



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

December 2009 / January 2010

CONTRIBUTION LIST

The following is a list of Business Unit Managers responsible for providing detailed monthly reports.

Business Unit	Name
Customer Services	Mark Lambert
Project Delivery	Allen Bufton
Strategy and Planning	Peter Clark
Marketing and Communications	Shelley Watson
Corporate Services	Stephen Smith

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SUMMARY

Patronage

- Total Public Transport patronage for the month of December 2009 was 2.1% higher than last year, and January 2010 was 4.2% higher than January 2009.
- Total patronage for the 6 months to 31 December is an increase of 0.4% on last year, while total patronage to 31 January 2010 is 0.8% higher than for the 7 months to 31 January 2009.
- December rail patronage increased by 13.3%, ferry by 6.5% while bus patronage was approximately the same as the month of December 2009.
- Rail patronage for January increased by 15.2%, ferry by 0.6% and bus by 3.1% compared to January last year. Monthly ferry and rail patronage recorded their 7th consecutive month of growth with the rail patronage growth being achieved despite major disruptions over the last 2 months due to signalling failures and line closures to enable track improvements.
- The Northern Express continues to have significant growth with patronage up by 15.7% for the month of December and by 12.8% for January compared to the equivalent months last year.

PT Services

- Rail service punctuality for December declined to 82.2% of services on time from 82.3% in November and 86.7% in December 2008. However, January service punctuality declined to 71.2% which is the lowest performance since March 2007 and is directly attributed to problems encountered by KiwiRail in the commissioning of track and signals at the time of opening the new Newmarket station.
- Rail passenger delay minutes reduced in December but increased in January as a result of the Newmarket commissioning issues.

Rolling Stock

- SA trainsets 18–23 – Trainsets 21 and 22 are now in Auckland ready for commissioning in June, and trainset 23 is on schedule.

Infrastructure

- Newmarket Station – The station is completed and was opened on 18 January 2010.
- Avondale Station – Construction of the platforms continues with station construction due to be completed by June 2010.
- New Lynn Rail and Bus Interchange – Construction is one month ahead of schedule with completion anticipated by September 2010.
- Rail Distributed Stabling – A concept plan has been prepared for the development of the stabling facilities at the Tamaki site during 2010, while construction of the Western line stabling site has commenced with completion expected by mid-May 2010.
- Grafton Station – Construction is progressing to programme with completion targeted for March 2010.
- Onehunga Line Stations – Te Papapa and Penrose Station platform construction is nearing completion.
- Kingsland Station – The pedestrian rail underpass was installed during the Christmas rail closure with a tender for the Stage 2 platform extensions to be released in February.
- Manukau Station – ONTRACK are progressing with the piling of the station walls which is due to be completed by March 2010 with excavation of the station trench to commence thereafter.
- Birkenhead Ferry Terminal – Construction of the new outer berth continues with estimated project completion in mid-May 2010.

Strategy and Planning

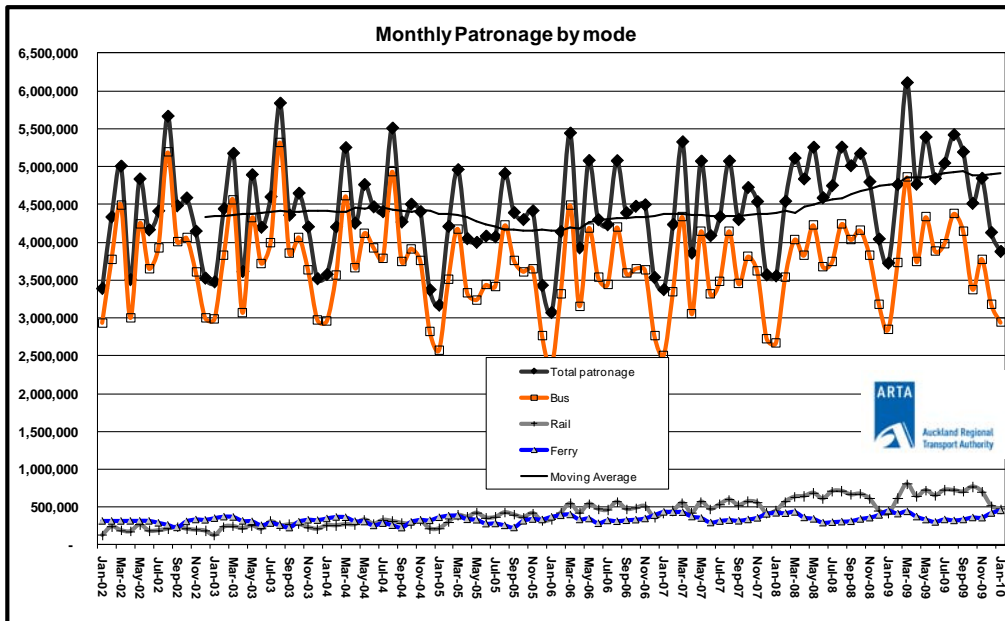
- The draft Regional Public Transport Plan (RPTP) has been released for public consultation with 20 submissions to be heard during February.
- The CBD Rail Loop investigation project has completed the option identification and evaluation phase and will now proceed to the concept design and business case for a preferred option.

1 CUSTOMER SERVICES

1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of December is 2.1% higher (86,106 boardings) than December 2008 at 4,125,984 boardings. The total patronage for the financial year to date for the six months to December 2009 is 29,144,244 boardings, 0.4% (114,789 boardings) higher than the first half of the 2008/09 financial year.

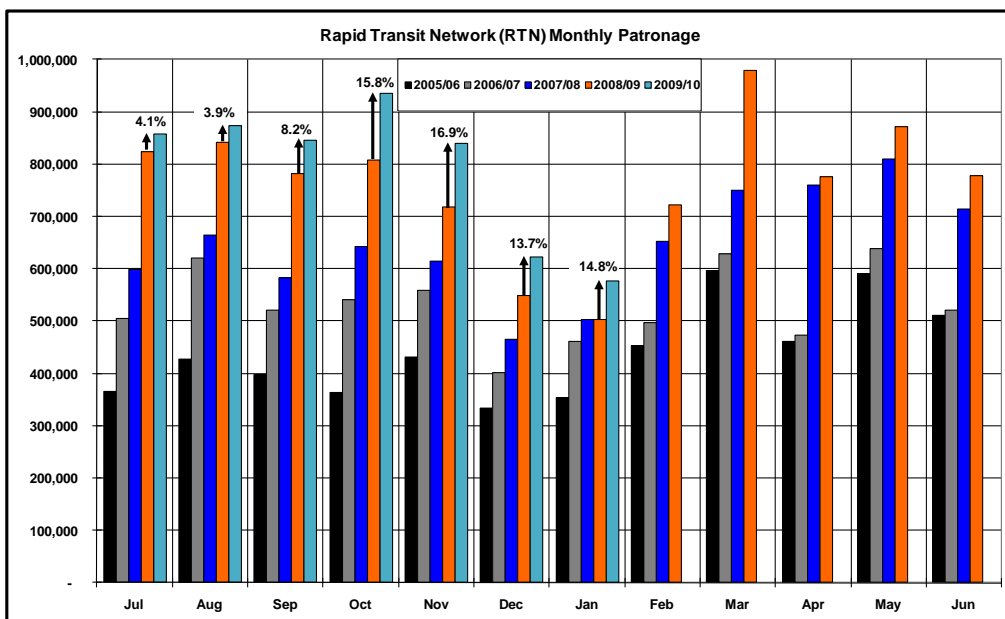
The total combined bus, ferry, and rail patronage for the month of January is 4.2% (154,779 boardings) higher than January 2009 at 3,875,088 boardings. The total patronage for the financial year for the seven months to January 2010 is 33,019,332 boardings, 0.8% (269,568 boardings) higher than the same period in the 2008/09 financial year.



Rapid Transit Network (Rail and Northern Express):

The total RTN patronage for December is 13.7% (74,951 boardings) higher than December 2008. For the financial year to date (six months) RTN patronage is 10.1% (454,768 boardings) higher than the same six months in the previous financial year.

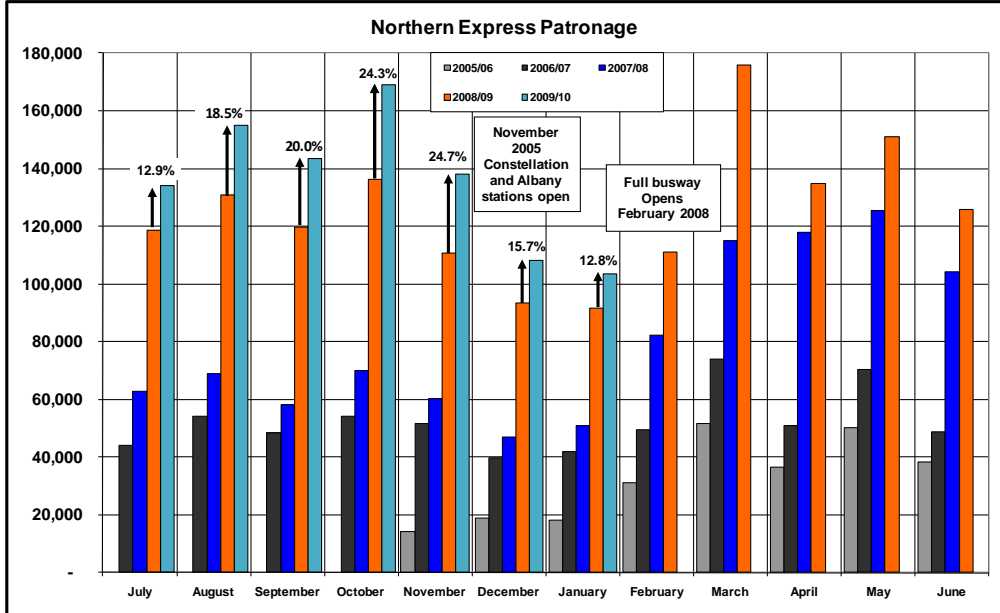
The total RTN patronage for January is 14.8% (74,219 boardings) higher than January 2009. For the financial year to date (seven months) RTN patronage is 10.5% (528,987 boardings) higher than the same seven months in the previous financial year.



