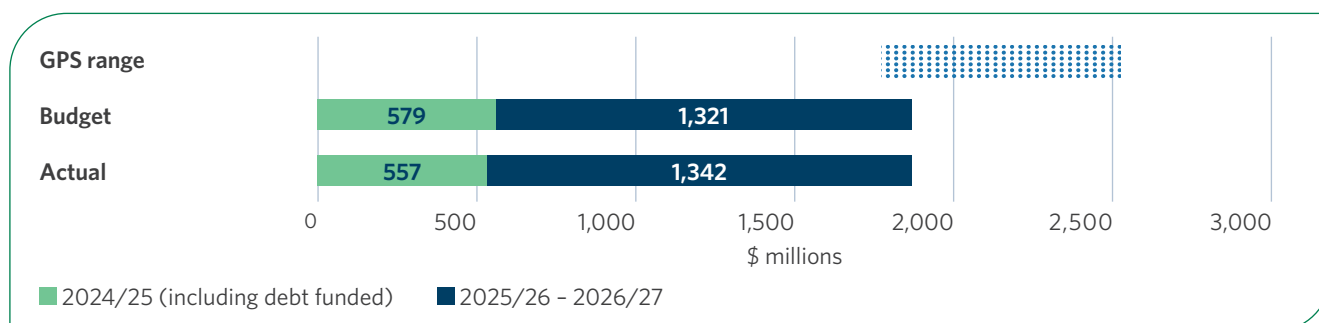
Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual |
|--|--|--------------|---------------|----------------|----------------|
| LRI1 | Proportion of local road improvement activities funded by the National Land Transport Fund delivered to agreed and timeframes ^A | Not Achieved | 80 or greater | 75% | 30% |
| This result reflects a significant improvement in local road performance from the past 2 years (30 percent in 2023/24 and 60 percent in 2022/23). The target was not fully achieved because the Dublin Street rail crossing was deferred (due to the iReX project being placed on hold) and councils needed to delay improvement projects to prioritise emergency works. NZTA is working closely with approved organisations to improve forecast accuracy. | | | | | |

^A This is also an appropriation measure in Vote Transport, see appendix 4 of the NZTA annual report. ‘Standards’ has been removed from the description to reflect better what is been measured. ‘Agreed timeframes’ applies to projects classified as in the pre-implementation or the implementation or construction phase that are due to be completed in the relevant financial year.

Local road pothole prevention

Expenditure



The local road maintenance output class was disestablished in response to changes to the activity classes in GPS 2024 and replaced with 2 new output classes: local road operations and local road pothole prevention.

Local road pothole prevention expenditure was \$22 million (4 percent) under budget at the end of the first year of the 2024-27 NLTP. This is primarily due to delays in renewal activities carried forward into 2025/26. Renewal expenditure is expected to increase in the remainder of the NLTP and bring expenditure back in line with budget across the 3-year period.

Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual ^A |
|-----------|--|--------------|------------------------------------|--------------------|-----------------------------|
| LRP1 | Percentage of sealed network with resealed and resurfaced pavement | Achieved | 4% or greater (4275 lane km) | 5% (5538 lane km) | New measure |
| LRP2 | Percentage of sealed network with rehabilitated pavement | Achieved | 0.2% or greater (215 lane km) | 0.3% (328 lane km) | New measure |
| LRP3 | Cost per lane kilometre pavement resealing and resurfacing | Achieved | Less than \$95,000 | \$60,576 | New measure |
| LRP4 | Cost per lane kilometre pavement rehabilitation | Achieved | Less than \$1,100,000 ^B | \$523,584 | New measure |
| LRP5 | Proportion of travel on smooth roads | Not Achieved | 86% or greater | 80% | New measure |

Road condition data has been collected differently this year. In the past, all councils carried out their own condition surveys; now the survey is being done at the national level. The Consistent Condition Data Collection Programme provides standardised sealed pavement surfacing data collection for all road controlling authorities. The 2024/25 survey comprised all high-class roads (major collectors and above) and at least 50 percent of low-class roads.

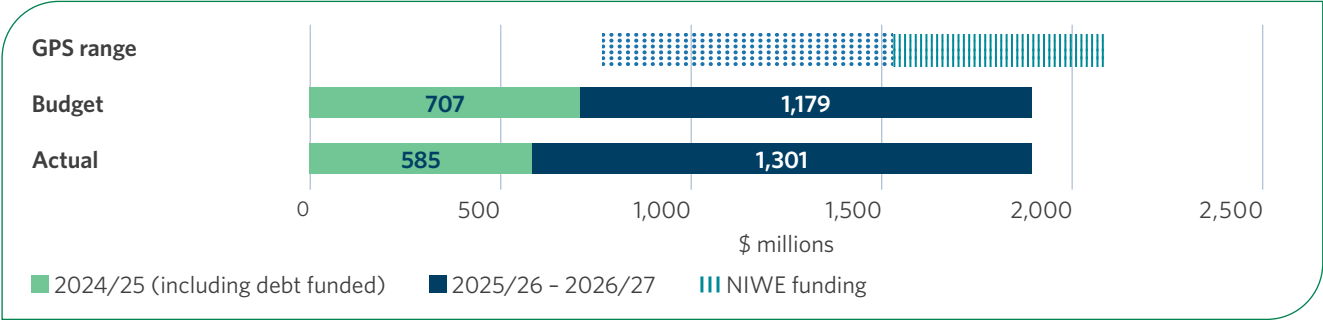
During quality assurance checks, NZTA discovered that road controlling authorities were using an inconsistent script to record the treatment of event codes, which led to inconsistent results across the authorities. However, these inconsistencies are not considered material. NZTA have introduced a consistent script for road controlling authorities from 2025/26 and this is expected to resolve the issue.

^A This is a new output class established in response to changes in the activity classes in GPS 2024. As none of the previous measures were relevant to the activities funded through this activity class, all measures are new.

^B Including 2 percent inflation for the second and third NLTP year.

Local road operations

Expenditure



The local road maintenance output class was disestablished in response to changes to the activity classes in GPS 2024 and replaced with two new output classes: local road operations and local road pothole prevention.

Local road operations expenditure was \$122 million (17 percent) below budget at the end of the first year of the 2024–27 NLTP. This variance is mainly due to slower than anticipated progress on NIWE projects, which account for one-third of the total budget. Additionally, a portion of complex works associated with non-NIWE emergency events has been deferred to 2025/26.

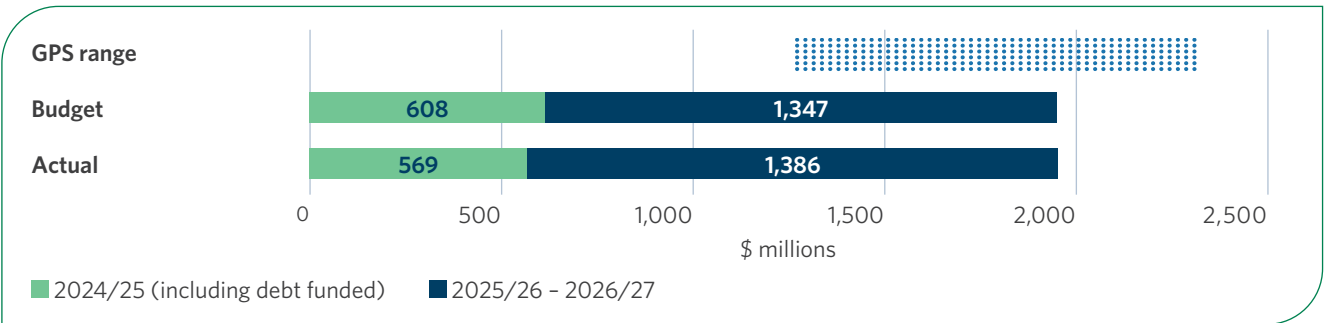
Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual ^A |
|-----------|--|----------|----------------|----------------|-----------------------------|
| LRO1 | All councils have a network asset management plan maintained to agreed standards | Achieved | Achieved | Achieved | New measure |
| LRO2 | Proportion of local road operations spend (excluding emergency works) delivered within agreed budget | Achieved | 95% or greater | 95% | New measure |

^A This is a new output class established in response to changes in the activity classes in GPS 2024. As none of the previous measures were relevant to the activities funded through this activity class, all measures are new.

