



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

November 2008

CONTRIBUTION LIST

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SUMMARY

Patronage

- Public transport patronage for the 5 months to November 2008 was 8.4% above last year.
- Patronage for the month of November was 4% higher for bus, 9% higher for rail and 0.5% lower for ferry on November last year.
- The Northern Express patronage for the month of November increased by 86% on last year. Several other bus routes that have had recent service reviews and improvements also experienced double digit patronage growth.
- Patronage for the 2008 calendar year is 8% higher than 2007.

PT Services

- Rail service punctuality on all services was an improvement on both October 2008 and November last year.
- Rail passenger delay minutes for November were the lowest for 12 months.
- A number of bus service improvements are to be implemented in early 2009.

Rolling Stock

- SA trainsets 18 – 23 are ahead of schedule with the first two cars expected by the end of 2009.
- The first two SX carriages have been refurbished and have entered service with the next two expected to be completed in January 2009.
- The ADL air conditioning upgrade is expected to be completed by early December.

Infrastructure

- Avondale Station – a cost estimate of the concept design has been completed.
- New Lynn Rail and Bus Interchange – a detailed design is expected to be available for consideration by April 2009.
- Rail Distributed Stabling – a concept design for the Tamaki site is complete and under review while an alternative to the Ranui site is under investigation.
- Rail Station detail design is underway for the Park Road station while consultation on the Onehunga line station locations is underway.
- Half Moon Bay Vehicular Ferry Terminal - remedial works are planned to commence after the summer season and resource consent has been applied for to create up to two additional layover berths.
- Downtown Ferry Terminals Structural Renewals – Repair work commenced in May but progress is slower than planned due to the contractor identifying greater deterioration than anticipated, including the need to undertake remedial work on previous concrete repairs.
- Newmarket Station – construction of significant portions of the concrete superstructure on the main concourse and footbridge as well as platform fronts is well progressed.
- Real Time Signs – The roll out of the signs continues across the region with the majority of sites now completed.

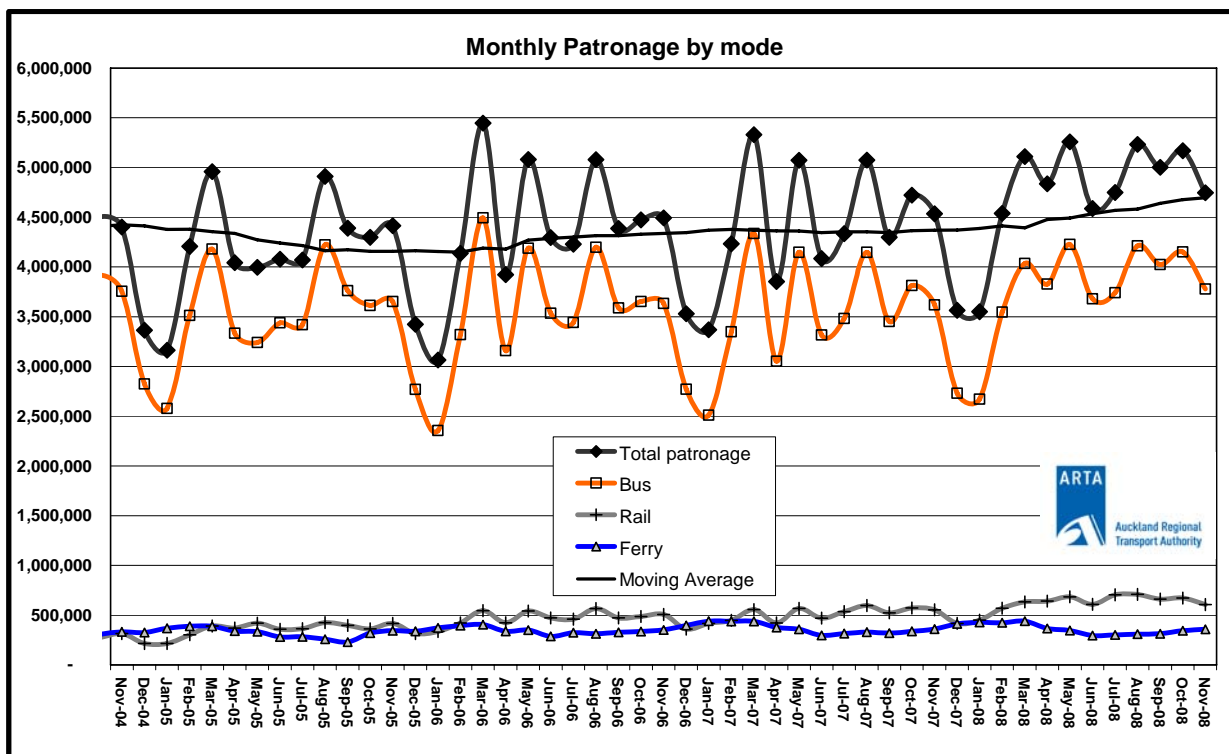
Strategy and Planning

- A draft Regional Public Transport Plan will be available for public consultation by early 2009.
- The development of the 2009 / 12 Auckland Regional Land Transport Programme is underway. This is a 3-year programme prepared under new provisions of the Land Transport Management Act, and new guidelines issued by the NZ Transport Agency.
- The draft 10 year Auckland Transport Plan 2009 is on track to be available for consultation in early 2009.

1 CUSTOMER SERVICES

1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the five months to November is 8.4% (1,931,073 boardings) higher than for the five months to November 2007¹.



The largest contributors to the November patronage growth (211,582 boardings) are:

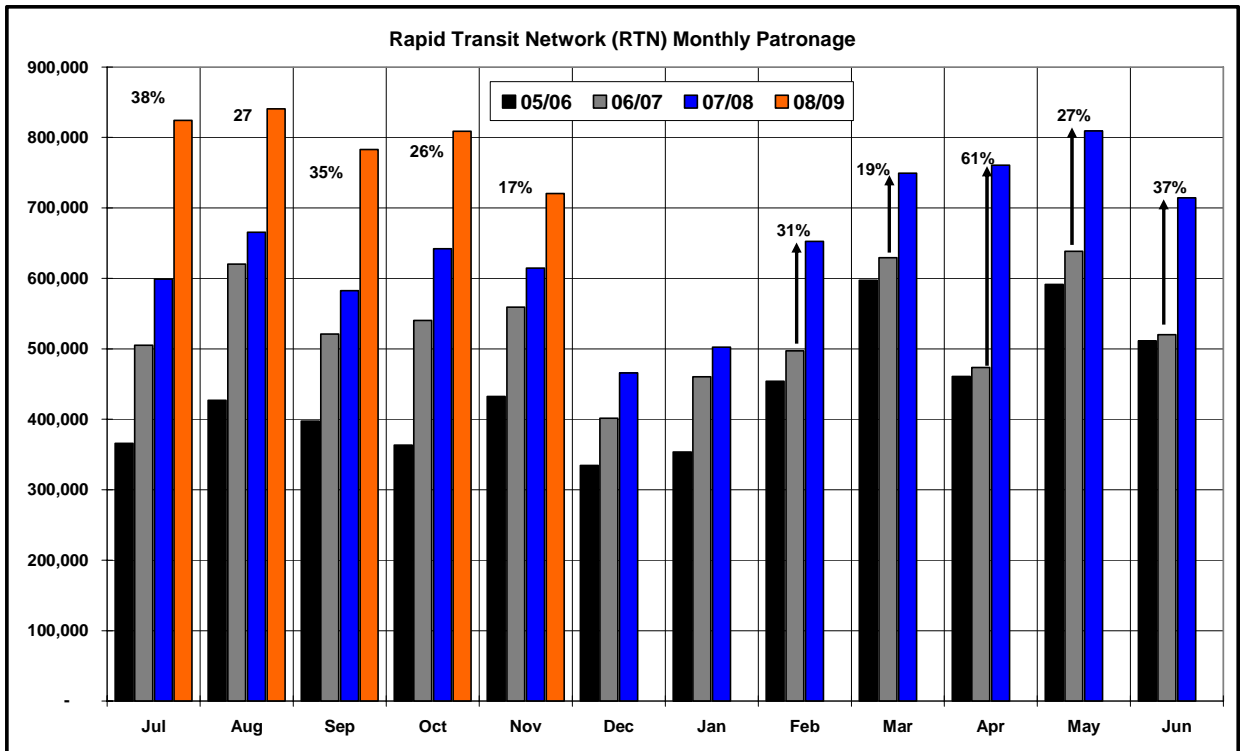
- Rail growth on the Western line in November was +9% (16,943 boardings) and the southern and eastern line was +11 (37,225 boardings). Total rail patronage was 54,168 higher at +9%.
- Bus was up by 4%, (159,125 boardings) and included:
 - The Northern Express patronage was 86% (51,751 boardings) higher and Albany and Constellation stations feeder buses up 35% (7,554 boardings).
 - The contracted trips of Mt Eden Rd services had +17% growth.
 - Botany to CBD routes 680 and 681 corridor up 42%.

Twelve month rolling average at November 2008 is 56,341,744 passengers compared to November 2007 of 52,436,707, a 7% increase. For the calendar year, patronage is 8% higher at 11 months than for 2007.

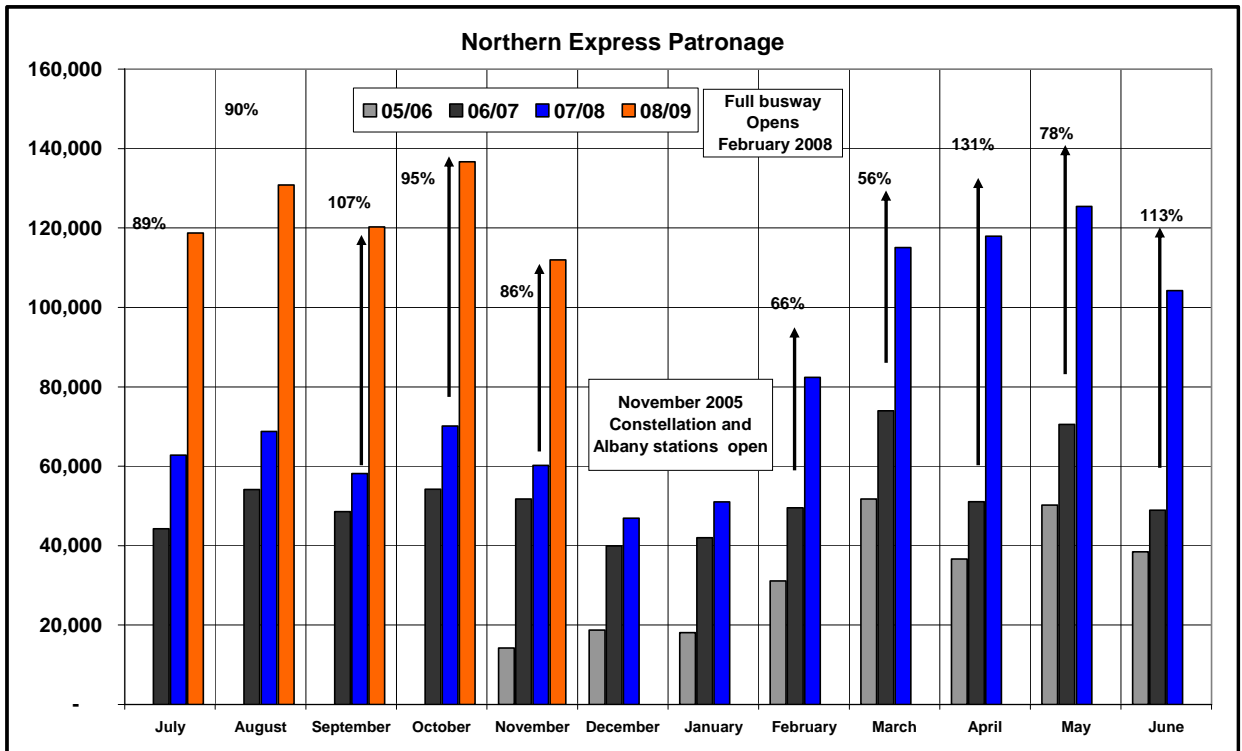
¹ At the time of compiling, patronage totals from two ferry operators were still outstanding. Their patronage has been estimated in line with previous months. Patronage share for these operators is less than 1% of the total network

Rapid Transit Network (Rail and Northern Express):

For the month of November 2008, the Rapid Transit Network (RTN) grew by 17% (105,919 boardings) compared to November 2007.