The Northern Express patronage grew by 15.7% or 14,635 boardings for December 2009 compared to December 2008. For the first six months of the financial year Northern Express patronage was up by 19.5% (138,508 boardings) compared to the first half of the 2008/09 year.

The Northern Express patronage grew by 12.8% or 11,778 boardings for January 2010 compared to January 2009. For the first seven months of the financial year Northern Express patronage was up by 18.8% (150,286 boardings) compared to the first seven months of the 2008/09 year.

There have been over 1.6 million passengers recorded using the Northern Express over the last twelve months, an increase of 22.6% on the same period last year.

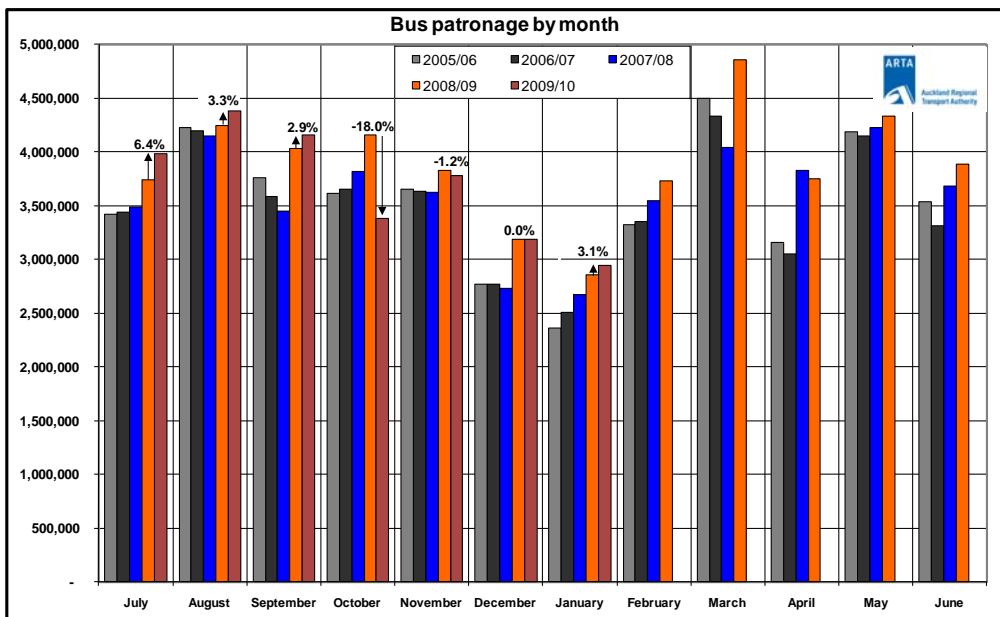


Bus Patronage

Bus patronage is largely unchanged (122 boardings lower) than last December. For the financial year to date (six months) bus patronage is 1.4% (324,678) lower than the first half of the previous financial year.

Bus patronage grew by 3.1% (89,380 boardings) compared to last January. For the financial year to date (seven months) bus patronage is 0.9% (235,298 boardings) lower than the same period of the previous financial year.

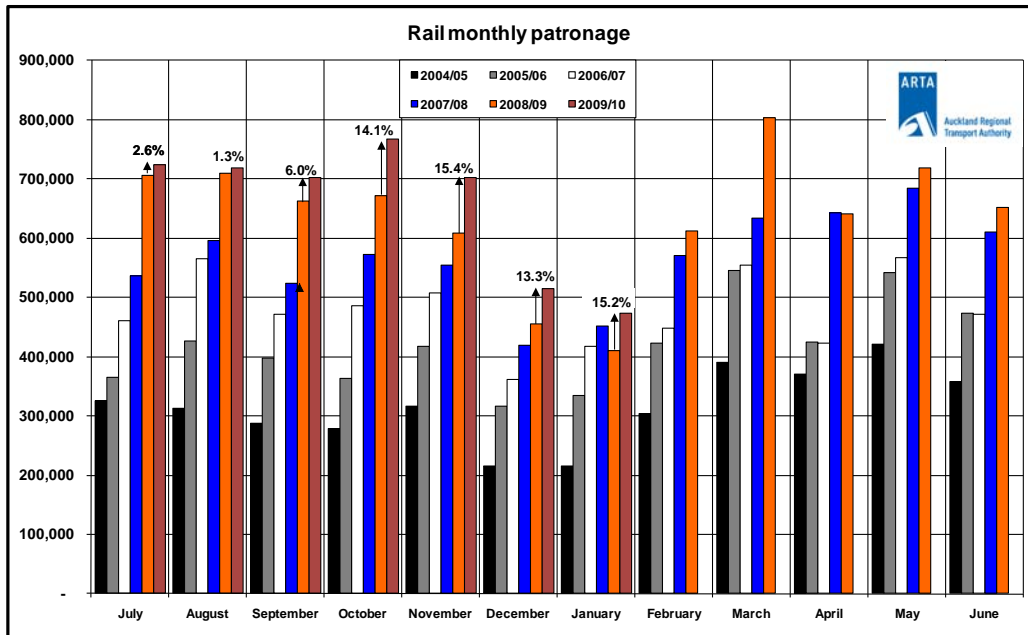
There have been 46.36 million passengers recorded using bus services over the last 12 months, an increase of 2.22% on the same period last year.



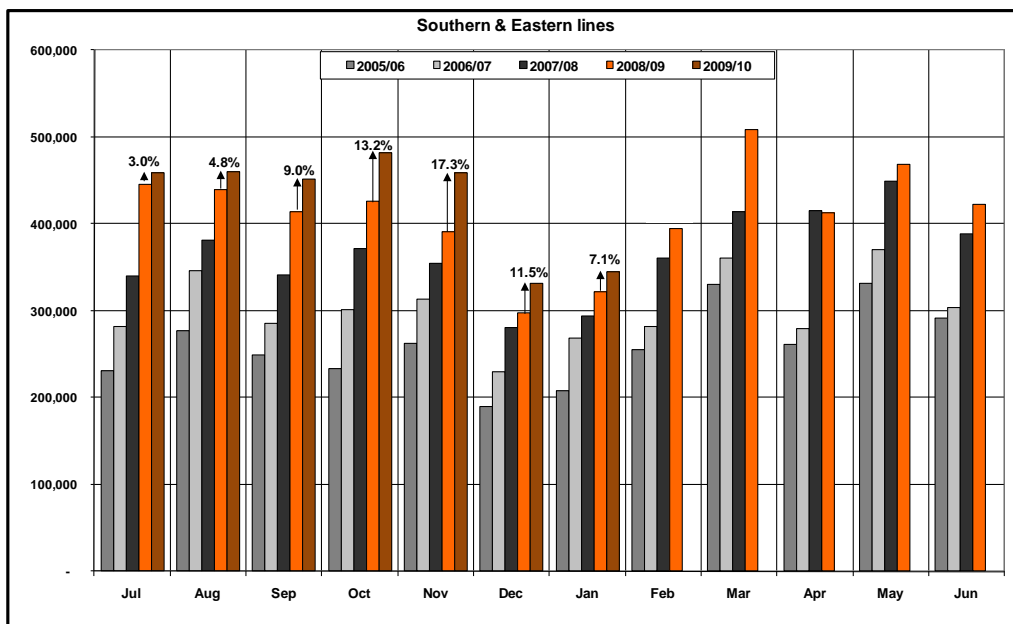
Rail Patronage

Passenger numbers through December and January showed strong growth compared to the same period last year with 515,000 passenger journeys recorded in December (13.3% more than 2008) and 473,000 in January (15.2% more than 2009). For the year-to-date there have been 4.603 million passengers carried on rail services in the region which is 9.0% more than the same period in 2008/09. Over the last twelve months to the end of January 2010 8.029 million passengers have been carried on rail services.

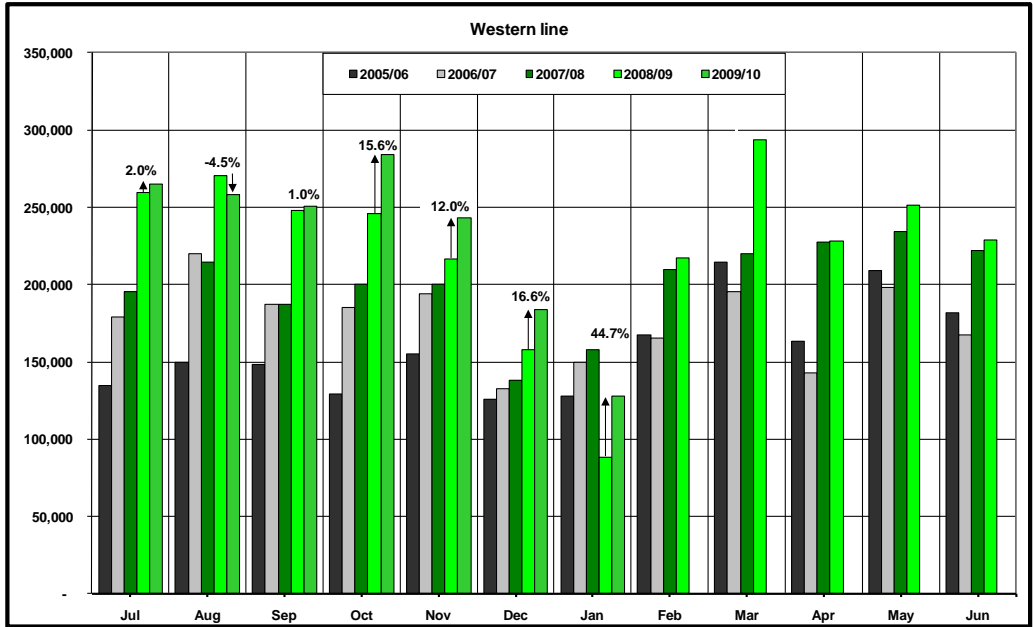
Included in the January passenger numbers were 16,000 trips on special trains to and from the Big Day Out at Mt Smart Stadium, Penrose on 15 January. This compares to approximately 11,000 journeys made by rail for the same event last year. There were 93 additional trains scheduled to and from Penrose station for the event with special arrangements in place for these trains to operate through Newmarket as there were no operational signals in the area.