Public transport services

Expenditure



Public transport services expenditure was \$39 million (6 percent) below budget at the end of the first year of the 2024-27 NLTP. The underspend is mainly due to lower than expected claims for public transport continuous programmes in Auckland and Wellington.

Performance measures

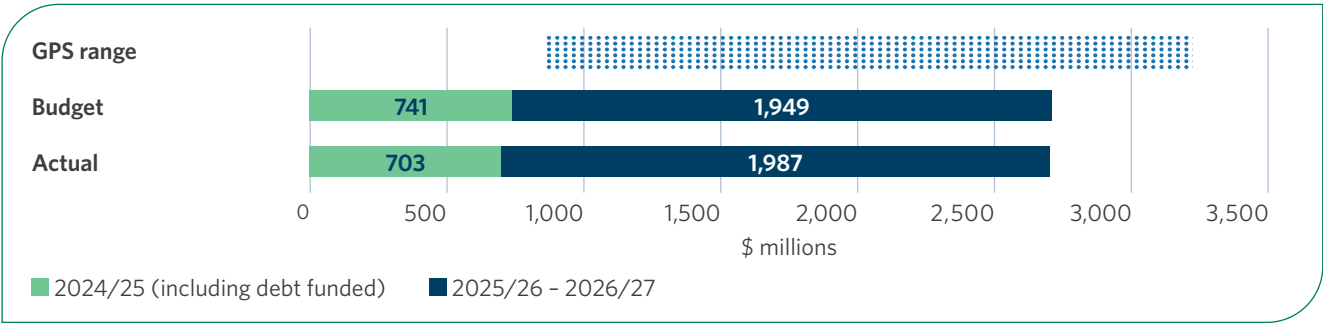
| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual |
|-----------|---|----------|--------------------------|----------------|----------------|
| PTS1 | Number of boardings on public transport services ^A | Achieved | Greater than 129 million | 159 million | 154 million |
| PTS2 | Reliability of public transport services ^B | Achieved | Greater than 83% | 93% | 89% |

^A This is also a performance measure for the public transport infrastructure output class and an appropriation measure (see appendix 4 of the NZTA annual report).

^B This measure is the proportion of scheduled services that were completed in full. Only services that left the origin stop between 59 seconds early and 4 minutes 59 seconds late that also completed the trip to destination are included as a pass.

Public transport infrastructure

Expenditure



Public transport infrastructure expenditure was \$38 million (5 percent) below budget at the end of the first year of the 2024-27 NLTP. The underspend relates to delays in projects such as the Lower North Island Rail Integrated Mobility and National Ticketing Solution.

Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual |
|-----------|---|--------------|--------------------------|----------------|----------------|
| PTS1 | Number of boardings on public transport services ^A | Achieved | Greater than 129 million | 158.9 million | 154 million |
| PTI1 | Punctuality of metro rail services ^B | Not Achieved | 95% or greater | 86% | 82% |

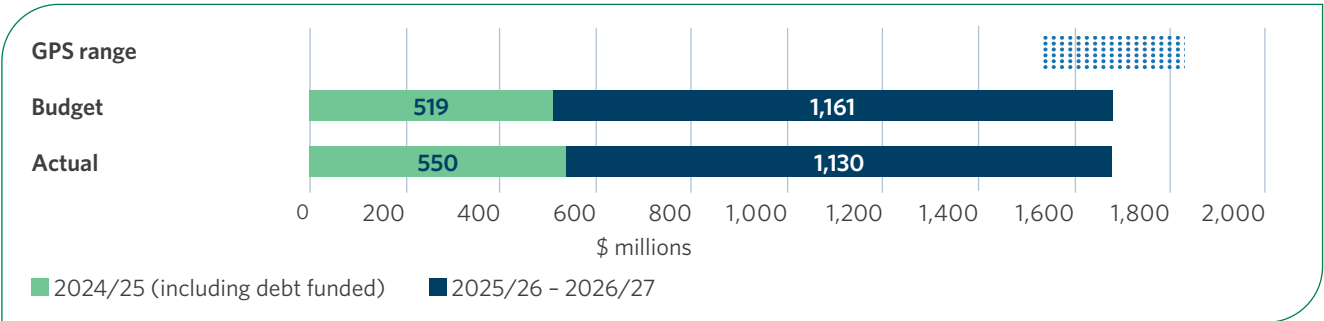
This result continues to improve on previous years but remains below target. Punctuality in Auckland and Wellington continues to be affected by the significant amount of infrastructure works being carried out on both metro networks. The works result in temporary speed restrictions that significantly reduce the punctuality of services. This measure is replaced in the 2025-26 statement of performance with 'Punctuality of public transport services', which better demonstrates all public transport services (buses, ferries and trains).

^A This is also a performance measure for the public transport services output class and an appropriation measure (see appendix 4 of the NZTA annual report).

^B This is also an appropriation measure in Vote Transport (see appendix 4 of the NZTA annual report).

Safety

Expenditure



Safety expenditure was \$31 million (6 percent) above budget at the end of the first year of the 2024–27 NLTP. This was mainly due to higher spend in the Safety Camera programme and Road Safety Partnership Programme. Safety spend includes road policing, road safety promotion and safety infrastructure works for both approved organisations and state highways. This activity class also includes costs related to the safety camera system.

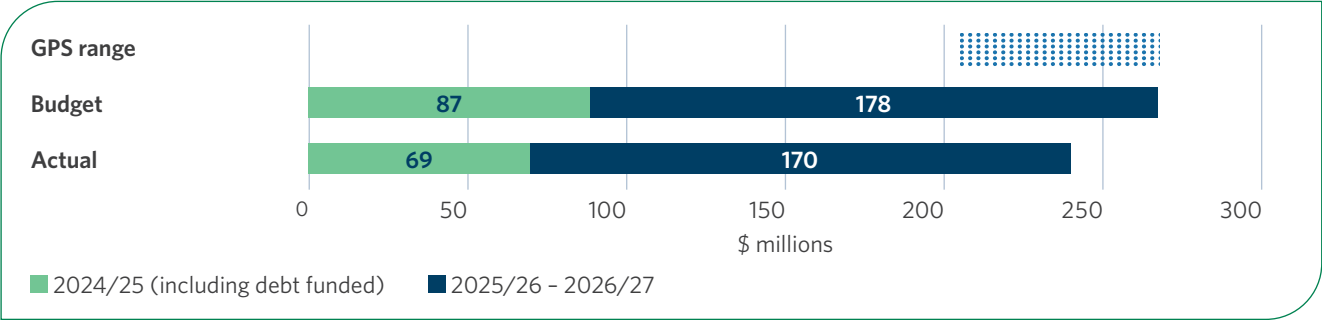
Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual ^A |
|-----------|--|------------------|------------------------|------------------|-----------------------------|
| SFY1 | Number of passive breath tests conducted | Unable to report | 3.3 million or greater | Unable to report | 3.6 million |
| | We are unable to report this result due to a data integrity issue raised by the NZ Police. The issue is subject to investigation and validation of the number of tests affected is uncertain at the time of this annual report. | | | | |
| SFY2 | Number of hours mobile cameras are deployed | Not Achieved | 67,000 or greater | 43,431 | 63,054 |
| | NZ Police reduced hours and infringements throughout the year as services transitioned to NZTA. Reporting for 2024/25 is on NZ Police performance. Reporting on safety camera hours from 1 July 2025 will reflect NZTA performance. | | | | |
| SFY3 | Proportion of road safety advertising campaigns that meet or exceed their agreed success criteria | Not Achieved | 86% or greater | 81% | 94% |
| | This measure captures campaigns about drink-driving, speeding, mobile phone distraction, seatbelts, motorcycling and vehicle safety. The quarter 4 result (81 percent) increased compared to quarter 3 result (75 percent). Only two campaigns did not meet their targets: the drink-driving and seatbelt campaigns. | | | | |

^A This is a new activity class established in GPS 2024.

Investment management

Expenditure



Investment management expenditure (funded by the NLTF) was \$18 million (21 percent) below budget at the end of the first year of the 2024-27 NLTP. This was mainly due to lower spend on programme business case development and low council spend on activity management and regional land transport planning activities.