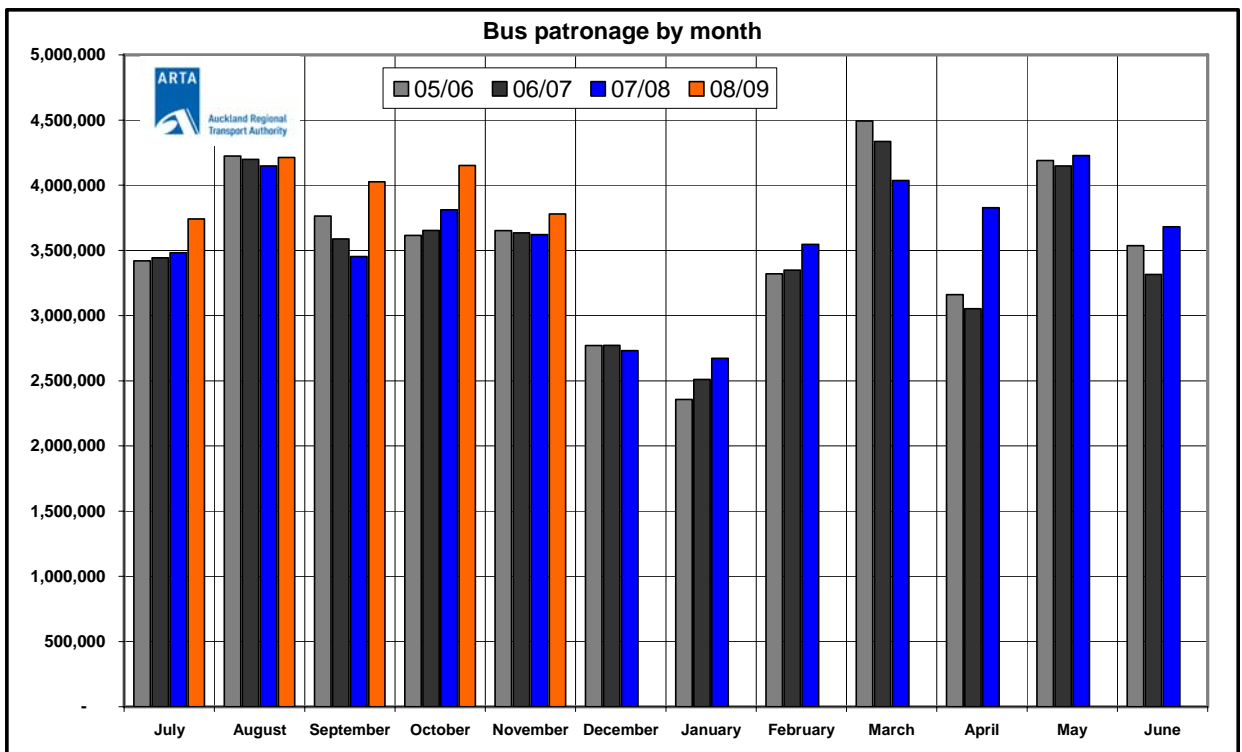


The Northern Express grew by 86% or 51,751 boardings compared to November 2007.



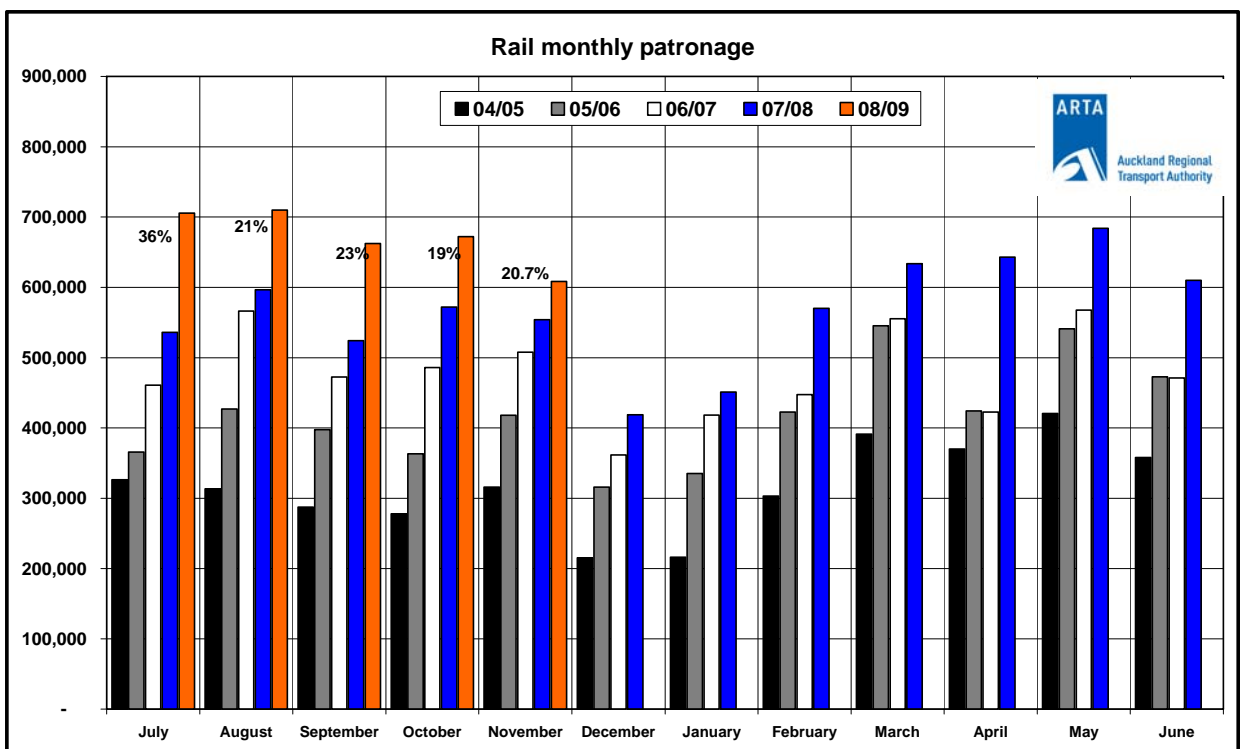
Bus Patronage

Bus patronage is 4% (159,125 boardings) higher than last November, and 8% higher for the 5 months this financial year to date.

