



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

June 2010

CONTRIBUTION LIST

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

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Summary

Continued growth in PT

More Aucklanders are getting on board buses, trains and ferries with over 3.4% more people using public transport than the year before.

The month of June also saw significant increases in patronage compared to June 2009, with bus up by over 260,000 boardings (6.7%) and rail up by 708,000 boardings (8.8%).

The Northern Express is continuing with its staggering rate of growth. Patronage is up by 22.6% for the month of June and by 19.5% on the previous year to 30 June.

Rail punctuality on the right track

Rail punctuality is now well on the way with 84.5% of services on time in June from 79.4% the month before. This result is the second highest in the year and is due to the completion of on-going track improvements.

Station upgrades keep coming

Avondale Station, relocated in the heart of the town, was officially opened in June, making it the 23rd redeveloped station on our network in five years.

Passengers are also able to enjoy double-tracked services on the Western Line with the northern side of the New Lynn Rail and Bus interchange opened on 8th June.

The historic Onehunga Line reopening is well underway with construction at Te Papapa, Penrose and Onehunga expected to be completed by mid July 2010.

The newly redeveloped Kingsland Station was completed in time for the All Blacks v Springboks Tri-Nations clash on 10th July – which provided a Rugby World Cup dress rehearsal of the Eden Park Traffic Management Plan.

The station base slab at Manukau Rail Station is now being constructed – which will be followed by platform construction.

Construction of the new outer berth at Birkenhead Ferry Terminal is continuing with the estimated project completion in September 2010.

The development of Stage 1 of the Tamaki Drive Stabling is now underway.

Hobsonville Ferry Terminal detailed design procurement process will be completed by September with construction due to be completed by late 2011.

More trains to meet growing demand

Two more four car trains are now in Auckland ready for commissioning in the middle of the year with an additional train available in September.

Longer term projects for the region.

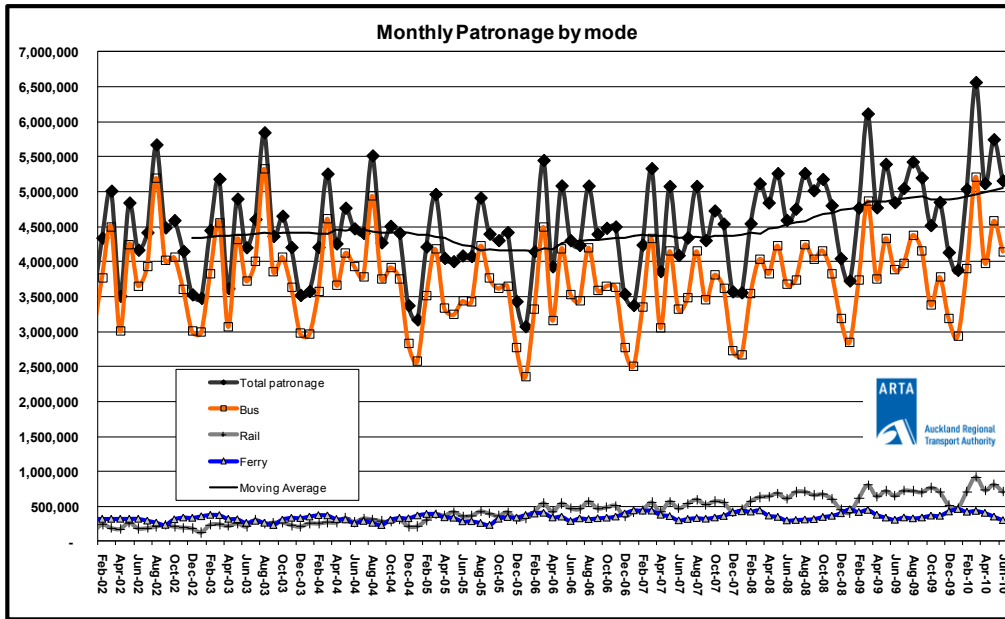
The CBD Rail Loop draft concept designs and business case are progressing with initial designs expected to be completed by September.

1 CUSTOMER SERVICES

1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

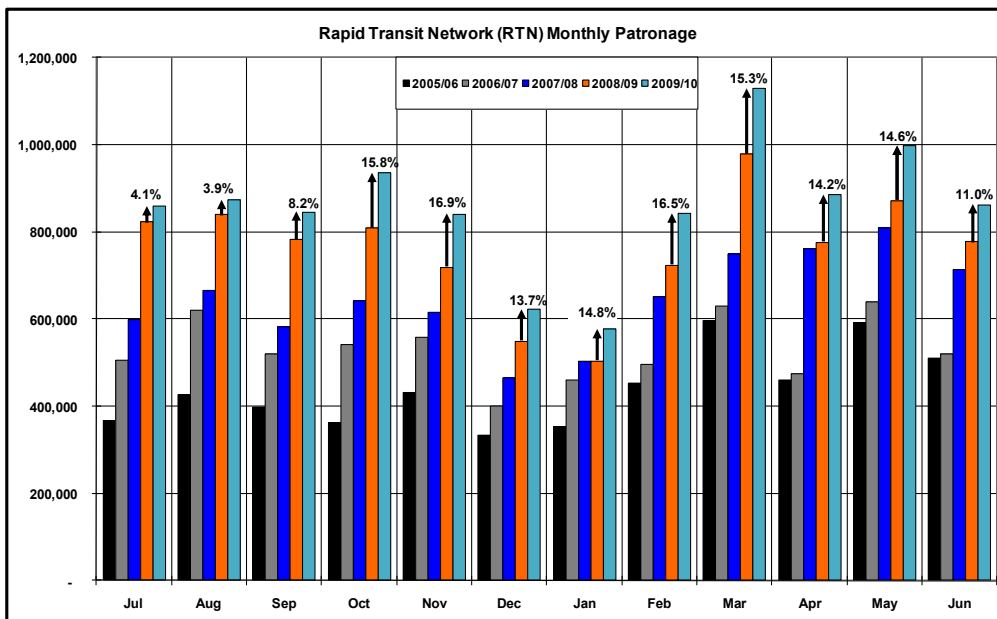
The total combined bus, ferry, and rail patronage for the month of June is 6.5% (313,221 boardings) higher than June 2009 at 5,153,169 boardings. The total patronage for the financial year is 60,618,292 boardings, 3.4% (2 million boardings)¹ higher than the 2008/09 financial year.

The patronage for the year was impacted by the industrial action by NZ Bus in October 2009. In total, patronage for October was down by 661,243 compared to October of the previous year, if this patronage was added to the year's results, actual patronage for the year would be 61.279 million, an increase of 2.526 million or 4.3% over the 2008/09 financial year. This is a conservative estimate; it does not allow for patronage growth in October or address the low levels of growth in the two months following the service disruptions.



Rapid Transit Network (Rail and Northern Express):

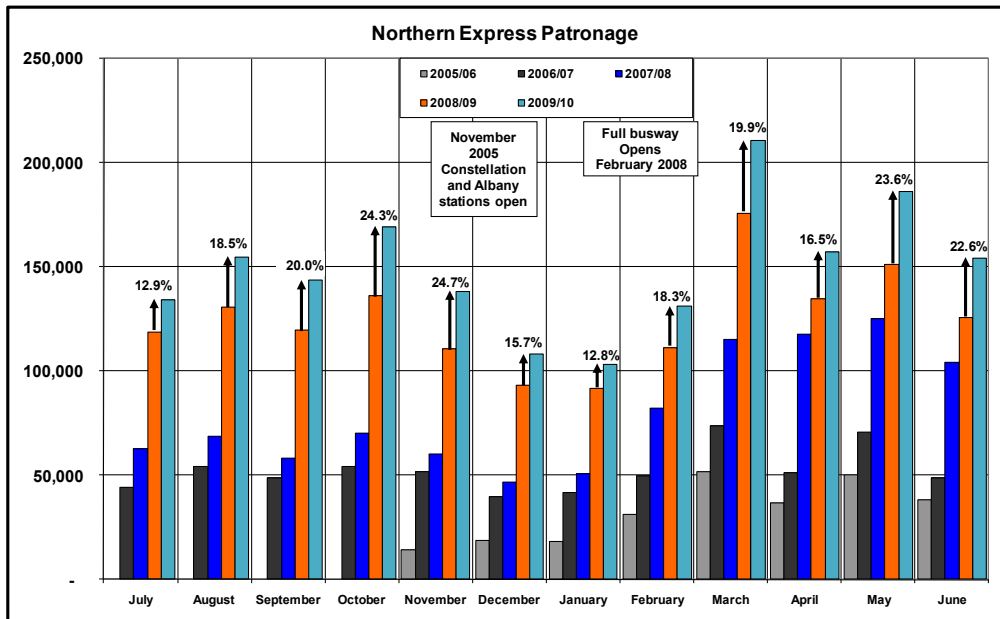
The total RTN patronage for June is 11.0% (85,746 boardings) higher than June 2009. For the financial year RTN patronage is 12.2% (1.12 million boardings) higher than the previous financial year.



¹ The 3.4% increase is against the patronage reported in the 2008/09 ARTA Annual Report. However, the 2009/09 patronage was unreported by 132,693 bus passenger trips. The 2009/10 patronage is an increase of +3.2% against the adjusted 2008/09 patronage figure.