In December 331,000 passengers were recorded as travelling on southern and eastern line services which is an increase of 11.5% on the same month last year. In January there were 345,000 passenger journeys recorded on the southern and eastern lines, including the travel made on trains to and from the Big Day Out event and bus replacement services. This is an increase of 7.1% on January 2009. For the year-to-date 2.989 million passengers have travelled on southern and eastern line trains, 9.2% more than the same period last year.



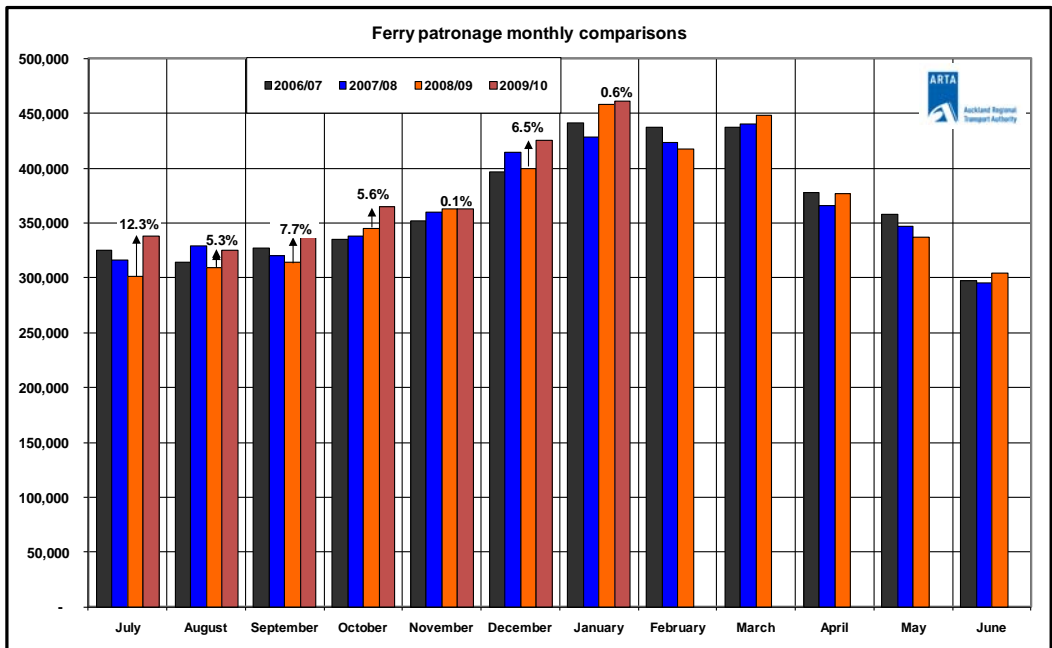
The track closures during December and January had a greater impact on the western line however good growth was recorded for both months when compared to the same months last year. For December 184,000 passengers were recorded travelling on western line services, which is an increase of 16.6% on the same month last year. In January 128,000 passenger journeys were recorded on western line services including travel on bus replacement services, an increase of 44.7% on last year but still less than the 158,000 recorded in January 2007. However, these figures are not like-for-like due to differing levels for non-rail operation due to network construction works. For the year-to-date 1.614 million passengers have used western line services which is 8.5% more than the same period last year.



Ferry Patronage

Ferry patronage for December is 6.5% higher (25,912 boardings) than last December, for the financial year to date (6 months), patronage is 6.1% higher than the same six months in the previous year.

Ferry patronage for January is 0.6% higher (2,958 boardings) than last January, for the financial year to date (7 months), patronage is 5.1% higher than the same period in the previous financial year.



PT Service Punctuality and Reliability

Rail Service

While December performance was similar to the preceding two months, problems associated with the track and signals at the newly upgraded Newmarket station significantly impacted on performance during January that resulted in the highest proportion of delays since March 2007 when punctuality was recorded as 69.3%.

In December 2009, 82.2% of services operated on-time or within five minutes of their scheduled arrival time compared to 82.3% in November and 86.7% for the same month of the previous year. Western line services continued to record a higher level of delays due to the effects of ongoing network upgrades. In December 79.7% of western line services operated on-time or within five minutes of schedule compared to 79.6% in November and 86.9% for December last year. Even though there were some significant events that, individually, affected southern and eastern line services during the month, performance recorded on these lines was more stable with 83.4% of services arriving on-time or within five minutes of schedule compared to 83.7% for November and 86.5% in December last year.

The following major incidents contributed to the level of delays recorded during December:

- Signal, points and track failures – On 3 December a points failure at Newmarket resulted in substantial delays to morning peak services operating on the southern and western lines. On 8 December a signalling error that disrupted normal train sequences at Britomart resulted in disruptions on all lines during the evening peak. On 16 December services on the eastern line were suspended for an hour during the morning while reports of a broken rail were investigated. No fault was found but services were rerouted via Newmarket over this time. On 19 December a signal failure between Penrose and Newmarket resulted in delays affecting mainly southern line services throughout the day. Western line services were delayed during non-peak hours throughout the month by track protection measures that were in place for the construction of DART 2 between Boston Road and Newmarket.
- Train faults – There were no major delays resulting from metro train faults during December however on 13 December some late night services were disrupted between Otahuhu and Papakura after a freight train was disabled and blocked the track.
- Other – On 10 December several trackside fires occurred within a short space of time between Te Mahia and Takanini around 11.30am. As a result the Fire Service closed the line for approximately three hours while they attended to the incidents. Alternative transport was supplied. CCTV footage suggests that the fires spread rapidly as a result of the dry vegetation and warm conditions. Near the end of the morning peak of 15 December all services in and out of Britomart were suspended while investigations were made into an apparent operational error. In the early hours of 18 December a train struck and fatally injured a person near Takanini station and the Police closed the line for investigations. The line was not reopened until 11.00 am and this caused major disruptions, mainly affecting the southern and eastern lines but also having knock-on impacts for western line services due to crews and/or trains not being correctly positioned to start their runs.

In January 2010, 71.2% of services operated on-time or within five minutes of the scheduled arrival time compared to 87.1% for January 2009. As noted above this is the lowest recorded performance since March 2007 and can be directly attributed to problems encountered by KiwiRail in the commissioning of the track and signals at Newmarket. The redeveloped station was scheduled to be fully operational on Monday 18 January, however the new signalling system was unable to be commissioned by KiwiRail in time for the start of daily operations and a decision was made to continue with the operation of the bus replacement services on the southern and western lines for the day, while maintaining separate shuttle trains between Waitakere and Newmarket and Newmarket and Britomart operating at approximately 30 minute intervals. While the signal commissioning was completed by the start of operations on Tuesday, 19 January, faults continued to be encountered for the remainder of the month.

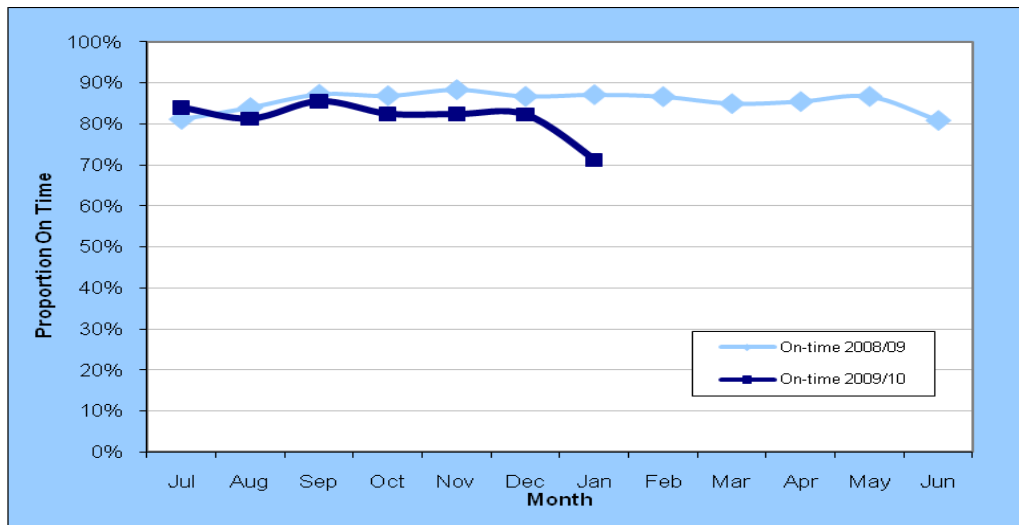
Including the disruptions of 18 January, 74.4% of southern and eastern line services operated on time or within five minutes of schedule during January compared to 87.5% in January 2009. The Newmarket signalling problems had a greater impact on western line services and 36.0% of services operated on-time or within five minutes of schedule compared to 85.3% for the same month last year. This figure needs to be taken in the context that there were less than half the number of trains scheduled than for an average month due to the bus replacement services operated between 1 and 17 January, therefore, January was in effect the bedding-down period for new Newmarket operations. Track protection measures that were also in place at other KiwiRail work sites, in particular through the Boston Road to Newmarket section and at Wiri, compounded delays and restricted the opportunities for services to recover lost time.

