



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

March 2009

CONTRIBUTION LIST

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SUMMARY

Patronage

- Public transport patronage for the 9 months to March 2009 was 9.9% above last year. However, March this year had three more working days as Easter fell in March last year.
- Total patronage for the month of March was up by 19.7%, 20.6% higher for bus, 26.7% higher for rail and 1.2% higher for ferry.
- The Northern Express patronage for the month of March increased by 53% on last year.
- All other bus services patronage was 8.3% higher than March last year.
- Total patronage for the 12 months ending March 2009 was 10.6% up on the March 2008 year.

PT Services

- Rail service punctuality in March on all services was 84.9% compared to 86.6% in February and 79% in March last year with signalling points failures the biggest impact on services.
- The expenditure for SuperGold card for the six months to March is \$4.1 million which is fully reimbursed by the NZ Transport Agency (NZTA) for travel from 9am to 3pm and from 6.30pm onwards and ARTA and NZTA jointly from 3pm to 6.30pm.

Rolling Stock

- SA trainsets 18–23 – the availability of bogie bearings continues to impact on the overall programme.
- The last SX carriage to be refurbished is due to enter service in April.
- The up-rating of the bogies fitted to SA / SD trainsets 1–14 commenced in November and is due to be completed by May 2009. Six trainsets have been completed and returned to service.
- The installation of PIDs on all trainsets has commenced with the ADL, ADC and SX carriages complete.

Infrastructure

- Newmarket Station – construction is ahead of schedule.
- Avondale Station – detail design is under way.
- New Lynn Rail and Bus Interchange – the final detailed design is expected to be available for consideration during April 2009. An independent review of the cost apportionment between the stakeholders has begun.
- Rail Distributed Stabling – the concept design for the Tamaki site is being reviewed by ONTRACK while a detailed design RFT is prepared for the Western line stabling site.
- Grafton Station - detail design is underway. The NZ Geographical Board have advised that the new station will be called Grafton.
- Onehunga Line Stations – detail design for Te Papapa and Mt Smart stations is underway.
- Kingsland Station – concept design on the pedestrian rail underpass is complete.
- Real Time Signs – the original project scope is now completed. A RFP for a multi-model real time system is being prepared and will be issued to the market once funding approval from the New Zealand Transport Agency is confirmed.

Strategy and Planning

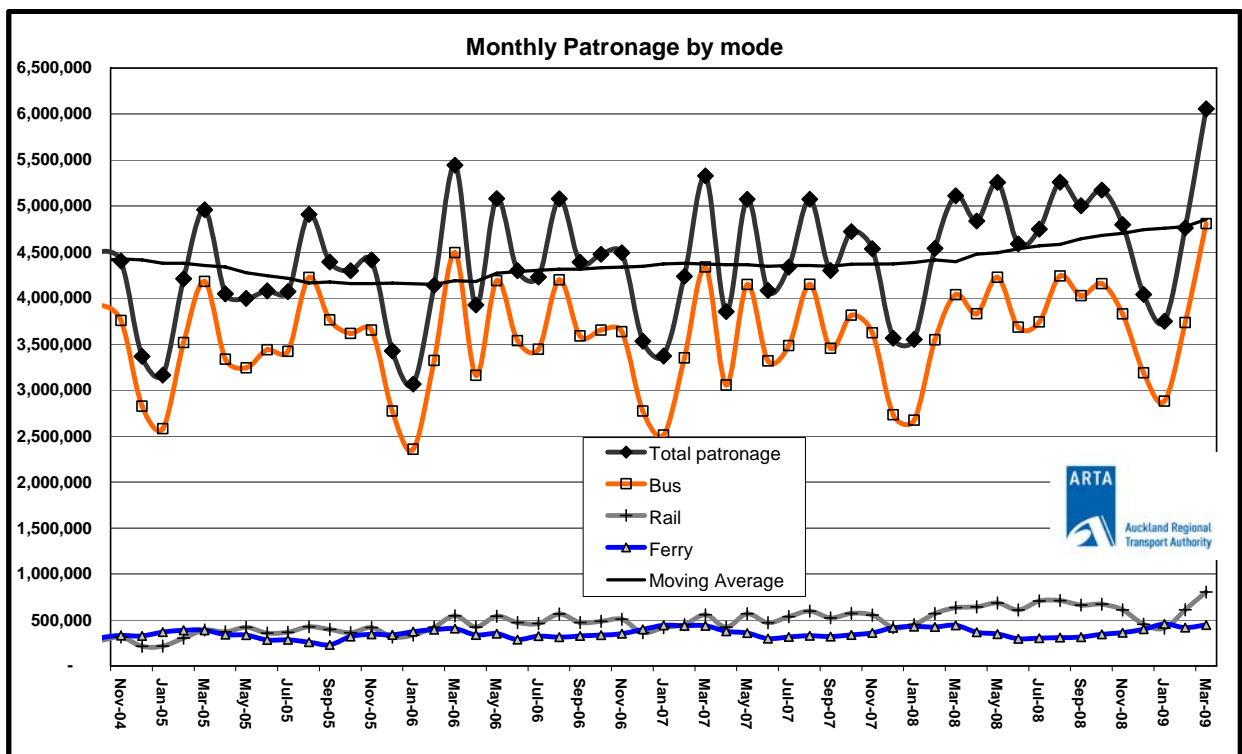
- The draft Regional Public Transport Plan (RPTP) is expected to be available for full public consultation later in 2009.
- The draft 2009 / 13 Regional Land Transport Programme (RLTP) was issued for public consultation on 2 March with submissions closing on 10 April. The final RLTP will be released in July following consideration of submissions at hearings to be held in May.
- The draft Auckland Transport Plan (ATP) 2009 was issued for public consultation on 2 March, with the submission period closing on 10 April.

