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The South Island's contribution to the New Zealand economy



Report commissioned by The South Island
Regional Transport Committee Chairs Group

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2. Executive summary

This report has been commissioned by the South Island Regional Transport Committee Chairs Group to provide evidence of the South Island's contribution to the New Zealand economy and the importance of transport connectivity in enabling this contribution. The Chairs Group represents the chairs the chairs and deputy chairs of each of the South Island's Regional Transport Committees, as well as the New Zealand Transport Agency (NZTA) Waka Kotahi and KiwiRail.

Economic and employment growth is stronger in the South Island than the rest of New Zealand. The South Island represents 22% of New Zealand's GDP, 24% of its population, 33% of goods exports, and 40% of international visitor spending. At the same time, vehicle kilometres travelled (VKTs) on South Island roads represent 27% of national VKTs. Despite such a high contribution, the South Island received only 11% of New Zealand's National Land Transport Fund (NLTF) expenditure in 2025 and 12% over the past three years.

2.1. Key findings

- The South Island is outperforming the North Island, with GDP growing by 1.2% in the March 2026 year compared with 0.2% in the North Island. It generated \$98.1 billion of GDP, or 22% of New Zealand's total.
 - This outperformance has persisted, with South Island GDP growth averaging 0.6 percentage points above the North Island over the five years to 2025.
- South Island employment rose by 0.4%, while North Island employment fell by 1.2%. Southland, the West Coast, Canterbury, and Otago recorded growth, while the top of the South experienced softer conditions. The South Island's unemployment rate is 4.1%, below the North Island's 5.7% and the national rate of 5.3%.
- The South Island has 24% of New Zealand's population and is growing slightly faster than the North Island. Canterbury has 698,200 residents, followed by Otago with 253,900 and Southland with 104,800.
 - Net migration into the South Island reached 7,000 people in the June 2025 year, exceeding the North Island's 6,700. Canterbury accounted for 5,300 of this gain.
 - Nelson, Tasman, Marlborough, and the West Coast are New Zealand's only regions with negative natural increase, making migration critical to sustaining their populations and replacing retiring workers.
 - Movement from the North Island to the South Island is increasing, with 31,300 people making the shift over the past five years.
- The South Island contributes an outsized share of New Zealand's export earnings, with goods exports of \$25.5 billion a year, equivalent one third (33%) of the national total.
 - Food and fibre products are the backbone of the South Island's export base, accounting for \$21.5 billion of exports and 84% of South Island goods exports.
 - Dairy exports are \$10.1 billion, meat and wool \$5.0 billion, and horticulture \$2.6 billion.
 - The South Island is particularly important to seafood and aquaculture, arable, meat, and dairy exports, contributing 66%, 58%, 40%, and 37% of national exports respectively.
- International visitors spent \$8.0 billion in the South Island in the March 2026 year, equal to 40% of New Zealand's total international visitor spending.
 - International visitor spending in the South Island is equivalent to one of New Zealand's largest export industries, ranking behind only dairy, meat, and horticulture.

Figure 1 summarises the South Island's shares of key national economic, population, export, visitor, road-use, and NLTF spending indicators.¹

South Island at a Glance

Economic contribution, exports, tourism and connectivity

1 Economic strength



2 People and migration



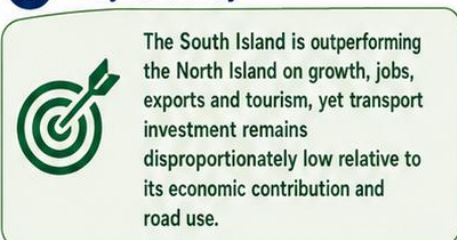
3 Exports and tourism



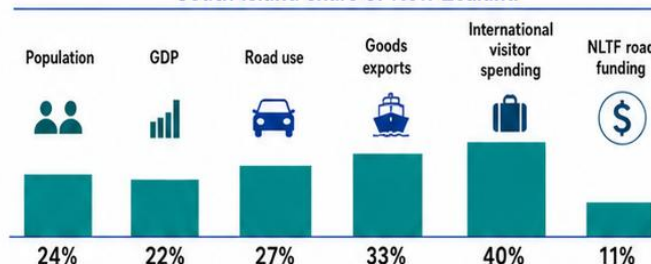
4 Why connectivity matters



5 Key takeaway



South Island share of New Zealand



Source: Report analysis using Infometrics, Stats NZ, MBIE, NZTA, MPI and airport data.