The following major incidents were reported during January:

- Signal, points and track failures – As noted above there were major signal commissioning issues and subsequent signal failures at Newmarket. Southern and western line trains were affected to a varying degree every weekday between 18 and 29 January. KiwiRail used the planned line blockage over Anniversary weekend to carry out remedial work on the equipment. A region-wide rolling power outage on the early afternoon of 25 January and through the following day also contributed to these delays. On 19 January a signal fault at Paerata led to delays for Pukekohe services during the evening peak.
- Train faults – A single major train fault was recorded in January. On 26 January a faulty train resulted in delays to morning peak services on the southern and eastern lines.

Speed restrictions and track protection measures continued to impact on service performance during December and January. These temporary restrictions were in place at Wiri and between Boston Road and Newmarket (for works at the new Grafton Station).

Rail Punctuality: Services Operating On-time or Within Five Minutes (All Lines)



NB: Scale changed from previous report

Reliability, or the proportion of services that reached their scheduled destination and were not cancelled, was affected by the events detailed above. In December, 96.9% of scheduled services reached their destination and were not cancelled (95.8% last year) and 96.3% in January (97.7% last year). This compares to 98.5% in November. December includes 18 service cancellations for the track-side fires at Takanini and 53 service cancellations following the fatality at Takanini. These two incidents resulted in 71 cancellations, or 1.2% of all services in December. The January figure includes 66 services that were cancelled on Monday 18 January due to the Newmarket commissioning issues which was 1.4% of all scheduled services. KiwiRail infrastructure faults (track and signals) made up 75% of service cancellations in January.

Bus replacements were in effect during December and January as follows:

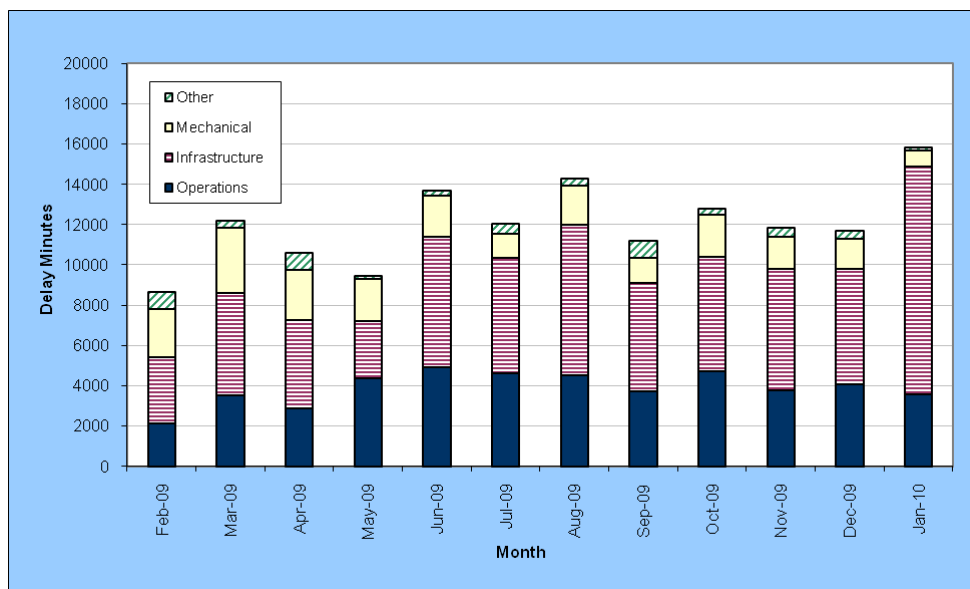
- From Christmas Day to 4 January inclusive buses replaced eastern line trains between Otahuhu and Britomart while the junction at Westfield was upgraded and the old platform at Panmure was removed;
- From Christmas Day to 18 January inclusive buses replaced southern line trains between Otahuhu and Britomart to complete the Newmarket upgrade and undertake track and bridge works through the section in preparation for electrification. The arrangements were extended by a day due to problems encountered by KiwiRail in commissioning the Newmarket signals, however special operations were put in place to allow trains to operate in one direction between Britomart and Penrose for the Big Day Out on Friday 14 January;
- From Christmas Day to 18 January inclusive buses replaced trains on the western line for the completion of the Newmarket upgrade, the installation of an new underpass and track switching equipment at Kingsland station, the realignment of tracks through the DART 2 site (Boston Road to Newmarket), level crossing improvements and other works in preparation for electrification. While shuttle trains were operated on 18 January between Waitakere and Newmarket, the bus replacement arrangements continued on that day due to the signal commissioning delay;
- On Anniversary weekend (30 January to 1 February) buses replaced trains on the southern and western lines for the final completion of Newmarket and for electrification enabling work.

Passenger Delay Minutes

Passenger delay minutes fell by 1.2% in December but increased significantly in January due mainly to Newmarket commissioning issues. In December total train delay minutes were 11,706 and this rose to 15,797 in January. There was a slight increase in operational delay minutes in December however all other causes showed a slight reduction when compared to November, although there was an increase in speed restrictions and track protection measures during the month. These can be attributed mainly to the network upgrades and preparations for the Christmas network closure. The track-side fires and fatality that occurred in December had a greater impact on the number of service cancellations rather than delays to services.

In January there was a further reduction in all causal factors with the exception of infrastructure delays which doubled from December and increased nearly 90% compared to November. Nearly 60% of these delay minutes were as a result of signal and points faults, most of which occurred in the Newmarket area. With fewer trains scheduled during the month and lower average passenger numbers, the fall in delay minutes for other causes is within expectations.

Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the infrastructure-related delay minutes which made up 48.7% of total delay minutes recorded in December:

	Delay Minutes	Proportion
Network Control	441	7.7%
Signal/points failure	653	11.5%
Speed restrictions	2,945	51.6%
Track protection measures*	1,665	29.2%
Total	5,704	

Infrastructure-related delay minutes in January made up 71.4% of total delay minutes recorded in the month the break-down of these minutes is as follows:

	Delay Minutes	Proportion
Network Control	332	3.0%
Signal/points failure	6,648	58.9%
Speed restrictions	2,503	22.2%
Track protection measures*	1,797	15.9%
Total	11,280	

*Track protection measures are put in place at sites where work that involves activities close to the track is underway. These require trains to slow or stop at a safe distance prior to the actual site and only proceed after receiving approval from the site protector that the track is clear of all obstructions.

1.2. MAJOR INFRASTRUCTURE WORKS

Victoria Park Tunnel and North Shore Watermain Relocation

Construction on Victoria Park Tunnel began in November 2009 and is expected to be completed in April 2012.

Included in the project is the relocation of the watermain supplying water to the North Shore out of the motorway corridor into Curran St and Jervois Rd. The Curran St section of the work started in January 2010 and is nearing completion. The Jervois Rd section will begin in February 2010 and will involve 24 hour lane reductions between Curran St and Redmond St for approximately six weeks. The Jervois Rd section between Redmond St and Ponsonby Rd is being planned separately due to proximity to two intersections and the increased impact of the works to both general traffic and bus services.

1.3. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Events

Thirteen events were held in January, five of which had an impact on public transport either with road closures and/or route diversions.

Big Day Out - 15 January 2010

Attendance: 45,000

Trains operated without any problems with the platform cleared by 12.40am.

	Ingres	Egress	Total	Increase 2009
Train	8191	7642	15833	32%
Bus	5800	5800	11600	12%

Overall approximately 30% of the Big Day Out crowd utilised Public Transport.

Note: The bus operation is a commercial service contracted to the Big Day Out promoter with no involvement from ARTA.

Junior World Surfing Championships – 20- 28 January 2010

This event was held at Piha with daily attendances around 1000-2000 and the final day at approximately 5,000.

No public transport was provided to this event based on the small estimated crowd size and public transport at previous surfing events at Piha being poorly patronised.

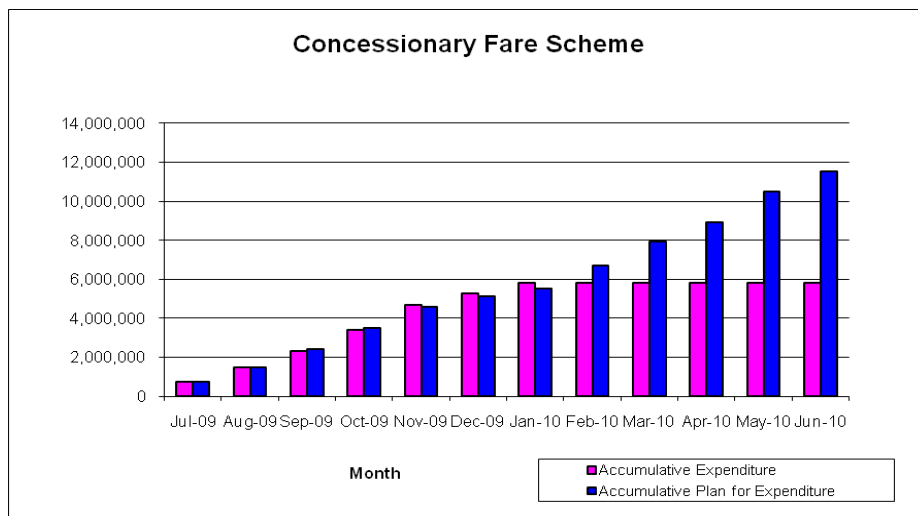
1.4. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008

Under the Public Transport Management Act 2008, the following applications for registered services have been approved:

- Transportation Auckland Corporation Ltd: Notification to vary the existing approved commercial registration to register a non-scheduled passenger transport service for the Big Day Out Event on 15th January 2010. Approved 07-Dec-09.
- Fullers Group (NZ) Ltd.: Notification to register a commercial ferry service to operate between Gulf Harbour via Rangitoto, Motuihe and Waiheke Island. Approved 04-Dec-09.
- Waiheke Shipping Ltd.: Notification to vary the standard timetable to operate an 08h30 trip ex HMB and 10h30 ex KP service on Christmas Day only. Approved 04-Dec-09.
- Transportation Auckland Corporation Ltd: Notification to vary Route 98 Flyer to advance 2 trips by 5 minutes earlier and to change the route number to Route 36 Flyer. Approved 13-Jan-10.