1 CUSTOMER SERVICES

1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the nine months to March is 9.9% (3,914,499 boardings) higher than for the nine months to March 2008¹ at 43,643,596 total boardings. The patronage for the month of March is 19.7% (1,004,790 boardings) higher than March 2008 at 6,115,155 boardings. Easter fell in March in 2008 and in April 2009 meaning that there were three more working days this March compared to last year.

The twelve month rolling total at March 2009 is 58,325,170 passengers compared to March 2008 of 52,739,329, a 10.6% increase.



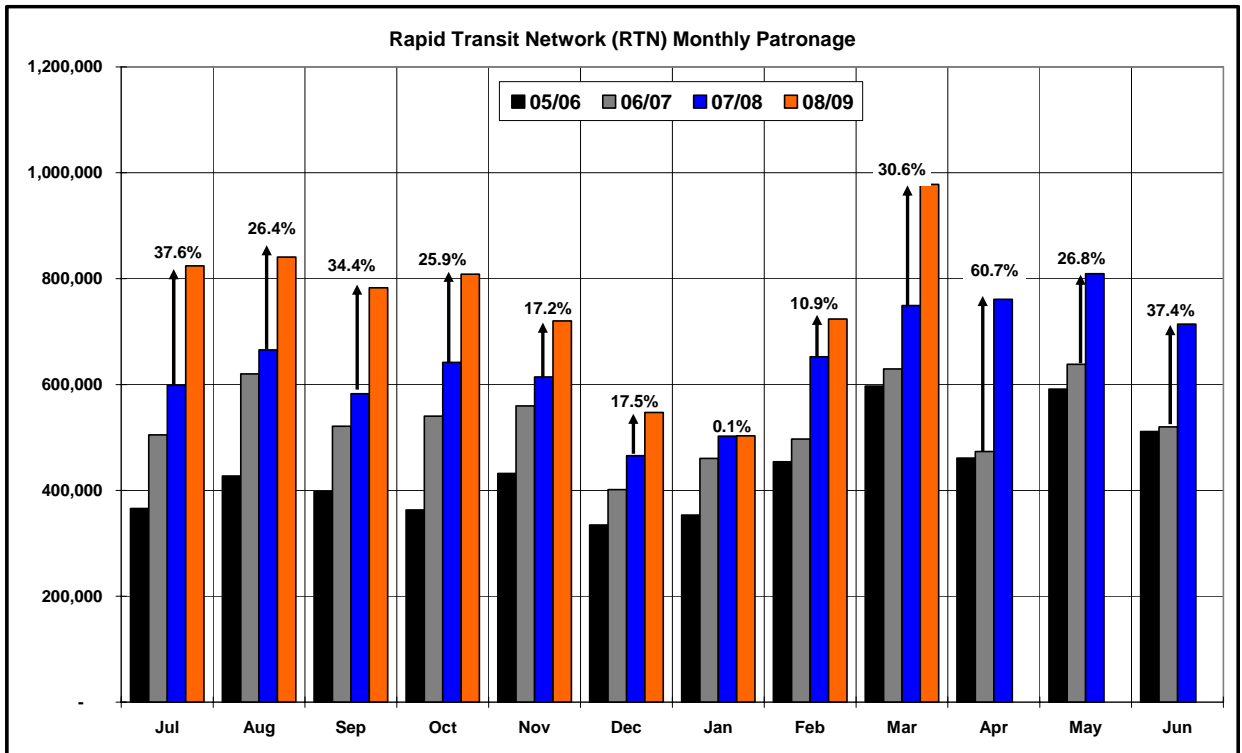
The largest contributors to the March patronage growth (1,004,790 boardings) are:

- Bus was up by 20.6%, (830,747 boardings) and included:
 - The Northern Express patronage was 53% (60,626 boardings) higher and Albany and Constellation stations feeder buses up 63% (15,954 boardings).
 - The contracted trips of Mt Eden Rd services had 56% growth.
 - Botany to CBD routes 680 and 681 corridor up 74%.

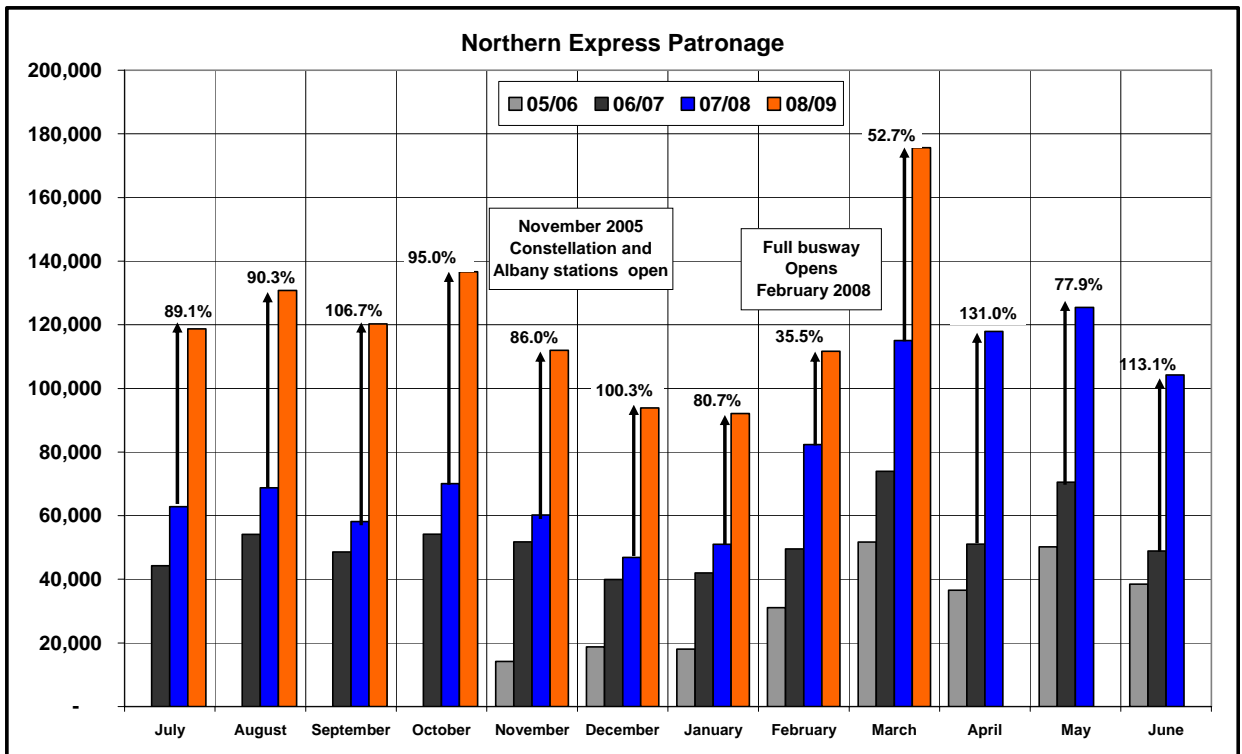
¹ At the time of compiling, patronage from one ferry operator was still outstanding. Their patronage has been estimated in line with previous months. Patronage share for this operator is less than 1% of the total network