Performance measures

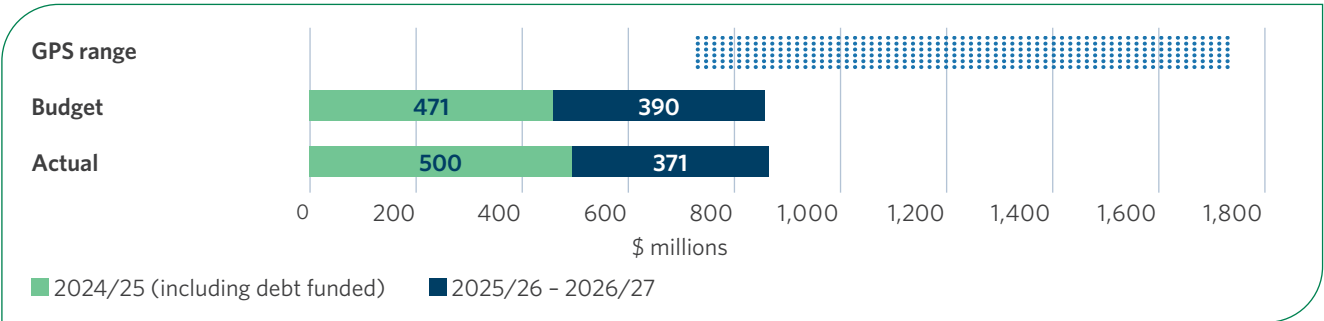
| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual |
|---|--|----------|-------------------------|----------------|----------------|
| IM1 | Proportion of total cost of managing the investment funding allocation system to NLTP expenditure ^A | Achieved | 1% or less ^B | 0.76% | 0.86% |
| This year's lower result is due to reduced overhead costs and an increased total spend. | | | | | |

^A This is also an appropriation measure in Vote Transport (see appendix 4 of the NZTA annual report).

^B This target has been reduced from 1.1 percent to 1 percent. NZTA intend to reduce it to 0.9 percent from 2025/26 to reflect continuous improvement.

Rail network

Expenditure



Rail network expenditure (funded by the NLTF) was \$29 million (6 percent) above budget at the end of the first year of the 2024–27 NLTP. This expenditure relates to maintenance and renewals costs managed by KiwiRail.

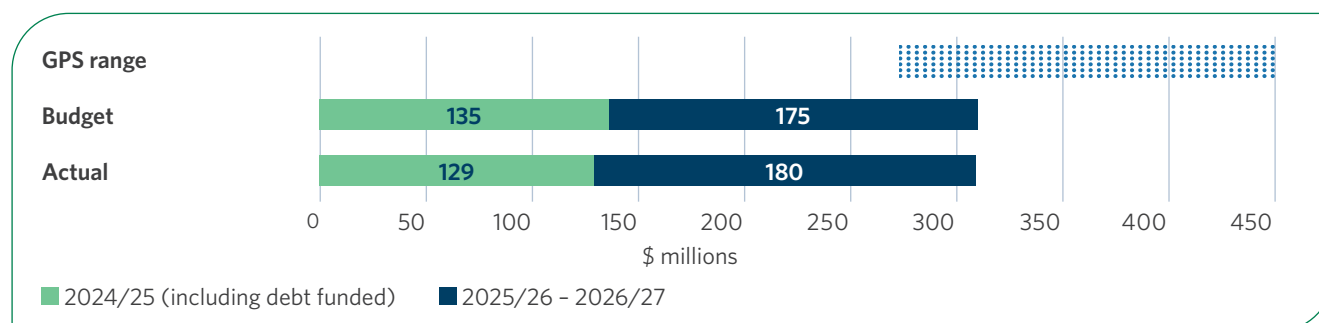
Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual |
|--|---|--------------|--|-----------------------------------|-----------------------------------|
| RN1 Delivered by KiwiRail | Amount of freight carried by rail (million net tonne kilometres) ^A | Not Achieved | 4170 or greater million net tonne kilometres | 3373 million net tonne kilometres | 3482 million net tonne kilometres |
| <p>This year's result is a 3 percent reduction on the previous year and reflects another year of flat freight volumes driven by wider economic conditions. Volumes at ports are flat or declining and road freight net tonne kilometres have also been flat or declining, with operators reporting challenging conditions. Due to the timing of publishing KiwiRail's statement of corporate intent and NZTA's statement of performance expectations, the published targets for this measure differed across both documents. The KiwiRail target for 2024/25 was 3598 million net tonne kilometres and the NTZA statement of performance expectations target was 4170 net tonne kilometres.</p> <p>Future NZTA statements of performance expectations will now refer to the KiwiRail statement of corporate intent, which will resolve any target discrepancies in the future. This data is reported from KiwiRail and subject to audit and confirmation as part of the KiwiRail annual reporting process.</p> | | | | | |
| RN2 Delivered by KiwiRail | Freight travel time reliability ^A | Achieved | 90% or greater | 90% | 89% |

^A This is also an appropriation measure in Vote Transport (see appendix 4 of the NZTA annual report).

Walking and cycling

Expenditure



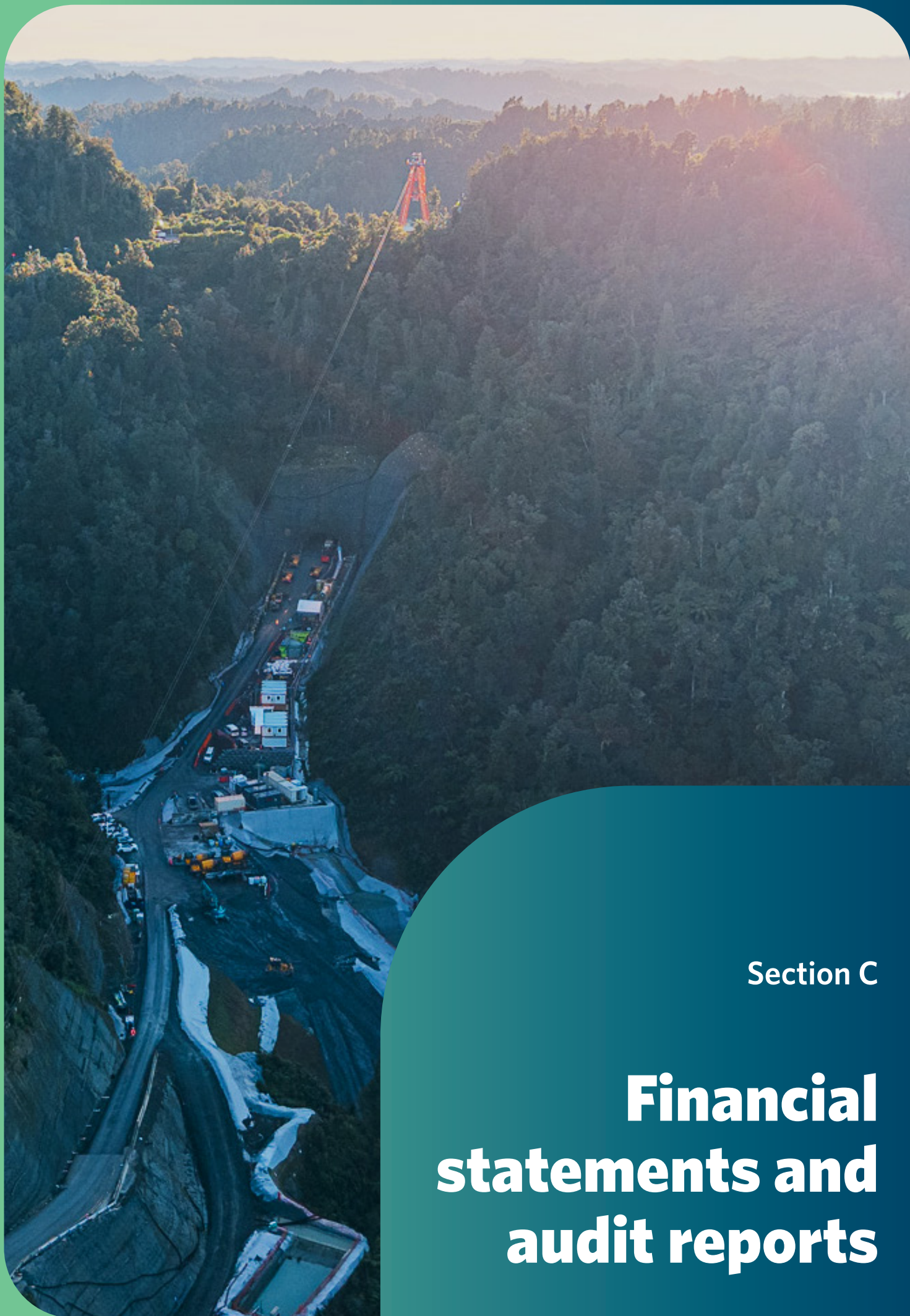
Walking and cycling expenditure was \$6 million (4 percent) below budget at the end of the first year of the 2024-27 NLTP. This mainly relates to minor cashflow adjustments and rescheduling of projects. The activity class is predominantly made up of the Ngauranga to Petone project, which comprises \$55 million of the \$129 million actual spend in 2024/25.