¹ Economic metrics and total international visitor spending are for the March 2026 year, while all other baseline estimates are annual figures for 2025.

3. Current economic conditions in the South Island

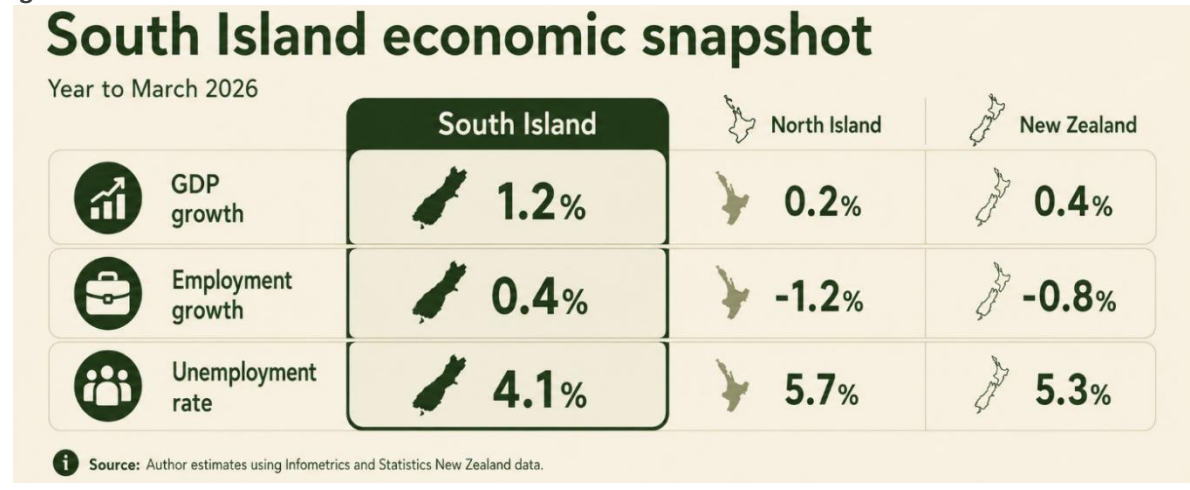
This section provides an overview of current economic conditions in the South Island, which demonstrates the key growth contribution of the South Island to the New Zealand economy.

3.1. Economic overview

The South Island economy is continuing to grow at a time when the North Island economy has struggled to regain momentum following a period of weak economic conditions. In the March 2026 year, GDP in the South Island expanded by 1.2%pa, while in the North Island GDP inched up a mere 0.2%pa.

This outperformance has persisted, with Statistics New Zealand data showing that South Island GDP growth averaged 0.6 percentage points above the North Island over the five years to 2025.

Figure 2



During the March 2026 year, the South Island is estimated to have generated a total of \$98.1 billion of GDP, which is 22% of New Zealand’s GDP (\$451.0b).

The South Island’s largest economy is Canterbury (\$55.6b), followed by Otago (\$19.4b), Southland (\$10.4b), Nelson (\$4.0b), Marlborough (\$3.9b), Tasman (\$3.6b), and West Coast (\$2.9b)².

Employment conditions in the South Island are also better than elsewhere in New Zealand. Job numbers over the past 12 months have crept up 0.4%pa, while employment in the North Island has declined by 1.2%pa. The South Island’s unemployment rate currently sits at 4.1%, which is below the 5.3% unemployment rate in the North Island.

The South Island economy has grown strongly off the back of good returns in the primary and visitor sectors – the South Island’s primary (centred on food and fibre) and visitor sector contributions to the New Zealand economy are explored in detail in Section 4.

Economic and labour market conditions in the South Island are strongest in Canterbury, Otago, Southland, and the West Coast, while Nelson, Tasman, and Marlborough have seen weaker job numbers.

² Author estimates for the March 2026 year using Infometrics and Statistics New Zealand data.

Table 1 – South Island regional metrics, Mar-26 year, author estimates with Infometrics & Stats NZ data

Region	GDP growth (%pa)	Employment growth (%pa)	Unemployment rate (average annual rate %)
Nelson	0.5%	-1.6%	4.3%
Tasman	1.9%	-0.4%	3.9%
Marlborough	0.2%	-0.3%	3.4%
West Coast	1.0%	0.8%	4.9%
Canterbury	1.2%	0.5%	4.4%
Otago	1.5%	0.4%	2.9%
Southland	1.4%	0.9%	4.4%
South Island	1.2%	0.4%	4.1%
<i>North Island</i>	<i>0.2%</i>	<i>-1.2%</i>	<i>5.7%</i>
New Zealand	0.4%	-0.8%	5.3%

Even in parts of the South Island where there has been some downward pressure on jobs, the starting point is better and unemployment rates in every individual South Island region remain well below the North Island average.