Rapid Transit Network (Rail and Northern Express):

For the month of March 2009, the Rapid Transit Network (RTN) grew by 31% (229,249 boardings) compared to March 2008.

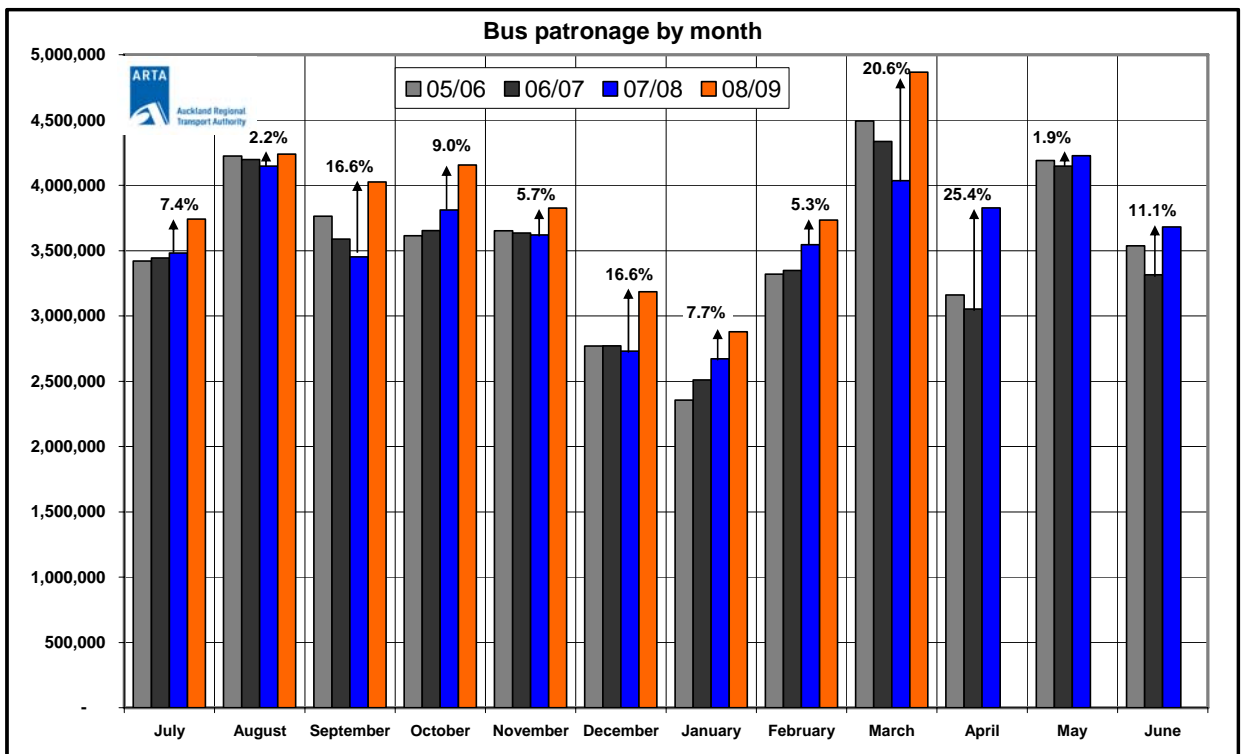


The Northern Express grew by 53% or 60,626 boardings compared to March 2008.