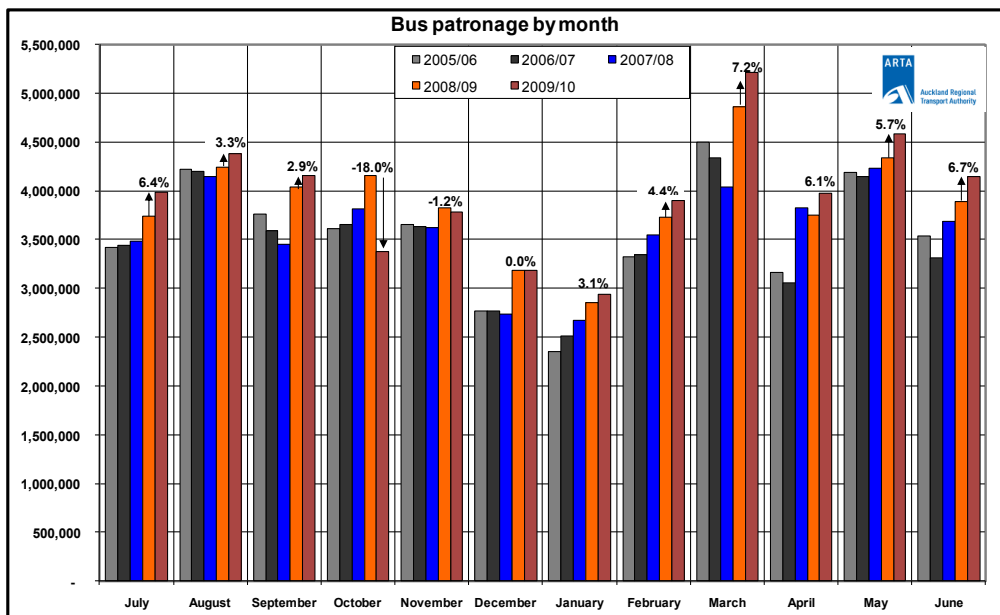
The Northern Express patronage grew by 22.6% or 28,475 boardings for June 2010 compared to June 2009. For the 2009/10 financial year Northern Express patronage was up by 19.5% (291,761 boardings) compared to the 2008/09 year.

There have been over 1.79 million passengers recorded using the Northern Express over the last twelve months, an increase of 19.5% on the same period last year.



Bus Patronage

Bus patronage grew by 6.7% (260,863 boardings) compared to last June. For the financial year bus patronage is 1.9% (882,626 boardings)² higher than the previous financial year.

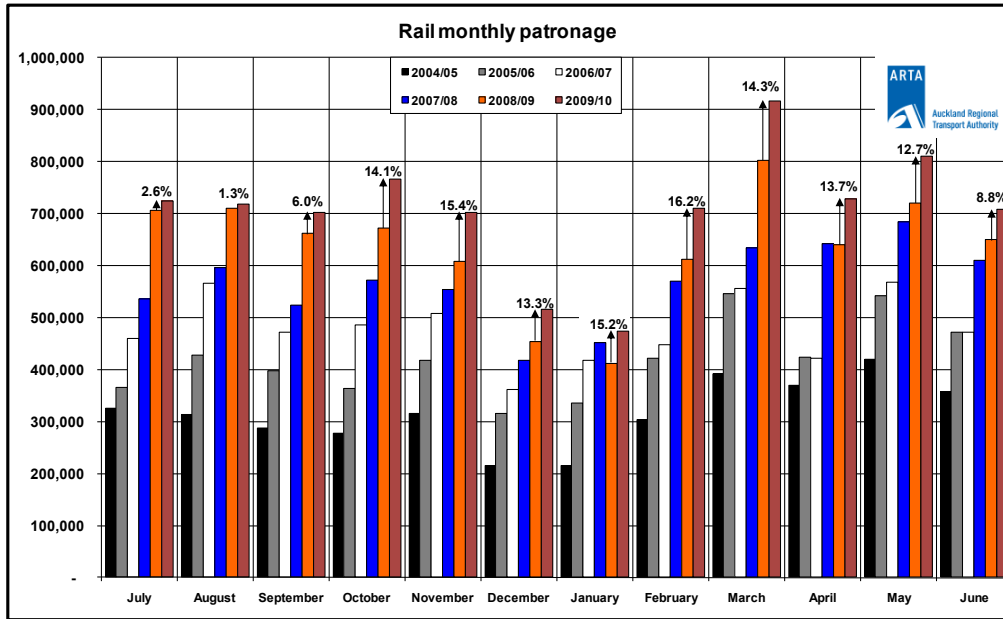


² ARTA audits found that the patronage for the 2008/09 financial year had been understated by 132,693 bus passenger trips. The 1.9% increase is an increase over the amended 2008/09 total bus patronage of 46.73 million passengers. The increase over the reported 2008/09 patronage of 46.956 million is 2.2% (1.015 million boardings)

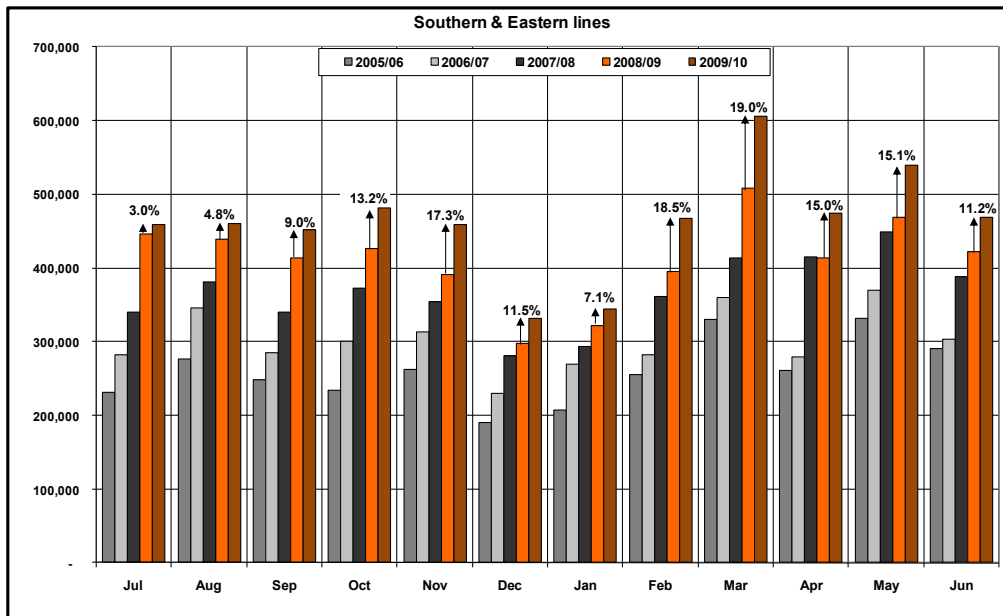
Rail Patronage

The number of passengers recorded travelling on the region's rail services in June 2010 was 708,000 which is an increase of 8.8% on the same month last year.

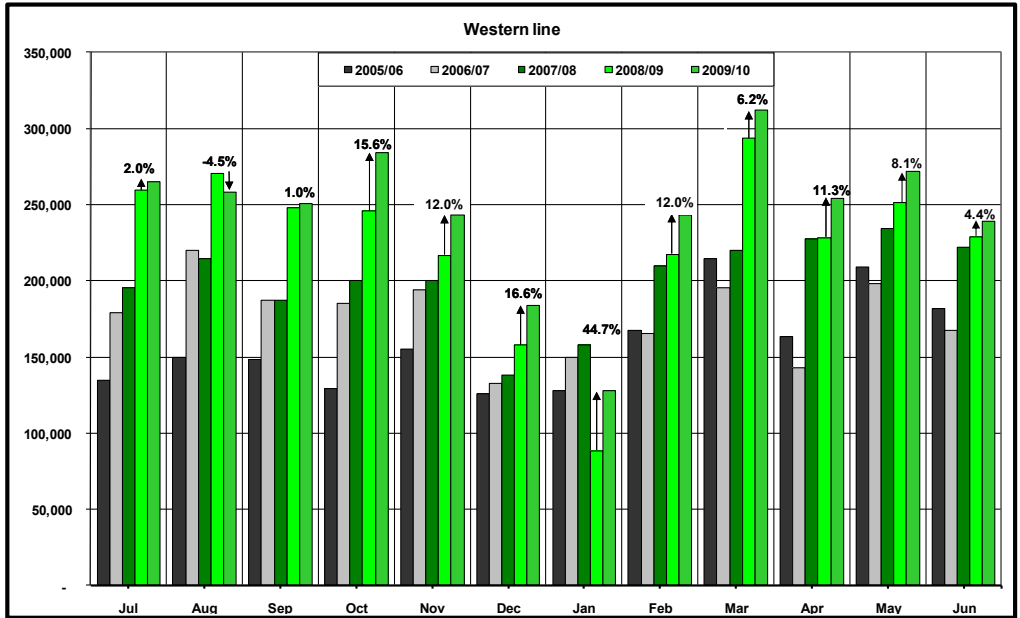
For the year ended 30 June 2010, there were 8.479 million passengers recorded on rail services, an increase of 10.8% on last year.



In the month of June 469,000 passengers travelled on Southern and Eastern Line services, an increase of 11.2% on last year. For the year ended 30 June 2010 there were 5.546 million passengers recorded using Southern and Eastern Line trains, 12.2% more than last year.

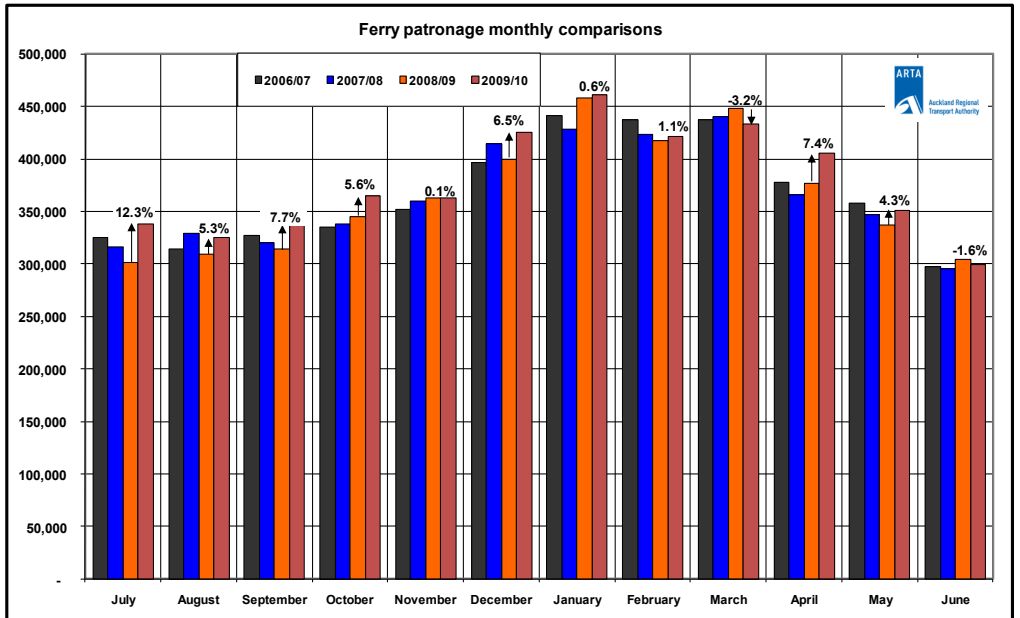


There were 239,000 passenger journeys made on Western Line services during June, an increase of 4.4% on the same month last year. There were additional weekend bus replacement arrangements this year compared to last year and service performance issues in the early part of the month. For the year ended 30 June 2010 there were 2.933 million passengers recorded as travelling on Western Line services, which is 8.4% more than for the same period last year.