3.2. Population growth and migration

Against a backdrop of better economic growth and employment conditions, it is no surprise that the South Island is attracting people. Migrants have been attracted by the lifestyle proposition and relative affordability of some parts of the South Island, as well as investment in urban environments.

The South Island's population was 1,256,700 people as at June 2025, which was up 0.8%pa from the previous year. The South Island has 24% of New Zealand's population and is growing at a slightly faster rate than the North Island population (0.6%pa growth).

Figure 3 – Population overview, June 2025, source: Statistics New Zealand

	Population (2025)	Population Growth (%pa)	Share of NZ population
 South Island	1,256,700	0.8%	24%
 North Island	4,067,400	0.6%	76%
 New Zealand	5,324,700	0.7%	100%

Like economic and employment indicators, the South Island's population growth is concentrated in Canterbury, Otago, Southland, and the West Coast, with growth having stalled or turned negative in the top of the South Island.

Table 2 – South Island regional population, June 2025, author estimates with Stats NZ data

Region	Population (2025)	Population Growth (%pa)	Share of NZ population
Nelson	54,300	-0.4%	1.0%
Tasman	59,900	0.3%	1.1%
Marlborough	50,800	-0.4%	1.0%
West Coast	34,700	0.6%	0.7%
Canterbury	698,200	1.1%	13.1%
Otago	253,900	0.6%	4.8%
Southland	104,800	0.6%	2.0%
South Island	1,256,700	0.8%	23.6%
<i>North Island</i>	<i>4,067,400</i>	<i>0.6%</i>	<i>76.4%</i>
New Zealand	5,324,700	0.7%	100.0%

Population growth in the South Island is primarily reliant on migration rather than natural increase. The South Island had higher net migration (7,000 net migrants) in the June 2025 year than the North Island (6,700 net migrants).

Table 3 – South Island components of population change, June 2024-2025, Stats NZ data

Region	Natural increase	Net internal migration	Net international migration	Net migration	Population change
Nelson	-50	-230	110	-110	-160
Tasman	-20	380	-250	130	110
Marlborough	-20	70	-190	-120	-140
West Coast	-20	60	170	240	220
Canterbury	2,300	3,700	1,600	5,300	7,600
Otago	350	970	200	1,200	1,500
Southland	170	-430	880	450	610
South Island	2,700	4,500	2,500	7,000	9,700
<i>North Island</i>	<i>18,300</i>	<i>-4,500</i>	<i>11,200</i>	<i>6,700</i>	<i>25,000</i>
New Zealand	21,000	0	13,700	13,700	34,700

Net migration into the South Island is primarily driven by people moving from the North Island. Of the South Island's 7,000 net migrants in 2025, 2,500 were international migrants, while 4,500 moved from the North Island. The migration south is part of a sustained trend, with a total of 31,300 people making the shift from the North to the South Island over the past five years.

Challenges related to an aging population are confronting the South Island earlier than the North Island.

The only four regions in New Zealand where natural increase is negative are in the South Island, with Nelson, Tasman, Marlborough, and the West Coast all in a situation where deaths outweigh births. These regions rely on migration to maintain their populations and replace workers as people retire.

4. Valuing the South Island's contribution to exports

This section values the contribution of key exports from the South Island to the New Zealand economy. Food and fibre products from the primary sector form the backbone of goods exports modelled, while spending by international visitors to the South Island has also been considered as a key service export.

4.1. Goods exports

Total goods exports from the South Island are estimated at \$25,534 million a year, which is equivalent to one third (33%) of New Zealand goods exports.

Table 4 – South Island total goods exports, June 2025 year, author estimates with Stats NZ & MPI data

Region	Total goods exports (\$m, pa)	Share of NZ total
Nelson	\$617m	0.8%
Tasman	\$1,614m	2.1%
Marlborough	\$1,824m	2.4%
West Coast	\$1,545m	2.0%
Canterbury	\$11,730m	15.3%
Otago	\$4,155m	5.4%
Southland	\$4,049m	5.3%
South Island	\$25,534m	33.4%
<i>North Island</i>	<i>\$50,942m</i>	<i>66.6%</i>
New Zealand	\$76,477m	100.0%

Canterbury's goods exports are equivalent to 15% of New Zealand's exports, while Otago and Southland each contribute 5% to the New Zealand total.