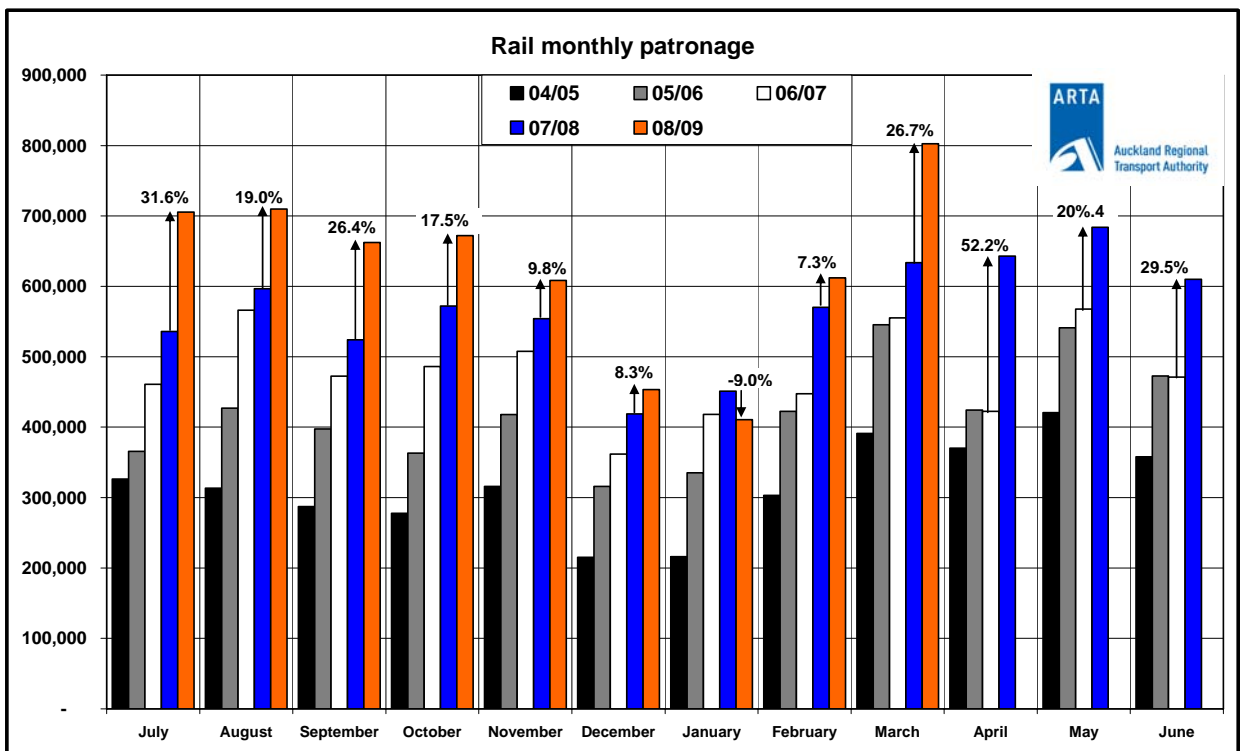
Bus Patronage

Bus patronage is 20.6%, (830,747 boardings) higher than last March, and 10.0% higher for the nine months this financial year to date.