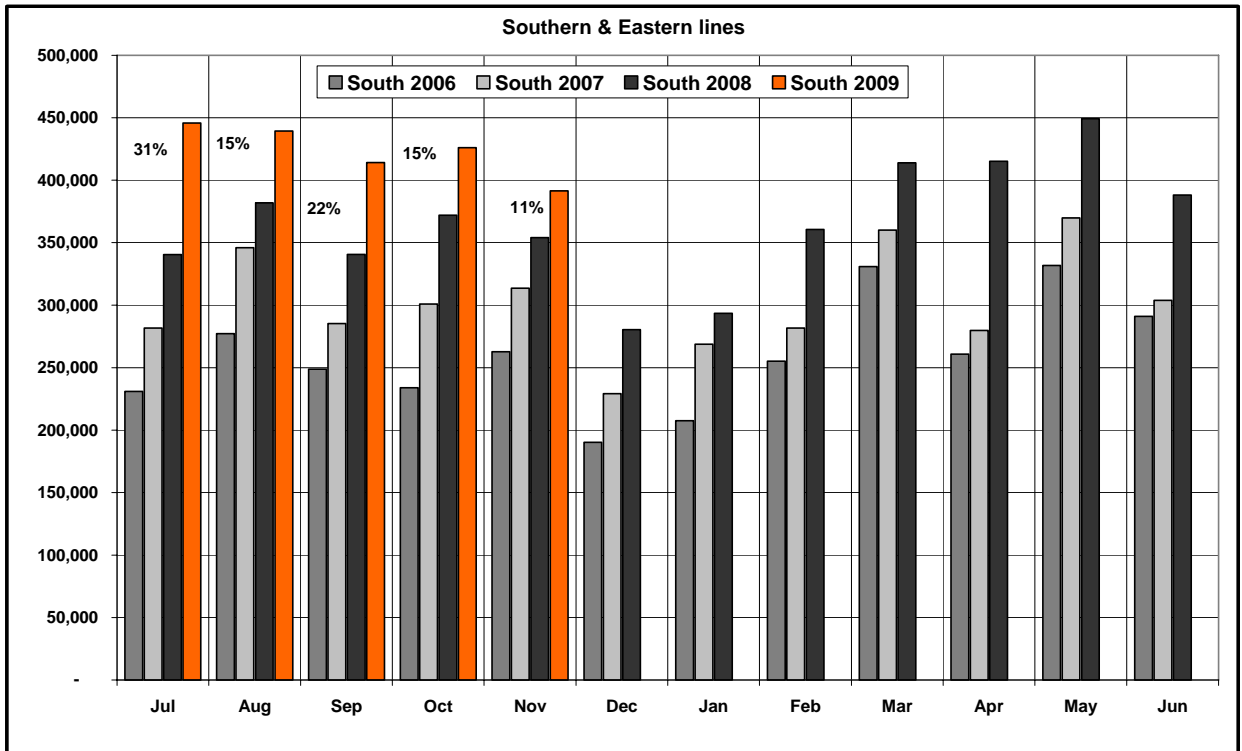


Rail Patronage

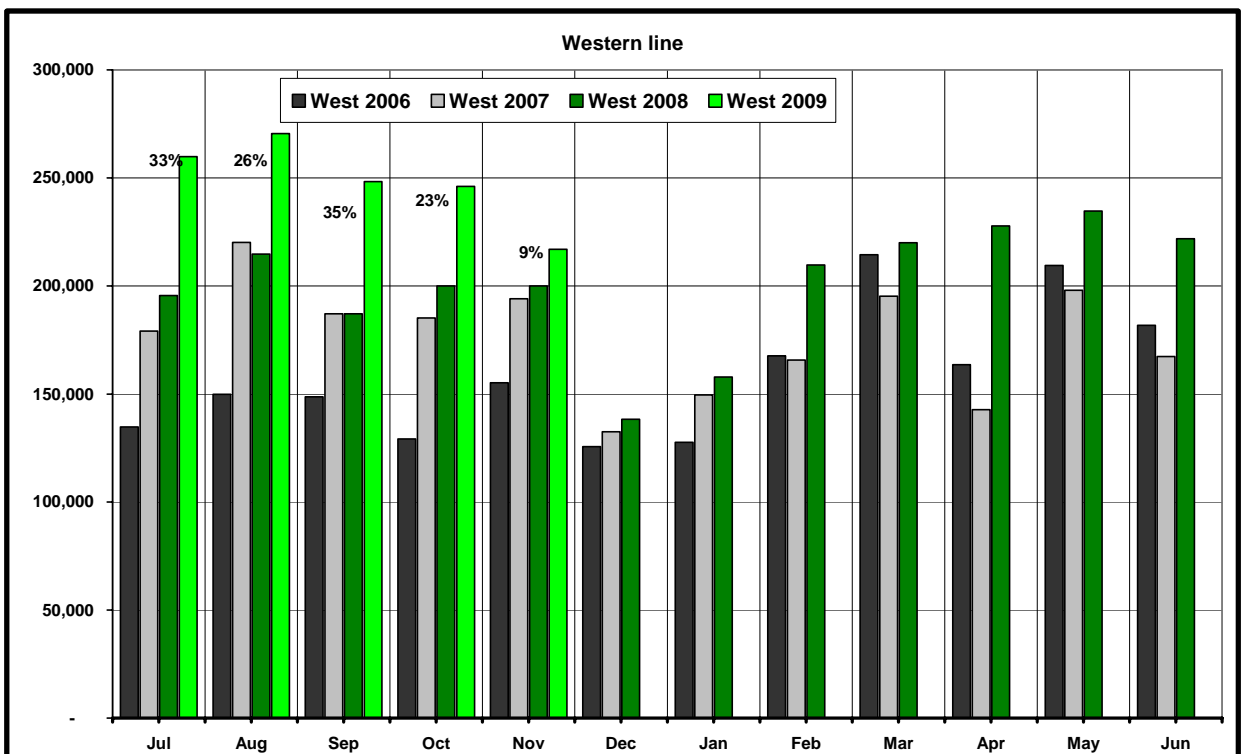
November saw another increase in the numbers using rail services in the region. For the month there were 608,336 passenger journeys recorded on the region's rail system, a 9.17% increase on the same month last year. For the year to date there have been 3.358 million passenger journeys, compared to 2.783 million for the first five months last year, an increase of 20.7%.



There were 391,000 passengers recorded using southern and eastern line services during the month which is 11% more than the same month last year. For the year to date there have been 2,116,633 passenger journeys recorded on the southern and eastern lines, an 18.3% increase on the same five months last year.

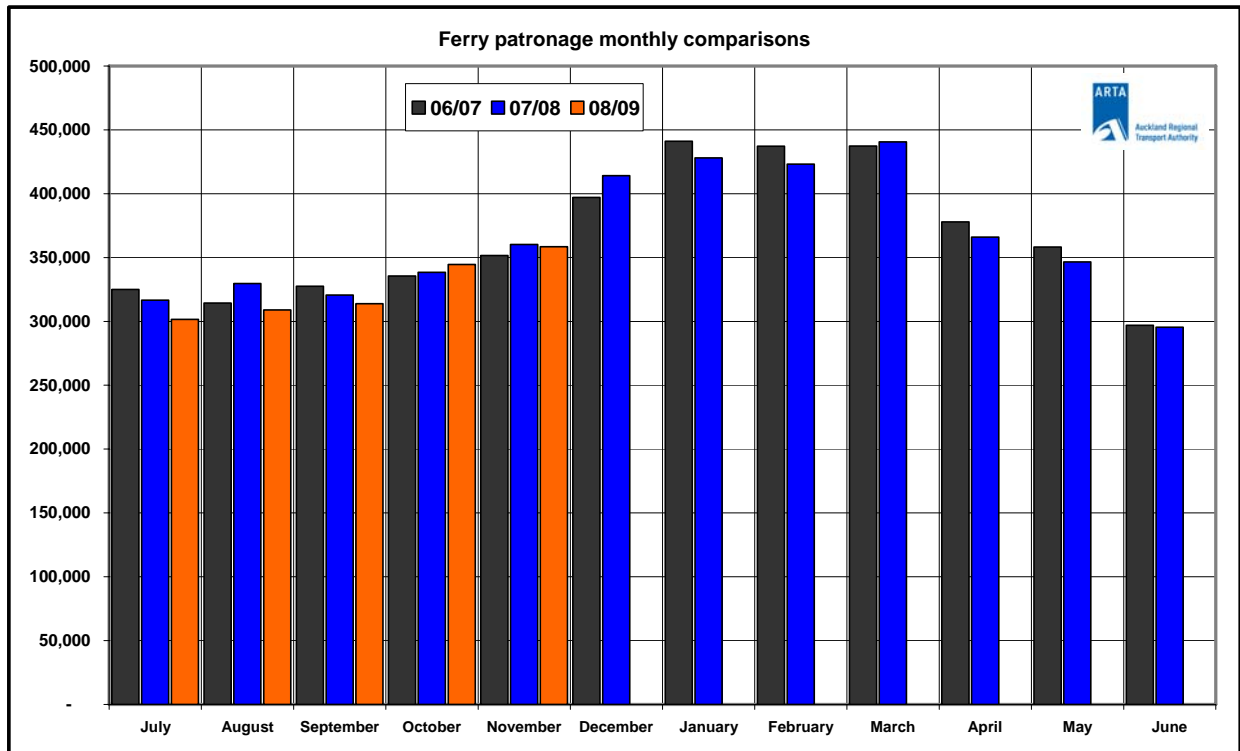


The western line patronage recorded a 9% increase on the same month last year, with 216,926 passengers recorded using these services. For the year to date there have been 1,241,592 passenger journeys recorded on western line trains, an increase of 24.5% on the first five months of last year.



Ferry Patronage

Ferry patronage for November is 0.5% lower (-1,711 boardings) than last November. Ferry patronage is affected differently during an economic down turn as there is a component of recreational travel on many ferry routes, however, there are specific commuter routes that are still growing.



Contracted Ferry route performance year to date is as below:

- Pine Harbour November 08 vs. November 07 +17% growth
- West Harbour November 08 vs. November 07 +11.1% growth
- Gulf Harbour November 08 vs. November 07 -6.9% decline
- Half Moon Bay November 08 vs. November 07 +3.8% growth
- Bayswater November 08 vs. November 07 -20.7% decline
- Birkenhead November 08 vs. November 07 -19% decline

1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

During November 88.7% of all services operated on time or within five minutes of their scheduled time, compared to 87.1% in October and 87.0% for November last year. On the southern and eastern lines, 88.8% of services operated on time or within five minutes, compared to 86.3% last month and 90.7% for the same month last year. On the western line, 88.6% of services operated on time or within five minutes, compared to 88.5% last month and 79.2% last year.

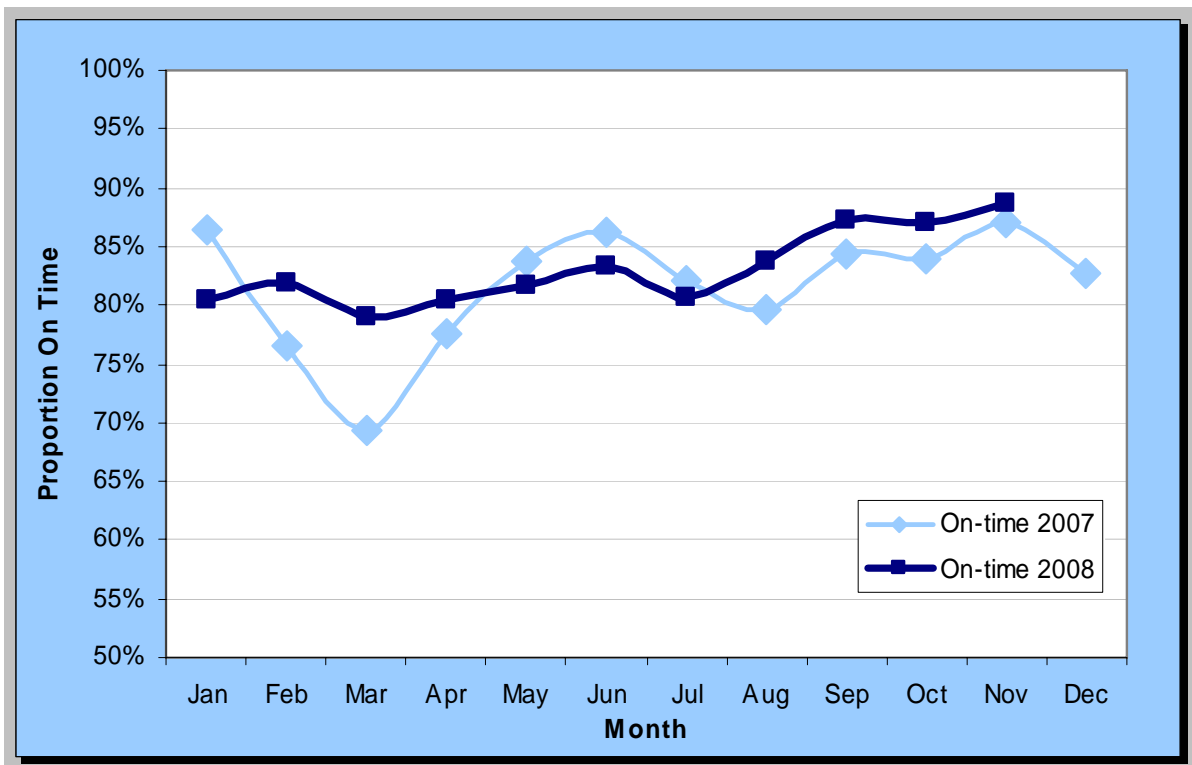
The following major incidents were recorded during the month:

- Signalling and points failures – Generally there was a reduction in the level of infrastructure failures during November compared to recent months however there were three incidents of note late in the month that affected service performance. A points failure at Newmarket just prior to the evening peak on 26 November resulted in delays mainly affecting southern line services. On the morning of 28 November a report of an apparent track fault, combined with

a broken barrier arm at a level crossing at Paerata, resulted in speed restrictions being imposed until these incidents had been checked and repaired, leading to delays to morning peak services on the southern and eastern lines. During the early afternoon of Sunday 30 November a signal failure just outside Britomart, combined with high passenger loadings resulted in delays to normal and special event (Santa Parade) trains. Operational staff should be commended on the way in which this incident was managed, as trains had to be manually controlled through the affected area and the impacts had potential to be more severe.

- Mechanical faults – There was an apparent increase in the number of mechanical faults reported during the month, although most of these affected only a small number of services and are not fully reflected in the statistics. Two incidents caused more widespread disruptions. During the evening of 7 November the brakes of a train locked on and could not be released on a train at Te Mahia. This disabled the train and effectively blocked the line for a period of time during the evening peak. During the evening peak of 26 November, a train broke down at Swanson leading to substantial service disruptions on the western line.
- Other – In the early afternoon of 13 November a train struck and fatally injured a pedestrian at the Totara Avenue level crossing in New Lynn. Services were suspended and replaced by buses through to the evening peak while Police investigations were made into the incident.