Figure 4

South Island goods exports snapshot

June 2025 year



i Source: Author estimates using Infometrics, MPI, and Statistics New Zealand data.

Most of the South Island's goods exports are from the food and fibre sector. It is estimated that the South Island accounts for 36% of New Zealand's food and fibre sector exports, and 25% of other goods exports.

Table 5 – South Island goods exports, June-25 year (\$m pa), author estimates with Stats NZ & MPI data

Export type	South Island	North Island	New Zealand
Food and fibre sector exports	\$21,510m	\$38,873m	\$60,383m
<i>Other goods exports</i>	<i>\$4,024m</i>	<i>\$12,070m</i>	<i>\$16,094m</i>
Total goods exports	\$25,534m	\$50,942m	\$76,477m
<i>Food and fibre exports as % of total</i>	<i>84.2%</i>	<i>76.3%</i>	<i>79.0%</i>

The food and fibre sector captures not just value derived from primary production in agriculture, forestry, and fishing, but it also includes the value chain from processing these outputs into food or fibre products suitable for wholesaling or distribution to the final consumer³. This definition is consistent with Ministry for Primary Industries' (MPI) food and fibre exports definition so that national benchmarking can occur⁴.

Almost three quarters (70%) of the South Island's food and fibre exports are from the dairy and meat industries, with horticulture contributing a further 12% of the South Island's exports. The remaining food and fibre exports are spread across seafood, forestry, processed food, and arable crops.

Table 6 – South Island food & fibre exports, June-25 year (\$m pa), estimates with Stats NZ & MPI data

Food and fibre sub-industry	South Island	New Zealand	As share of NZ
Dairy	\$10,053m	\$27,151m	37%
Meat & wool	\$5,004m	\$12,360m	40%
Horticulture	\$2,635m	\$8,802m	30%
Seafood and aquaculture	\$1,466m	\$2,224m	66%
Forestry	\$1,427m	\$6,170m	23%
Processed food and other	\$729m	\$3,338m	22%
Arable	\$196m	\$338m	58%
Total food and fibre export value	\$21,510m	\$60,383m	36%

The South Island is a particularly important contributor to New Zealand's food and fibre exports from the seafood and aquaculture (66% share of NZ seafood and aquaculture exports) and arable (58% export share) sectors, followed by meat (40% share) and dairy (37%) exports.

³ See: Dalziel, Paul, Caroline Saunders and John Saunders (2018). The New Zealand Food and Fibre Sector: A Situational Analysis. Client report prepared for the Primary Sector Council. Lincoln University.

⁴ A modelling approach has been taken to estimate the South Island's exports. The model has taken New Zealand food and fibre exports by sector from MPI's Situation and Outlook for Primary Industries dataset and other exports from Statistics New Zealand and apportioned these to regions in the South Island using industry employment data for each territorial authority from Statistics NZ, as well as evidence from the agricultural census. The implicit assumption is that each sector in the South Island has a similar propensity to export their outputs as the national economy.

4.2. Visitor economy exports

International visitor spending across the South Island's regions is a service export. A comparison of this spending in the South Island against key commodity exports shows that foreign exchange earnings from tourism in the South Island are comparable in scale to one of New Zealand's biggest export industries.

International visitors to the South Island spent \$7,958m in the March 2026 year – equivalent to 40% of spending across New Zealand (\$19,851m).

Table 7 – South Island international visitor spending, March 2026 year, MBIE data

Region	International visitor spending (\$m, pa)	Share of NZ total
Nelson	\$199m	1.0%
Tasman	\$191m	1.0%
Marlborough	\$204m	1.0%
West Coast	\$372m	1.9%
Canterbury	\$2,414m	12.2%
Otago	\$4,209m	21.2%
Southland	\$369m	1.9%
South Island	\$7,958m	40.1%
<i>North Island</i>	<i>\$11,893m</i>	<i>59.9%</i>
New Zealand	\$19,851m	100.0%

International visitor spending in the South Island is concentrated in Otago and Canterbury, with the two regions accounting for a combined \$6,623m of spending, which represented one third of the New Zealand total.