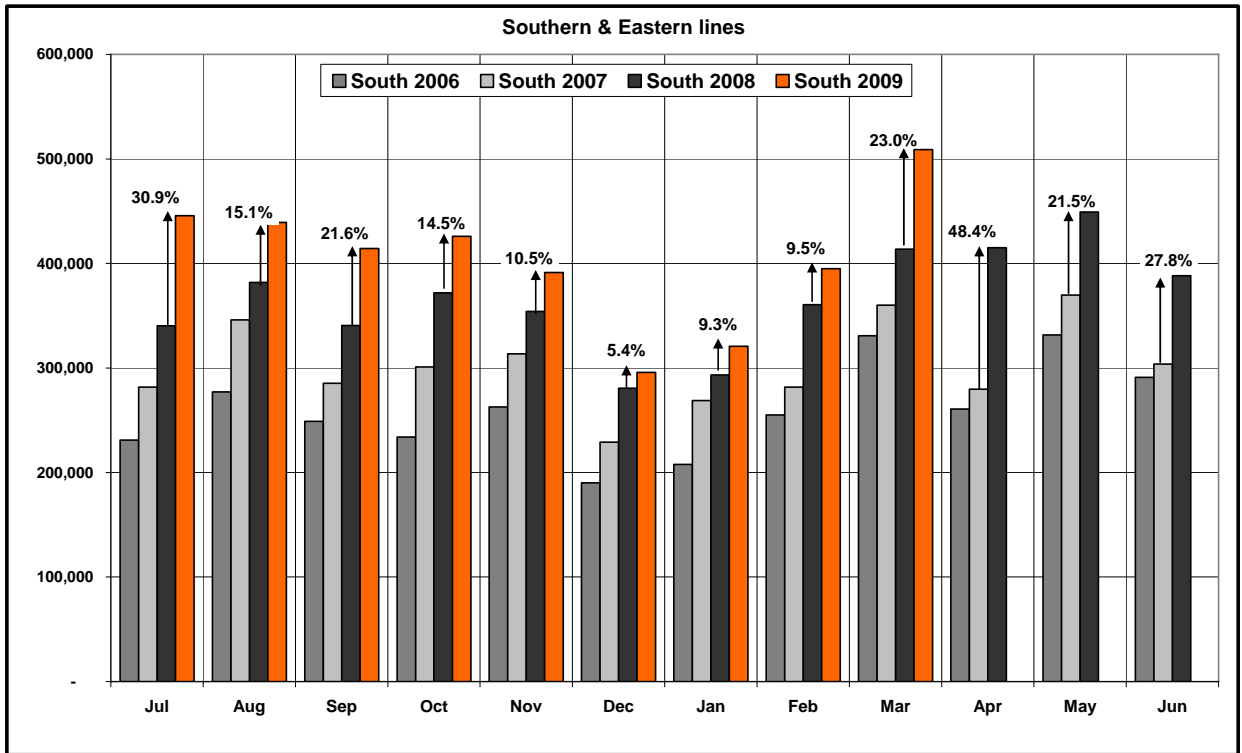


Rail Patronage

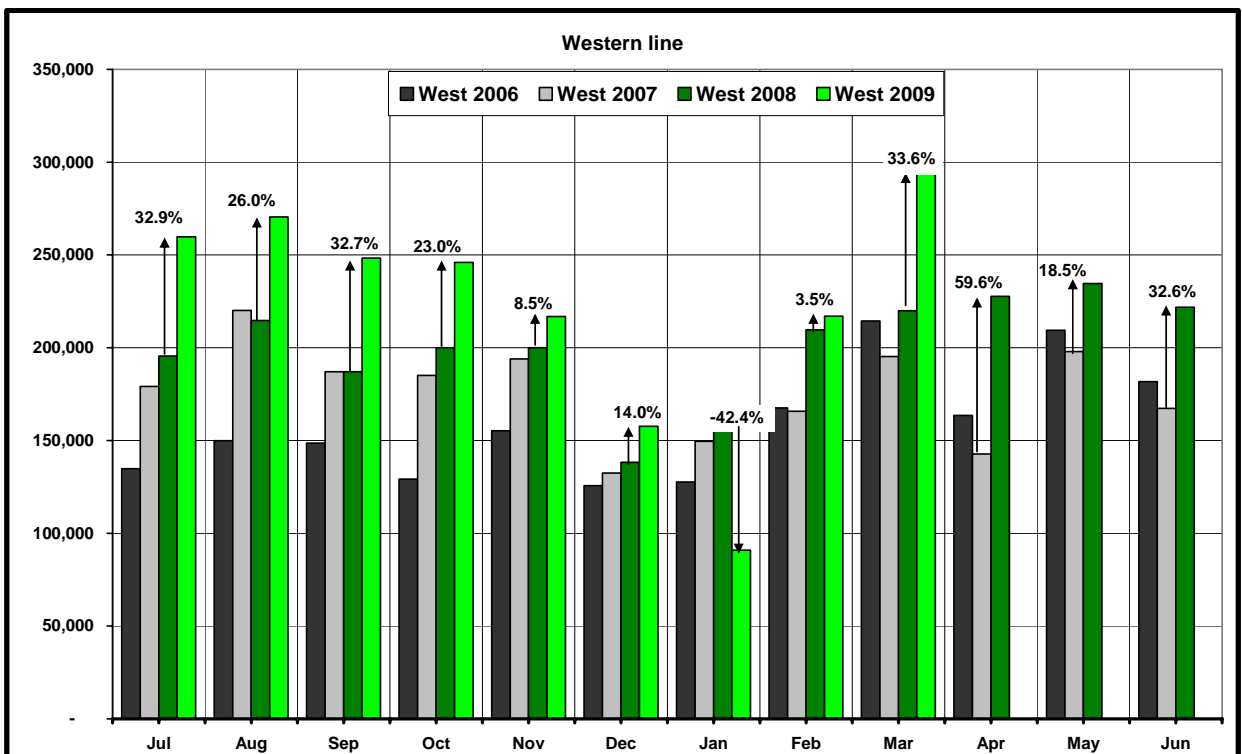
In March, there were 802,623 passenger journeys made on rail, which is a 26.7% increase on the same month last year. There were 3 more business days in the month this year (last year included Easter) and several special events were held at Eden Park and North Harbour Stadium which contributed to the record monthly total. Infrastructure upgrade works at New Lynn saw bus replacements between Avondale and Waitakere on the western line over one weekend in the month which impacted on the patronage numbers. For the year-to-date there have been 5.638 million passenger journeys, an increase of 16.1% over the same period last year.



There were 508,889 passengers carried on southern and eastern line services, an increase of 23% on the same month last year. For the year-to-date there have been 3.638 million passenger journeys on southern and eastern line services or 16% more than the same period last year.