1.5. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

Expenditure for concessionary fare reimbursements is over budget for the seven months ended January 2010. The expenditure is \$5,819,000 against a reforecast budget of \$5,516,000.

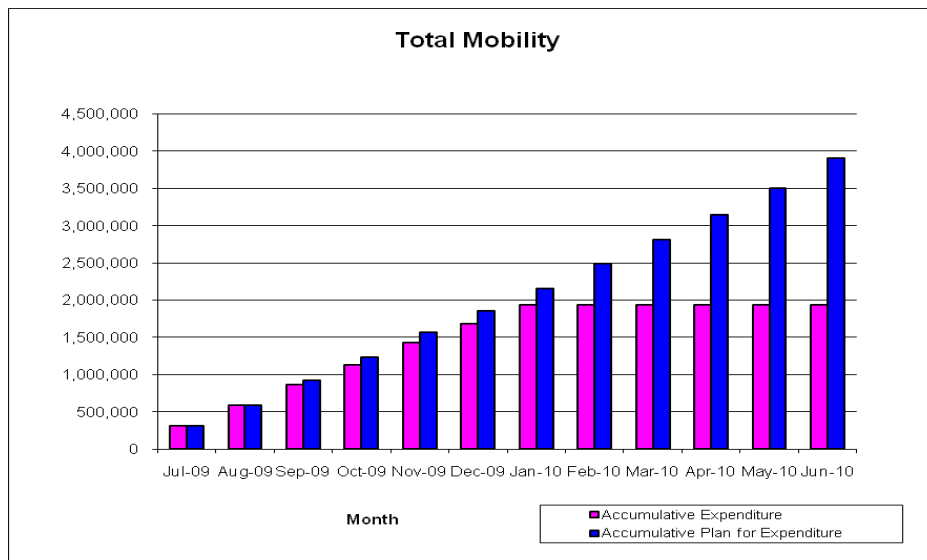


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the seven months ended January 2010 is \$5,294,000.

1.6. AUCKLAND TOTAL MOBILITY SCHEME

101 new Total Mobility applications were processed in January 2010 compared with 150 in October, 171 in November and 117 in December.

Expenditure for Total Mobility reimbursements is under budget for the seven months ended January 2010. The expenditure is \$1,934,000 against a reforecast budget of \$2,153,000.



1.7. TRAVEL PLANNING

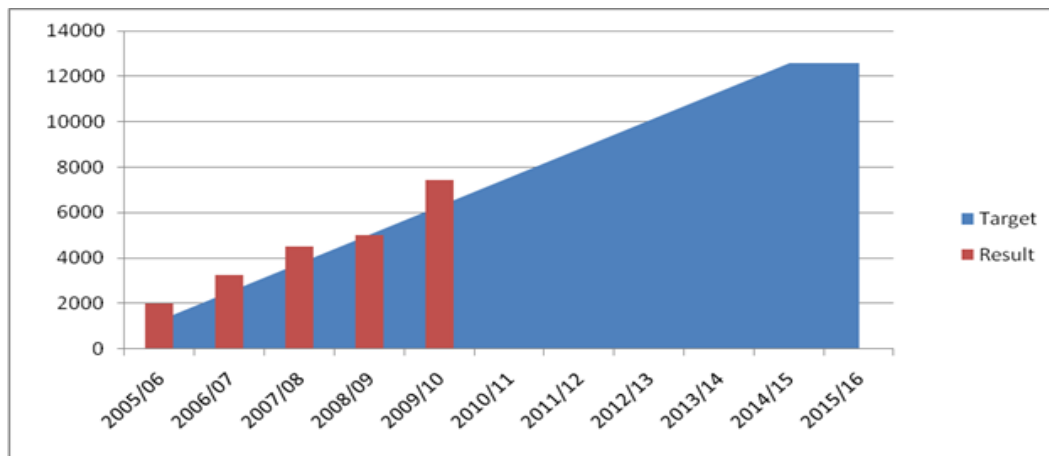
School Travel Planning

The following schools launched their travel plans during December:

- Mt Roskill Primary
- Mt Roskill Intermediate

Due to the school holiday there were no launches in January.

The evaluation results for the 2009 school year show a significant increase above set targets, the increase this year is the biggest increase since the programme started. The graph below illustrates progress against set targets from the date ARTA was established:



Walking School Buses

Progress reports were submitted to the Ministry of Health showing progress against set contractual measures for the increase in numbers of walking school buses in low decile schools across the region. All performance measures have been achieved.

2 PROJECT DELIVERY

2.1. ROLLING STOCK PROCUREMENT

Renewals Projects

- **Interim Rolling Stock SA Trainsets 18-23**

Trainsets 21 and 22 are now in Auckland ready for commissioning by June/July 2010. Trainset 23 and make-up carriages are in Dunedin and on schedule.

2.2. INFRASTRUCTURE DEVELOPMENT

Progress made on each joint ARTA-ONTRACK DART project is described below:

Newmarket Station Remodelling (DART 1)

The station is now complete and fully operational. Despite minor teething problems with KiwiRail signalling, the station has on the whole been judged a success.

A public open day was held 12 December with the station officially opened by the Minister of Transport, the Hon Steven Joyce on 14 January. The first train used the station on Monday 18 January 2010.

Grafton Station (formerly known as Park Rd) (DART 2)

Work is progressing to programme. Considerable progress has been made over the Christmas block of line. The Park Road concourse has been constructed and the columns for the stairs to platform level installed. The Outhwaite Lane noise barrier and concourse wall has been substantially completed. The platforms are being formed and backfilled.

Western Line Duplication Stage 3 – Avondale (DART 4)

Construction of ONTRACK below track works is almost complete. Fibre Optic cable work was completed during the Christmas period. Planning is underway to commence installation of Platform canopy, furniture and facilities in February 2010. Station construction completion is on schedule for early June 2010.

Western Line Duplication Stage 3 - New Lynn (DART 6)

Construction of the station is progressing well and is currently one month ahead of programme. Work has focused on completing the platform services in the trench and the floor and services of the station building. The partial opening of the new station platform and a single track in the trench on 1 March is required to enable construction of the new station building and trench barrier to continue where the tracks are currently located. The operational safety review for the partial station platform was completed in December 2009 and safety reviews for the final station configuration are underway.

Distributed Stabling (DART 17)

- **Tamaki Drive**

Discussions have continued between ARTA, KiwiRail and ONTRACK and it is now believed that a concept plan that meets all parties needs has been achieved. The next steps are to get formal agreement and progress detail design.

- **Western Line Site Henderson (formally Railside Avenue)**

The corridor section of work was successfully completed during the Christmas block of line. Work has now begun on the remainder of the site and is tracking to meet the required delivery date in mid-May 2010.

2.3. FERRY TERMINAL UPGRADES

Birkenhead

The contract for the upgrade works has been awarded to HEB Structures. Construction of the new outer berth continues with estimated project completion in May 2010.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line Rehabilitation (DART 19)

Construction at Te Papapa and Penrose platforms is nearing completion for below track works. The drainage and foundations for both platforms is now complete. Planning is underway for the procurement and installation of ARTA above track assets during early 2010. Further assessments continue with regard to ITM Site for Onehunga station and associated future Park and Ride scheme.

Manukau Rail Link (DART 9)

ONTRACK's contractors are progressing well with piling to the station walls. They are currently slightly ahead of programme. An electricity sub-station has been relocated to allow the piling to proceed. Excavation of the trench within the piled walls will commence shortly.

ARTA continues to work with Manukau City Council, ONTRACK and Manukau Institute of Technology to deliver an integrated transport interchange and tertiary education facility.

Tamaki Drive - The Strand

An option report has been prepared outlining possibilities for the provision of an emergency station to mitigate the impact of the temporary closure of Britomart, particularly during the Rugby World Cup. This facility will complement the stabling proposed for Tamaki Drive.

Ferry Terminal Developments

- **Half Moon Bay**

Mooring Piles have been completed and are in use.

Hobsonville

A workshop with relevant stakeholders to assess next steps and to work towards finalisation of the Agreement will be held in February. Hobsonville Land Company confirmed earliest date for completion of the new ferry facility is June 2011.

Rugby World Cup 2011 - Kingsland Station

The pedestrian underpass was successfully installed during the Christmas/New Year rail closure with the tracks replaced to allow normal train operation to resume on 18 January. Detailed design and planning for extending the station platforms is continuing, including tendering for the services relocation works in Sandringham Road and the Stage 2 platform extension works.