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



For the month, 98.2% of services reached their scheduled destination and were not cancelled, compared to 96.8% last month and 98.8% for the same month last year. Reliability of western line services (97.7% in November) was slightly worse than that of southern and eastern line services (98.5%).

Bus replacements were in effect during the month as follows:

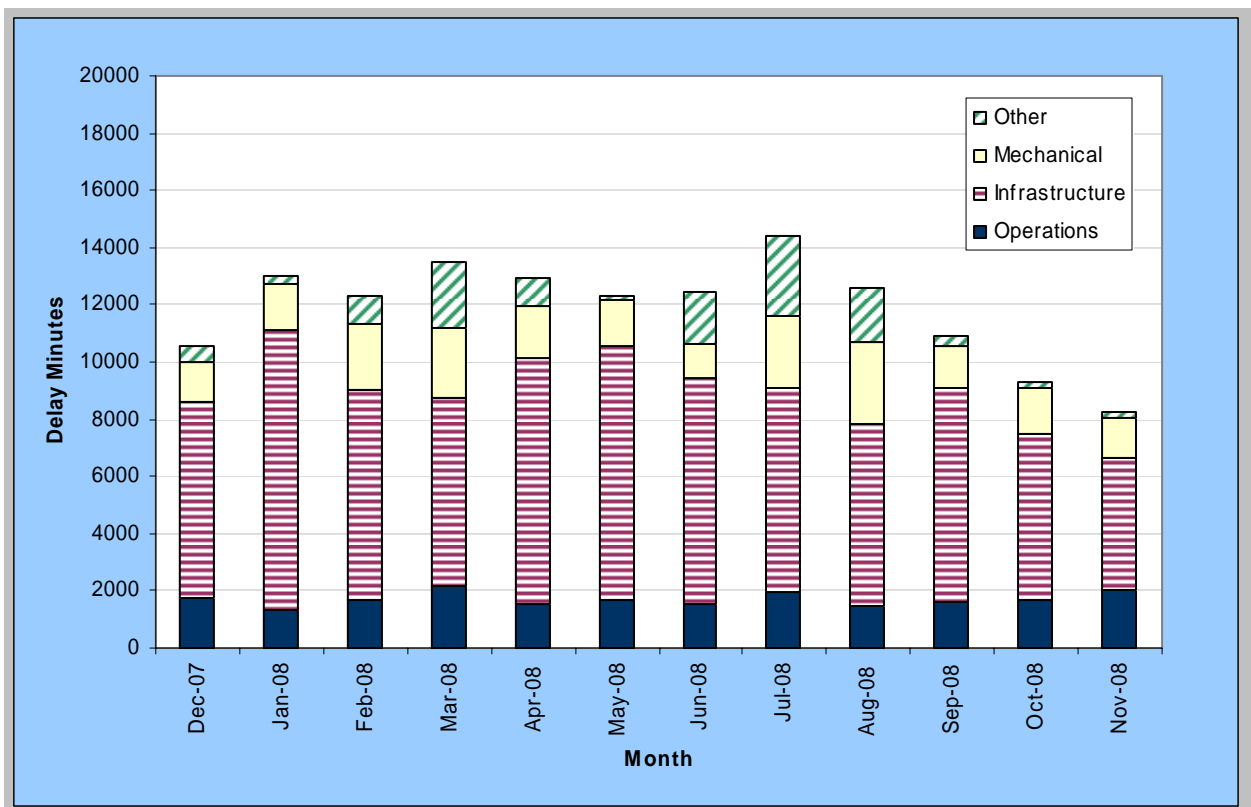
- The weekends of 8 and 9 November and 15 and 16 November, buses replaced trains on the entire western line between Waitakere and Britomart and on the southern line from Otahuhu to Britomart (via Newmarket) to allow major works to progress at Newmarket and on New Lynn to Avondale track duplication;

- Weekday evenings buses replaced trains west of Avondale in the evenings for New Lynn to Avondale track duplication and track lowering work. The last service to operate unaffected was the 7.03pm departure from Britomart. These arrangements will be in place for several months, depending on the construction programme requirements.

Passenger Delay Minutes

There was a further reduction in overall passenger delay minutes during November to 8,267 minutes, or 10.9% lower than recorded during October. Both the primary delay causes of infrastructure and mechanical faults showed a reduced impact on service delivery compared to the previous month. While still accounting for the largest proportion of delay minutes, infrastructure faults were 20% lower than October while delays caused by mechanical faults fell by 14% to 1,384 minutes.

Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the various causal issues of the infrastructure-related delay minutes:

	Delay Minutes	Proportion
Network Control	305	6.6%
Signal/points failure	1,216	26.5%
Speed restrictions	1,978	43.0%
Track protection measures*	1,098	23.9%
Total	4,597	

*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.

Although speed restrictions remain at a high level on the western line, mainly through the DART worksites, they have not had the same impact on southern and eastern line services compared to recent months.

1.3. SERVICE DEVELOPMENTS

Bus Infrastructure Guide

A draft Infrastructure Guide for bus services has almost been completed by ARTA. The intention of the guide is to help promote best practise and good management of the region's bus stop infrastructure. Although many bus stops in the region provide an adequate level of service, a lack of regional coordination on policy has resulted in a lack of consistency in bus stop layout and provision, both between each of the Territorial Authorities and within a Territorial Authority (TA) area itself, which in turn impacts on customer's experiences and views of the passenger transport system, and the ability of bus operators to operate an efficient and reliable system.

007 Crosstown Service

Service improvements are currently being examined for this service due to unreliability and large numbers of customer complaints. Expected implementation for any changes would be early in 2009.

Manukau, Howick and Botany Local and Cross-town Bus Services

Public consultation has been completed on a new and structured service design. The new service design will be implemented in February 2009.

West Auckland and South-West Rodney Bus Services

A preliminary redesign of the local and key corridor bus service network has been completed in conjunction with Waitakere City Council and bus operators. The redesign is intended to create a comprehensive, legible and logical bus network in West Auckland, with significant new services and service frequencies. Integration with the rail network is also a key priority.

Western Bays Auckland Isthmus Bus Services

A preliminary redesign of bus services has been completed in conjunction with Auckland City Council and bus operators. The redesign of is intended to simplify and increase legibility for passengers of the network improving some services, while creating operational efficiencies. Public consultation will be undertaken in early 2009.

1.4. MAJOR INFRASTRUCTURE WORKS

Newmarket Streetscape Upgrade

Newmarket Streetscape work undertaken in November 2008 was in areas of minimal impact to public transport.

Central Connector

The Central Connector Project commenced construction on 08 April 2008.

Construction is underway in Anzac Avenue and Park Rd between Grafton Bridge and Carlton Gore Rd, and Symonds St between Grafton Rd and Waterloo Quadrant.

Work undertaken in November 2008 included the closure of Alfred St to enable intersection realignment, requiring rerouting of The Link and City Circuit bus services and work on the western side of Symonds St requiring bus stop relocations.

Vector Network Upgrade Project Stage 1

Vector is undertaking stage 1 of an electricity network upgrade in the CBD from late October 2008 to end of February 2009. The Vector works entail installation of ducts and cables between the Quay St and Hobson St sub stations. The works require open trenching in the road carriageway in Lower Albert St, Quay St and Fanshawe St with significant lane reductions to accommodate the area of work.

In November 2008, work was undertaken in Lower Albert St and in mid November progressed into Quay St adjacent to the Ferry Building and Britomart. Works will continue in Quay St until the road is reinstated for the period of 14 December to 25 December 2008.

Fanshawe St and the remainder of Quay St are planned in early 2009.

Bus stop relocations and route diversions to accommodate the works and mitigate anticipated congestion and delays are being actively managed and monitored by both ARTA and bus operators. The service changes have proven largely successful in avoiding cumulative delays to bus services in the proximity of Britomart, Quay St and Lower Albert St.

1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

November is traditionally the month where a large number of route diversions take place for events. Approximately 30 events required diversions this month.

Farmers Santa Parade: CBD, Sunday 30 November

As per last year, a large number of bus stops are relocated for this event. ARTA focused on customer communications in 2008 with MAXX ambassadors at key bus stops in the CBD to provide effective information for passengers.

Overall, a record 62 additional train services were provided for the event; including 3 return trips to Pukekohe and 2 return trips to Helensville. The sale of Family Passes and Day Rovers were actively promoted in the two weeks prior to the event, which proved successful in reducing transactions on the day. Due to an ONTRACK signal fault outside Britomart at between 12.35pm and 2.30pm, services into and out of Britomart were delayed on average by 15 minutes, which resulted in the cancellation of four services and delays to rail journeys. Veolia provided an increased level of customer service staff at Britomart to accommodate the anticipated high numbers of rail users for the day, and the implementation of recently agreed customer service initiatives appears to have worked well in keeping waiting crowds informed and updated. Patronage numbers are still to be finalised, but a level similar to last year's event of around 17,000 has been reported to date.

1.6. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE TRANSPORT SERVICES LICENSING ACT 1989 PART 2

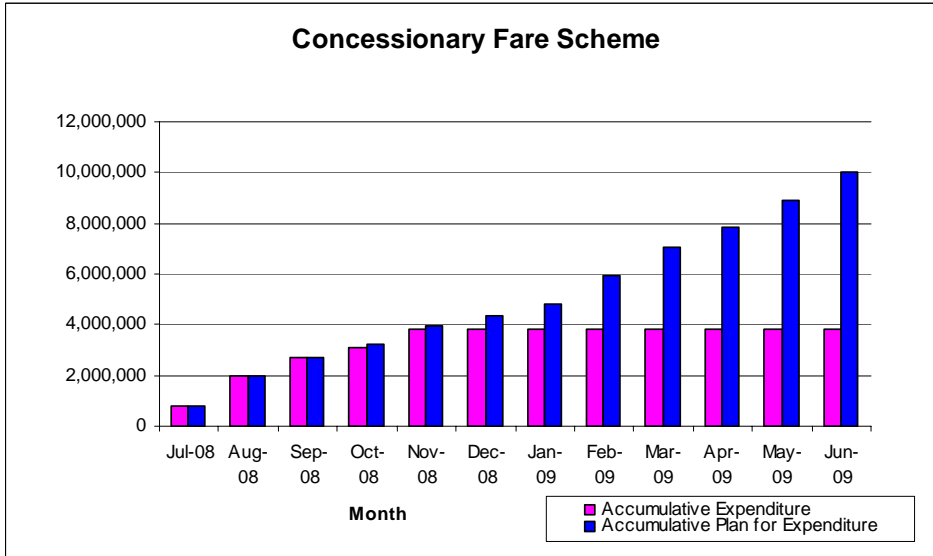
Under the Transport Services Licensing Act 1989, the following applications for registered services have been approved during November 2008.