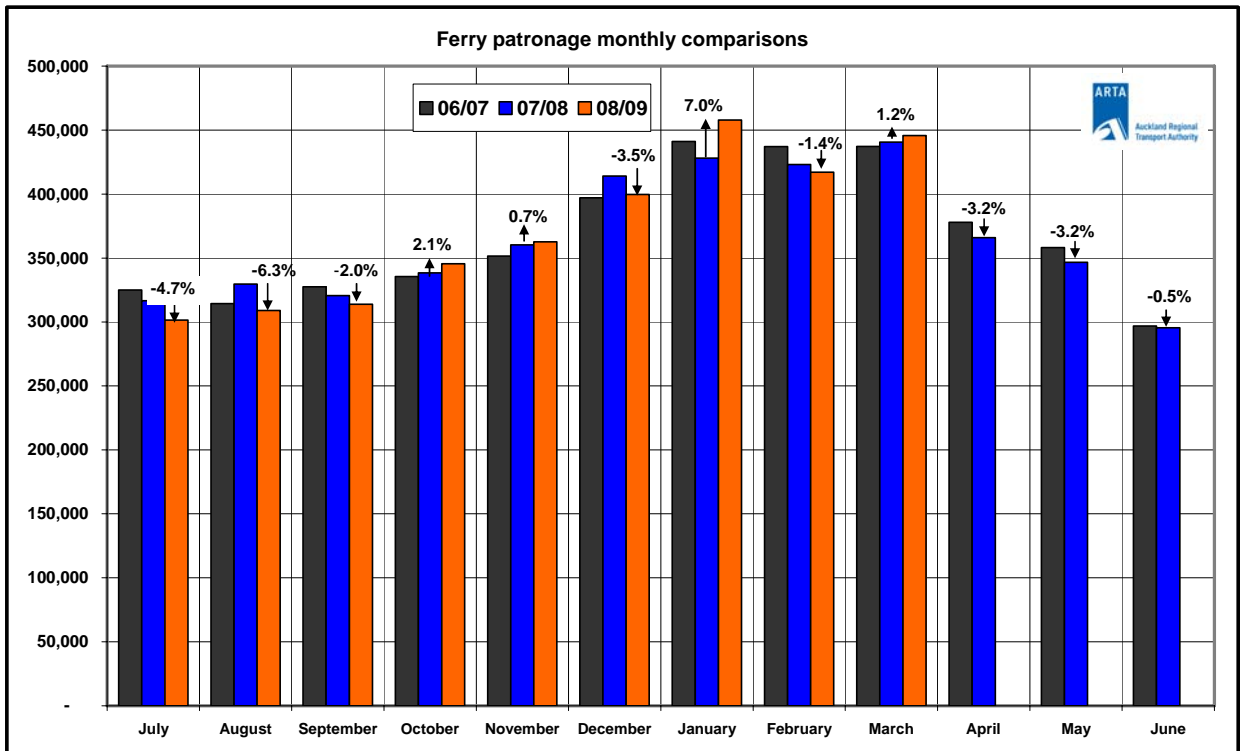


Patronage on the Western Line during March regained some of its annual growth following the line closures for infrastructure upgrades in December and January. In March there were 293,734 passenger journeys carried on western line services, an increase of 33.6% on the same month last year. For the year-to-date there have been just over 2 million passenger journeys on the western line, an increase of 16.3% over the same period last year.



Ferry Patronage

Ferry patronage for March is 1.2% higher (4,306 boardings) than last March. For the nine months to March the total ferry patronage is 0.5% (18,175 passengers) lower than the nine months to March 2008.



1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

Rail Services

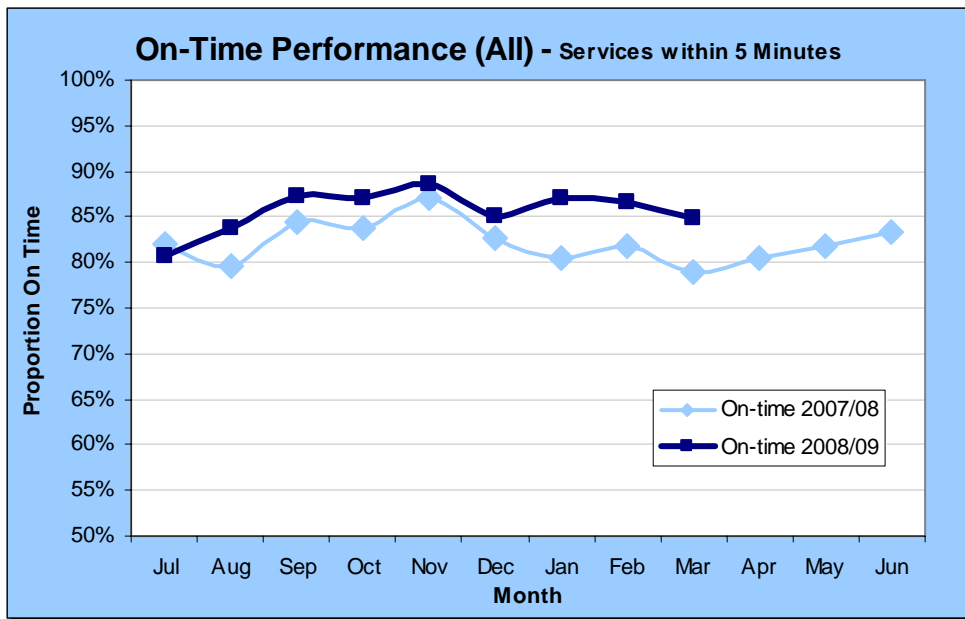
In March 84.9% of all services operated on time or within five minutes of their scheduled time, compared to 86.6% in February and 79.0% for March last year. On the southern and eastern lines, 84.0% of services operated on time or within five minutes, compared to 84.2% last month and 79.0% for the same month last year. On the western line, 85.1% of services operated on time or within five minutes, compared to 91.2% last month and 78.9% in March last year.

The following major incidents were recorded during the month:

- Signalling and points failures – These types of failures continue to have the biggest impact on service delivery during the month. There continued to be recurrent point failures at New Lynn, Newmarket and Otahuhu during the month. The biggest single incident of the month occurred on 5 March, when there was a major point and signalling failure at Britomart which severely affected services throughout the morning. Over 100 services were affected, in addition to over 60 service cancellations, as a result of the failure at 5.30am in the morning which continued through until the late morning.
- Mechanical faults – Six major failures occurred during the month which resulted in trains being disabled on the network, and impacting on service delivery. During the morning peak of 3 March, the recently refurbished SX Train developed a fault on the approach to Britomart which caused significant delays and cancellations to services on all lines. On 16 March, services were delayed following a train fault occurring at Middlemore. This fault occurred at the beginning of the evening peak, and affected services on all lines. A train became disabled at Tamaki on 20 March during the evening peak which resulted in delays and cancellations to services. Eastern Line trains were diverted via Newmarket South. On the 23 and 24 March there were various train breakdowns on all three lines which affected the service delivery in both the morning and evening peaks.

- Other – On 3 March, Southern Line services were delayed in the evening peak following the identification of structural concerns with the Remuera Road overbridge at Newmarket. The road bridge was closed to vehicle traffic, and a precautionary speed restriction placed on the operating railway below. A freight train breakdown between Paerata and Pukekohe on 11 March affected the provision of morning peak services on the Southern and Eastern Lines. On Sunday 15 March, a trespasser was struck and killed by a Veolia service at Middlemore, which resulted in an emergency line closure between Middlemore and Papakura for much of the day.

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



For the month of March, 97.3% of scheduled rail services reached their scheduled destination and were not cancelled, compared to 98.4% last month and 98.2% for the same month last year. In March, the reliability of Southern and Eastern line (97.5% for March) performed better than that of the Western line (96.9%).