Ferry Patronage

Ferry patronage for June is 1.6% lower than last June, for the financial year patronage is 3.5% higher than the previous financial year.



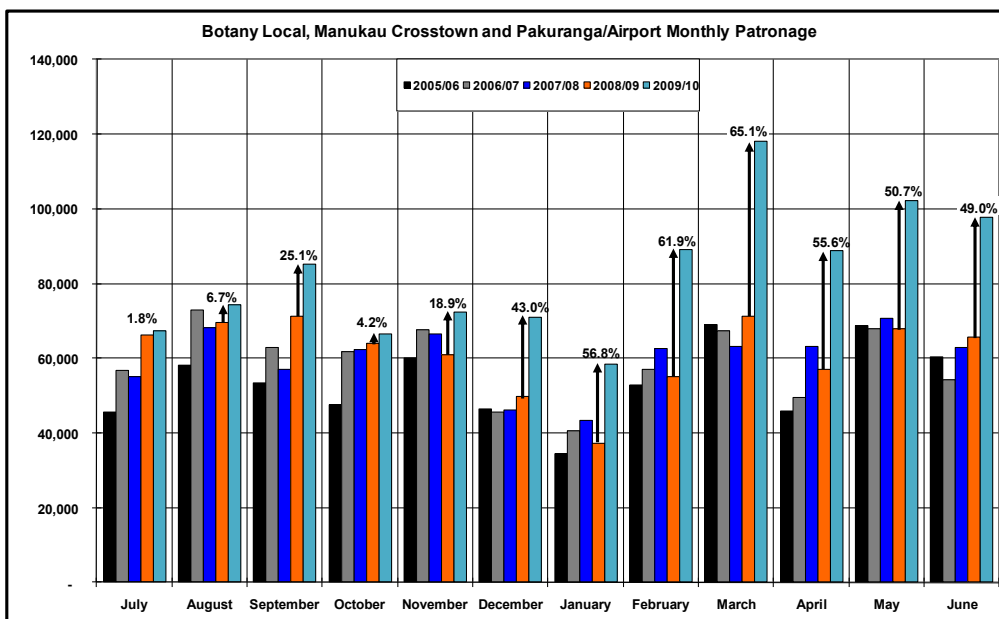
Patronage Analysis

Growth in the bus sector has been seen primarily in the North and South of Auckland. These are areas where services have been redesigned over the last two to three years with simpler and higher frequency services. ARTA will be implementing service changes in the West sector later this year.

	North Sector				West Sector			
	By Month		Cumulative		By Month		Cumulative	
Jul	88,048	12.5%	88,048	12.5%	19,436	5.3%	19,436	5.3%
Aug	52,905	6.4%	140,953	9.2%	18,453	4.5%	37,889	4.9%
Sep	33,835	4.3%	174,788	7.5%	4,604	1.2%	42,493	3.6%
Oct	- 121,687	-15.1%	53,101	1.7%	- 67,013	-16.7%	- 24,520	-1.6%
Nov	26,292	3.6%	79,393	2.1%	- 27,313	-6.9%	- 51,833	-2.6%
Dec	3,332	0.6%	82,725	1.9%	- 3,550	-1.1%	- 55,384	-2.4%
Jan	18,217	3.6%	100,942	2.0%	- 897	-0.3%	- 56,281	-2.2%
Feb	28,256	3.7%	129,198	2.3%	9,546	2.6%	- 46,735	-1.6%
Mar	76,261	7.8%	205,459	3.1%	15,207	3.2%	- 31,528	-0.9%
Apr	50,199	6.9%	255,658	3.4%	- 10,928	-3.0%	- 42,457	-1.1%
May	48,595	5.5%	304,253	3.7%	11,198	2.7%	- 8,011	-0.2%
Jun	48,595	6.1%	352,848	3.9%	15,717	4.1%	7,706	0.2%
	South Sector				Isthmus Sector			
	By Month		Cumulative		By Month		Cumulative	
Jul	67,260	10.0%	67,260	10.0%	45,533	2.4%	45,533	2.4%
Aug	64,232	8.0%	131,492	8.9%	- 7,788	-0.4%	37,745	1.0%
Sep	74,351	9.7%	205,843	9.2%	- 19,564	-1.0%	18,181	0.3%
Oct	- 88,710	-11.5%	117,133	3.9%	- 561,433	-27.6%	- 543,252	-6.9%
Nov	17,496	2.4%	134,629	3.6%	- 92,578	-5.0%	- 635,830	-6.5%
Dec	27,047	4.8%	161,676	3.8%	- 37,378	-2.3%	- 673,207	-5.9%
Jan	35,255	7.3%	196,931	4.1%	18,433	1.2%	- 654,774	-5.1%
Feb	75,741	11.0%	272,671	5.0%	36,592	2.0%	- 618,183	-4.2%
Mar	111,856	12.0%	384,527	6.0%	- 9,420	-0.4%	- 627,603	-3.7%
Apr	95,834	11.8%	465,761	6.6%	- 85,626	-4.6%	- 713,229	-3.8%
May	100,757	11.9%	640,414	8.0%	19,913	1.0%	- 523,100	-2.5%
Jun	120,171	16.4%	760,585	8.7%	49,786	2.7%	- 473,314	-2.1%

An example of passenger growth where bus services have been redesigned are presented below:

Local and Manukau Cross-town bus routes were redesigned on 1 February 2009. Routes were simplified with some extensions and new timetables. Patronage growth on these services is 49.0% (32,098 boardings) compared to June 2009, growth for the financial year is 34.8% (255,681) higher than the previous financial year. This has contributed to growth in the South Sector.



1.2. PT SERVICE PUNCTUALITY AND RELIABILITY

Rail Service

The year finished on a positive note following the completion and commissioning of the double tracking between Fruitvale Road and Avondale (DARTs 4 and 6) which saw a significant performance improvement on the Western Line. Trains began running on both tracks following Queen's Birthday weekend, however, signalling works continued through the following week and were not fully commissioned until the weekend of 12/13 June. During the weekdays 8-11 June a special timetable was in place that allowed an additional 7 minutes through this section representing the worst case level of speed restrictions that would be necessary over this section.

Overall performance during June was the best recorded during the financial year with the exception of September. In June, 84.5% of all services operated on-time or within five minutes of their schedule compared to 79.3% in May and 80.9% in June last year.

Western Line services recorded a significant improvement in June with 83.2% of services operating on time or within five minutes of schedule compared to 67.2% last month and 80.6% for June last year. The main improvement was recorded after Queen's Birthday weekend once the trains began using the new double track section that removed the major bottleneck on the line.

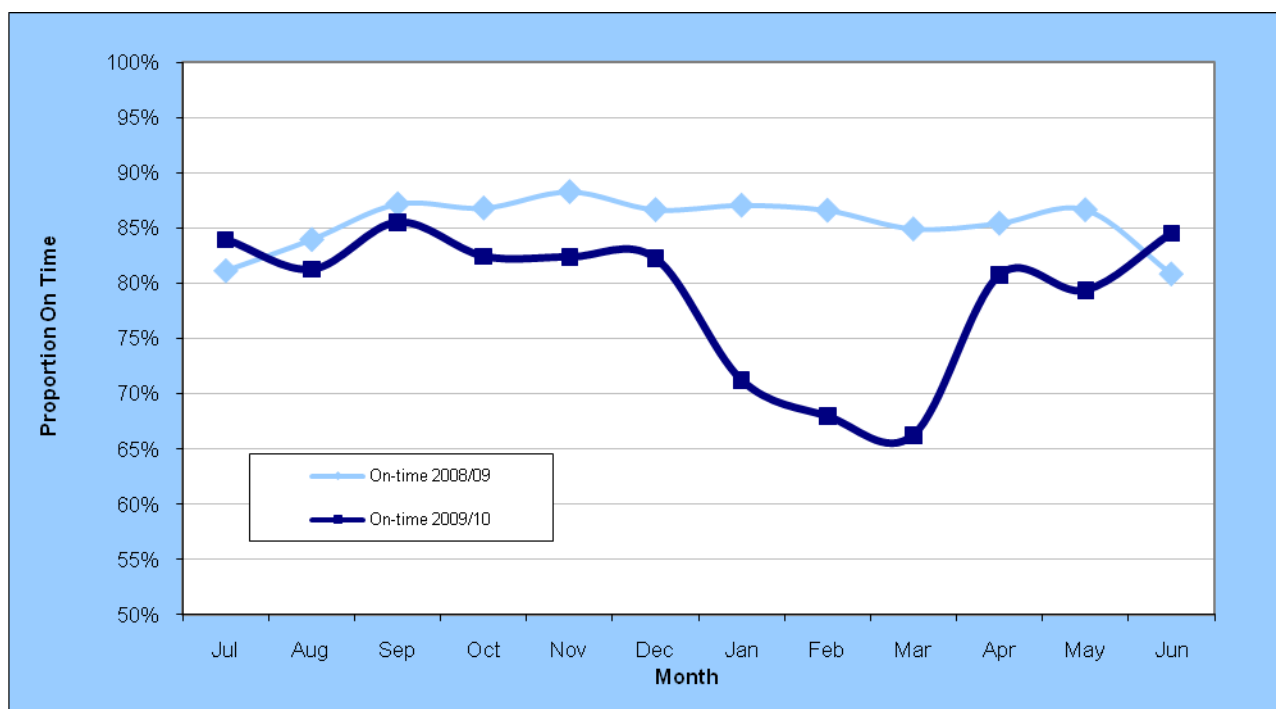
Southern and Eastern Line service performance in June, at 85.1%, was similar to last month (85.5%) but better than the 81.0% recorded in June last year.