- Sealink Travel Group Ltd.: Notification to add additional sailings Monday to Sunday ex HMB at 0600 hrs and ex KP at 0730 hrs. Approved 10-Nov-08.
- Waiheke Tours Ltd.: Notification to increase fares for Waiheke Shuttles Ltd. fare schedule. Approved 10-Nov-08.
- Waiheke Shipping Ltd.: Notification to vary the standard all year round timetable to suspend services from 31 October and return vessel HA Subritzky into service ex HMB at 0500, 0830, 1230, 1630 and ex KP at 0630, 1000, 1400, 1800 anticipated to be effective from 10 November 2008 and return vessel Spirit of Waiheke into service as per the registered all year round timetable from 01 December 2008. Approved 10-Nov-08.
- MacArthur Buslines Ltd.: Notification for an hourly weekend service between Pt Chevalier and Newmarket. Approved.
- Howick & Eastern Buses Ltd.: Notification to withdraw the morning service on school route 301. Approved 10-Nov-08.
- Transportation Auckland Corporation Ltd.: Notification to register special event services for the Christmas in the Park Event on 13 December 2008. Approved 24-Nov-08.

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

28 senior citizen applications were processed in November 2008 compared with 60 in August, 38 in September and 43 in October.

Expenditure for concessionary fare reimbursements is under budget for the five months ended November 2008. The expenditure is \$3,808,000 against a reforecast budget of \$3,927,000. This is primarily due to a reduction in claims for Tertiary CFS as most PT operators have now reached their agreed caps for tertiary reimbursement. The cap will be reassessed and claims recommenced from January 2009.

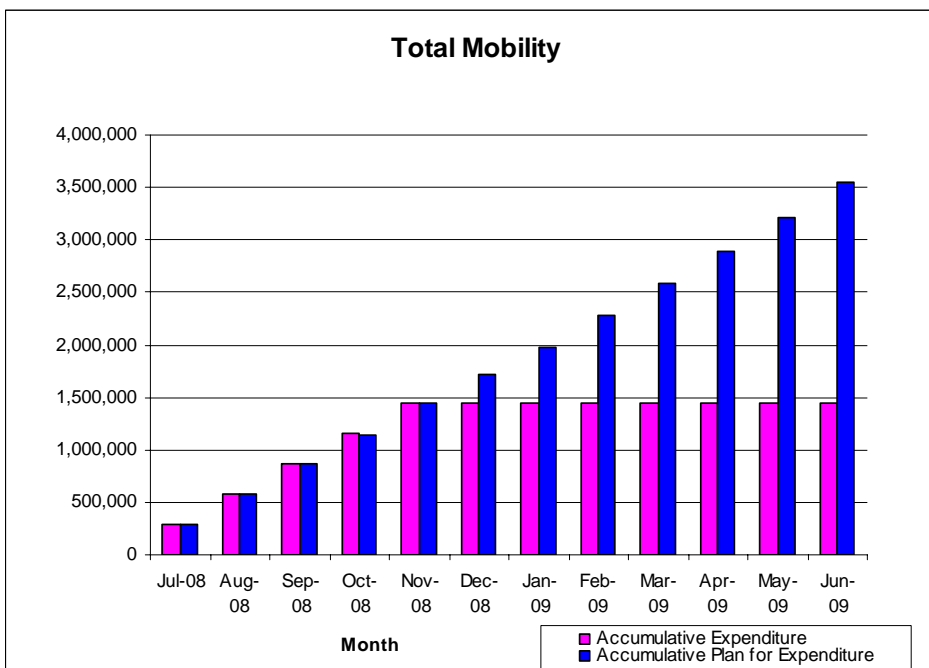


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold card for the two months ended November 2008 is \$1,202,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

215 new Total Mobility applications were processed in November 2008 compared with 210 in August, 228 in September and 159 in October.

Expenditure for Total Mobility reimbursements is slightly over budget for the five months ended November 2008. The expenditure is \$1,447,000 against a budget of \$1,449,000.



1.9. TRAVEL PLANNING

TravelWise Schools

During November the following schools launched their travel plans:

- Westmere School
- Saint Kentigern Primary School.

A school travel plan resource kit for lead teachers in primary schools is now complete and will be distributed to over one hundred schools in the new year.

The final Walking School Bus Parent Forum for the year was held in November.

TravelWise Workplaces

Initial discussions have taken place with Middlemore Hospital with a request received for the hospital to join the workplace travel plan programme.

The hospital employs over 6000 staff and is the biggest employer in Manukau City. The hospital is planning a large redevelopment of their existing site and development of new connecting sites. The hospital is well placed close to public transport links; however car use is high and is a cause of high levels of congestion in and around the site.

The development of a travel plan will enable sustainable transport to be fully integrated into any future redevelopment plans; the expectation of mode change away from car use to more sustainable forms of transport is high.

1.10. MARKETING AND CUSTOMER INFORMATION CHANNELS

MAXX News

Concepts have been developed for a new public transport customer quarterly newsletter which will launch in early 2009. Concepts are being shared internally and with stakeholders. Content will be developed in January to ensure relevance for a February launch.

Christmas Reduced Timetable

Eight weeks of communications activity has been planned in the NZ Herald and 11 suburban newspapers, including Waiheke, for the reduced Christmas public transport timetable. The majority of the rail network will close for three weeks to allow for significant works around the Newmarket station.

Christmas Promotion

A Christmas campaign to encourage Aucklanders to do their Christmas Shopping using public transport has been developed for launch on 1 December. A guide which features clear details on the best ways to get around the key shopping areas in the Auckland region by bus, train and ferry has been produced (see image below).

The Guides will be distributed to 140,000 household letterboxes and a quantity available through the Customer Contact Centre for people who don't receive them at home. This promotion is supported by extensive advertising on bus sides, on radio and in the NZ Herald and suburban newspapers Auckland wide. It will also feature prominently on the MAXX website at <http://www.maxx.co.nz/events/wrap-up-your-christmas-shopping.html>

Staff will also handout the guides to commuters in the Britomart precinct.

The Christmas Shopping Guide also gives shoppers the chance to win one of five \$100 Prezzy cards.



Santa Parade

Posters were developed for all modes promoting travel to the parade by public transport. Advertising was placed in the NZ Herald and suburban newspapers in the week leading up to the parade.

Separate posters were developed to advertise the special Helensville train service. Station posters went up at Waimauku, Huapai and Helensville, and A3 posters were distributed to community groups around the Helensville area.

MAXX Contact Centre

Following the trial of an after hours service (24/7), an extension of the MAXX Contact Centre core weekday hours to open two extra hours a day (6am - 7am and 8pm - 9pm) will be implemented from January 2009).

Airbus bus back

Airbus Express provided the opportunity to utilise an unsold bus back on their fleet for December & January (see below) to promote the MAXX Journey Planner.



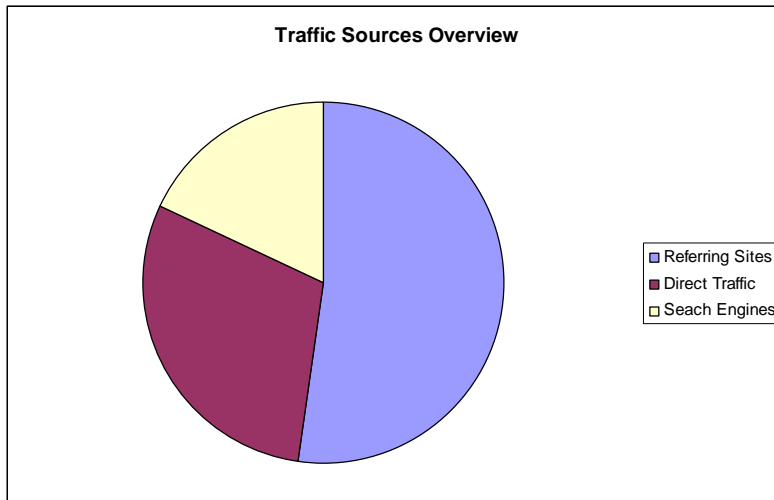
Helensville Train Survey

A survey has been developed to be sent out to 7,394 residents in the Helensville / Huapai / Riverhead area. All completed surveys will go into the draw to win one of five \$50 Prezzy cards. The purpose of the survey is to gain a greater understanding of how the community and current/potential customers feel the service trail is going, including what would increase peoples' usage. Survey results will inform decision making and future marketing activity in 2009 for the Helensville trial rail service.

CUSTOMER INFORMATION CHANNELS

MAXX website statistics – November 2008	
Total visits	370,293 Previous month: 385,918 (-4.05%)
Unique visitors	205,255 Previous month 214,368 (-4.25%)
Most active hour of the day	4pm
Most active day of the week	Friday
Most popular pages	1. Journey planner – full enquiry 2. Journey planner – map 3. MAXX home page 4. Journey planner – route diagram
Most downloaded PDF files	Western Line train timetable Southern Line train timetable Beach Rd/East Coast Bays bus timetable Eastern Line train timetable Hibiscus Coast bus timetable
Time on site	2 minutes 58 seconds
Average page views	3.62 pages

More than half the visits to the MAXX website came from referring websites.



MAXX Contact Centre Statistics – November 2008

STATISTIC	2008/2009	2007/2008	Change PY
CALLS OFFERED	56557	59265	-4.57%
CALLS ANSWERED	55304	57092	-3.13%
CALLS ABANDONED	1031	2182	-52.75%
AVERAGE QUEUE LENGTH (secs)	9	7	28.57%
AVERAGE CALL LENGTH (secs)	132	120	10.00%
AVERAGE HANDLE TIME (secs)	141	127	11.02%
LONGEST QUEUE TIME (mm:ss)	8:36	5:35	54.03%
EMAILS OFFERED	371	324	14.51%
AVERAGE EMAIL WAIT (hh:mm)	13:57	12:27	12.03%
BRITOMART VISITS	10475	9177	14.14%

Key Performance Indicators:

KPI	2008/2009	2007/2008	Change
GRADE OF SERVICE	85.48%	80.00%	6.85%
ABANDON RATE	1.82%	4.51%	-59.65%
EMAIL GRADE OF SERVICE	99.00%	NA	NA
EXTERNAL QUALITY SCORE	80.80%	80.20%	0.75%

- PY = Previous Year
- External quality score is a mystery shopper audit measured twice a year in April and September
- Email grade of service measures how many emails have been answered within two business days – this is a new measure and hence there is no statistic from the previous year for comparison

2 PROJECT DELIVERY

2.1. ROLLING STOCK PROCUREMENT

Renewals projects

- **SX refurbishment**

Work is progressing to the programme. The first two carriages were delivered into Auckland on 28 October 2008 and entered service on 17 November 2008 after acceptance process. The next two carriages (SXV1697 & SXC1742) entered the workshops for repair on 14 November 2008 after the acceptance process. They are expected to be released for productive service in January 2009. The key benefits accrued through the current refurbishment are the improved ride quality and extension of the carriage service life to 2015.

- **ADL Air-conditioning Upgrade**

The ADL Air Conditioning upgrade is nearing completion. Forty-one of the forty-three units have now been upgraded. The two units remaining, which are held to enable rapid replacement of any in-service unit failures, will be completed by early December, 2008 before mid-summer.

- **PID installation**

Production of the required hardware and software is on schedule. However, the current high demand for carriages will slow down the installation process on the existing fleet. Fitment of PIDs on all ADL/C units and two SX carriages is complete.

- **Up-rating of X28020 Bogies**

The programme to up-rate the X28020 bogies fitted to SA/SD trainsets 1-14 is scheduled to begin in December. Up-rating of these bogies will allow a significant increase in passenger numbers to be carried in each of these trainsets, providing extra capacity during the interpeak periods.