Figure 5



5. Importance of connectivity

Ensuring the flow of economic activity (Section 3.1) within the South Island, getting South Island's export goods (Section 4.1) to market, and moving international visitors (Section 4.2) requires good transport connections. This section considers the roles of the transport networks in connecting the South Island regions with each other, the rest of New Zealand, and the world. The outsized role of the South Island in supporting economic growth, and export earnings for goods and from the visitor economy, highlights the importance of ensuring the South Island is well connected with adequate transport infrastructure.

5.1. Utilisation of and spending on the South Island's roads

The roading network is important for connecting people, as well as South Island producers with supply chains and external markets, and enabling the flow of international visitors. NZTA data shows the length of the South Island roading network is 41,446 km, which is 43% of New Zealand's total. Of the network, 4,936km are State Highways, which represents 45% of New Zealand's 11,072km of State Highways.

There were around 13,529 million vehicle kilometres travelled (VKT) on the South Island's roads in 2025, which was 27% of the New Zealand total.

Table 8 – South Island vehicle kilometres travelled, June 2025 year, NZTA data

Region	Vehicle kilometres travelled (millions of VKT)	Share of NZ total
Nelson	414	0.8%
Tasman	624	1.2%
Marlborough	670	1.3%
West Coast	602	1.2%
Canterbury	7,007	13.9%
Otago	2,892	5.7%
Southland	1,321	2.6%
South Island	13,529	26.8%
<i>North Island</i>	<i>36,905</i>	<i>73.2%</i>
New Zealand	50,434	100.0%

Over half of VKT on South Island roads are in Canterbury which has a 14% share of VKT nationally. Otago and Southland have a combined 8.4% share.

Despite accounting for such a high share of New Zealand's vehicle kilometres travelled, the South Island only receives a small share of the National Land Transport Fund (NLTF) expenditure.

In 2025, the South Island received \$1,086 million of NLTF expenditure for its state highways and local roads, which was an 11% share of the New Zealand total (\$9,551 million)⁵.

The South Island's low share of NLTF spending on roads is particularly stark when considered alongside its contribution to the New Zealand economy, as highlighted in Figure 6.

⁵ This low share of spending is not a single year result. Looking across the three years to June 2025, the South Island cumulatively received 12.0% of NLTF expenditure.

Table 9 – South Island National Land Transport Fund (NLTF) spend, June 2025 year, NZTA data⁶

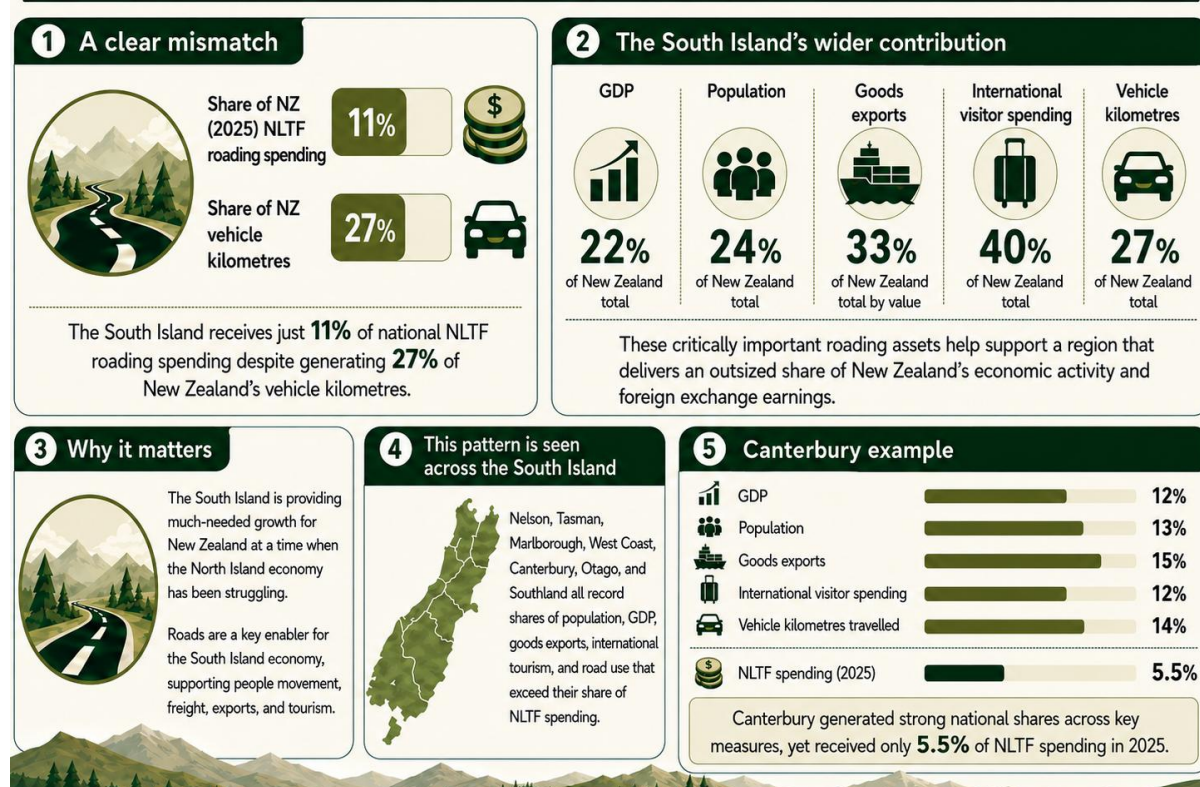
Region	Actual NLTF expenditure (\$m)	Share of NZ total
Nelson	\$20m	0.2%
Tasman	\$29m	0.3%
Marlborough	\$56m	0.6%
West Coast	\$73m	0.8%
Canterbury	\$527m	5.5%
Otago	\$277m	2.9%
Southland	\$105m	1.1%
South Island	\$1,086m	11.4%
<i>North Island</i>	<i>\$8,465m</i>	<i>88.6%</i>
New Zealand	\$9,551m	100.0%