Reflecting the improved performance, the number of significant incidents impacting on services was the lowest for many months, although non-peak services continued to be delayed to varying degrees by track protection measures through a variety of work sites. These works involve preparations for electrification, particularly signalling and bridge clearances, and the extension of platforms at some stations to support six-car train operations.

The following major incidents were reported during the month:

- *Signal, points and track failures* – There were four signal or points failures that had significant impacts on service performance during June, all of which occurred in the first week. In the early hours of 2 June a signal fault at Paerata resulted in substantial delays to morning peak services on the Southern and Eastern Lines. The same signals failed again the following morning with a similar impact. This fault remained for several days although the service impact was not as severe following the initial occurrence. Also on 2 June a points failure at Britomart resulted in delays to services on all lines during the evening peak. On Queen's Birthday Monday 7 June a signal fault between Britomart and Newmarket that occurred around 5pm resulted in delays and cancellations to Southern Line trains through to approximately 9pm (note there were no services operating on the Western Line on this day).
- *Train faults* – There were three train faults that had a significant affect on services during the month. Around midday on 1 June a train was disabled at Takanini leading to delays and cancellations on the Southern and Eastern Lines. During the morning peak of 14 June a train fault at Waitakere resulted in delays and cancellations to Western Line services. Another fault that developed with a train at Britomart on 29 June resulted in delays and cancellations on all lines during the evening peak.
- *Other* – At around 1.30pm on 10 June a gas main was ruptured near the New Lynn station leading to a suspension of services through the area for approximately 45 minutes. Bus replacements were arranged for affected passengers although the overall impact of this incident on performance was minor.

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



In line with punctuality, the reliability of train services, or the proportion of services that reached their scheduled destination and were not cancelled, remained at the high level as recorded last month. In June 99.0% of services operated to their scheduled destination or were not cancelled, the same proportion as May and a significant improvement on the 97.1% recorded in June last year. The most significant single incidents leading to train cancellations were the train failure on 1 June and the signal fault on 7 June, both of which are detailed above.

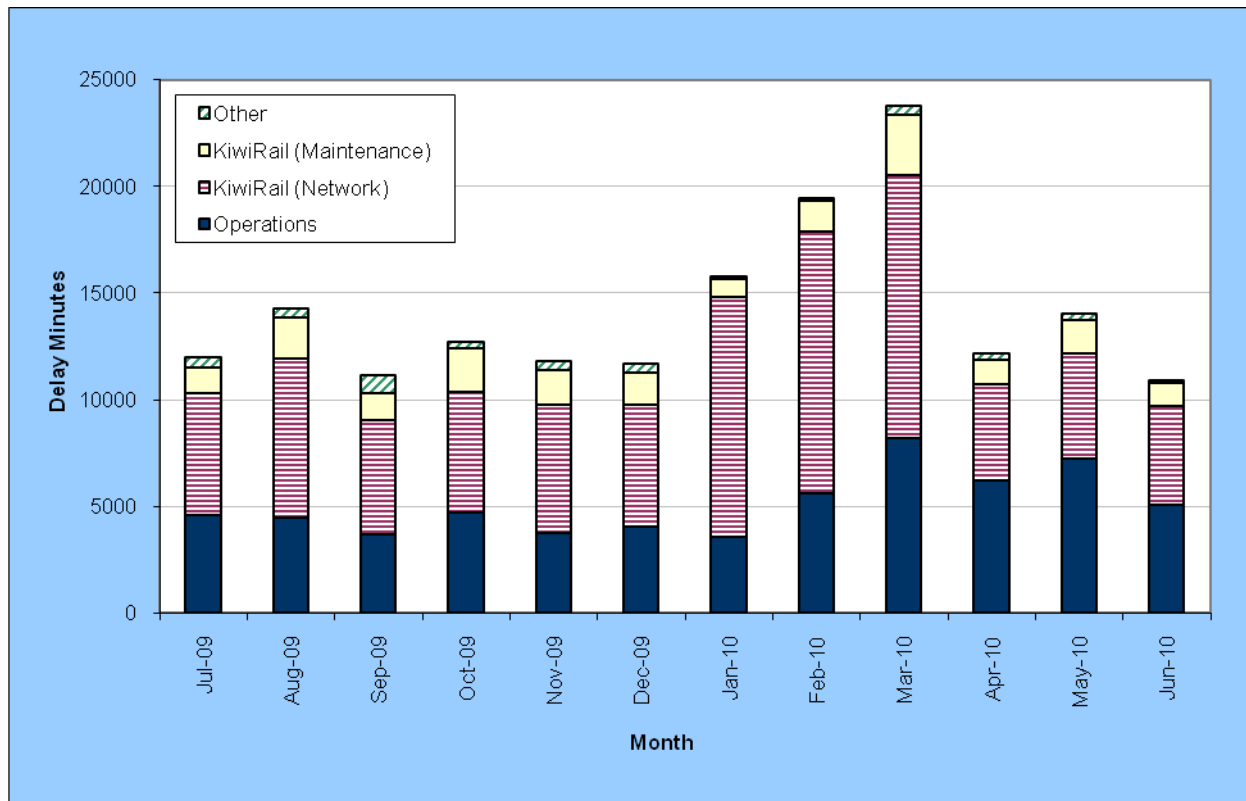
Bus replacements were in effect during June as follows:

- Queen's Birthday weekend – buses replaced trains on the Western Line to allow the commissioning of the new section of double track between Fruitvale Road and Avondale stations (DART's 4 and 6). Other work during this weekend was performed at Kingsland, Mt Eden and Kingdon Street. As noted above a special timetable was in place for the following week as the scale of commissioning was too large to be completed over the three day weekend
- Bus replacements for most services were in place between Waitakere and Swanson for the week 8-11 June as part of the special timetable arrangements in place
- The weekend of 12 and 13 June – buses replaced trains on the Western Line to complete the commissioning of DART's 4 and 6 and the new station at Avondale. Normal services resumed on Monday 14 June with trains operating from the new station.

Passenger Delay Minutes

In line with the general improvement in performance, delay minutes declined by 22.2% in June compared to May. The improvement was observed across all the categories that performance is tracked against and is at least partially attributable to the greater operational flexibility on the Western Line following the removal of the single track bottleneck through New Lynn, however, there have been less signal, points or train failures in June as occurred in earlier months.

Passenger Delay Minutes – Last Twelve Months



Infrastructure-related delay minutes made up around 42% of delay minutes during the month but this represented a reduction of 6% on the delays recorded in May. Speed restrictions continued to be a low contributor to delays, and the greatest impact was through the track protection measures, which relate to platform lengthening and signalling work. There was an increase in the delay minutes attributable to signal/points failures but there were fewer incidents of these failures.

	Delay Minutes	Proportion
Network Control	225	4.8%
Signal/points failure	1,209	26.1%
Speed restrictions	396	8.5%
Track protection measures*	2,809	60.6%
Total	4,639	

*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.

Bus Service Reliability and Punctuality

South, West and Isthmus Contracted Bus Services

For June 2010, 99.74% of contracted service trips were operated (reliability measure).

Service punctuality for June 2010 was 99.39% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

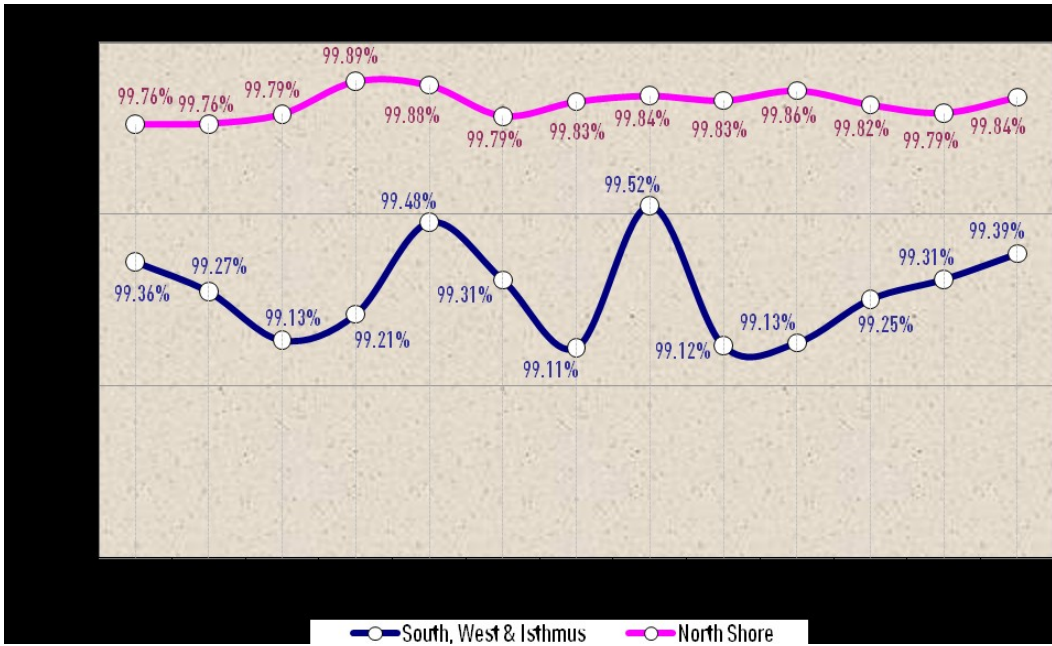
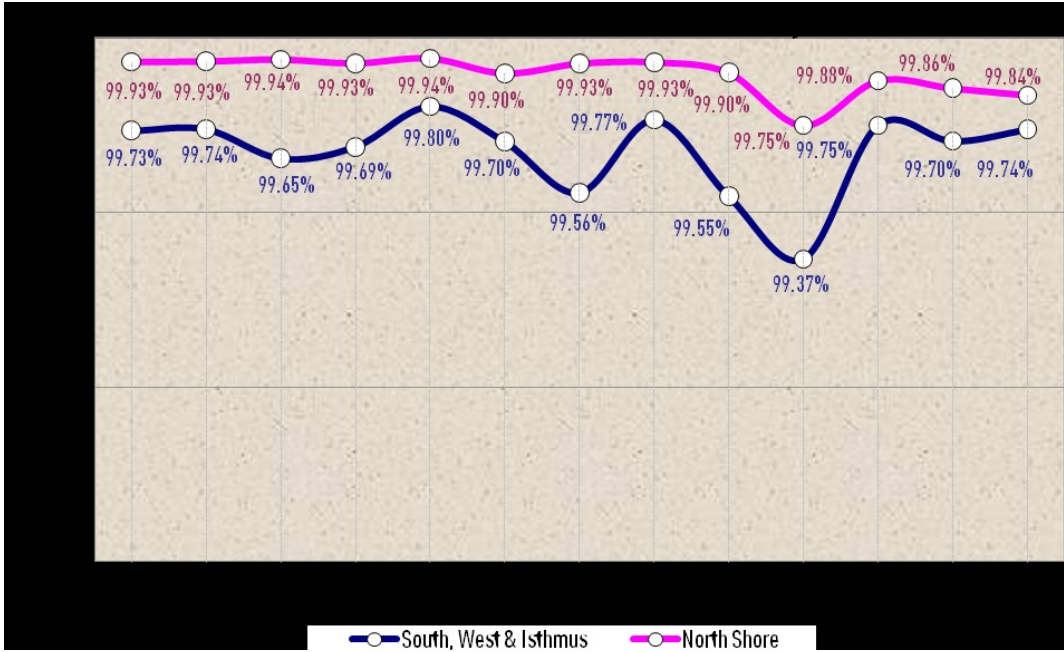
Service punctuality and reliability are self reported by the bus operators.