SA Train sets 18 – 23

Two cars of TS 18 (SD18&SA52) will be ready in Auckland for commissioning by Christmas 2008 - approximately 6 months ahead of schedule. The other two cars (SA 53 & SA54) for this trainset will also be ready ahead of schedule but awaiting supply of metric bearings for their S-Ride bogies. Their delivery is expected to meet the contract date of June 2009. In the interim Trainset 18 will operate as a 3 carriage set utilising a compatible carriage from another trainset.

Remanufacturing work is progressing on the remaining twenty-three carriage bodies at Hillside. Fifteen carriages are at various stages of refurbishment and the other eight are yet to be admitted for works. KiwiRail has advised that availability and delivery times of metric bearings on the international market continues to be of concern in their meeting delivery dates for the remaining carriages. ARTA Officers are working closely with KiwiRail to monitor the situation and identify and exploit any opportunities to ensure delivery dates are met or exceeded.

2.2. INFRASTRUCTURE DEVELOPMENT

DART: Joint ARTA / ONTRACK Projects

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

Newmarket Station Remodelling (DART 1)

Construction continues with activities prioritised in order to achieve key track relocation works during the Christmas line shutdown. Concrete superstructure works have progressed on the main concourse and footbridge to Remuera Road. Platform fronts installation also progressing.

Park Road (DART 2)

A scope of services for detailed design of the above track works is being prepared. ONTRACK are progressing piling and other civil works on site.

Western Line Duplication Stage 3 – Avondale (DART 4)

Enabling works to relocate fibre optic cables in the vicinity of the planned temporary station east of Blockhouse Bay Road were completed.

A cost estimate was prepared for the concept design of a station layout that includes a pedestrian link bridge across the tracks with two lifts for mobility impaired persons.

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

ONTRACK have provided their proposed apportionment of the total outturn cost (TOC) between ONTRACK, ARTA and Waitakere City Council. ARTA's independent cost consultant is reviewing this and reconciling it with an independent estimate. If acceptable, a detailed funding agreement will be prepared.

ARTA's architectural consultant, Architectus, continues to progress the detailed design of the rail station / bus interchange with a developed design submission expected in early December for ARTA review and from which an updated cost estimate will be prepared. Detailed design is expected to be completed by April 2009.

A workshop was held with project team and stakeholders to define requirements for art panels to cover the station trench diaphragm walls.

Western Line Duplication Stage 4 Henderson to Swanson (DART 8)

Landscaping works completed. Some other minor works (footpaths, handrails, etc. will be completed in the next couple of months).

Distributed Stabling (DART 17)

Tamaki Drive – a concept design for stabling at this site that will also accommodate the freight operator's requirements has been developed and agreed at technical level. Responsibility for funding the below track elements needs to be discussed and agreed with ONTRACK.

Western Line Site – an economic evaluation of an alternative site at Bruce McLaren Road was carried out to compare it with the Ranui site. Consenting and land acquisition issues were also investigated.

Onehunga Branch Line Rehabilitation (DART 19)

ONTRACK are progressing detailed design of the 'below track' works. The rail station upgrades to accompany these improvements is discussed in the next section.

2.3. NETWORK DEVELOPMENT

Rail Station Upgrades Concept Designs

Detailed design for the new station between Park Road and Khyber Pass Road has commenced. Access arrangements for the station are being discussed with ONTRACK, AMP Capital and St Peters College.

Preferred station locations for Penrose, Mt Smart, Te Papapa and Onehunga on the Onehunga Branch Line were approved in October. Detailed Design is being commissioned for the Te Papapa and Mt Smart stations and preliminary concept design commissioned on Penrose and Onehunga stations. Consultation planning with ONTRACK, ARC, ACC and the relevant community board is in progress.

Ferry Terminal Developments

Planning in association with MCC for public consultation meetings on the Half Moon Bay Ferry Terminal upgrade options has been delayed pending outcomes of negotiation with vehicular ferry operators which are currently underway. Consultation is expected to commence early in 2009.

Rugby World Cup 2011

Consultants working to validate the scope, costs and programme for the planned infrastructure enhancements at Kingsland Station for the 2011 Rugby World Cup have completed concept design on the pedestrian rail underpass. Detailed design will commence on the underpass while southern platform access sizing and intrusion into the road reserve is negotiated with Auckland City Council.

Manukau Rail Link (DART 9)

ARTA, working with MCC and ONTRACK, has defined a scope of work and target cost for the Manukau Interchange Concept Design. Consultants are underway obtaining and reviewing data, confirming scope, costs and programme for completion of both interchange concept design and early rail station concept delivery to support ONTRACK's plans to fast track Stage 2 enabling works; namely consenting and earth works encompassing the Option 2 station box. November saw lodgement of consent applications for Stage 2 Enabling Works by ONTRACK and plans are for ONTRACK to commission station box earthworks this coming summer earthworks season.

2.4. REAL TIME PASSENGER INFORMATION SYSTEMS

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

The rollout of 151 Type 1 variable passenger information displays (VPID) commenced in July 2008.

Progress to 30 November 2008 - 84%:

Rodney District (9 sites) - all of the approved sites completed by 1 September 2008.

Waitakere City (47 sites) - all of the approved sites completed by 30 November 2008.

North Shore City (43 sites) - 33 sites completed.

The main cause of the delay in starting work in this area has been due to the large number of site changes requested by NSCC (17), Takapuna Travel Centre being included and some initial delays in supplying road opening notices (RONs).

Manukau City (48 sites) - 34 sites completed.

Vector Energy subcontractors Northpower have insufficient resources to provide power supplies to the planned VPID installation schedule. This has the potential to cause significant delay to the completion of the project. Vector Energy has been advised and meetings have been held with Northpower. They have agreed to reschedule their resources to provided earlier completion of the outstanding work.

Papakura District (2 sites) - work on these sites that are located at the rail station has been postponed pending redevelopment of the walkway by PDC.

Franklin District (1 site) - completed on 31 October 2008.

Commissioning:

All completed sites have been handed over to the Customer Service team for commissioning and connecting to the RAPID system. To provide maximum benefit to our customers, sites are handed over for commissioning when power is connected to the VPID and on average become fully operational displaying real time information within 8 days of handover.

Type 2 Solar Powered VPIDs for Bus Services, Phases 0, 3 & 4:

A contract has been awarded to Cash Handling Systems Ltd for the supply and installation of 2 prototype Metro-i solar powered VPIDs. Testing of the hardware, communications and associated operating software commenced on 27 November 2008. If the testing is successful they will be installed in early December.

North Shore City Council has agreed to allow the prototype units to be installed and trialled at bus stops in the following locations:

- 64 Mokoia Road
- 203 Forrest Hill Road

If the trial is successful it is proposed to procure and install up to 200 similar solar powered units at medium priority bus stops throughout the Auckland Region

Real Time Passenger Information System for Rail Services:

Discovery phase of functional and technical requirements:

This has been completed by Fujitsu NZ Ltd, their findings and recommendations were presented to all relevant parties including ONTRACK, Veolia, and ARTNL/Britomart.

Request for Information (RFI):

The RFI was advertised during October, it closed on 15 October 2008 and 15 responses were received.

Request for Tender (RFT):

The 15 responses to the RFI been evaluated and a short list prepared. The RFT is being divided into:

- Operating system
- Station equipments
- Installation & maintenance services

It is planned to issue the RFT to selected suppliers by mid December.

2.5. ASSET MANAGEMENT

Downtown Ferry Terminals Structural renewals (Piers 1 & 2)

Repair work which commenced in May is progressing slowly due to the contractor identifying that deterioration is much greater than originally anticipated. The re work is due in part to the need to undertake remedial works on all concrete repairs which have been carried out over the past 20 years. The increased extent of work has generated increases to the forecast project duration and cost. Progress has, however, improved this month due to increased resources being made available by the Contractor.

Half Moon Bay Vehicular Terminal renewals

ARTA has received tender documentation detailing the renewal works required to reinstate the mooring facilities to an acceptable condition. This is being amended to remediate the damage caused by recent vessel impacts. Discussions with the operators has recommended that the major works should be carried out after the busy summer season, to minimise disruption to services. Minor remedial works and procurement of materials will commence shortly.

Half Moon Bay Vehicular Terminal Layover Berths

ARTA has made an application for resource consents to create up to two additional layover berths to the west of the existing ramps. Provision of this additional infrastructure will assist with the management of operations.

Downtown Ferry Terminals Structural renewals (Piers 3 & 4)

Tenders have been received for the design of renewals to Piers 3 & 4. An award will be made in December 2008, for design commencement in January 2009.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

Regional Public Transport Plan

Work continues on the preparation of the draft Regional Public Transport Plan. The draft Plan will go through a two-stage consultation process, as required by the Public Transport Management Act, with the draft document likely to be available for the first stage of the consultation in late January 2009.

Auckland Transport Plan

The draft Auckland Transport Plan 2009 is on track for consultation in early 2009. The draft ATP will be the flagship 10 year planning document for implementing an integrated and sustainable Auckland Transport system.

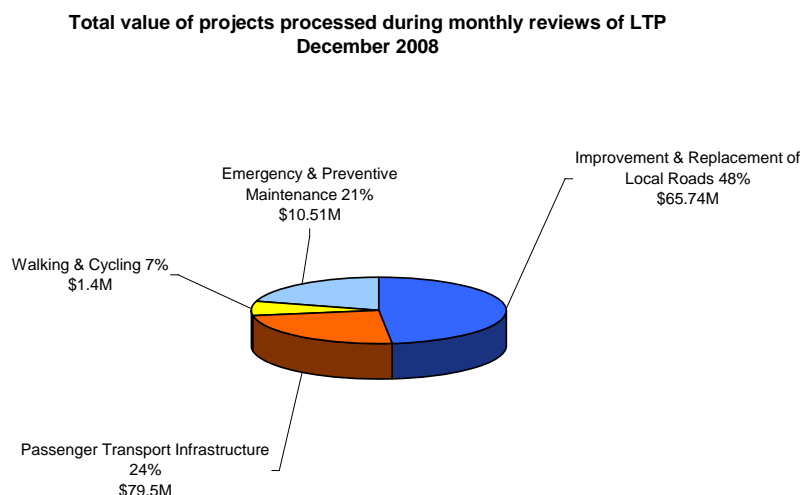
3.2. PLANNING AND PROGRAMMING

2008/2009 Auckland Land Transport Programme (LTP)

During the November monthly review, 29 funding applications totalling \$157,129,900 were submitted to ARTA for consideration.

ARTA recommended all the applications for approval to NZTA. Of these, 13 applications worth \$17,287,051 have been approved for funding while the remaining 16 projects worth \$139,842,849 are deferred pending further investigation from NZTA.

Figure 1 shows the breakdown of scheme type.



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

Figure 1. December LTP Review, ARTA processed.