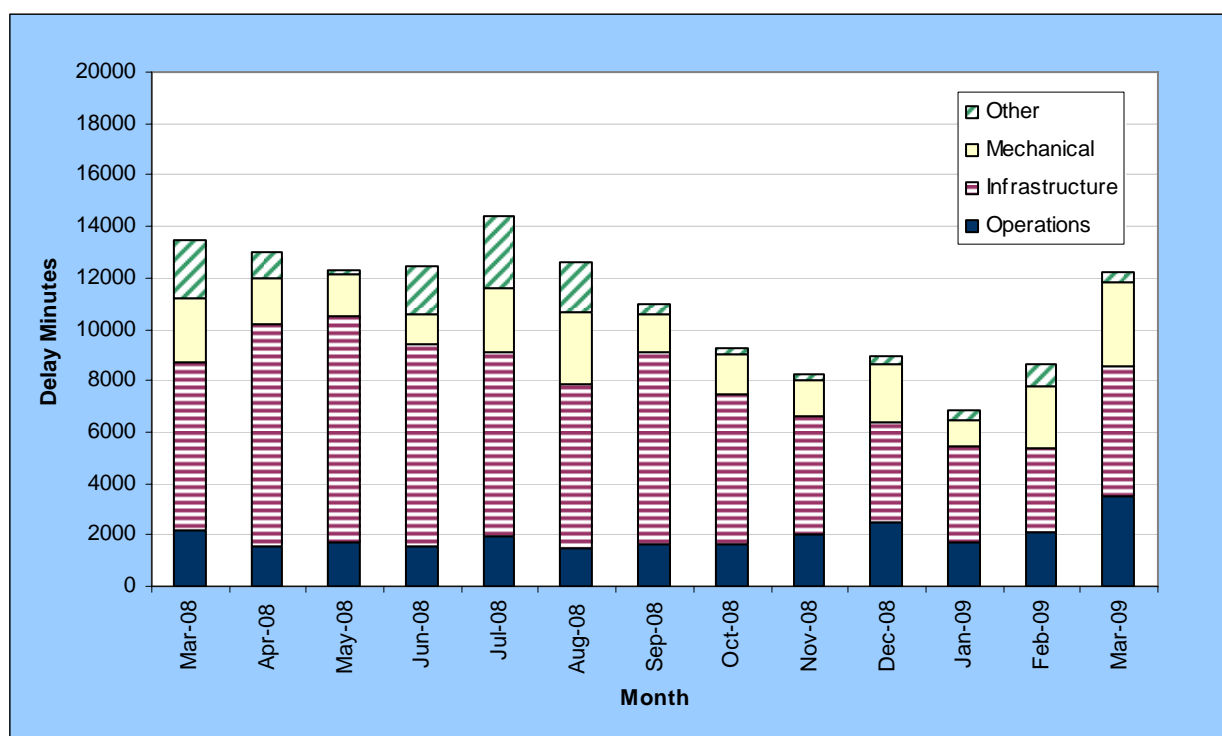
Bus replacements were in effect during the month as follows:

- Between Avondale and Waitakere on the weekend of 21 and 22 March to allow for the continuation of New Lynn station works, and the change to a new temporary platform which will be in force until the track is lowered into the New Lynn trench;
- Weekday evening buses continued to replace trains west of Avondale in the evenings to provide an opportunity for New Lynn to Avondale track duplication and trench construction at New Lynn for the new station. These arrangements are expected to remain in place until the winter months, depending on the construction programme requirements.

Passenger Delay Minutes

The overall passenger delay minutes recorded in March increased by 41.1% compared to last month to its highest level since August 2008. The most significant change was in the delay minutes attributed to signalling and points failure. During the month, these delays accounted for 71.4% of the overall total. Reversing the trend of the previous 5 months, infrastructure delay minutes rose sharply by 54.9% in March due mainly to the points failure at Britomart on Thursday 5th March which accounted for nearly 16% of the overall delay minutes.

Passenger Delay Minutes – Last Twelve Months



The following is a break-down of the various causal issues of the largest category contributing to delay minutes, the infrastructure-related delay minutes:

	Delay Minutes	Proportion
Network Control	405	8.0%
Signal/points failure	3,627	71.4%
Speed restrictions	628	12.4%
Track protection measures*	423	8.3%
Total	5,083	

*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 March 2009, 99.43% of contracted service trips were operated (Reliability measure).

Service Punctuality for March 2009 was 98.66% 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 March 2009, 99.80% of contracted service trips were operated (Reliability measure).

Service Punctuality for March 2009 was 99.77% 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 DEVELOPMENTS

Busway Capacity

Observations indicate that some peak time capacity on the Northern Express is becoming fully utilised. Additional services are running as required in the AM peak driven by demand.

Communication to passengers of other service options to the Northern Express on the Busway has been made, particularly as March/April are some of the busiest months.

1.4. MAJOR INFRASTRUCTURE WORKS

Central Connector

The Central Connector Project commenced construction on 8 April 2008.

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

In March 2009 temporary bus stops were in use for four of the five outbound bus stops and one of three inbound bus stops on Symonds St.

From Thursday 19 March to Tuesday 24 March 2009 resurfacing work was undertaken on Symonds St between Grafton Rd and Wellesley St East by the University. The works required both partial road closure (city-bound only) nights and Friday interpeak and a full closure from Friday evening over the weekend on Symonds St with traffic and buses detoured. Extensive planning was undertaken with bus operators and the Central Connector Project Team to minimise the impact to bus services and passengers. MAXX Ambassadors were onsite all hours of bus operations to assist passengers to temporary bus stops.

The completion of the resurfacing in this area reinstates two lanes southbound on Symonds St past the university until the intersection with Wellesley St where lane reductions remain in place for streetscape construction.