North Shore Contracted Bus Services

For June 2010, 99.84% of contracted service trips were operated (reliability measure).

Service punctuality for June 2010 was 99.84% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

Service punctuality and reliability is self reported by the bus operators.



1.3. SERVICE DEVELOPMENT

b-line Launch

Mt Eden Road and Dominion Road corridors operationally launched on 21 June followed by a media launch on 23 June.

The customer promise is a scheduled bus service every 1 to 15 minutes with improved bus standards (coordination of newer bus fleet on to these corridors). This is the first stage of implementing a network of high frequency bus corridors where customers do not need to rely on a timetable to catch a service due to its high frequency. Further corridors are now under examination for possible roll out in the short term.

283 Termini Relocation

283 Hospital service was relocated in June from stop D9 to stop D6 in Britomart following a number of customer requests (all Waiheke residents). Feedback to date has been positive.

City Circuit, The Link & Western Bays Services

Work is progressing on proposed service changes to the City Circuit, Link and Western Bays services, all operated by NZ Bus. This includes proposals to change the route of almost all services listed and improve the running times on services around the CBD. Further consultation is to take place in the near future before proposals can be finalised.

North West Bus Service Changes

Service designs are being finalised for bus service changes over the next few months to simplify services.

On-Line Bus Arrivals

During June, on-line bus arrival information accessible through use of a specific bus stop number across all 6,000 bus stops in the Auckland region was launched. Real-time bus tracking information is available at 580 bus stops where there is an on-street electronic information display and on all Mt Eden and Dominion Road corridors as part of the b-line launch. This number will increase to a target of 1,000 bus stops by the end of July. All other bus stops display scheduled information.

1.4. MAJOR INFRASTRUCTURE WORKS

Victoria Park Tunnel and North Shore Water Main Relocation

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

Water main works in Jervois Road between Dedwood Street and St Marys Road were completed and bus stop locations returned to normal on 29 June 2010.

Vector 110kv Network Reinforcement Project Symonds St

Vector works on Symonds Street as part of 110kv network reinforcement project was completed in June 2010.

The two joint bays that reduced lanes and intersection capacity at the Symonds Street intersections of Wellesley and Wakefield Streets were reinstated on Sunday 13 June 2010. The Link, City Circuit and Midtown (New North Road and Sandringham Road corridor) services returned to normal routes on Monday 14 June 2010.

1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Events

15 events were held in June and 11 had an impact on Public Transport either with road closures and/or route diversions, or had additional services provided by ARTA.

Japan vs. North Harbour, North Harbour Stadium: Friday 4 June (3500 patrons)

This game was used as a trial for the Rugby World Cup at this venue. Free travel on buses and trains with a game ticket was provided. Patrons could catch trains on all lines to Britomart then transfer to the Northern Express service (supplemented) to Albany Park and Ride, then onto the shuttle bus to North Harbour Stadium pre game, and either travel back to Albany Park and Ride post game on the shuttle or via all busway stations from Constellation.

Warriors vs. Dragons, Mt Smart: Sunday 6 June

One additional southern rail service was provided post game to allow patrons a better travel time away from Mt Smart.

ANZ Netball Semi Final, Vector Arena: Monday 28 June

Two additional train services were put on to cater for travellers at the end of this event, one Western Line and one Eastern Line train.

Yousef Islam (Cat Stevens) In Concert, Vector Arena: Tuesday 29 June

Additional train services were put on all three lines (South, West and East) to cater for travellers at the end of this event.

An additional ferry service also ran at 11:30pm to clear crowds to Devonport.

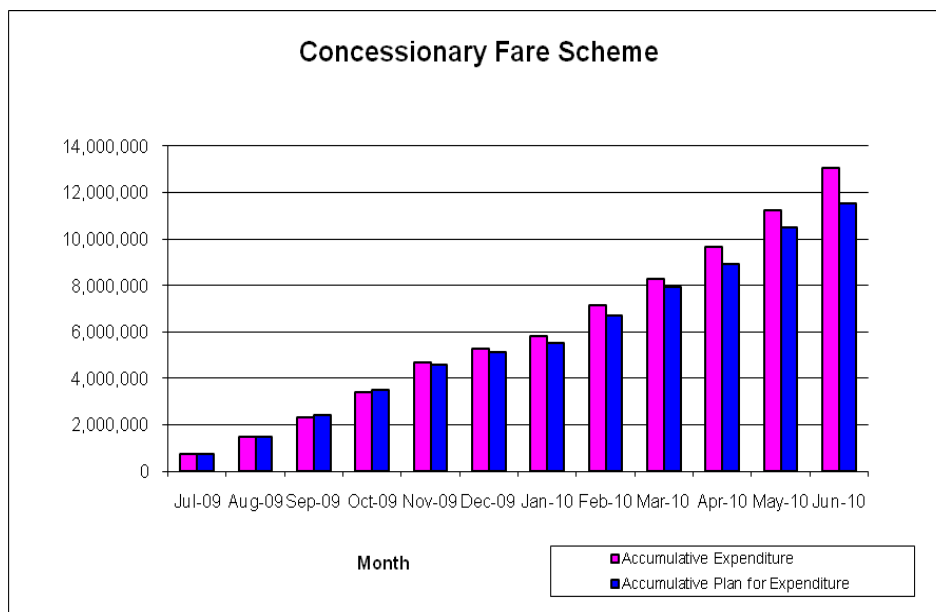
1.6. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008

Under the Public Transport Management Act 2008, the following applications for registered services have been approved during June 2010:

- Dial-A-Ride Transport Ltd.: Notification to register as a commercial service from 1 July 2010. Approved 3 June 2010
- Sealink Travel Group Ltd.: Notification to vary the existing standard timetable to operate two additional sailings at 11.30 ex Half Moon Bay and 12.30 ex Kennedy Point between 26 December 2010 to 28 January 2011 only. Approved 25 June 2010
- Sealink Travel Group Ltd.: Notification received to operate the standard full timetable from 4 September 2010. Approved 25 June 2010
- Sealink Travel Group Ltd.: Notification to vary the existing standard timetable to operate a winter timetable between 8 June 2010 and 3 September 2010. Approved 25 June 2010
- Bayes Coachlines Ltd.: Notification to extend Route 26 to Long Bay College. Approved 30 June 2010
- Bayes Coachlines Ltd.: Notification to replace Route 25A with Route 28 to depart North Cross Intermediate and arrive at Long Bay College. Approved 30 June 2010

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

Expenditure for concessionary fare reimbursements is over budget for the twelve months ended June 2010. The expenditure is \$13,044,000 against a budget of \$11,526,000.

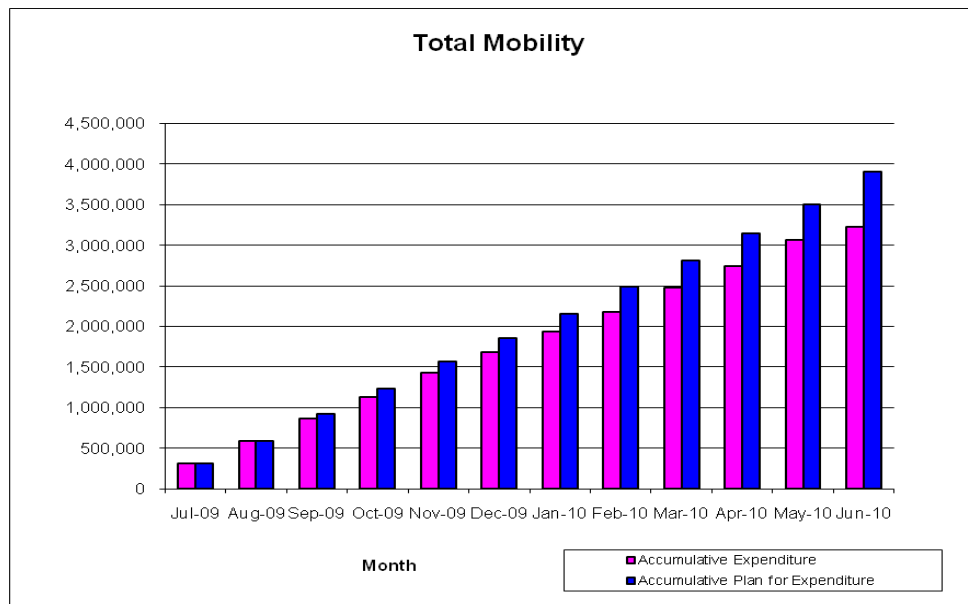


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the twelve months ended June 2010 is \$9,998,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

154 new Total Mobility applications were processed in June 2010 compared with 171 in March, 166 in April and 136 in May.