Performance measures

| Reference | Measure | Status | Target | 2024/25 actual | 2023/24 actual |
|---|---|--------------|-----------------------------------|----------------|----------------|
| WCI1 | Proportion of cycleways, pathways and shared paths delivered against what was funded ^A | Not Achieved | 80% or greater | 69% | 65% |
| <p>In 2024/25, 6 cycleway projects were scheduled for completion, with a target of about 24km. Just over 16km were delivered and opened to the public, resulting in a 69 percent completion rate.</p> <p>The primary reason for delays in completing cycleways were projects being paused while government priorities were confirmed, council budgets were reviewed or changes in design were required following further engagement. It should be noted, crown funded projects (not captured by this measure) contributed to councils delivering an additional 66km of cycleways through the Transport Choices programme, adding to broader network expansion nationally.</p> | | | | | |
| WCI2 | Average national change in cyclist counts ^B | Achieved | Increasing from the previous year | 0.8% | 5.4% growth |
| WCI3 | Average national change in pedestrian counts ^B | Achieved | Increasing from the previous year | 9.4% | 18.5% growth |

^A This is also an appropriation measure in Vote Transport (see appendix 4 of the NZTA annual report).

^B These measures could not be reported in previous years due to data and methodology issues. NZTA has solved the issues and updated the methodology and targets accordingly. The measure description of WCI2 and WCI3 have also changed to reflect what will be reported from 2024/25 (previous description was 'cycling count in main urban areas' and 'walking count in main urban areas').



Section C

Financial statements and audit reports

Statement of responsibility

Under the Land Transport Management Act 2003, the NZ Transport Agency Waka Kotahi Board (NZTA) Board is responsible for the preparation of the National Land Transport Fund (NLTF) financial statements and statement of performance, and for the judgements made in them.

The Board is responsible for any end-of-year performance information provided by the NLTF under section 19A of the Public Finance Act 1989.

The Board is responsible for establishing and maintaining a system of internal control designed to provide reasonable assurance as to the integrity and reliability of financial reporting.

In the Board's opinion, these financial statements and statement of performance fairly reflect the financial position and operations of the NLTF for the year ended 30 June 2025.

Signed on behalf of the Board:

Countersigned by:



Simon Bridges
NZTA Board Chair
31 October 2025



Brett Gliddon
Chief Executive
31 October 2025



Cassandra Crowley
Chair of the Risk and Assurance
Committee
31 October 2025



Howard Cattermole
Chief Financial Officer
31 October 2025

Financial statements

Statement of comprehensive revenue and expense for the year ended 30 June 2025

| | Note | Actual 2024/25 \$M | Budget 2024/25 \$M | Actual (restated)** 2023/24 \$M |
|--|------|--------------------------|--------------------------|--|
| Revenue inflows* | | | | |
| Land transport revenue | 3 | 4,228 | 3,903 | 3,985 |
| Funding from the Crown – capital grant | | 1,186 | 800 | 0 |
| Funding from the Crown – North Island weather events | | 434 | 753 | 1,105 |
| Funding from the Crown – Rail Network Investment Programme – public transport infrastructure | | 171 | 0 | 0 |
| Funding from the Crown – Rail Network Investment Programme – rail | | 483 | 333 | 417 |
| Clean car standard revenue | | 73 | 113 | 51 |
| Management of Crown land | | 48 | 43 | 38 |
| Tolling revenue | | 14 | 15 | 13 |
| Interest revenue | | 7 | 3 | 7 |
| Total revenue inflows | 2 | 6,644 | 5,963 | 5,616 |
| Outflows | | | | |
| National Land Transport Programme (NLTP) | | 5,589 | 5,030 | 4,355 |
| Rail Network Investment Programme – public transport infrastructure | | 242 | 20 | 50 |
| Rail Network Investment Programme – rail | | 500 | 353 | 560 |
| Road Policing Programme | | 426 | 438 | 433 |
| Clean Car Standard expense | | 63 | 107 | 93 |
| Fuel excise duty/road user charges administration | | 10 | 15 | 11 |
| Forecasting and strategy | | 3 | 3 | 3 |
| Total outflows | 2 | 6,833 | 5,966 | 5,505 |
| Surplus/(deficit) from current NLTF balance | | (189) | (3) | 111 |
| Fair value gain on long-term payables | | 4 | 32 | 10 |
| NLTP expenditure to be funded long-term | | 98 | (570) | (1,601) |
| Finance charges | | (12) | (13) | (11) |
| Surplus/(deficit) to be funded from future NLTF revenue | 2 | 90 | (551) | (1,602) |
| Surplus/(deficit) | | (99) | (554) | (1,491) |

* This heading has been used to be consistent with the terminology in the Land Transport Management Act 2003.

** The restated figures relate to a revised accounting policy in relation to the clean car standard.

Statement of financial position as at 30 June 2025

| | Note | Actual 2024/25 \$M | Budget 2024/25 \$M | Actual (restated)** 2023/24 \$M |
|--|------|--------------------------|--------------------------|--|
| Assets | | | | |
| Cash and cash equivalents | 7 | 158 | 0 | 50 |
| Receivables | 3/7 | 463 | 398 | 652 |
| Total assets | | 621 | 398 | 702 |
| Liabilities | | | | |
| Payables | 4/7 | 5,725 | 6,262 | 5,712 |
| Provisions | 5 | 63 | 20 | 58 |
| Total liabilities | | 5,788 | 6,282 | 5,770 |
| Net assets | | (5,167) | (5,884) | (5,068) |
| General funds | | (5,167) | (5,884) | (5,068) |
| General funds closing balance * | | (5,167) | (5,884) | (5,068) |

* This heading has been used to be consistent with the terminology in the Land Transport Management Act 2003.

** The restated figures relate to a revised accounting policy in relation to the clean car standard.

Statement of changes in general funds balance for the year ended 30 June 2025

| | Note | Actual 2024/25 \$M | Budget 2024/25 \$M | Actual (restated)** 2023/24 \$M |
|---|------|--------------------------|--------------------------|--|
| General funds opening balance | | | | |
| General funds – current | | 284 | 9 | 131 |
| General funds – clean car standard | | (40) | 0 | 2 |
| General funds – long-term | | (5,312) | (5,339) | (3,710) |
| Total general funds opening balance | | (5,068) | (5,330) | (3,577) |
| Changes in general funds balance | | | | |
| Surplus/(deficit) from the current NLTF balance | | (199) | (3) | 153 |
| Surplus/(deficit) from current clean car standard balance | | 10 | 0 | (42) |
| Surplus/(deficit) to be funded from future NLTF revenue | | 90 | (551) | (1,602) |
| Total changes in general funds balance | | (99) | (554) | (1,491) |
| General funds closing balance | | | | |
| General funds – current | 8 | 85 | 6 | 284 |
| General funds – clean car standard | 8 | (30) | 0 | (40) |
| General funds – long-term | 8 | (5,222) | (5,890) | (5,312) |
| Total general funds closing balance* | | (5,167) | (5,884) | (5,068) |

* This heading has been used to be consistent with the terminology in the Land Transport Management Act 2003.

** The restated figures relate to a revised accounting policy in relation to the clean car standard.

Statement of cashflows for the year ended 30 June 2025

| | Note | Actual 2024/25 \$M | Budget 2024/25 \$M | Actual 2023/24 \$M |
|---|------|--------------------------|--------------------------|--------------------------|
| Cash flows from operating activities | | | | |
| Receipts from land transport revenue | | 6,775 | 5,963 | 5,488 |
| Payments to suppliers | | (6,667) | (5,963) | (5,487) |
| Net cash from operating activities | | 108 | 0 | 1 |
| Net increase/(decrease) in amounts held by the Crown | | 108 | 0 | 1 |
| Amounts held by the Crown at the beginning of the year | | 50 | 0 | 49 |
| Amounts held by the Crown at the end of the year* | | 158 | 0 | 50 |

* The National Land Transport Fund is a notional account only. There are no actual cash and cash equivalents as funds are held by the Crown. However, this statement has been provided to meet the requirements of section 11 of the Land Transport Management Act 2003.