Table 1 - November Recommended Schemes to NZ Transport Agency

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
November 2008							
ACC	Sandringham Rd Corridor project	Designing a southbound bus lane on Sandringham Road from Kowhai Intermediate school to Burnley Tce, realignment of the Walters Rd/Sandringham Rd intersection, the Construction of the Link, a low speed local street, pedestrian and cycle link from Walters	PT Improvements	Design	\$592,800	Recommended	Approved
ACC	CBD PT Integration	A key objective of the study is to minimise the negative impact of buses in the urban environment and create a positive presence to reinforce the importance of the passenger transport system.	PT Improvements	Study	\$485,000	Recommended	Approved
ACC	Cliff Rd St Helliers Pallisade Wall Protection Works Stage 2	This activity is to provide ground stabilisation and slope protection, thus preserving the carriageway on Cliff Road, St Helliers.	Maintenance	Construction	\$1,900,000	Recommended	Approved
ACC	Maintenance Programme 2008/09	Cost Scope adjustment to the initial allocation of Local Roads Maintenance renewals.	Maintenance	Construction	\$839,475	Recommended	Deferred pending evaluation from NZTA staff.
ACC	Maintenance Programme 2008/09	Cost Scope adjustment to the initial allocation of Local Roads Maintenance and operations.	Maintenance	Construction	\$2,419,058	Recommended	Deferred pending evaluation from NZTA staff.
ACC	Waikaraka Cycleway and Onehunga Cycling Improvements	This request is for the construction of Stage 4 - the section through the Mt Roskill Volcanic Cone reserve (approximately 400m) and forms part of the 18.4 km Cycleway and Onehunga cycling improvements project.	Walking and Cycling	Construction	\$546,150	Recommended	Approved
ARTA	Auckland Integrated Fare Solution (AIFS) Programme	Development and Implementation of an automated fare collection system solution for rail, bus and ferry services in the Auckland region.	PT Improvements	Construction	\$70,000,000	Recommended	Deferred pending confirmation of local share from ARC.
ARTA	Ferry Terminal Upgrades - Downtown Remedial Works	Cost Scope adjustment to complete the identified programme of works to make the Downtown ferry terminal safe	PT Infrastructure	Construction	\$3,363,000	Recommended	Deferred pending supporting memo from NZTA regional office.
ARTA	Ferry Terminal Upgrades - Other Remedial Works	Design and contract documentation at Downtown Ferry Terminals Piers 3 & 4, Birkenhead Wharf, Northcote Wharf and Half Moon Bay vehicular wharf.	PT Infrastructure	Design	\$100,000	Recommended	Deferred pending supporting memo from NZTA regional office.
ARTA	Ferry Terminal Upgrades - Other Remedial Works	Construction of remedial works on Piers 3 & 4, Birkenhead Wharf, Northcote Wharf and Half Moon Bay vehicular wharf.	PT Infrastructure	Construction	\$450,000	Recommended	Deferred pending supporting memo from NZTA regional office.
ARTA	Real Time Rail Passenger Information System (RTRPIS) capex	The RTRPIS project will create a regionwide network of real time information signs at rail stations showing timetable and estimated departure times.	PT Infrastructure	Construction	\$4,497,500	Recommended	Deferred pending resolution of NZTA funding criteria as it relates to "above track/below track" initiative.
FDC	Road Reconstruction 2008/09	This application is a cost-scope adjustment to the previous approval (October'08) of \$520k for three sites, out of eleven originally proposed.	Improvement & Replacement of Local Roads	Construction	\$1,076,431	Recommended	Approved
MCC	EW July 2008 : Various sites	This is a cost scope adjustment to the initial first response request. Final reinstatement costs have been assessed for all sites and also added to this request.	Maintenance	Construction	\$5,196,000	Recommended	Approved
NSSC	2009/12 Taharoto/Wairau Corridor (2005/06)	Design request for for all other remaining stages of the entire scheme (\$1.3 m).	Improvement & Replacement of Local Roads	Design	\$1,300,000	Recommended	Deferred pending NZTA board approval.
NSSC	2009/12 Taharoto/Wairau Corridor (2005/06)	This approval was for the construction of stage IV and its associated road improvement works.	Improvement & Replacement of Local Roads	Construction	\$1,310,000	Recommended	Deferred pending NZTA board approval.
NSSC	Albany Highway Corridor Study	This request is to develop a corridor management plan and options report for a section of the Albany Highway in North Shore City.	Improvement & Replacement of Local Roads	Study	\$325,000	Recommended	Approved
NSSC	Elmore Road Seal Extension	The project seeks to extend the seal at two locations in Elmore Road with a combined proposed length of 1km	Improvement & Replacement of Local Roads	Construction	\$420,000	Recommended	Approved

Table 1 Continuation - November Recommended Schemes to NZ Transport Agency

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
November 2008							
NSSC	Lake Road Widening 06/07	Cost scope adjustment to the final detailed design.	Improvement & Replacement of Local Roads	Design	\$780,273	Recommended	Deferred pending resolution of outstanding issues.
NSSC	Lake Road Widening 06/07	Cost scope adjustment associated with mitigation treatments required under the land purchase designation decision.	Improvement & Replacement of Local Roads	Construction	\$425,727	Recommended	Deferred pending resolution of outstanding issues.
NSSC	Lake Road Widening 06/07	Cost scope adjustment associated with delays that occurred as result of uncovering a Maori midden	Improvement & Replacement of Local Roads	Construction	\$657,072	Recommended	Deferred pending resolution of outstanding issues.
NSSC	Lake Road Widening 06/07	Construction works associated with stage 2 of the Lake Rd widening scheme.	Improvement & Replacement of Local Roads	Construction	\$7,780,000	Recommended	Deferred pending resolution of outstanding issues.
RDC	Preventive Maintenance - Forestry Road Slip	This is a preventive maintenance activity aimed at providing stability of the pavement structure at the intersection of Forestry/Valley Road.	Maintenance	Construction	\$49,670	Recommended	Approved
RDC	Warkworth SH1 Intersection Improvements	This activity request is for the Council share of the cost for the construction (phase 1) of five SH1/local road intersections in Warkworth.	Improvement & Replacement of Local Roads	Construction	\$5,470,000	Recommended	Approved
WCC	New Lynn TOD	Stage 1 Road Reconstruction component (excludes new bridge structures)	Improvement & Replacement of Local Roads	Construction	\$32,752,844	Recommended	Deferred pending NZTA board approval.
WCC	New Lynn TOD	Stage 1 component of the Land purchase application.	Improvement & Replacement of Local Roads	Construction	\$3,333,000	Recommended	Deferred pending NZTA board approval.
WCC	New Lynn TOD	Stage 1 Works, New bridges at Veronica, Hetana, Memorial and Clark/Rankin, plus cantilever over the trench to support footpath and cycleway between Hetana and Memorial.	Improvement & Replacement of Local Roads	Construction	\$9,834,900	Recommended	Deferred pending NZTA board approval.
WCC	School Travel Plans for Te Atatu South 08/09	Implementation of school travel plans and their associated infrastructure improvements	Walking and Cycling	Construction	\$851,000	Recommended	Approved
WCC	Tanekaha Road Slip Repair	Construction of timber pole retaining wall at #3 and #53 Tanekaha Road to ensure long term stabilisation.	Maintenance	Construction	\$100,000	Recommended	Approved
WCC	Waitakere Central City Traffic Modelling -	The proposed project implements multi-modal corridor studies that establish the future transport and land use requirements in key transport corridors.	Improvement & Replacement of Local Roads	Construction	\$275,000	Recommended	Approved
Total New Schemes Approved for Funding					\$157,129,900		

3.3. 2009/2013 REGIONAL LAND TRANSPORT PROGRAMME

ARTA received submissions from the local authorities and ARTA for the 3-year RLTP on 14 November. NZTA Highways Networks & Operations were also scheduled to submit their submissions but were delayed until 5 December. The review, evaluation and profiling of the projects submitted commenced immediately, but the delay has caused a slippage in the programme. Additionally, NZTA have provided analytical tools to assist in preparing the RLTP via LTP online, unfortunately errors in the spreadsheets supplied by NZTA have been noted and further analysis will be required.

3.4. WALKING AND CYCLING COORDINATION

The recently appointed Regional Walking and Cycling Coordinator has developed a walking and cycling programme for 2009.

The Regional Cycling Monitoring Group met to confirm arrangements for the annual manual cycle count to be carried out in March 2009. This will be the fourth year that manual cycle counts have been carried out. Progress has been made on the installation of continuous cycle counting technology across the region during 2009. ARTA will ensure that there is regional consistency of installation, data collection and analysis.

A regional coordination meeting was held for the 2009 Bike Wise Month and plans for this event are well underway. ARTA support will be mainly media releases to gain better coverage of the event than individual councils can obtain by themselves.

The 4 new cycle maps have been printed and will be ready for distribution in early December. A stakeholder event, planned for early December, will celebrate the launch of the maps.

A review of national, regional and local walking strategies is being prepared. The report will enable ARTA to effectively engage with those responsible for achieving NZTA's active transport targets in the Auckland region.

3.5. REGIONAL ARTERIAL ROAD PLAN

The final draft of the Regional Arterial Road Plan has been completed. It is expected that the final document will be published in January 2009.

3.6. REGIONAL ROAD SAFETY COORDINATION

The Draft Regional Road Safety Plan has been revised to include changes from consultation submissions in preparation for ARTA approval before creation of the final document.

Initial feedback results from the 2008/09 Regional Advertising 'Share the Road' Campaign targeting cyclists and motorists are very positive indicating good public support for the campaign. To date 38 schools and 30 businesses have subscribed for the individual resources that support the Motorway billboards and bus-back messaging. The web banner advertising on the NZ Herald and Metservice websites has also provided excellent value for money and led to 308 people enlisting their responses to the campaign on-line, of which 99% are positive.

Funding applications were completed and submitted on-line for road safety and community funding coordination for 2009/12.

Input has been provided into local authority Road Safety Action Plans and funding applications.

Key meetings have been held with the Law Commission providing regional input into the review of the Sale of Liquor Act with a view to reducing regional alcohol-related crashes.

Input has been provided for the Regional Land Transport Programme on Road Policing from 2009 to 2012.

Regional Road Deaths at 31 November 2008 compared with 31 November 2007.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Nov08	7	4	3	8	20	1	8	51
Nov07	13	3	5	6	13	2	14	56

The regional road toll to November 08 has five less deaths than at the same time in 2007.