Expenditure for Total Mobility reimbursements is under budget for the twelve months ended June 2010. The expenditure is \$3,227,000 against a budget of \$3,908,000.



1.9. TRAVEL PLANNING

School Travel Planning

A total of 8 schools launched their travel plans during June, they were:

- Auckland Girls Grammar
- Auckland Normal Intermediate
- Hillsborough School
- Henderson Cluster - 5 schools - Glendene, Holy Cross, Sunnyvale, Bruce McLaren Intermediate and hosts Henderson Primary.

Walking School Buses

The following Walking School Buses became active during June:

School	Name	Number
Pt England School	• Maybury Road	4
	• Pt England Road	
	• Taniwha St	
	• Taniwha/Kawiti	
Nga iwi	• Fresian route	2
	• Mascot route	

Rosebank Primary School	<ul style="list-style-type: none"> • Rosebank Rollers 	1
Edendale school	<ul style="list-style-type: none"> • Kiwitea Rote 	1
Epsom Normal	<ul style="list-style-type: none"> • Claude St 	1
Milford School	<ul style="list-style-type: none"> • Frater Route 	1
Gladstone School	<ul style="list-style-type: none"> • Carrington Pukeko's route 	1
St Mary's Ellerslie	<ul style="list-style-type: none"> • Michaels Ave 	
		Total 12

The key promotional event for schools was Volunteers Week which was run for the first time this year. The campaign involved the distribution of WSB recognition certificates to route co-ordinators and volunteers which recognised their commitment and skills gained in being involved in the programme. The distribution numbers were in excess of 2500.

The promotion was well received and we had many positive responses to this campaign.

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 in June/July 2010. Trainset 23 and make-up carriages will be available for the September timetable changes.

2.2. INFRASTRUCTURE DEVELOPMENT

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

Western Line Duplication Stage 3 – Avondale (DART 4)

Station construction is complete and full passenger services began on 14 June 2010.

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

Construction of the station building superstructure, platforms and bus interchange is well advanced. Double tracked services are working well. In early August the permanent stairs, lift and escalators will be completed, now providing access to the platform through a limited section of the new Station Concourse.

Distributed Stabling (DART 17)

- **Tamaki Drive – The Strand**

Planning and development of Stage 1 is progressing well following acceptance of concept design by key stakeholders. KiwiRail has confirmed their commitment for the timely implementation of tracks and signals for the emergency station.

2.3. FERRY TERMINAL DEVELOPMENTS

Birkenhead

Steel piles, plant room and building alterations are now largely complete and work is underway on the hydraulic platform and fender system. Some delays are being experienced with steelwork finishes and hoist fabrication, as well as weather disruption to the barge operations. The indicative completion date is currently the end of September 2010.

Hobsonville

Hobsonville Land Company continues to progress coastal land consents. These will be novated to ARTA once secured.

The procurement process for detail design will be completed by the end of September 2010. The programme is still on target for construction completion in late 2011.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line Rehabilitation (DART 19)

Installation of platform assets is close to completion at both Te Papapa and Penrose. Full construction of the platform at Onehunga is close to completion and works are progressing well with the expected completion of all three platforms by mid July 2010.

Manukau Rail Link (DART 9)

The rail trench is now substantially complete with capping and prop beams in place. Construction of the station base slab is now underway which will be followed by platform construction.

Rugby World Cup 2011 - Kingsland Station

The underpass, platform extensions and emergency fire egress are now substantially complete. The linking stairs to the existing overbridge have been completed but can not be used until the concrete reaches full strength. An opening ceremony will take place on 5 July and the station will be operational for the rugby match at Eden Park on 10 July.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS)

Type 1 & 2- VPIDs for Bus Services, Phases 0, 3 & 4:

The RTPIS system expansion program of on-street infrastructure: that comprises 173 VPID's at bus stops is completed. However the following projects have been added to the program:

- **The New Lynn Bus/Rail Interchange:**

- **Bus Terminal** –presently being constructed, incorporating five bus stop bays, a double sided VPID to display bus service ETA's is being installed in each bay. The planned completion has been brought forward to July 2010.
- **Concourse Waiting Area** - a 42 inch LCD screen is being installed in the bus passenger waiting area of the concourse to display ETA's of all bus services that use the transport centre. Planned completion is set for August 2010.

- **Onehunga Bus/Rail Interchange** – installation of a double sided VPID at the new bus stop to be located adjacent to the main entrance of Onehunga Rail Station. The planned completion date is late August for the station opening in September 2010.

Rail Services RTPIS Projects:

- New Lynn Rail Station – PID's installed, commissioned with temporary local operating system for station opening
- Manukau Rail Station – the concept design for PID's is completed and the physical works are being scoped and priced
- Onehunga Line Rail Stations – PID's are being installed on the platforms of the three stations (Penrose platform 3, Te Papapa and Onehunga)

2.6. ASSET MANAGEMENT

Downtown Ferry Terminals Structural renewals (Piers 1 & 2)

Works on Pier 1 have now been completed. Work has been progressing well on the area located beneath the contractor's site area and the diesel tank on Pier 2. This is now planned to be completed by mid July 2010.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

CBD Rail Loop

The business case and the concept designs for the preferred alignment and station locations are progressing. It is anticipated that a draft concept design and business case for the project will be completed by September 2010.

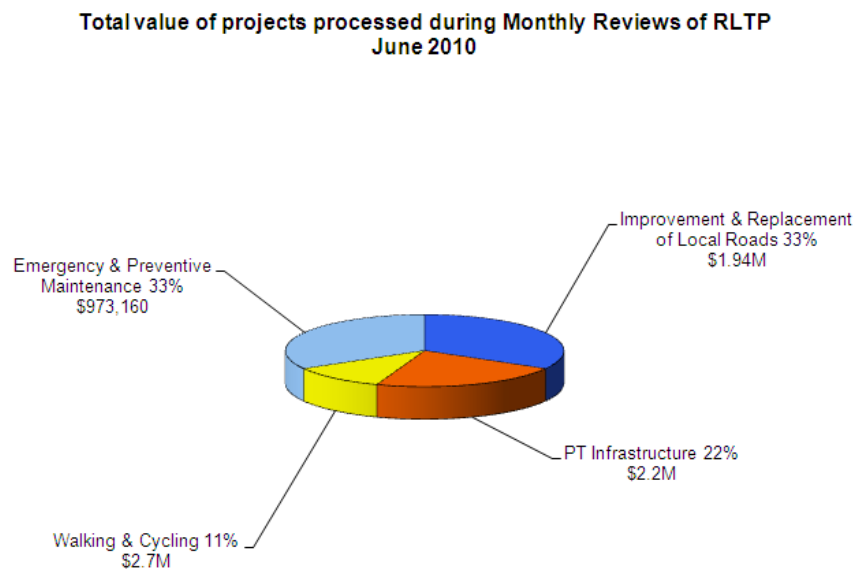
3.2. PLANNING AND PROGRAMMING

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the June monthly reviews, nine new approval funding applications totalling \$7,787,660 were submitted to ARTA for consideration.

ARTA recommended all the applications for approval to NZTA. Of these recommended applications, seven applications worth \$5,620,628 were approved for funding while the remaining 2 applications worth \$2,167,032 were deferred by NZTA pending their Board approval.

Figure 1 shows the breakdown of scheme types.



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

Table 1 – June Recommended Schemes to NZ Transport Agency

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
June 2010							
ACC	2009-12 Te Wero Bridge	Construction of a new, interim pedestrian and cycle bridge across the Viaduct Harbour entrance.	Walking and Cycling	Construction	\$2,703,000	Recommended	Approved.
ACC	Roading - Improve, expand, replace - Great South Road/ Mangere Rd Intersection	To address a high average NAASRA roughness count through these sections, and to address failures evident in the pavement.	Improvement & Replacement of Local Roads	Construction	\$507,500	Recommended	Approved.
ACC	Roading - Improve, expand, replace - White Swan	To address a high average NAASRA roughness count through these sections, and to address failures evident in the pavement.	Improvement & Replacement of Local Roads	Construction	\$527,968	Recommended	Approved.
ARTA	Manukau City Rail Link - ARTA	Construction of the rail station component of the Manukau Rail Link (MRL).	PT Infrastructure	Construction	\$1,300,000	Recommended	Deferred pending approval from NZTA Board Committee.
MCC	Manukau Interchange	Construction of Stage 1 of the roading components of the Manukau Interchange.	PT Infrastructure	Construction	\$867,032	Recommended	Deferred pending approval from NZTA Board Committee.
MCC	Mill Road Corridor	Investigation of Redoubt Road, Murphys Road and Mill Road to determine a preferred route and alignment for an upgraded connection between Manukau City and Papakura District.	Improvement & Replacement of Local Roads	Investigation	\$909,000	Recommended	Approved.
RDC	E/W May 2010	Reinstating washout areas including abutment using hard-fill material.	Maintenance	Construction	\$564,700	Recommended	Approved.
WCC	E/W - Whatipu Rd Slip Repair (RP 300)	Reinstating washout areas including abutment using hard-fill material.	Maintenance	Construction	\$8,460	Recommended	Approved.
WCC	P/M Simpson Rd Slip Repairs, Ranui	Reinstating washout areas including abutment using hard-fill material.	Maintenance	Construction	\$400,000	Recommended	Approved.
Total New Schemes					\$7,787,660		

Overall there were 87 requests to action in the June Land Transport Programme review. The majority (52) of these were cash flow adjustments to the 2009/10 programme followed by cost scope adjustments (26) and new approvals (9).

Notable approvals were the ACC Te Wero bridge construction (\$2.7 million total, \$703,000 from the NLTA) and the investigation phase of the MCC Mill Road corridor project (estimated total project construction cost of \$111.2 million).