Reconciliation of net surplus/(deficit) to net cash for the year ended 30 June 2025

| | Actual 2024/25 \$M | Budget 2024/25 \$M | Actual (restated)* 2023/24 \$M |
|--|--------------------------|--------------------------|---|
| Net surplus/(deficit) after tax | (99) | (554) | (1,491) |
| Add/(less) movements in working capital items | | | |
| (Increase)/decrease in receivables and prepayments | 189 | 4 | (39) |
| Increase/(decrease) in payables | 18 | 550 | 1,531 |
| Net movements in working capital items | 207 | 554 | 1,492 |
| Net cash from operating activities | 108 | 0 | 1 |

* The restated figures relate to a revised accounting policy in relation to the clean car standard.

Notes to the financial statements

1 | Entity information

Reporting entity

The Land Transport Management Act 2003 includes a requirement for NZTA to prepare at the end of the financial year an annual report on the National Land Transport Fund (NLTF).

All revenue from fuel excise duty, road user charges, motor vehicle registration and licensing fees, revenues from Crown appropriations, management of Crown land interest, and tolling are accounted for in the NLTF.

The NLTF is used to manage the funding of the:

- National Land Transport Programme (NLTP) for:
 - activities delivered by approved organisations such as councils
 - state highway, public transport, and walking and cycling activities
 - other NZTA activities, such as transport planning and sector research.
- NZ Police Road Policing Programme
- Rail Network Investment Programme
- Ministry of Transport (MOT) for forecasting and strategy
- collection of road user charges and refunds on fuel excise duty and road user charges
- Clean Car Standard.

NLTF cash funds are held as part of total Crown funds. The MOT is responsible for authorising payments from NLTF and administering appropriations.

The NLTF, being a notional entity, does not hold any physical assets.

The NLTF does not have any employees.

The financial statements for the NLTF are for the year ended 30 June 2025 and were approved by the Board on 31 October 2025.

Basis of preparation

The financial statements of the NLTF have been prepared in accordance with the requirements of the Crown Entities Act 2004 and Financial Reporting Act 2013 which includes the requirement to comply with generally accepted accounting practice in New Zealand (NZ GAAP).

The NLTF is designated as a public benefit entity (PBE) for financial reporting purposes. The financial statements have been prepared in accordance with Tier 1 PBE accounting standards.

The financial statements have been prepared on a going concern basis, and the accounting policies have been applied consistently throughout the period. Further details on the use of the going concern assumption are in note 7 on page 226.

The accompanying notes form part of these financial statements. Where an accounting policy is specific to a note, the policy is described in the note to which it relates.

The financial statements are presented in New Zealand dollars and all values are in millions (\$M).

Budget figures

The budget figures are derived from the NZTA Statement of performance expectations 2024/25 as approved by the Board on 26 June 2024. The budget figures have been prepared in accordance with NZ GAAP, using accounting policies that are materially consistent with those adopted by the Board in preparing these financial statements. The budget figures are not audited.

Explanations of major variances against budget are provided in the notes.



Taxes

All items in the financial statements are stated exclusive of goods and services tax (GST).

The NLTF is a notional entity, so is exempt from the payment of income tax.

Accounting for Clean Car Standard

The Clean Car Standard (CCS) is a Crown Scheme which became effective on 1 January 2023. Cars that are imported with a CO₂ level above the CCS standard pay a charge, while cars that are imported with a CO₂ level below the CCS standard receive a credit. The credit can be used by importers to offset a current charge, kept (for a period of time) to offset future charges, or sold to another importer. The net charges are returned to the Crown and then can be drawn down into the NLTF.

There are two categories of importers:

- category 1 importers are those who carry on a business of importing new or used light vehicles and whom the Director approves as a category 1 light vehicle importer under the regulations (hereinafter referred to as Fleet average importers). Fleet average importers average their charges over 1 year (to 31 December) and have until 31 March to settle their account.
- category 2 importers are those who carry on a business of importing new or used light vehicles and are not a category 1 importer (hereinafter referred to as Pay-as-you-go importers). Pay-as-you-go importers must settle their account on each import.

The revenues and expenses from the charges and credits arising from Fleet average importers are recorded based on each importer's net position at 31 December (end of the obligation year) and takes into account any trading of credits between 31 December and 31 March. The importers net position will either be a cash receipt by the Crown or a full credit settlement with nil balance or a balance or credits carried forward. If cash settled, then revenue is recorded. If credits are carried forward then there may be a provision for credits established. There is judgement required to whether there is sufficient certainty as to record a provision or whether the amount is recorded as a contingent liability.

For Pay-as-you-go importers, the charges are recorded as revenue and debtors where they haven't been collected and the credits are recorded as expenses and provision for credits where they haven't been used. Unlike Fleet average importers, the trading year is to 30 June and the activity recorded is done at the total level, rather than at each importers net position.

For both schemes, the basis for recording credits as a provision and not a creditor is that they can be used to offset future charges, however, there is not certainty of if and when they may be used. If there are more credits than charges, there is a judgement required to whether there is sufficient certainty as to record a provision or whether the amount is recorded as a contingent liability.

The CCS accounting policy for transactions arising from Fleet average importers has changed during the year and prior year figures have been restated accordingly. This change in accounting policy was done to differentiate the different taxable event between Fleet average importers (31 December) and Pay-as-you-go importers (each import) transactions. The net impact of the restatement has been a reduction of \$55 million in the CCS revenue/debtors (importers) and a reduction of \$7 million in the provision for CCS expenses/credits. The net impact was a \$48 million reduction of prior year surplus.

Accounting standards issued and not yet effective

The NLTF financial statements have adopted all accounting standards, amendments and interpretations to existing standards that have been published and are mandatory from 1 July 2024. There are no issued, but not yet effective standards as at 30 June 2025 that NZTA considers would have a material impact on the financial statements.

2 | Statement of inflows, outflows and capital expenditure including the previous two financial years

| | Actual 2024/25 \$M | Actual (restated)** 2023/24 \$M | Actual 2022/23 \$M |
|--|--------------------------|--|--------------------------|
| Revenue inflows | | | |
| Land transport revenue | 4,228 | 3,985 | 4,338 |
| Funding from the Crown – capital grant | 1,186 | 0 | 0 |
| Funding from the Crown – North Island weather events* | 434 | 1,105 | 250 |
| Funding from the Crown – Rail Network Investment Programme – public transport infrastructure | 171 | 0 | 0 |
| Funding from the Crown – Rail Network Investment Programme – rail | 483 | 417 | 312 |
| Clean Car Standard | 73 | 51 | 56 |
| Management of Crown land | 48 | 38 | 39 |
| Crown public transport operating shortfall | 0 | 0 | 140 |
| Tolling revenue | 14 | 13 | 13 |
| Interest revenue | 7 | 7 | 5 |
| Total revenue inflows | 6,644 | 5,616 | 5,153 |
| Outflows | | | |
| NLTP | 5,589 | 4,355 | 4,260 |
| Rail Network Investment Programme – public transport infrastructure | 242 | 560 | 0 |
| Rail Network Investment Programme – rail | 500 | 50 | 455 |
| Road Policing Programme | 426 | 433 | 415 |
| Clean Car Standard | 63 | 93 | 54 |
| Fuel excise duty/road user charges administration | 10 | 11 | 14 |
| Forecasting and strategy | 3 | 3 | 5 |
| Total outflows | 6,833 | 5,505 | 5,203 |
| Surplus/(deficit) from current NLTF balance | (189) | 111 | (50) |
| Fair value gain on long-term payables | 4 | 10 | 13 |
| NLTP expenditure to be funded long-term | 98 | (1,601) | (680) |
| Finance charges | (12) | (11) | (10) |
| Deficit to be funded from future NLTF revenue | 90 | (1,602) | (677) |
| Surplus/(deficit) | (99) | (1,491) | (727) |

* Crown emergency works revenue includes North Island weather events and emergency works cost pressure.