Canterbury received 5.5% of total New Zealand NLTF spending on its roads in 2025, with a further 4.0% of spending in Otago and Southland. The rest of the South Island received just a combined 1.9% of NLTF spending.

Figure 6

South Island roads funding snapshot

Comparing NLTF roading spend with the South Island's contribution to New Zealand



⁶ Actual spending has been provided for the June 2025 year. As noted on the previous page, similar results persist over a more extended period, with the South Island's share of actual total NLTF expenditure over the three years to June 2025 sitting at 12.0%. Actual spending is a better measure of activity than investment intentions as it corresponds to what has been spent.

5.2. Cook Strait ferry connection to the rest of New Zealand

The Cook Strait ferries provide a 'sea bridge' connection between the South Island and the North Island. The transportation infrastructure provided by the ferries is a critically important economic enabler for the South Island economy and its broader contribution to New Zealand. This enabling role can be measured through valuing the flow of freight facilitated by the ferries, as well as the visitor spending of visitors to the South Island who travel on the ferries.

The freight component is split into southbound and northbound directions. For the South Island, southbound freight is interpreted as inputs coming into the region – which are imports into business and consumer supply chains. Northbound freight is interpreted as goods sold out of the region to customers elsewhere in New Zealand or as exports routed through North Island connections.

An estimated 3.5 million tonnes of annual freight are carried on ferries.⁷ The total value of freight on the Cook Strait ferries is estimated at \$10,109 million in 2025, with \$7,140 million of southbound freight and \$2,969 million of northbound freight⁸.

Although the northbound freight is a mix of exports and domestic sales, it can still be put in perspective against the total goods exports estimated in Section 4.1. It was estimated that the South Island's annual goods exports are about \$25,534 million a year, so the ferry-enabled northbound freight of \$2,969 million is of a size equivalent to 12% of this total. The remaining exports are predominantly sent overseas via the South Island's seaports and airports (See Section 5.3 for an analysis of these ports' activity).

An estimated 1,170,000 people travel on the Cook Strait ferries each year⁹, including 305,000 international visitors¹⁰ and 865,000 domestic travellers.

It is estimated that there was \$1,806 million of international visitor spending in 2025 in the South Island that can be associated with visitors who have taken the ferry. This is equivalent to about 23% of the total international visitor spending that occurred in the South Island over the past year (see Section 4.2), which highlights the critical importance of the ferries as an enabler of international tourism earnings.

⁷ Total tonnages moved between the North and South Islands on the ferries have been estimated by inter-regional road and rail movements data contained in the Ministry of Transport National Freight Demand Study 2017/18. This dataset is the most recent comprehensive model of inter-regional freight flows in New Zealand. Current inter-regional freight tonnages are likely to be similar to this benchmark as an OIA request (20559) to NZTA has shown that 2024/25 road and rail freight total nationwide tonnages (without regional flow estimates) are within 5% of their 2017/18 levels.