A review of the platform fire escape route options has identified two possible alternatives to the proposed overbridge route and these are being investigated.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS)

Type 1 - VPIDs for Bus Services, Phases 0, 3 & 4:

The real time passenger information system expansion program of on-street infrastructure is completed. It initially comprised 146 additional VPIDs. Extremely positive feedback from stakeholders and customers resulted in ARTA approving requests for the installation of a further 24 VPIDs.

Rail Services RTPIS:

Newmarket Rail Station; Passenger information signs (PIDs) have been installed at the following locations in the station:

- Main concourse, above the ticket office
- Main concourse, above the escalators that access the platforms
- Each platform (1, 2, 3 & 4)

They are operated by controllers at either Newmarket or Britomart and are programmed to display details of next train arrivals and free text messaging for service disruptions and/or changes.

Rollout of Rail Station RTPIS/PIDs;

Similar PIDs to those at Newmarket Station are proposed for Grafton and New Lynn Stations.

Central Connector Corridor (CC) Project RTPI component:

The CC was fully opened on 30 November 2009.

When construction of the new Park Road rail over bridge is completed, VPIDs will be installed at the two new bus stops that form the rail interchange at Grafton Station. This is scheduled for completion 31 March 2010.

2.6. ASSET MANAGEMENT**Downtown Ferry Terminals Structural renewals (Piers 1 & 2)**

Pier 2 works have been completed, with the exception of the area located beneath the contractor's site area and the diesel tank. This has resulted in a significant reduction in the impact of noise on the businesses and restaurants located near Pier 2. Works are progressing well on Pier 1 moving from south to north resulting in further reductions to the impact of noise on businesses nearby.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

CBD Rail Loop

The CBD Rail loop investigation and preparation of NoR documentation has completed phase 1 including option identification and evaluation and short listing route alignments and station locations. Phase 2 on concept design and business case will commence on adoption of a preferred option. It is anticipated this will take 7 months to complete.

43 submissions were received on the draft Regional Public Transport Plan and 20 submitters will be heard during the month of February.

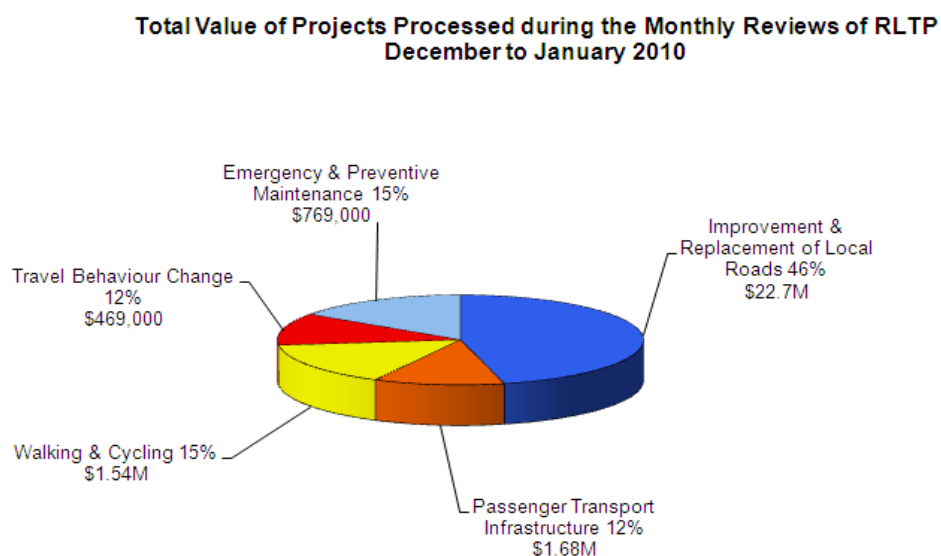
3.2. PLANNING AND PROGRAMMING

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the December and January monthly reviews, 26 funding applications totalling \$27,138,598 were submitted to ARTA for consideration.

ARTA recommended all the applications for approval to NZTA. Of these, 21 applications worth \$22,433,598 were approved for funding and 2 applications worth \$150,000 have been declined by NZTA while the remaining 3 applications worth \$4,555,000 were deferred pending NZTA Board consideration.

Figure 1 shows the breakdown of scheme type.



Note The percentage values in the chart above relates to number of schemes processed as opposed to the value of the scheme.

Table 1 – December and January Recommended Schemes to NZ Transport Agency

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
December and January 2009							
ACC	2009-12 Crash Reduction Studies	Studies aimed at identifying black spots & hazardous locations on ACC roads & propose mitigation measures.	Improvement & Replacement of Local Roads	Study	\$335,000	Recommended	Approved.
ARC	Transport Modelling for Strategic Planning	Transport modelling to support strategic planning and the development of the Auckland Regional Land Transport Strategy.	Travel Behaviour Change	Study	\$310,000	Recommended	Approved.
ARC	Benchmarking Auckland Transport	Benchmarking Auckland's transport performance against similar international cities.	PT Infrastructure	Study	\$50,000	Recommended	Approved.
FDC	Franklin District Transport Strategy	Development of a District wide transport strategy .	Travel Behaviour Change	Study	\$100,000	Recommended	Declined as project falls below the fundable threshold.
FDC	Franklin Preventative Maintenance	Implementation of preventative maintenance works.	Maintenance	Construction	\$24,000	Recommended	Approved.
FDC	Hamilton Bridge	Widening of bridge on both sides to address safety concern.	Improvement & Replacement of Local Roads	Construction	\$422,811	Recommended	Approved.
MCC	Manukau Interchange	Design of Manukau bus / rail Interchange.	PT Infrastructure	Design	\$1,015,652	Recommended	Approved.
MCC	AMETI - Pakuranga Interim Improvements	Design of Pakuranga Interim Improvements to enhance traffic flows.	Improvement & Replacement of Local Roads	Design	\$195,000	Recommended	Approved.
MCC	09/10 Minor Cycleway Improvements: Bader Drive Rbt	Construction - Bader Drive Roundabout Cycle Scheme	Walking and Cycling	Construction	\$145,997	Recommended	Approved.
MCC	QTN Route Improvements - Flat Bush to Manukau	Investigation of major QTN upgrade project between the Flat Bush development & the Manukau Town Centre.	PT Infrastructure	Investigation	\$610,000	Recommended	Deferred pending decision by NZTA board.
NSCC	East Coast Rd Widening (Hastings - Rosedale)	Widening of East Coast Road between Hastings Road and Rosedale Road.	Improvement & Replacement of Local Roads	Construction	\$5,989,852	Recommended	Approved.
NSCC	2009/12 Tristram Ave Road Improvement	Addresses serious safety concern on arterial corridor.	Improvement & Replacement of Local Roads	Construction	\$430,000	Recommended	Approved.
NSCC	2009/12 NSCC Asset Management Plan	Implementation (Drafting, adopting and continuous updating of the Transport Activity Management Plan)	Improvement & Replacement of Local Roads	Study	\$190,000	Recommended	Approved.
NSCC	North Shore School Travel Plan Infrastructure	Activity supports strategic investment in walking infrastructure for schools and particularly aligns with the development of a naturally low speed environment.	Walking and Cycling	Construction	\$460,500	Recommended	Approved.
NSCC	2009/12 Onewa Road (Lake to Sylvan) 06/07	Construction of stage 3 - road widening for transit lane.	Improvement & Replacement of Local Roads	Construction	\$3,607,000	Recommended	Deferred by NZTA until a variation to the 2009/12 RLTP has been considered.
PDC	Porchester Rd Construction Walters Rd to Airfield Rd	Widening pavement to provide for cycle lanes and central flush median.	Improvement & Replacement of Local Roads	Construction	\$2,592,337	Recommended	Approved.
RDC	Strategy Study - Major Rural Arterial Routes	Development of a District wide transport strategy .	Travel Behaviour Change	Study	\$50,000	Recommended	Declined as project falls below the fundable threshold.
RDC	09 Richards No. 2 Bridge	Replacement of Richards no 2 bridge in Rodney.	Improvement & Replacement of Local Roads	Construction	\$333,000	Recommended	Approved.
RDC	Safe Walkways/Cycleway- Partly Community Funded	Construction of a safe route for walking and cycling.	Walking and Cycling	Construction	\$338,000	Recommended	Deferred by NZTA until a variation to the 2009/12 RLTP has been considered.
RDC	Slip Repair- 1274- 1280 Sandspit Road (RP 6920)	Reconstruction of road at slip site.	Maintenance	Construction	\$128,319	Recommended	Approved.
RDC	E/W December 3-4 2009 Storm	Immediate response and emergency reinstatement works after sustained heavy rainfall caused severe damage to roads in various parts of the District	Maintenance	Construction	\$586,700	Recommended	Approved.
WCC	Road Reconstruction 09	Reconstruction of Te Atatu and Great North Road	Improvement & Replacement of Local Roads	Construction	\$1,887,700	Recommended	Approved.
WCC	Sturges Road Bridge Replacement and Widening	Enabling works for Sturges Road bridge replacement	Improvement & Replacement of Local Roads	Construction	\$5,944,400	Recommended	Approved.
WCC	Central Park Drive Cycleway	Construction of a 1.4km section of the regional cycle network to provide connections to the north western cycleway.	Walking and Cycling	Construction	\$600,000	Recommended	Approved.
WCC	Candia Road CRS Project	Implementation of safety improvement works identified from the crash reduction study along Candia Road.	Improvement & Replacement of Local Roads	Construction	\$762,300	Recommended	Approved.
WCC	E/W Bethell Bridge	Reinstating washout areas including abutment using hard-fill material.	Maintenance	Construction	\$30,000	Recommended	Approved.
Total New Schemes					\$27,138,598		

3.3. WALKING AND CYCLING COORDINATION

The updating process of the Regional Cycling Network map has been drafted and approval for the changes will be sought shortly.