** The restated figures relate to a different accounting policy in relation to the clean car standard.

The statement of inflows, outflows, and capital expenditure including the previous 2 financial years is provided under the requirements of the Land Transport Management Act 2003.

Separate disclosure of the management of Crown land and interest is required under the Land Transport Management Act 2003.

Revenue inflows

Revenue is recognised when specific criteria have been met for each of the NLTF activities and the revenue can be reliably measured.

Land transport revenue and tolling revenue have been classified and treated as non-exchange revenue and accounted for in accordance with PBE IPSAS 23. The nature of these revenue streams is that of taxes and duties. The payment of taxes and duties does not entitle the payer to an equivalent value of services or benefits, because no direct exchange relationship exists between paying taxes and duties and receiving services or benefits from the NLTF.

The interest earned on the nominal cash balance and the management of Crown land has been classified and treated as exchange revenue and accounted for in accordance with PBE IPSAS 9.

Outflows

The NLTF accounts for the flow of funds to:

- NZTA – for the funding of the NLTP, and administration of fuel excise duty and road user charges and administering the Clean Car Standard
- NZ Police – which provides the Road Policing Programme
- MOT – for forecasting and strategy
- KiwiRail – for the Rail Network Improvement Programme.

Under section 9(1) of the Land Transport Management Act 2003, the land transport revenue also funds search and rescue activities, and recreational boating safety and safety awareness.

See section B on page 193 for details of activities funded by the NLTF.

Explanations of major variances against budget

Revenue inflows

Land transport revenue was \$4,228 million, \$325 million (8 percent) above the budget of \$3,903 million. This is mainly due to higher revenue received through fuel excise duty.

Outflows

NLTP was \$5,589 million, \$559 million (11 percent) above the budget of \$5,030 million. There was more NLTF revenue available than assumed in the budget and as a result, NLTF was used to fund more spend.

NLTP expenditure to be funded long term was \$98 million, \$668 million (117 percent) below the budget of (\$570) million. This was mainly due to not requiring the draw down of the short-term facilities, as well as lower draw down of the 2024-27 NLTP facility. The shock short-term facility was also repaid earlier than assumed in the budget.

3 | Land transport revenue and receivables

| | Actual 2024/25 \$M | Actual 2023/24 \$M |
|--|--------------------------|--------------------------|
| Revenue | | |
| Road user charges | 2,082 | 1,888 |
| Fuel excise duty | 1,999 | 2,005 |
| Motor vehicle registration and annual licensing fees | 288 | 233 |
| Track user charges | 17 | 18 |
| Total revenue | 4,386 | 4,144 |
| Less refunds | | |
| Road user charges | 63 | 67 |
| Fuel excise duty | 73 | 72 |
| Motor vehicle registration and annual licensing fees | 1 | 1 |
| Total refunds | 137 | 140 |
| Less bad debt write-off | 23 | 14 |
| Movement in provision for doubtful debts | (2) | 5 |
| Total bad and doubtful debts | 21 | 19 |
| Total net land transport revenue | 4,228 | 3,985 |

As per the Land Transport Management Act 2003, a payment is made for maritime search and rescue activities from fuel excise duty before the duty becomes land transport revenue. This payment was \$27.8 million (2023/24: \$37.6 million). A payment is also made for regulatory services. This payment was \$40.2 million (2023/24: \$31.4 million).

The total net land transport revenue is as follows:

| | Actual 2024/25 \$M | Actual 2023/24 \$M |
|--|--------------------------|--------------------------|
| Road user charges | 1,998 | 1,802 |
| Fuel excise duty | 1,926 | 1,933 |
| Motor vehicle registration and annual licensing fees | 287 | 232 |
| Track user charges | 17 | 18 |
| Total net land transport revenue | 4,228 | 3,985 |

The total net land transport revenue presents the net position of the Crown revenue after refunds and the deductions above.

Receivables (included in the statement of financial position)

| | Actual 2024/25 \$M | Actual (restated)* 2023/24 \$M |
|--|--------------------------|---|
| Debtors - fuel excise duty | 316 | 363 |
| Debtors - motor vehicle register/road user charges | 76 | 68 |
| Debtors - Rail Network Investment Programme | 18 | 15 |
| Debtors - track user charges | 4 | 4 |
| Debtors - Clean Car Standard (importers) | 10 | 10 |
| Debtors - Clean Car Standard (Crown) | 20 | 6 |
| Debtors - North Island weather events | 55 | 224 |
| Provision for doubtful debt | (36) | (38) |
| Total receivables | 463 | 652 |

* The restated figures relate to a change in accounting policy in relation to the clean car standard.

Receivables are recognised at face value less an allowance for doubtful debt calculated using the expected credit losses (ECLs) model.

Provision for doubtful debt

The provision for doubtful debt relates primarily to road user charges, the ECLs are \$36 million (2023/24: \$38 million). The NLTF applies the simplified approach and recognises lifetime ECLs for these debtors. Lifetime ECLs recognise all possible default events over the expected life of the receivable. ECLs are calculated in two groups, motor vehicle register debtors and road user charges debtors, to reflect the differences in collection and default rate history.

Estimation techniques and assumptions used in calculating the lifetime ECLs did not change during 2024/25.

The movement in ECLs for the year are shown below.

Lifetime ECL – debtors – road user charges

| | Actual 2024/25 \$M | Actual 2023/24 \$M |
|--------------------------------------|--------------------------|--------------------------|
| Opening balance as at 1 July | 38 | 33 |
| Less bad debts write-off | (23) | (14) |
| Increase in doubtful debts | 21 | 19 |
| Closing balance as at 30 June | 36 | 38 |

Receivables are written-off when they are deemed uncollectable. The total receivables written-off during the year amounted to \$23 million (2023/24: \$14 million). Of the receivables written-off none were still subject to enforcement activities.

Receivables

Debtor balances relating to fuel excise duty, the Rail Network Investment Programme and track user charges are short term and due from other government agencies (such as government departments and Crown entities). There is no indication that these debtors are impaired as at 30 June 2025 (30 June 2024: nil).

4 | Payables

| | Actual 2024/25 \$M | Actual 2023/24 \$M |
|--|--------------------------|--------------------------|
| Current payable to NZTA – current balance | 423 | 147 |
| Current payable to KiwiRail | 24 | 27 |
| Current payable to NZTA – to be funded from future revenue | 151 | 400 |
| Current payable to NZTA – Crown funded (emergency works) | 55 | 225 |
| Non-current payable to NZTA – to be funded from future revenue | 5,072 | 4,913 |
| Total payables | 5,725 | 5,712 |

Current payable to NZTA – current balance – is funded from current revenue, non-interest bearing and normally settled by the end of the month following the date of supply. Therefore, the carrying value approximates fair value.

Current payable to KiwiRail – is non-interest bearing and normally settled by the end of the month following the date of supply. Therefore, the carrying value approximates fair value.

Current payable to NZTA – to be funded from future revenue – is a mixture of interest and non-interest-bearing advances that will be settled within one year. Therefore, the carrying value approximates fair value.

Current payable to NZTA – Crown funded – is to be funded from the Crown and normally settled by the end of the following month. Therefore, the carrying value approximates fair value.

Non-current payable to NZTA – to be funded from future revenue – is a mixture of interest and non-interest-bearing advances that will be settled between one year and 30 years. Noninterest bearing non-current payables are discounted to present value as at 30 June 2025.

5 | Provisions

| | Actual 2024/25 \$M | Actual (restated)* 2023/24 \$M |
|--|--------------------------|---|
| Provision for Clean Car Standard credits | 63 | 58 |
| Total provisions | 63 | 58 |

* The restated figures relate to a change in accounting policy in relation to the clean car standard.

Refer to note 1 on page 218 for the background and accounting policy on the Clean Car Standard (CCS).

The provision for CCS credits relates to credits held by car importers which may be used to offset future charges. At June 2025, there were \$224 million of credits held by importers of which \$63 million of these credits have been recorded as a provision as they are forecasted to be used to fully offset charges during the next year. This means that there are \$161 million of additional credits which are not expected to be able to be used to offset charges and therefore not recorded as a provision. A contingent liability for those additional credits has been disclosed in recognition of the possibility that future changes in import behaviour or scheme settings could see those credits be utilised before they expire. The credits held by importers only result in a reduction of future revenues and are not paid out in cash by the NLTF.