3.3. WALKING AND CYCLING COORDINATION

The draft AMETI Travel Demand Management project relating to assessing pedestrian and cyclist accessibility from the surrounding community to the Sylvia Park shopping complex was completed in June and the results are being assessed.

Surveys conducted as part of the project 'Defining High Priority Walking Destinations and their Catchments' were completed during June. The report on this project is due to be received from the consultant in July.

3.4. REGIONAL ROAD SAFETY COORDINATION

Share the Road Evaluation

The Regional 2009/10 'Share the Road' Campaign Evaluation was completed and distributed. It showed the following key results:

- The campaign competition survey generated a very high response from a range of age groups, non cyclists, and cyclists – a total of 749 valid responses (more than previous campaigns) of whom 55% were aged 30 to 59 yrs, and 35% who 'never cycle'
- Highest awareness was for 'Give Bikes 1.5m' message (75% of respondents) followed by 'Be Safe Be Seen' (55%)
- Highest support from respondents was for the 'Give Bikes 1.5m' message (71%) and 'Be Safe Be Seen' (68%)

- Highest message media awareness was for Bus-backs (65%) followed by motorway billboards (42%)
- Campaign was well received by both motorists and cyclists with 91% of the survey participants indicating support for the campaign, and respondents who stated that they '*never cycled*' more likely to state that they were 'very supportive' of the campaign. This suggests that the campaign was well balanced in terms of targeting both motorists and cyclists as there are many more of the former
- '*Increased cycle infrastructure such as cycle lanes*' was the overwhelming reply from 79% of respondents to address cycle safety in the region.
- Overall, the campaign generated a high level of awareness, value for money (bus-backs are still running, despite only a two month booking), support for ongoing similar messages, and received a strong message for improving cycle infrastructure

The third annual 'Share the Road' regional campaign has further cemented the regional conversation around shared cycle and motorist safety, against a backdrop of increased cycling, improved infrastructure and cycle safety awareness. Fatal and serious cycle crashes also reduced significantly from 2008 to 2009.

Adjusting Crash Data to Suit New Local Government Boundaries

New road safety planning and crash data boundaries are being developed for the Auckland Council/Transport to allow continued co-ordinated planning and action by Police, Council, and NZTA staff.

2009/10 Regional Road Safety Monitoring Report

The Regional 2009/10 Road Safety Monitoring Report is in development and due for release in August. It will outline 2009/10 crash outcomes, stakeholder outputs, and institutional road safety management and performance measure progress against the Regional Road Safety Plan 2009/12, along with recommendations for improved crash reduction across the region.

Regional Road Deaths at 30 June 2010 compared with 30 June 2009

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
June 10	6	2	3	8	5	0	6	30
June 09	7	5	13	6	8	1	8	48

The annual regional road toll to June 30 2010 was 30, i.e.18 less deaths than at the same time in 2009. The number of fatalities for the month of June 2010 (1) was much less than that for June 2009 (5).

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – June 2010

Service Changes

Avondale Station

The new Avondale Train Station opened Monday 14 June in a new location closer to local businesses and shops. Customers were advised of the change through on train posters, suburban newspaper advertising, MAXX Ambassadors handing out brochures and a local area mailbox drop.

Service Consultation

Mahia Road Bus Services

Consultation material on proposed changes to Mahia Road bus services has been prepared for distribution early July. The proposed changes to route 454 are to improve connections between Manukau, Clendon and Manurewa. Consultation activity will include posters on buses and at stops, a brochure detailing proposed changes, mail box drop and a new online feedback form available on the MAXX website.

4.2. MEDIA AND COMMUNICATIONS

June 2010

25 Jun 2010

NZTA appoints contractors for Waitemata Harbour Crossing study

NZ Transport Agency Media Release

The NZ Transport Agency (NZTA), in partnership with KiwiRail, has appointed professional advisers who will carry out an independent evaluation of options for an additional Waitemata Harbour Crossing.

22 Jun 2010

Focus on Safety at Level Crossings goes World Wide

The first ever International Level Crossing Awareness Day (ILCAD) takes place today, Tuesday 22 June 2010. New Zealand takes the lead in observing the day because of its time-zone advantage.

21 Jun 2010

Cross generational walking school bus volunteers celebrated

National Volunteer Awareness Week gets underway today, Monday 21 June, and to mark the occasion the Auckland Regional Transport Authority (ARTA) is celebrating the hard work carried out by its Walking School Bus Volunteers.

17 Jun 2010

Five million and counting for Northern Express

The Northern Express bus service has this month (June 2010) carried its five millionth passenger across the harbour since the service started in November 2005.

11 Jun 2010

Avondale Rail Station open for service

Trains will be stopping at the new Avondale train station from Monday 14 June after the station was officially opened by Avondale Primary School pupils and Mayor John Banks this week.

09 Jun 2010

ARTA Directors thanked for contribution

ARC Chairman, Mike Lee and ARTA Chairman, Rabin Rabindran, today thanked ARTA Directors, Tony Marks, Andrew Buxton and Mark Benjamin for their contributions during their three years of service for the ARTA Board. Messrs Marks, Buxton's and Benjamin's terms end on 30 June this year.

04 Jun 2010

Temporary timetable changes to complete Western Line

As intensive work to upgrade the rail network, carried out by KiwiRail, continues, including completion of double tracking on Western Line, temporary timetables will operate on the Western Line from the evening of Friday 4 to last service on Sunday 13 June.

03 Jun 2010

Next Phase in Public Transport Plans for Auckland released

The Auckland Regional Transport Authority today released its Regional Public Transport Plan (RPTP).

02 Jun 2010

Dramatic increase in cyclist numbers in Auckland

The number of people cycling in the Auckland region has dramatically increased by 27% compared to last year, according to a survey for the Auckland Regional Transport Authority (ARTA).

02 Jun 2010

Free ride to one-off North Harbour v Japan rugby match

North Harbour's rugby side will play a special one-off match against a Japan XV national team coached by All Black great John Kirwan this Friday (4th June) and fans of both sides can get a free ride to the game on public transport.

5 CORPORATE SERVICE

5.1. FINANCIAL REPORT

Auckland Regional Transport Authority									
JUNE INCOME STATEMENT AND REFORECAST									
NZD '000	MONTH			YEAR TO DATE			FULL YEAR		
	Revised Budget	Actual	Variance Fav/(Unfav)	Revised Budget	Actual	Variance Fav/(Unfav)	Original Budget	Revised Budget	Variance Actual YTD to Original Budget
June-10									
OPERATING REVENUE									
ARC Opex Grants	9,251	7,902	(1,349)	95,600	89,094	(6,506)	102,393	95,600	(13,299)
NZTA Opex Grants	11,572	11,107	(465)	119,078	113,833	(5,245)	132,757	119,078	(18,924)
Other Grants and Subsidies	95	80	(15)	1,160	1,189	29	1,842	1,160	(653)
Rail Fare Revenue	1,735	1,750	15	19,714	20,354	640	19,957	19,714	397
Bus Fare Revenue	607	813	206	7,251	7,994	743	5,004	7,251	2,990
Ferry Wharf Revenue	187	176	(11)	1,982	2,607	625	2,054	1,982	553
Other Sundry Operating Income	8	10	2	12	111	99	12	12	99
Total Operating Revenue	23,455	21,838	(1,617)	244,797	235,182	(9,615)	264,019	244,797	(28,837)
OPERATING EXPENDITURE									
Human Resource	1,212	1,219	(7)	13,287	12,576	711	14,654	13,287	2,078
Prof Services - Project Delivery	210	862	(652)	2,165	1,686	479	2,147	2,165	461
Prof Services - Customer Services	825	957	(132)	8,400	6,999	1,401	10,393	8,400	3,394
Prof Services - Others	604	1,147	(543)	3,405	2,406	999	3,413	3,405	1,007
Support Services	230	229	1	2,763	2,750	13	2,766	2,763	16
Materials	20	60	(40)	330	184	146	345	330	161
Printing and Office Supplies	115	218	(103)	1,619	1,067	552	1,757	1,619	690
Repairs and Maintenance	129	171	(42)	1,457	1,176	281	961	1,457	(215)
Communications	23	18	5	289	221	68	386	289	165
Information Systems	94	223	(129)	1,011	909	102	1,378	1,011	469
Bus Contract	10,975	11,059	(84)	126,620	124,237	2,383	133,365	126,261	9,128
Rail Contract	7,326	7,327	(1)	70,802	69,571	1,231	81,935	70,802	12,364
Ferry Contract	575	457	118	5,823	5,775	48	6,020	6,182	245
Security	82	89	(7)	914	1,209	(295)	325	914	(884)
Advertising and Promotion	57	115	(58)	1,355	718	637	1,360	1,355	642
Other Expenditure	129	333	(204)	1,983	2,317	(334)	(79)	1,983	(2,396)
Depreciation	1,667	1,688	(21)	19,767	21,704	(1,937)	19,932	19,767	(1,772)
Investigations Expenditure	829	209	620	2,851	1,771	1,080	2,809	2,851	1,038
Total Operating Expenditure	25,102	26,381	(1,279)	264,841	257,276	7,565	283,867	264,841	26,591
Net Operating Surplus/(Deficit)	(1,647)	(4,543)	(2,896)	(20,044)	(22,093)	(2,050)	(19,848)	(20,044)	(55,428)