Final preparations for the Regional Manual Cycle Monitoring Programme for surveying in March 2010 have been completed. In addition, considerable progress has been made on continuous automatic cycle counting, with an acceptance of an 'Offer of Service' from the supplier of the equipment by the Regional Cycle Monitoring group.

The Bike Wise to Work Challenge is underway and has attracted over 300 cyclists who are committed to cycling to work over a 12 week period. This event is being trialled in Auckland by ARTA and NZTA before being rolled out nationally.

In December, ARTA organised a regional workshop with Phillip Darnton, the visiting Chair of Cycling England. This organisation has been allocated \$450m to be spent on cycling in England, after putting a strong economic case to the UK government. Philip was able to give advice to ARTA on providing a compelling economic case for cycling.

Preparations for events to be held during the Bike Wise Month in February have been carried out. ARTA provides regional media releases and communications coordination for this event.

3.4. REGIONAL ROAD SAFETY COORDINATION

ARTA rolled out the regional 'Share the Road' cycle/motorist safety advertising campaign via bus-backs, motorway billboards and web-banners.

Regional Road Deaths at 31 December 2009 compared with 31 December 2008.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Dec 09	16	6	15	10	15	1	12	75
Dec 08	9	4	3	7	20	2	9	54

The annual regional road toll to 31 December 2009 was 75. Unfortunately this equates to 21 more deaths in 2009 than in 2008. Analysis suggests that the 2008 results were exceptionally low due to less travel and lower speeds (high petrol costs), as opposed to 2009 figures being unusually high. The number of fatalities for the month of December 2009 (4) was one more than that for December 2008 (3).

Regional Road Deaths at 31 January 2010 compared with 31 January 2009.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Jan 10	1	0	0	1	0	0	0	2
Jan 09	1	1	1	4	1	1	2	11

The annual regional road toll to 31 January 2010 was 2, 9 less deaths than at the same time in 2009.

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – December 2009 & January 2010

Service Changes

Newmarket Station

The new Newmarket Station opened on 18 January. Temporary stations at Newmarket West and South have closed and all Western and Southern Line trains are now using this station. Customers were advised of the changes pre-Christmas and a major marketing campaign for the new station is running until the end of February.

Special Event Transport Promotions

Coca Cola Christmas in the Park - Saturday 12 December 2009

This annual concert at Auckland Domain was attended by over 100,000 people. Transport to the event was promoted with onboard train and bus advertising across all major operators and on the website. The trains carried 4,581 passengers to the concert and 4,701 passengers after the concert. These figures are a significant increase on the 2008 average of 3,777 each way. An additional 3,000 passengers travelled on special buses.

Big Day Out – Friday 11 January 2010

The Big Day Out at Mt Smart Stadium was attended by 45,000 people. Transport to the event was promoted with onboard bus and train posters, media and website advertising. The trains recorded a total of 15,653 boardings, an increase of 32% on 2009. The buses recorded a total of 11,600 boardings, an increase of 14% on 2009.

4.2. MEDIA AND COMMUNICATIONS

Media Releases – December 2009

ARTA calls Snapper announcement 'premature'

The Auckland Regional Transport Authority (ARTA) said today that Snapper's announcement of an integrated ticketing system for Auckland was 'premature'.

Super ticket for super city signed today

The Auckland Regional Transport Authority (ARTA), in conjunction with its partner Thales and its funders the New Zealand Transport Agency (NZTA) and the Auckland Regional Council (ARC), today signed the contract to deliver a super transport ticket for Auckland. The ticket will be Auckland and New Zealand's first, true multi-modal transport ticket. Thales' strategic partner of Hong Kong's leading contactless smart card payment system, Octopus will supply the core central clearing house system.

Let NiteRider be your designated driver

Hot summer evenings mean later nights out. The Auckland Regional Transport Authority (ARTA) suggests making the late night NiteRider service your designated driver after a night out in the city.

ARTA partners with Google Maps

The Auckland Regional Transport Authority (ARTA) announced today it has joined with Google Maps to enable its customers to access public transport information and directions using Google Transit, a feature of Google Maps. Google Transit is available in more than 440 cities around the world, in 35 countries.

ARTA adds additional evening trains to wrap up Christmas shopping

Additional evening train services will run to and from popular shopping destination Sylvia Park in the week leading up to Christmas for those taking advantage of late night shopping.

ARTA and NZTA challenge Aucklanders to Bike Wise to Work

The Auckland Regional Transport Authority (ARTA), in partnership with the NZ Transport Agency, is throwing down the gauntlet to Aucklanders around the region challenging them to give cycling to work a go this summer.

Media Releases – January 2010

Travel made easy on the Big Day Out

The annual one-day musical spectacular, the Big Day Out, is back at Mt Smart this Friday 15 January. Forget about traffic and parking, chill out and take a ride on one of the easy public transport services travelling to and from the event.

Get the wheels in motion – Bike Wise to Work

What better way to get the wheels of the New Year in motion than to try something new? Summer is a great time to enjoy the benefits of cycling to work, and Auckland Regional Transport Authority (ARTA) in partnership with Bike Wise, have launched an initiative that supports Aucklanders in the quest to get fit on the way to work this summer – at zero cost.

Further work to upgrade the rail network this Anniversary Weekend

The Auckland Regional Transport Authority (ARTA) advises that buses will replace trains on the Southern and Western lines to allow for ongoing work to improve the rail network this Anniversary weekend.

Transport Minister opens 21st Century Newmarket Train Station

The Minister of Transport, Steven Joyce, will join an array of Auckland dignitaries including Local Government Minister Rodney Hide and the Mayor of Auckland, John Banks, to officially open a state of the art new Newmarket train station at a special celebration hosted by the Auckland Regional Transport Authority (ARTA) and KiwiRail on Thursday. Customers will begin using the new station from Monday 18th January when train services resume in Auckland after a three week period to enable redevelopment work to occur around the rail network.

Aucklanders choose public transport for airport travel

Key steps undertaken by the Auckland Regional Transport Authority (ARTA) to further enhance transport services to and from the airport have resulted in a remarkable boost to patronage latest figures show.

Newmarket train station users get premium shopping deals

The Auckland Regional Transport Authority (ARTA) has partnered with the Newmarket Business Association and its members in a joint promotion which promotes use of the brand new Newmarket train station in tandem with some great shopping deals, under the banner Newmarket Train Treats, at thirty-five of Newmarket's premium shops.

Simpler crosstown bus routes a big winner with shoppers

The Auckland Regional Transport Authority's simplified services and shopper-friendly routes have sparked strong patronage growth on bus routes between New Lynn and Otahuhu, and New Lynn and Sylvia Park, the latest figures show.

Two wheels good

Looking for a cost-effective alternative to a gym membership and a more active way to get to work or school? An abundance of fun-filled cycling events during popular Bike Wise month in February could be just the opportunity to make some new year's resolutions reality. The Auckland Regional Transport Authority (ARTA) and local territorial authorities are working together to encourage people to get active, enjoy the summer weather and reap all the benefits cycling has to offer.

5 CORPORATE SERVICE

5.1. FINANCIAL REPORT

Auckland Regional Transport Authority								
INCOME STATEMENT								
NZD '000	MONTH			YEAR TO DATE			FULL YEAR	
	Revised Budget	Actual	Variance Fav/(Unfav)	Revised Budget	Actual	Variance Fav/(Unfav)	Revised Budget	Original Budget
January-10								
OPERATING REVENUE								
ARC Opex Grants	7,071	6,762	(309)	53,716	51,481	(2,235)	95,600	102,393
NZTA Opex Grants	9,040	8,702	(338)	66,647	64,619	(2,028)	123,839	132,757
Other Grants and Subsidies	95	101	6	755	733	(22)	1,160	1,842
Rail Fare Revenue	1,081	1,112	31	10,560	10,817	257	19,714	19,957
Bus Fare Revenue	440	487	47	3,751	4,178	427	7,251	5,004
Ferry Wharf Revenue	187	236	49	1,354	1,400	46	1,982	2,054
Other Sundry Operating Income	7	6	(1)	72	82	10	12	12
Total Operating Revenue	17,921	17,406	(515)	136,855	133,310	(3,545)	249,558	264,019
OPERATING EXPENDITURE								
Human Resource	1,116	915	201	7,485	7,035	450	13,287	14,654
Prof Services - Project Delivery	162	49	113	1,101	419	682	2,165	2,147
Prof Services - Customer Services	509	447	62	4,864	3,713	1,151	8,400	10,393
Prof Services - Others	294	17	277	1,353	645	708	3,405	3,413
Support Services	230	229	1	1,611	1,604	7	2,763	2,766
Materials	39	5	34	193	65	128	330	345
Printing and Office Supplies	139	64	75	975	503	472	1,619	1,757
Repairs and Maintenance	126	148	(22)	811	783	28	1,457	961
Communications	48	23	25	178	131	47	289	386
Information Systems	77	49	28	580	313	267	1,011	1,378
Bus Contract	8,922	8,581	341	71,459	70,235	1,224	126,261	133,365
Rail Contract	5,238	5,384	(146)	39,576	38,959	617	70,802	81,935
Ferry Contract	523	474	49	3,514	3,413	101	6,182	6,020
Security	82	102	(20)	504	549	(45)	914	325
Advertising and Promotion	125	46	79	668	322	346	1,355	1,360
Other Expenditure	151	110	41	1,272	1,076	196	1,983	(79)
Depreciation	1,642	1,892	(250)	11,511	12,445	(934)	19,767	19,932
Investigations Expenditure	145	36	109	672	1,020	(348)	2,851	2,809
Total Operating Expenditure	19,568	18,571	997	148,327	143,230	5,097	264,841	283,867
Net Operating Surplus/(Deficit)	(1,647)	(1,165)	482	(11,472)	(9,919)	1,552	(15,283)	(19,848)