4 CORPORATE SERVICES

4.1. FINANCIAL REPORTS

Auckland Regional Transport Authority										
INCOME STATEMENT										
NZD '000	MONTH			YEAR TO DATE			FULL YEAR			
	November-08	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget	Sept 08 with increased admin budget	Variance Fav/(Unfav)
OPERATING REVENUE										
ARC Opex Grants	7,839	7,816	(23)	39,200	38,721	(479)	95,916	96,711	795	
NZTA Opex Grants	8,654	9,343	689	41,969	41,764	(205)	100,967	100,765	(202)	
Other Grants and Subsidies	109	109	0	544	549	5	1,305	1,325	20	
Rail Fare Revenue	1,470	1,461	(9)	7,689	8,040	351	19,000	20,102	1,102	
Bus Fare Revenue	291	190	(101)	1,548	1,715	167	3,962	4,176	214	
Ferry Wharf Revenue	161	102	(59)	803	679	(124)	1,928	1,832	(96)	
Other Sundry Operating Income	1	5	4	5	91	86	12	62	50	
Total Operating Revenue	18,525	19,026	501	91,758	91,559	(199)	223,090	224,973	1,883	
OPERATING EXPENDITURE										
Human Resource	1,112	1,010	102	5,520	5,308	212	11,992	13,773	(1,781)	
Prof Services - Project Delivery	615	503	112	2,733	2,385	348	7,005	6,727	278	
Prof Services - Customer Services	681	730	(49)	3,513	3,600	(87)	8,120	9,486	(1,366)	
Prof Services - Others	387	354	33	1,699	1,069	630	3,394	3,524	(130)	
Support Services	225	225	0	1,125	1,133	(8)	2,700	2,729	(29)	
Materials	38	9	29	193	41	152	500	327	173	
Printing and Office	130	177	(47)	671	475	196	1,703	1,464	239	
Communications	30	7	23	158	75	83	367	261	106	
Information Systems	92	36	56	302	195	107	915	697	218	
Bus Contract	9,354	10,049	(695)	46,175	47,178	(1,003)	111,332	114,005	(2,673)	
Rail Contract	5,201	4,703	498	25,063	24,941	122	60,525	63,034	(2,509)	
Ferry Contract	517	363	154	2,492	2,019	473	6,113	6,005	108	
T A Level Crossing							2,800	2,800	0	
Staff Time Cost	(188)	(19)	(169)	(940)	(103)	(837)	(2,790)	(5,385)	2,595	
Other Expenditure	323	223	100	1,959	925	1,034	4,492	3,634	858	
Depreciation	1,560	1,396	164	6,208	6,399	(191)	13,944	13,944	0	
Investigations Expenditure	55	407	(352)	984	1,622	(638)	1,029	1,892	(863)	
Total Operating Expenditure	20,132	20,173	(41)	97,855	97,262	593	234,141	238,917	(4,776)	
Net Operating Surplus/(Deficit)	(1,607)	(1,147)	460	(6,097)	(5,703)	394	(11,051)	(13,944)	(2,893)	

Statement of Financial Position

As at 30 November 2008

	June 08 \$000s	ARTA				June 08 \$000s	ARTA		
		Nov-08 \$000s	Oct-08 \$000s	Movement \$000s			Nov-08 \$000s	Oct-08 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	8,087	8,621	4,340	4,281	Cash and cash equivalents	148	168	137	31
GST payable	184	0	0	0	Trade receivables	467	284	423	(139)
Employee benefit liabilities	855	972	908	64	GST receivable	0	419	497	(78)
Income in advance	3,076	7,171	4,324	2,847	Accrued income	11,498	13,078	9,107	3,971
Accrued expenditure	34,740	28,323	27,743	580	Prepayments	14	2,278	4,085	(1,807)
Transport grants payable	18,802	16,686	17,983	(1,297)	Inventories	3,096	2,575	2,890	(315)
Total current liabilities	65,744	61,773	55,298	6,475	Related party receivables				
Non-current Liabilities					Operating account	38,562	33,775	27,220	6,555
Transport grants payable	9,880	9,880	9,880	0	Transport grants	18,802	16,686	17,983	(1,297)
Deferred tax	4,935	4,935	4,935	0	Total current assets	72,587	69,263	62,342	6,921
Total non-current Liabilities	14,815	14,815	14,815	0	Non-current assets				
Total liabilities	80,559	76,588	70,113	6,475	Property, plant & equipment	186,090	212,516	206,327	6,189
Equity					Intangible assets	22,254	22,105	22,134	(29)
Accumulated funds	5,164	6,225	5,531	694	Related party receivables				
Capital grants reserve	205,088	230,951	225,039	5,912	Transport grants	9,880	9,880	9,880	0
Total equity	210,252	237,176	230,570	6,606	Total non-current assets	218,224	244,501	238,341	6,160
Total equity and liabilities	290,811	313,764	300,683	13,081	Total assets	290,811	313,764	300,683	13,081

Statement of Cash Flows		
For the Period Ended 30 November 2008		
Full Year Ended 30 June 2008		Year to Date
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
66,415	ARC Opex grants	43,508
57,533	ARC Capex grants	30,198
26,545	ARC funding for IA grants vested in ARTA	2,116
5,028	LTNZ Capex grants	2,531
84,963	LTNZ Opex grants (excl. GST)	40,035
1,333	Other Grants and Subsidies	4,635
16,573	Rail Fare revenue	8,129
3,322	Bus Fare revenue	1,818
1,471	Ferry Wharf revenue	674
623	GST	419
150	Other Sundry Operating income	144
263,956		134,207
	Cash was applied to:	
169,822	Payments to Suppliers (excl. GST)	94,018
10,521	Payments to Employees	5,191
26,251	Payments to recipients of IA grants vested in ARTA	2,116
0	GST	185
206,594		101,510
57,362	Net Cash from Operating Activities	32,697
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Intangible Assets	254
0		254
	Cash was applied to:	
57,537	Purchase and Development of Fixed Assets	32,931
0	Purchase and Development of Intangible Assets	0
0	Other Investments	0
57,537		32,931
(57,537)	Net Cash applied to Investing Activities	(32,677)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	0
	Cash was applied to:	
0	Repayment of Loans	0
0	Net Cash from Financing Activities	0
(175)	Net (Decrease)/Increase in Cash & Investments Held	20
323	Cash & Investments Balances at Beginning of the Period	148
148	Cash & Investments Balances at the End of the Period	168
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
148	Cash	168
0	Short Term Investments	0
148		168

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

November 2008
\$000

Cash was provided from:

Net Surplus	26,924
Adjustment for items not involving cash:	
Depreciation and amortisation	6,399
Donated asset	0
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	4,787
(Increase) in trade and other receivables	-3,557
Increase in GST	-185
Decrease/(Increase) in grants receivable from ARC	2,116
(Decrease)/Increase in trade and other payables	-1,671
(Decrease)/Increase in grants payable	-2,116
Net Cash from Operating Activities	32,697

4.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF NOVEMBER 2008

The results for the November month and the year to date as at 30 November 2008 are reported against the ARTA budget as per the 2008/2009 funding agreement with the ARC (approved December 08).

Revenue

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

ARC Opex Grants are tracking to budget and NZTA Opex Grants are \$0.7m less than budget due to less expenditure than budgeted (see below for expenditure variance analysis).

Bus Fare Revenue is \$0.1m less than budget due to the correction of an error in the November month; year to date bus patronage is still higher than budgeted.

Expenditure

Major variances to budget are:

- a) Professional services – Project Delivery is \$0.1m less than budget due to a temporary difference in the timing of the use of consultants in the rolling stock, asset management and rail development areas.
- b) Information systems is \$0.1m less than budget due to a timing difference in the recognition of customer service (PT feedback) IT licences.
- c) Bus Contract is \$0.7m more than budget due to the super gold card reimbursement to operators (however this is funded 100% by NZTA and there is a corresponding increase in NZTA Opex grants) and ARTA funded senior fares, partially offset by fewer tertiary concessions.
- d) Rail contract is \$0.5m less than budget due to less reactive maintenance at train stations and less casualty maintenance on rolling stock.
- e) Ferry contract is \$0.2m less than budget mainly due to fewer special event services and tertiary concessions as a result of most operators reaching the tertiary fare cap. The new allocation to operators for tertiary concessions will be released to operators in January.
- f) Staff time cost is \$0.2m more than budget due to reductions in the administration budget in June 2008.
- g) Other expenditure is \$0.1m less than budget due mainly to advertising promotions for marketing being delayed, less repairs and maintenance for the real time system for November and small timing differences over several miscellaneous budget categories.
- h) Depreciation is \$0.1m less than budget due to the timing of completing and capitalising property plant and equipment differing from the budgeted timelines to complete capital projects.
- i) Investigations expenditure is \$0.4m more than budget due mainly to more professional services for electrification investigations than anticipated.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$1.1m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 30 NOVEMBER 2008

Revenue

ARC Opex Grants are \$0.5m less than budget and NZTA Opex Grants \$0.2m less than budget year to date due to less expenditure than budgeted (see below for expenditure variance analysis).

Rail Fare Revenue is \$0.4m more than budget due to greater patronage than anticipated.

Bus Fare Revenue is \$0.2m more than budget due to patronage growth being greater than the budgeted level.

Other Sundry Operating Income is \$0.1m more than budget due to the negotiation of several small unbudgeted income streams for advertising at rail stations.

Expenditure

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:

- a) Human Resource is \$0.2m less than budget.
- b) Professional Services – Project Delivery is \$0.3m less than budget.
- c) Professional Services – Other is \$0.6m less than budget mainly due to temporary timing differences in the billing of IT services recharged to ARTA by the ARC in addition to the agreed shared services amounts and delays associated with the preparation of the Regional Public Transport Plan and CBD Tunnel investigations.
- d) Materials – \$0.2m less than budget due to less marketing timetable replacements and walking school bus incentive material required so far this year than was planned.
- e) Printing and Office is \$0.2m less than budget mainly due to fewer marketing timetables.
- f) Bus and Ferry Contracts are \$1.0m more than budget.
- g) Rail Contract - \$0.1m less than budget due to less casualty maintenance than anticipated slightly offset by the high fuel costs for the first quarter.
- h) Staff time cost is \$0.8m more than budget.
- i) Other Expenditure is \$1.0m less than budget.
- j) Depreciation is \$0.2m more than budget year to date.
- k) Investigations expenditure is \$0.6m more than budget year to date.

Net Operating Surplus/ (Deficit)

Net Operating Deficit for the year is \$5.7m. This deficit arises mainly because depreciation is unfunded.

4.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 30 November 2008 are:

Current Liabilities

The total trade payables have increased by \$4.2m from October mainly to a higher balance in the creditors ledger in November than in October, made up of several large invoices entered in November for payment in December.

Income in advance has increased \$2.8m from the month of October mainly due to the new Veolia quarterly invoice.

Accrued income is also higher by \$3.9m due mainly to the NZTA invoice for November being larger than the October month claim – this has increased due to the Veolia quarterly payment and the first claim for the super gold card subsidy.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – November 08	\$3,545,200	\$20,400	\$2,400
Accounts Payable – October 08	\$502,000	\$47,400	-\$1,700

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**Trade Receivables**

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable– November 08	\$64,600	\$50,700	\$142,400
Accounts Receivable– October 08	\$175,300	\$62,200	\$195,300

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.

5 CE UNIT

5.1. MEDIA AND COMMUNICATIONS

Media Releases

04 Nov Tender released for provision of ferry services to Half Moon Bay and Bayswater

The Auckland Regional Transport Authority (ARTA) has released a tender for the provision of emergency ferry services to Half Moon Bay and Bayswater.

05 Nov Ditch your car Dad, join the Walking School Bus!

Laying down the gauntlet to men across the region, the Auckland Regional Transport Authority (ARTA), supported by AMI insurance, recently ran the 'Men on the Move Walking School Bus Challenge'. The competition sought to encourage more Dads to leave their cars behind when dropping their children at school, and to volunteer for the Walking School Bus programme instead.

24 Nov Santa Claus is coming to town – Jingle all the way with MAXX

On Sunday 30 November, leave the sleigh at home and take the bus, ride the train or cruise the ferry with the family to the 75th annual Auckland Farmers' Santa Parade: the event, which begins at 2pm, promises to be one of the biggest and most magical in its history.

27 Nov Use MAXX to plan your journey during the festive season

Rail passengers are advised that from Boxing Day, a significantly revised train timetable and a comprehensive programme of railbus replacements will be in operation until Sunday 18 January 2009. This is to accommodate major construction work to upgrade the rail network being undertaken by ONTRACK.