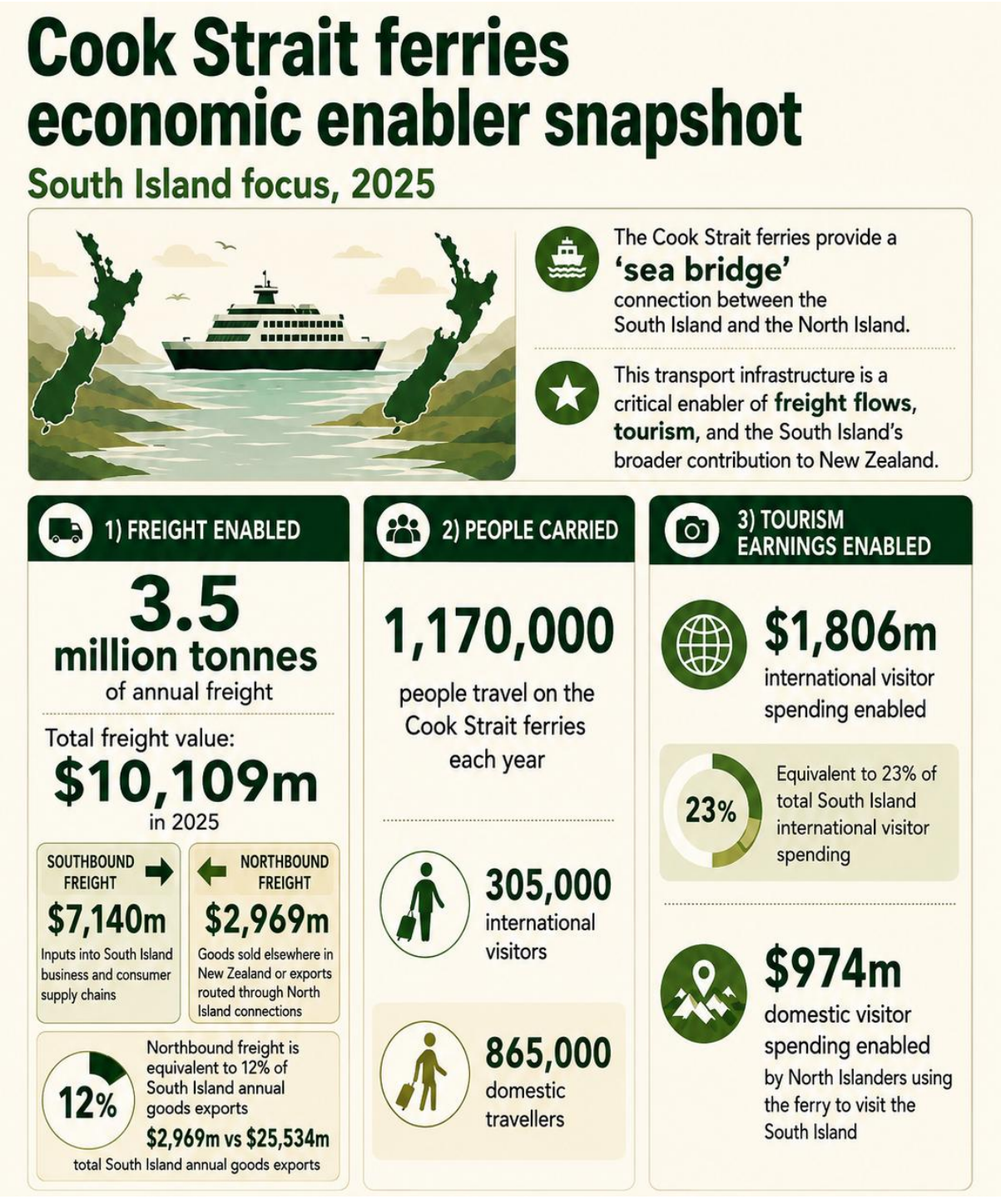
⁸ The average value of freight has been estimated using Statistics New Zealand cargo data from merchandise trade statistics for the December 2025 year. It is assumed that inbound freight is most closely related to the average value of imported goods (\$3,400.15 per tonne), while outbound freight is most closely related to the average value of exported goods (\$2,120.47 per tonne).

⁹ Estimated from Ministry of Transport / Rockpoint Corporate Finance (2023), Domestic Transport Costs and Charges Study (DTCCS), Working Paper C15: Cook Strait Ferries.

¹⁰ International ferry-user behaviour is estimated from MBIE's International Visitor Survey microdata (December 2025 year).

On top of spending associated with international visitors, a further estimated \$974 million of domestic visitor spending in the South Island is enabled by North Islanders using the ferry to visit the South Island¹¹.