Refer to note 10 on page 229 Contingencies for further information.

6 | Planned outflows

The planned aggregate funding outflows, including both committed and probable outflows, for the NLTF are as follows:

| | Actual 2024/25 \$M | Actual (restated)* 2023/24 \$M |
|---|--------------------------|---|
| Not later than one year | 6,982 | 2,776 |
| Later than one year and not later than five years | 9,071 | 5,344 |
| Later than five years | 9,448 | 11,227 |
| Total planned outflows | 25,501 | 19,347 |

* Prior year figures were restated to include debt and public-private partnerships repayments.

7 | Financial instruments and financial risk management

Financial instruments

The carrying amounts of financial assets and liabilities in each of the categories are as follows:

| | Actual 2024/25 \$M | Actual (restated)* 2023/24 \$M |
|---|--------------------------|---|
| Financial assets measured at amortised cost | | |
| Cash and cash equivalents | 158 | 50 |
| Receivables | 463 | 652 |
| Total financial assets measured at amortised cost | 621 | 702 |
| Financial liabilities measured at amortised cost | | |
| Payables | 5,725 | 5,712 |
| Total financial liabilities measured at amortised cost | 5,725 | 5,712 |

* The restated figures relate to a different accounting policy in relation to the clean car standard.

Financial risks

The NLTF's activities expose it to a variety of financial instrument risks, including market risk, credit risk and liquidity risk. The NLTF has policies for managing the risks associated with financial instruments and seeks to minimise exposure from financial instruments.

Market risk

The NLTF's exposure to the risk of changes in market rates relates primarily to interest rates on long-term debt held by NZTA. The NLTF is obligated to fund NZTA's long-term debt repayments, so is exposed to the underlying interest rate risk. Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates.

Interest rate swaps are held by NZTA to mitigate risks associated with interest rate fluctuations for the underlying debt instruments relating to the public-private partnerships, details of which are in the NZTA financial statements.

Credit risk

Credit risk is the risk that a third party will default on its obligation to the NLTF, causing the NLTF to incur a loss. In the normal course of business, the NLTF is exposed to credit risk from debtors and other receivables. For each of these, the maximum credit exposure is best represented by the carrying amount in the statement of financial position.

Credit quality of financial assets

The NLTF is a notional account only. The cash and cash equivalents reported in these statements are held by the Crown in the consolidated fund. The largest debtor is the Crown, which has a Standard and Poor's credit rating of AA+.

Liquidity risk

Management of liquidity risk

Liquidity risk is the risk that the NLTF will encounter difficulty raising liquid funds to meet commitments as they fall due.

Prudent liquidity risk management implies maintaining sufficient cash. The NLTF manages liquidity risk by continuously monitoring forecast and actual cash flow requirements.

Refer to note 6 on page 226 for future outflows of NLTF. The Board considers the NLTF revenue forecast when planning the NLTP to maintain the liquidity of the NLTF.

Refer to note 8 on page 228 for general funds and capital management of the NLTF.

Contractual maturity analysis of financial liabilities

The table below analyses financial liabilities into relevant maturity groupings based on the remaining period at balance date to the contractual maturity date. The amounts below are contractual cash flows which, in some instances will differ from the carrying amount of the relevant liability in the statement of financial position.

| | Less than 1 year \$M | 1-2 years \$M | 2-5 years \$M | Over 5 years \$M |
|---------------------------------------|-------------------------|------------------|------------------|---------------------|
| 2024/25 Contractual cash flows | 872 | 601 | 1,210 | 5,201 |
| 2023/24 Contractual cash flows | 1,028 | 538 | 1,818 | 5,703 |

The Government Policy Statement (GPS) proposes additional revenue sources including new loan facilities as well as changes to repayment dates for some of the loan facilities.

8 | General funds and capital management

| | Actual 2024/25 \$M | Actual (restated)** 2023/24 \$M |
|---|--------------------------|--|
| General funds – current | 85 | 284 |
| General funds – Clean Car Standard | (30) | (40) |
| Total general funds – current | 55 | 244 |
| NLTP to be funded long-term | | |
| Auckland Transport Package | (237) | (354) |
| Housing Infrastructure Fund | (147) | (111) |
| Public-private partnerships* | (1,987) | (1,957) |
| NLTF borrowing facility for short-term advances | 0 | (500) |
| COVID-19 NLTF borrowing facility | (325) | (325) |
| Tauranga Eastern Link | (107) | (107) |
| NLTP 2021-24 loan | (2,000) | (2,001) |
| NLTP 2024-27 loan | (460) | 0 |
| Fair value changes in financial instruments | 41 | 43 |
| Total general funds – long term | (5,222) | (5,312) |
| Total general funds closing balance | (5,167) | (5,068) |

* Included related interest rate swaps.

** The restated figures relate to a different accounting policy in relation to the clean car standard.

The NLTF has a negative general funds balance due to programmes that were accelerated with debt funding sourced from the Crown or through public-private partnerships. The funding received has been recognised as long-term payables that are due up to 20 years from balance date.

Although the NLTF has a negative general funds balance, the Board considers for the purposes of financial reporting the going concern assumption is valid for the following reasons:

- The NLTF's liquidity is actively managed.
- The NLTF has a positive cash balance of \$158 million as at 30 June 2025 (30 June 2024: \$50 million).
- The NLTF's forecasts demonstrate its ability to repay its obligations when they fall due for a period of at least one year from the date of these financial statements.
- The NLTF's main revenue source is land transport revenue, which is forecast with inputs from other government departments. Land transport revenue and Crown sources for the funding and financing of the NLTP is forecast to be sufficient to meet all committed future outgoings.
- The NLTF has the option to slow expenditure on the NLTP.
- The NLTF has 2 short-term borrowing facilities of \$250 million each to cover revenue or expenditure shocks and to meet seasonal cash-flow cycles respectively.
- The Crown has previously taken action to help deliver on the NLTP including additional funding, financing and proposed increases to fuel taxes and motor vehicle registration. NZTA has a letter of support from Minister of Finance and Minister of Transport to give the Board confidence that future cashflows will be sufficient to meet debt repayments.

- A \$3.08 billion borrowing facility was established by the Crown, with a further \$3.8 billion capital grant in 2024/25 to support the delivery of the 2024-27 NLTP.
- A debt management framework is used to determine a sustainable and efficient level of future liabilities. The framework is based on the expected level of fund inflows and forward commitments and comprises measures and target operating ranges to guide decision making.

The cost of financing will be met from future flows into the NLTF. The Board actively manages the forward work programme of NZTA, while giving effect to the Government Policy Statement on land transport, to manage the liquidity of the NLTF. It remains the Board's view that under present economic settings, including the GPS, the NLTF continues to be able to fund repayment of financing and to meet the NZTA forward work programme for at least a year from the signing of these financial statements.

Capital management

The NLTF's capital is its general funds. General funds are represented by net assets.

The NLTF is subject to the financial management and accountability provisions of the Public Finance Act 1989, which imposes restrictions in relation to borrowings, acquisition of securities, issuing guarantees and indemnities and the use of derivatives.

NZTA actively manages the NLTF general funds through prudent management of revenues, expenses, liabilities and general financial management.

9 | Related party transactions

The NLTF is a wholly owned entity of the Crown.

Related party disclosures have not been made for transactions with related parties that are within a normal supplier or client relationship under normal terms and conditions for such transactions. Further, transactions with other government agencies (for example, government departments and Crown entities) are not disclosed as related party transactions when they are consistent with the normal operating arrangements between government agencies and undertaken on the normal terms and conditions for such transactions.

10 | Contingencies

The NLTF has \$161 million of contingent liabilities (June 2024 (restated): \$201 million).

The \$161 million of contingent liabilities relates to the Clean Car Standard (CCS). Refer to note 1 on page 218 for the background and accounting policy on CCS. At June 2025, there were \$224 million of credits held by importers. Of this total, \$63 million is recorded as a provision on the basis that the credits may be used to offset \$63 million of current charges. The remaining \$161 million of credits are recorded as a contingent liability. NZTA's view is that, under the current policy settings of the scheme, it is more probable that the \$161 million of credits will not be used to offset future charges. This is based on NZTA's view that the current import trends (with more imported cars receiving credits than incurring charges) will not sufficiently reverse to enable use of the current level of credits beyond the provision. The residual amount is recorded as a contingent liability. There remains significant uncertainty as to future behaviours.