Statement of Financial Position

As at 31 January 2010

	ARTA					ARTA			
	Jun-09 \$000s	Jan-10 \$000s	Dec-09 \$000s	Movement \$000s		Jun-09 \$000s	Jan-10 \$000s	Dec-09 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	7,036	11,961	7,228	4,733	Cash and cash equivalents	105	123	72	51
GST payable	0	0	0	0	Trade receivables	554	6,527	606	5,922
Employee benefit liabilities	1,025	646	690	(44)	GST receivable	494	307	165	143
Income in advance	59	4,961	7,397	(2,436)	Accrued income	13,335	14,574	12,517	2,056
Accrued expenditure	31,421	28,461	32,293	(3,832)	Prepayments	0	4,845	7,092	(2,247)
Transport grants payable	19,819	8,206	8,206	0	Inventories	5,126	5,487	5,823	(336)
Total current liabilities	59,360	54,235	55,814	(1,579)	Related party receivables				
Non-current Liabilities					Operating account	28,975	25,640	32,084	(6,444)
Transport grants payable	1,152	1,564	1,564	0	Transport grants	19,819	8,206	8,206	0
Deferred tax	5,375	5,375	5,375	0	Total current assets	68,408	65,709	66,565	(855)
Total non-current Liabilities	6,527	6,939	6,939	0	Non-current assets				
Total liabilities	65,886	61,173	62,753	(1,579)	Property, plant & equipment	240,381	283,039	275,169	7,869
Equity					Intangible assets	21,896	21,687	21,717	(30)
Accumulated funds	4,265	6,164	5,200	964	Related party receivables				
Capital grants reserve	261,685	304,662	297,062	7,600	Transport grants	1,152	1,564	1,564	0
Total equity	265,950	310,826	302,263	8,564	Total non-current assets	263,429	306,290	298,451	7,840
Total equity and liabilities	331,836	372,000	365,015	6,984	Total assets	331,836	372,000	365,015	6,984

Statement of Cash Flows		
For the Period Ended 31 January 2010		
Full Year Ended 30 June 2009		As at 31 Jan 2010
<u>\$000</u>	Cash flows from operating activities	<u>\$000</u>
	Cash was provided from:	
101,532	ARC Opex grants	54,816
70,771	ARC Capex grants	36,737
7,711	ARC funding for IA grants vested in ARTA	11,201
4,457	LTNZ Capex grants	13,417
104,750	LTNZ Opex grants (excl. GST)	68,485
1,350	Other Grants and Subsidies	5,659
18,625	Rail Fare revenue	10,640
4,436	Bus Fare revenue	4,106
1,998	Ferry Wharf revenue	1,368
-	GST	(186)
252	Other Sundry Operating income	69
315,881		206,313
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	132,785
12,724	Payments to Employees	7,414
7,711	Payments to recipients of IA grants vested in ARTA	11,201
184	GST	0
243,532		151,400
72,349	Net Cash from Operating Activities	54,913
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	-
0	Proceeds from Sale of Intangible Assets	-
0		-
	Cash was applied to:	
72,392	Purchase and Development of Fixed Assets	54,895
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		54,895
(72,392)	Net Cash applied to Investing Activities	(54,895)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	-
	Cash was applied to:	
0	Repayment of Loans	-
0	Net Cash from Financing Activities	-
(43)	Net (Decrease)/Increase in Cash & Investments Held	18
148	Cash & Investments Balances at Beginning of the Period	105
105	Cash & Investments Balances at the End of the Period	123
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	-
105	Cash	123
0	Short Term Investments	-
105		123

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	Jan 10 \$000
Cash was provided from:	
Net Surplus	45,062
Adjustment for items not involving cash:	
Depreciation and amortisation	12,445
Donated asset	-
Deferred tax	(0)
Movements in working capital:	
(Increase) in receivables from ARC	3,335
(Increase) in trade and other receivables	(5,704)
Decrease/(Increase) in Inventory	(361)
Increase in GST	(186)
Decrease/(Increase) in grants receivable from ARC	11,201
(Decrease)/Increase in trade and other payables	321
(Decrease)/Increase in grants payable	(11,201)
Net Cash from Operating Activities	54,913

5.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS – MONTH OF JANUARY 2010

The results for the January month are reported against the revised 2009/10 Opex ARTA budget approved by the ARTA Board in October 2009. The revised budget was the result of reduced funding from NZTA announced in early September in the National Land Transport Programme.

Revenue

Operating Revenue on the lines Auckland Regional Council (ARC) Operating (Opex) Grants and New Zealand Transport Agency (NZTA) Operating (Opex) Grants is claimed from funders in proportion to expenditure.

ARC Opex Grants are \$0.3m less than budget and NZTA Opex Grants are \$0.3m less than budget due to less expenditure than budgeted.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.2m less than budget due to fewer staff than budgeted and some vacancies that will now not be recruited due to the transition process.
- b) Professional Services – Project Delivery is \$0.1m less than budget due to timing delays associated with uncertainty about NZTA funding of many projects.
- c) Professional Services – Customer Services is \$0.1m less than budget due to lower than planned legal fees and monthly support charges being incurred for the Real Time system.
- d) Professional Services – Others is \$0.3m less than budget due to the slow start in Strategy and Planning projects pending NZTA approval and lower than budgeted professional fees for Corporate Services during January.
- e) Printing and Office Supplies is \$0.1m less than budget due to a delay in launching some marketing campaigns and less on-road timetables being required for the period.
- f) Bus Contract is \$0.3m less than budget due to savings for the South/Isthmus indexation for NZ Bus, the Christmas/New Year reduced service credits from NZ Bus and lower demand for Total Mobility. This was offset by an unfavourable variance due to greater demand than planned in all areas of concessions, particularly for SuperGold and tertiary CFS which continue to maintain growth.
- g) Rail Contract is \$0.1m more than budget due to higher maintenance costs than anticipated.
- h) Advertising and Promotion is \$0.1m less than budget due to less advertising being undertaken in association with marketing campaigns than planned.
- i) Depreciation is \$0.3m more than budget due to timing differences in capitalisation of some of the fixed assets during the year.
- j) Investigations Expenditure is \$0.1m less than budget due to a timing difference regarding the funding budgeted for station concepts design, which is still at CAT2 (unconfirmed approval) for NZTA.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$1.2m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 31 JANUARY 2010

The year to date variance to budget for each category of expenditure is largely the same as those reported for the month above, except as detailed below:

Revenue

ARC Opex Grants are \$2.2m less than budget and NZTA Opex Grants are \$2.0m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.3m more than budget due to higher patronage than originally planned.

Bus Fare Revenue is \$0.4m more than budget due to higher patronage than planned especially on Northern Express services.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.5m less than budget year to date.
- b) Professional Services – Project Delivery is \$0.7m less than budget year to date.
- c) Professional Services – Customer Services is \$1.2m less than budget.
- d) Professional Services – Others is \$0.7m less than budget year to date.
- e) Materials are \$0.1m less than budget due to a delay in School Travel Planning and Work Place Travel Planning requirements early in the financial year, while funding approval was sought from NZTA.
- f) Printing and Office Supplies is \$0.5m less than budget.
- g) Information Systems is \$0.3m less than budget due to timing delays relating to real time licence charges and licences associated with the new scheduling and journey planner software.
- h) Bus Contract is \$1.2m less than budget year to date mainly due to negative indexation for the quarterly adjusted contracts effective from 1 July 2009, planned changes to the City Circuit that have not been implemented, NZ Bus industrial action credit notes, and lower than planned concession fares for SuperGold and child fares.
- i) Rail Contract is \$0.6m less than budget year to date due to fuel price savings and lower than anticipated reactive maintenance at stations partially offset by an increase in leave liability for the first five months (14%). An action plan has been developed by Veolia to address the continued rise in outstanding leave.
- j) Advertising and Promotion is \$0.3m less than budget year to date.
- k) Other expenditure is \$0.2m less than budget year to date due to a saving in insurance costs of train sets 18-23 and small savings in other miscellaneous cost categories.
- l) Depreciation is \$0.9m more than budget.
- m) Investigations expenditure is \$0.4m more than budget year to date due to a timing difference regarding the station concepts design pending NZTA approval.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the year is \$9.9m. This deficit arises mainly because depreciation is unfunded.

5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 31 January 2010 are:

Current Liabilities

The total Current Liabilities have decreased by \$1.4m from December due to lower activity over the holiday period.

Income in advance has decreased by \$2.4m from the month of December mainly due to the regular monthly expiration of the prepaid Veolia quarterly invoice.

Accrued expenditure has decreased by \$3.8m mainly due to the payment of the quarterly Veolia invoice.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – January 10	\$1,523,974	\$25	(\$867)
Accounts Payable – December 09	\$1,386,301	\$2,528	(\$650)

Grants Payable and Grants Receivable are equal and opposite current and long term liabilities and assets recognising the ex Infrastructure Auckland grants that were taken over by ARTA. This recognises that we have a payable to an external party and a matching receivable from the ARC.

Current Assets

Accrued income has increased by \$2.1m due to the amount claimed from NZTA.

The decrease in prepayments of \$2.2m is due to the January portion of the Veolia quarterly invoice and annual insurance accrual.

Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable- January 10	\$329,055	\$8,768	\$23,192
Accounts Receivable– December 09	\$559,171	\$35,202	\$12,980

Pubic Equity

Transport Ring Fence represents the appropriation of grants for rolling stock refurbishment and fixed asset purchase. These grants will be appropriated back to the profit and loss account to offset depreciation.