Figure 7



5.3. Connecting the South Island to the rest of the world

The South Island’s seaports and airports play an important role in connecting the South Island to the rest of the world. This section considers the value of goods exports which leave the South Island’s ports.

¹¹ Domestic ferry-user behaviour is estimated with Domestic Visitor Survey microdata (October 2025 release).

There were \$22,374 million of exports that departed directly from the South Island's ports in the June 2025 year, which was equivalent to 88% of the \$25,534 million of total goods estimate for the South Island (see Section 4.1).

The remaining 12% of exports are shifted north by the Cook Strait ferries for export from a North Island port, while a small share will move north on coastal shipping or domestic air freight.

Table 10 – Exports departing a South Island port, June 2025 year, Statistics NZ data

Port	Total value of exports (\$m)
Port Chalmers (sea)	\$7,978m
Lyttelton (sea)	\$7,577m
Bluff (sea)	\$2,602m
Christchurch (airport)	\$1,659m
Nelson (sea)	\$1,315m
Timaru (sea)	\$1,117m
Picton (sea)	\$125m
Total exports departing a South Island port	\$22,374m

In addition to freight that moves through the South Island's ports, the South Island's airports are also a key enabler of the international visitor economy, as well as in facilitating travel around New Zealand for business and leisure.

There were 11.4 million passenger movements through the South Island's airports in the June 2025 year, with 8.9 million of these movements on domestic flights and 2.5 million on international flights. The 2.5 million passenger movements on international flights is equivalent to 19% of the 13.1 million international passenger movements across New Zealand.

Table 11 – Passenger numbers at South Island airports, June-25 year, estimates from airport data¹²

Airport	Domestic flights	International flights	Total passengers
Christchurch	4,834,500	1,560,700	6,395,200
Queenstown	1,657,700	944,200	2,601,900
Nelson	858,300	-	858,300
Dunedin	853,100	900	854,000
Invercargill	338,300	-	338,300
Blenheim	294,400	-	294,400
Hokitika	40,000	-	40,000
Timaru	30,000	-	30,000
Total South Island	8,906,300	2,505,800	11,412,100

¹² Rounded to the nearest 100. Data taken from each airport's annual report or passenger monitoring dashboards for the June 2025 year. The most recent publicly published data for Hokitika and Timaru airports was for 2016. Note that Dunedin Airport has had around 50,000 international passengers over the 12 months since the launching of the Dunedin to Gold Coast service at the end of June 2025.

6. Concluding remarks

The South Island is making a substantial contribution to New Zealand's economic performance at a time when growth has been uneven across the country. In the March 2026 year, the South Island recorded annual GDP growth of 1.2%pa, compared with 0.2%pa growth in the North Island, while the South Island's unemployment rate sat at 4.1% compared with 5.7% in the North Island. The South Island accounts for 22% of New Zealand's GDP and 24% of its population, but its contribution is even more pronounced in areas that generate foreign exchange earnings. Goods exports from the South Island represent one third of New Zealand's total goods exports, while international visitor spending in the South Island accounts for 40% of international visitor spending in New Zealand.

Transport connectivity is fundamental to sustaining this contribution. The Cook Strait ferries provide a critical sea bridge between the South Island and the North Island, carrying an estimated 3.5 million tonnes of freight and 1.17 million passengers each year. The ferries enable an estimated \$3.0 billion of northbound freight from the South Island, representing goods sold to customers elsewhere in New Zealand or exports routed through North Island connections, while a further \$1.8 billion of international visitor spending in the South Island can be associated with international visitors who use the ferries. South Island seaports and airports also provide direct connections to the rest of the world, with \$22.4 billion of exports departing directly from South Island ports in the June 2025 year and 11.4 million passenger movements through South Island airports, including 2.5 million on international flights.

Alongside connections to the outside world, road connectivity is also fundamentally important to enabling this economic activity. The South Island's share of roading expenditure appears disproportionately low relative to its contribution and level of road use. In 2025, the South Island received 11% of NLTF roading expenditure despite generating 27% of national vehicle kilometres travelled, 22% of GDP, one third of goods exports, and 40% of international visitor spending. This imbalance is evident across South Island regions, where shares of population, GDP, exports, visitor spending, and road use generally exceed each region's share of NLTF roading investment. Ensuring that South Island transport infrastructure is adequately maintained and invested in is therefore important not only for the South Island, but for New Zealand's overall economic performance.