In addition, the NLTF may have exposure to those contingent liabilities of NZTA arising from the delivery of the NLTP.

11 | Events after the balance date

There are no material post balance date events requiring disclosure.

Statement of performance

Output class funding to NZTA

| | Actual 2024/25 \$M | Budget 2024/25 \$M | Actual 2023/24 \$M |
|--|--------------------------|--------------------------|--------------------------|
| Investment management | 69 | 86 | 63 |
| Public transport services | 477 | 563 | 498 |
| Public transport infrastructure | 395 | 202 | 192 |
| Walking and cycling | 122 | 101 | 1 |
| Local road improvements | 70 | 12 | 0 |
| Local road operations | 523 | 384 | 748 |
| Local road pothole prevention | 468 | 579 | 0 |
| State highway improvements | 914 | 1,047 | 900 |
| State highway operations | 836 | 931 | 1,524 |
| State highway pothole prevention | 714 | 589 | 0 |
| Safety | 124 | 71 | 426 |
| Coastal shipping | 0 | 0 | 3 |
| Debt | 877 | 465 | 0 |
| Funding to NZTA – current | 5,589 | 5,030 | 4,355 |
| Road policing programme | 426 | 438 | 433 |
| Rail network investment programme – rail | 500 | 353 | 560 |
| Rail network investment programme – public transport infrastructure | 242 | 20 | 50 |
| Total output class funding (current) | 6,757 | 5,841 | 5,398 |
| Output class funding (long-term) | | | |
| Local road improvements – Housing Infrastructure Fund | 35 | 50 | 15 |
| State highway improvements – public-private partnerships | 0 | 0 | 6 |
| State highway improvements – repayment for public-private partnerships | 31 | (33) | (45) |
| State highway improvements – repayment for Auckland Transport Package | (117) | (117) | 0 |
| NLTF borrowing facility for shocks/seasonal costs | (500) | (250) | 125 |
| NLTP 2021-24 loan | 0 | 0 | 1,497 |
| NLTP 2024-27 loan | 460 | 925 | 0 |
| Accrued interest (general) | 0 | 0 | 0 |
| Fair value changes in financial instruments to surplus or deficit | (7) | (5) | 3 |
| Total output class funding (long-term) | (98) | 570 | 1,601 |

The output class funding (current) above is net of borrowing used to finance activities NZTA carries out. The use of the NLTP 2024-27 loan of \$460 million is additional spend to the total output class funding (current).

The output class funding (long-term) reflects the expenditure on public-private partnerships, the Housing Infrastructure Fund and fair value changes of financial instruments, and expenditure that is financed by borrowing facilities.

Where borrowing facilities are used to fund expenditure, rather than a specific project, the debt is notionally apportioned across activity classes. This effectively is a change between current expenditure and long-term expenditure. Drawdowns from the \$3.08 billion NLTP 2024-27 loan facility are notionally apportioned based on the output class investment targets set by the Board. The October Baseline Update output class forecast has been applied for the borrowing in the 2024/25 financial year. The breakdown for 2024/25 is as follows.

| | NLTF funding \$M | NLTP 2024-27 Loan \$M | Short-term borrowing \$M | Total \$M |
|----------------------------------|------------------------|-----------------------------|--------------------------------|--------------|
| Investment management | 69 | 0 | 0 | 69 |
| Public transport services | 477 | 92 | 0 | 569 |
| Public transport infrastructure | 395 | 65 | 0 | 460 |
| Walking and cycling | 122 | 8 | 0 | 130 |
| Local road improvements | 70 | 29 | 0 | 99 |
| Local road operations | 523 | 62 | 0 | 585 |
| Local road pothole prevention | 468 | 89 | 0 | 557 |
| State highway improvements | 914 | 0 | 0 | 914 |
| State highway operations | 836 | 82 | 0 | 918 |
| State highway pothole prevention | 714 | 33 | 0 | 747 |
| Safety | 124 | 0 | 0 | 124 |
| Debt | 877 | 0 | 0 | 877 |
| Total | 5,589 | 460 | 0 | 6,049 |

For explanations of major variances against budget see the Use of the NLTF graphs on page 200. The graphs include both the output class funding (current) and use of the NLTP 2024-27 loan.

Independent auditor's report

To the readers of National Land Transport Fund's Financial statements and performance information for the year ended 30 June 2025

The Auditor-General is the auditor of the National Land Transport Fund (the NLTF). The Auditor-General has appointed me, Clint Ramoo, using the staff and resources of Audit New Zealand, to carry out, on his behalf, the audit of:

- the annual financial statements that comprise the statement of financial position as at 30 June 2025, the statement of comprehensive revenue and expense, statement of changes in general funds balance, and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information on pages 215 to 229;
- the performance information of the NLTF for the year ended 30 June 2025 on pages 201 to 212.

Opinion

In our opinion:

- The annual financial statements of the NLTF:
 - fairly present, in all material respects:
 - its financial position as at 30 June 2025; and
 - its financial performance and cash flows for the year then ended; and
 - comply with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Reporting Standards.
- The performance information fairly presents, in all material respects, the service performance for the year ended 30 June 2025. In particular, the performance information:
 - provides an appropriate and meaningful basis to enable readers to assess the actual performance for each activity class funded by the NLTF; determined in accordance with generally accepted accounting practice in New Zealand;
 - fairly presents, in all material respects, for each activity class funded by the NLTF the actual performance and expenditure as compared to the performance targets and budgets for the year ended 30 June 2025; and
 - complies with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Reporting Standards.

Our audit was completed on 31 October 2025. This is the date at which our opinion is expressed.

Basis for our opinion

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards, the International Standards on Auditing (New Zealand), and New Zealand Auditing Standard 1 (Revised): The Audit of Service Performance Information issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the Responsibilities of the auditor section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of the Board for the annual financial statements and the performance information

The preparation of the financial statements and performance information of the NLTF is the responsibility of the Board of the New Zealand Transport Agency (NZTA). The Board is responsible on behalf of NZTA for preparing financial statements and performance information that are fairly presented and comply with generally accepted accounting practice in New Zealand. This includes preparing performance information that provides an appropriate and meaningful basis to enable readers to assess what has been achieved for the year for each activity class funded by the NLTF.

The Board is responsible for such internal control as it determines is necessary to enable it to prepare annual financial statements and performance information that are free from material misstatement, whether due to fraud or error.

In preparing the NLTF's annual financial statements and performance information, the Board is responsible on behalf of NZTA for assessing the NLTF's ability to continue as a going concern.

The Board's responsibilities arise from the Land Transport Management Act 2003 and the Crown Entities Act 2004.

Responsibilities of the auditor for the audit of the annual financial statements and performance information

Our objectives are to obtain reasonable assurance about whether the NLTF's annual financial statements and performance information, as a whole, are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers, taken on the basis of the annual financial statements and performance information.

For the budget information reported in the annual financial statements and performance information, our procedures were limited to checking that the information agreed to NZTA's statement of performance expectations for the year ending 30 June 2025.

We did not evaluate the security and controls over the electronic publication of the NLTF's annual financial statements and performance information.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the annual financial statements and performance information whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the NLTF's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Board.
- We evaluate whether the performance information:
 - provides an appropriate and meaningful basis to enable readers to assess the actual performance for each activity class funded by the NLTF in relation to forecast performance targets. We make our evaluation by reference to generally accepted accounting practice in New Zealand; and
 - fairly presents the actual performance for each activity class funded by the NLTF for the financial year.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Board.
- We evaluate the overall presentation, structure and content of the annual financial statements, and performance information including the disclosures, and whether the annual financial statements, and performance information represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Board regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

Other information

The Board is responsible for the other information. The other information comprises all of the information included in the annual reports of the NLTF and NZTA but does not include the NLTF's annual financial statements and performance information, and our auditor's report thereon.

Our opinion on the annual financial statements and performance information does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the annual financial statements, and performance, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the annual financial statements, and performance information or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Independence

We are independent of the NLTF in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board.

Other than in our capacity as auditor of the NLTF and NZTA, we have no relationship with or interests in the NLTF.



Clint Ramoo

Audit New Zealand
On behalf of the Auditor-General
Wellington, New Zealand