Statement of Financial Position

As at 30 June 2010

	ARTA					ARTA			
	Jun-09 \$000s	Jun-10 \$000s	May-10 \$000s	Movement \$000s		Jun-09 \$000s	Jun-10 \$000s	May-10 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	7,036	7,983	5,323	2,660	Cash and cash equivalents	105	840	145	695
GST payable	0	667	0	667	Trade receivables	554	1,290	471	820
Employee benefit liabilities	1,025	848	1,032	(184)	GST receivable	494	0	307	(307)
Income in advance	59	49	2,372	(2,323)	Accrued income	13,335	21,220	11,827	9,393
Accrued expenditure	31,421	39,323	27,548	11,775	Prepayments	0	75	2,432	(2,357)
Transport grants payable	19,819	9,738	8,206	1,532	Inventories	5,126	5,661	5,491	169
Total current liabilities	59,360	58,608	44,480	14,128	Related party receivables				
Non-current Liabilities					Operating account	28,975	29,130	27,120	2,010
Transport grants payable	1,152	0	1,564	(1,564)	Transport grants	19,819	9,738	8,206	1,532
Deferred tax	5,375	5,375	5,375	0	Total current assets	68,408	67,954	55,999	11,955
Non Realised Foreign Exchange Losses	0	4,966	0	4,966	Non-current assets				
Total non-current Liabilities	6,527	10,341	6,939	3,402	Property, plant & equipment	240,381	315,727	301,069	14,658
Total liabilities	65,886	68,949	51,419	17,530	Intangible assets	21,896	21,539	21,568	(30)
Equity					Related party receivables				
Accumulated funds	4,265	(1,233)	5,976	(7,208)	Transport grants	1,152	(0)	1,564	(1,564)
Capital grants reserve	261,685	337,503	322,806	14,698	Total non-current assets	263,429	337,265	324,201	13,064
Total equity	265,950	336,271	328,781	7,489	Total assets	331,836	405,220	380,200	25,019
Total equity and liabilities	331,836	405,220	380,200	25,019					

Statement of Cash Flows
For the Period Ended 31 May 2010

Full Year Ended 30 June 2009		As at 31 May 2010
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
101,532	ARC Opex grants	88,939
70,771	ARC Capex grants	56,172
7,711	ARC funding for IA grants vested in ARTA	11,233
4,457	LTNZ Capex grants	32,306
104,750	LTNZ Opex grants (excl. GST)	114,341
1,350	Other Grants and Subsidies	1,232
18,625	Rail Fare revenue	20,273
4,436	Bus Fare revenue	7,775
1,998	Ferry Wharf revenue	2,624
-	GST	667
252	Other Sundry Operating income	113
315,881		335,676
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	214,261
12,724	Payments to Employees	12,753
7,711	Payments to recipients of IA grants vested in ARTA	11,233
184	GST	0
243,532		238,248
72,349	Net Cash from Operating Activities	97,429
	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	96,694
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		96,694
(72,392)	Net Cash applied to Investing Activities	(96,694)
	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	735
148	Cash & Investments Balances at Beginning of the Period	105
105	Cash & Investments Balances at the End of the Period	840
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	-
105	Cash	840
0	Short Term Investments	-
105		840

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	May 10 \$000
Cash was provided from:	
Net Surplus	75,286
Adjustment for items not involving cash:	
Depreciation and amortisation	21,705
Donated asset	-
Deferred tax	(0)
Movements in working capital:	
(Increase) in receivables from ARC	(155)
(Increase) in trade and other receivables	(8,202)
Decrease/(Increase) in Inventory	(535)
Increase in GST	667
Decrease/(Increase) in grants receivable from ARC	11,233
(Decrease)/Increase in trade and other payables	8,663
(Decrease)/Increase in grants payable	(11,233)
Net Cash from Operating Activities	97,429

5.2. STATEMENT OF FINANCIAL PERFORMANCE

SUMMARY OF OPERATIONAL VARIANCES

Services Revenue Income - \$2.0m more than budget due to PT patronage growth.

Professional Services - \$2.9m less than budget (less use of external consultants and funding constraints related to the NZTA NLTP and delay in approving the budget).

Bus Contract - \$2.4m less than budget (low fuel prices, the NZ Bus industrial dispute and low or negative indexation).

Rail Contract - \$1.2m less than budget (lower fuel prices than anticipated).

Depreciation - \$1.9m more than budget (earlier capitalisation of projects than budgeted).

Printing, Office Supplies, Advertising and Promotion - \$1.2m less than budget (lower than expected print costs for timetables and marketing collateral and fewer advertising costs for marketing campaigns).

Investigations - \$1m less than budget (deferral of rail station investigations budget to align with capital upgrade budget and carry forward of CBD tunnel costs to the 10/11 year).

Human Resources - \$0.7m less than budget (less staff than budgeted).

OPERATING RESULTS – MONTH JUNE 2010

The results for the June 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) Opex Grants is claimed from funders in proportion to expenditure.

ARC Opex Grants are \$1.3m less than budget and NZTA Opex Grants are \$0.5m less than budget due to less expenditure than budgeted.

Bus Fare Revenue is \$0.2m more than budget due to patronage exceeding budget and the February fare increase.

Expenditure

Major variances to budget are:

- a) Professional Services – Project Delivery is \$0.7m more than budget due to timing differences between actual spend and target.
- b) Professional Services – Customer Services is \$0.1m more than budget due to the completion of two major campaigns (b-line and virtual VPID) that launched later than originally planned.
- c) Professional Services – Others is \$0.5m more than budget due to IT Capex costs recharged by ARC in June – later than originally budgeted.
- d) Printing & Office Supplies are \$0.1m more than budget due to costs associated with b-line and virtual VPID launch, later than planned.
- e) Information Systems is \$0.1m more than budget due to a greater number of MAXX website support requests rolled out in June and software licenses renewals.
- f) Bus Contract is \$0.1m more than budget due to unfavourable variances across all concession groups due to continued demand growth.
- g) Ferry Contract is \$0.1m less than budget due to negative indexation and funding planned for service charges not yet required due to delays in the implementation of the ferry procurement strategy.

- h) Advertising & Promotion is \$0.1m more than budget due to the advertising component of b-line and virtual VPID campaigns that launched later than originally planned.
- i) Other Expenditure is \$0.2m more than budget due to graffiti removal costs, additional cleaning charges at stations, customer services document storage, and electricity.
- j) Investigations Expenditure is \$0.6m less than budget due to an underspend for the month against budget for the CBD tunnel investigation – this addresses the year to date overspend which is as a result of a budget phasing timing difference; and deferral of expenditure for station concept design to align with the station upgrades capital programme.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$4.5m. This deficit arises mainly because depreciation is unfunded, an unfavourable cost/volume variance arising from allocating labour and overheads back to projects.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 30 JUNE 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 \$6.5m less than budget and NZTA Opex Grants are \$5.2m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.6m more than budget due to higher patronage than originally planned.

Bus Fare Revenue is \$0.7m more than budget due to higher patronage than planned especially on Northern Express services.

Ferry Wharf Revenue is \$0.6m more than budget due to higher patronage and an increase in commercial rent.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.7m less than budget year to date due to fewer staff than budgeted and some vacancies that will not be recruited due to the transition process to Auckland Transport.
- b) Professional Services – Project Delivery is \$0.5m less than budget due to reduced expenditure in acquiring professional services for project development, additional temp services and other project related expenditure.
- c) Professional Services – Customer Services is \$1.4m less than budget due to;
 - o Lower than planned costs for projects within the marketing, communications, community focused activities and customer service areas as a result of funding cuts to keep within the NZTA funding envelope resulting in some activities previously outsourced being performed in-house.
 - o Lower than planned monthly support charges being incurred for the Real Time System.
 - o Lower than planned costs for modelling of the Rugby World Cup
 - o Lower legal fees than expected.
- d) Professional Services – Others is \$1.0m less than budget year to date due to reduced expenditure in Strategy & Planning and greatly reduced expenditure in Rooding & Programming due to constraints in the NZTA funding for these areas, plus lower than budgeted use of consultants by Finance & Corporate Services.
- e) Materials are \$0.1m less than budget due to NZTA funding constraints within the School Travel Planning and Work Place Travel Planning area.
- f) Printing and Office Supplies is \$0.6m less than budget.
- g) Repairs and maintenance is \$0.3m less than budget.
- h) Communications is \$0.1m less than budget due to lower costs of mailbox drop campaigns and less server communication costs being incurred for the Real Time System than planned.

- i) Information Systems is \$0.1m less than budget due to timing delays relating to real time licence charges and licences associated with the new scheduling and journey planner software.
- j) Bus Contract is \$2.4m less than budget year to date mainly due to negative indexation for the quarterly adjusted contracts effective from 1 July 2009, the NZ Bus industrial dispute, low fuel prices, planned changes to the City Circuit that have not been implemented, and lower than planned demand for Total Mobility, offset by senior citizens (PM Peak), SuperGold and tertiary CFS which all continue to see growth.
- k) Rail Contract is \$1.2m 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 Veolia leave liability.
- l) Security is \$0.3m more than budget due to supplying an additional fulltime security guard at Newmarket Station for the first few months since its opening and extra guards required for the Performance Arts Street Theatre at the Down Town Ferry Terminal and the Queens Wharf open day.
- m) Advertising and Promotion is \$0.6m less than budget year to date due to less advertising being undertaken in association with marketing campaigns than planned.
- n) Other expenditure is \$0.3m more than budget year to date.
- o) Depreciation is \$1.9m more than budget.
- p) Investigations expenditure is \$1.1m less than budget year to date due to the deferral of rail station concept designs.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the year is \$20.0m. This deficit arises mainly because depreciation is unfunded and a favourable cost/volume variance arising from allocating labour and overheads back to projects.

5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 30 June 2010 are:

Current Liabilities

The total trade payables have increased by \$2.7m between May and June mainly due to a Kiwirail Maintenance accrual.

Income in advance has decreased by \$2.3m due to the Veolia quarterly invoice.

Accrued expenditure has increased by \$11.8m due to \$6.7 in Capex accruals and a \$5.0m Thales (AIFS) invoice accrued.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – June 10	\$1,271,824	\$33	(\$1,147)
Accounts Payable – May 10	\$1,216,067	\$31,183	\$5,512

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 \$11.8m mainly due to an increase in the amount to be claimed from NZTA.

Prepayments have decreased by \$2.4m mainly due to the Veolia 4th quarter invoice.

Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable – June 10	\$1,163,493	\$44,629	\$82,289
Accounts Receivable – May 10	\$312,059	\$145,560	\$12,965

Debtors (60+ days) explanation

- Insurance claim \$63,544
- Ferry related \$9,744
- Eden Park Trust Board \$9,000

The insurance claim has been approved and is awaiting receipt, the Ferry debtors are on payment plans, and the Eden Park Trust Board paid on 06/07/10.

Public 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.