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 March 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.

All major service works in Fanshawe St, Lower Albert St and Quay St were completed at the end of February 2009.

At the completion of Quay St service work, on Monday 9 March 2009, the Western afternoon peak expresses relocated from the temporary terminus in Wyndham St back to the reopened terminus D5 in Quay St, Britomart.

In March 2009 final road surface reinstatement work was undertaken in Lower Albert St and the intersection on Albert St and Custom St. The works were completed over the night of Tuesday 17 March and the weekend of 28 and 29 March 2009. All works required bus stop closures and diversions for north and western services. MAXX Ambassadors were utilised all hours of bus operation to communicate the change to passengers.

The road reinstatement completed Stage 1 of the Vector Network Upgrade.

Stage 2 and the rehabilitation and resurfacing of Quay St are tentatively planned for the second half of 2009.

21 Queen St Crane Removal

A closure was required in Queen St, Britomart between Custom St and Quay St to enable the dismantling and removal of the tower crane at the 21 Queen St development. The closure went ahead on the rain date weekend of 21 and 22 March 2009, requiring the relocation of four Britomart termini for Northern Express, City Circuit; Western and Queen St services to temporary locations on Custom St. MAXX Ambassadors were on site to assist passengers for all hours the closure was in place.

1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Auckland Domain: Teddy Bear's Picnic, Sunday 1 March 2008

Although no additional rail services were provided for this annual event held on the Domain, passenger journeys on rail for the day were between 12% and 15% higher than a normal Sunday in March. The provision of rail for this event will be reviewed for next year's event.

Vector Arena: Billy Connolly, Sunday 1 and Monday 2 March 2009

An additional train per line (South and East) was run to cater for patrons returning home after these concerts. Eight passengers were carried by train on the Sunday night and 14 passengers on the Monday Services. There was also an increase in patronage on some timetabled, scheduled services, including the Northern Express for both nights.

Vector Arena: Eric Clapton, Wednesday 4 March 2009

An additional train per line (South and East) was run to cater for patrons returning home after this concert. An additional Northern Express Services operated at 11:30pm.

Trusts Stadium Waitakere: Ngapuhi Festival, Saturday 7 March 2009

ARTA ran a shuttle commissioned by the Waitakere City Council to run at 30 minute intervals between Railside Avenue (Henderson Rail Station) and the Trusts Stadium. Although this shuttle was only lightly used, this is the second time that the council has committed to public transport for an event at this venue.

Eden Park: Super 14 Series Blues vs. Sharks, Saturday 7 March 2009

All games this Super 14 season will allow patrons with match tickets to travel for 'free' on bus and train services to and from the park. Special bus services allow travel direct from North Shore Busway Stations and Midtown to Eden Park and return with a valid match ticket. Rail covers all services on the network a total of 3 hours pre and 3 hours post the match (or until the end of services depending on the end time of the game.) In total, there were 1,885 trips taken on the bus services both to and from the game.

North Harbour Stadium: Super 14 Series Blues vs. Cheetahs, Friday 13 March 2009

Northern Express bus services allow travel direct from Britomart and all North Shore Busway Stations to Albany Park and Ride with a shuttle connection to the park. Post game, special event services travel from North Harbour Stadium via all Busway Stations to Britomart. Rail also covers all services on the network a total of 3 hours pre and 3 hours post the match (or until the end of services depending on the end time of the game).

Mt Smart Stadium: NRL Game, Warriors vs. Eels, Saturday 14 March 2009

A small number of additional rail services were provided for this game.

Auckland Waterfront: Round the Bays Fun Run, Sunday 15 March 2009

Additional rail services were provided pre event to allow participants to travel from their homes on the rail network to the start line of Round the Bays Fun Run in the CBD. These services were well patronised, with passenger journeys of 3,552 reported on all rail services in the two hour window before and after the event. Enhanced provision of rail services is expected to be delivered for next year's event.

Vector Arena: Coldplay, Wednesday 18 and Thursday 19 March 2009

An additional train per line (South and East) was run to cater for patrons returning home after these concerts. Given the later finishing time for these concerts than usual (post 11pm), Fullers ran a commercial service to Devonport for both concerts carrying approximately 45 – 50 passengers per sailing. An additional Northern Express service also ran at 11:30pm from Britomart on both nights.

North Harbour Stadium: The Who, Saturday 21 of March 2009

An agreement with North Harbour Stadium allowed ARTA to run services with integrated ticketing for this concert. This is the first concert with integrated ticketing at the venue. Patrons with event tickets were eligible to travel for 'free' on bus and train services to and from the stadium. Northern Express bus services allow travel direct from Britomart and all North Shore Busway Stations to Albany Park and Ride with a shuttle connection to the park. Post game, special event services travel from North Harbour Stadium via all Busway Stations to Britomart. Rail also covers all services on the network a total of 3 hours pre and on special event services post the concert finish. There was a significant demand for bus services from Britomart pre event. Ritchies added a number of Northern Express services to cope with the demand. ARTA had planned for 14 services post event. 26 were organised on the ground by Ritchies and ARTA staff and some did double trips back into Britomart to cater for the crowds. Late night rail services were retimed for this event to provide enhanced connections with bus services at Britomart.

Vector Arena: Kings of Leon, Wednesday 25 March 2009

An additional train per line (South and East) was run to cater for patrons returning home after this concert.

Eden Park: Super 14 Series Blues vs. Waratahs Friday 27 March 2009

The usual integrated ticketing with special event bus and rail services operated to and from the park.

Mt Smart Stadium: NRL Game, Warriors vs. Broncos, Saturday 28 March 2009

A limited number of additional rail services were provided for what was the Warrior's 2nd home game of the season.

1.6. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008 PART 2

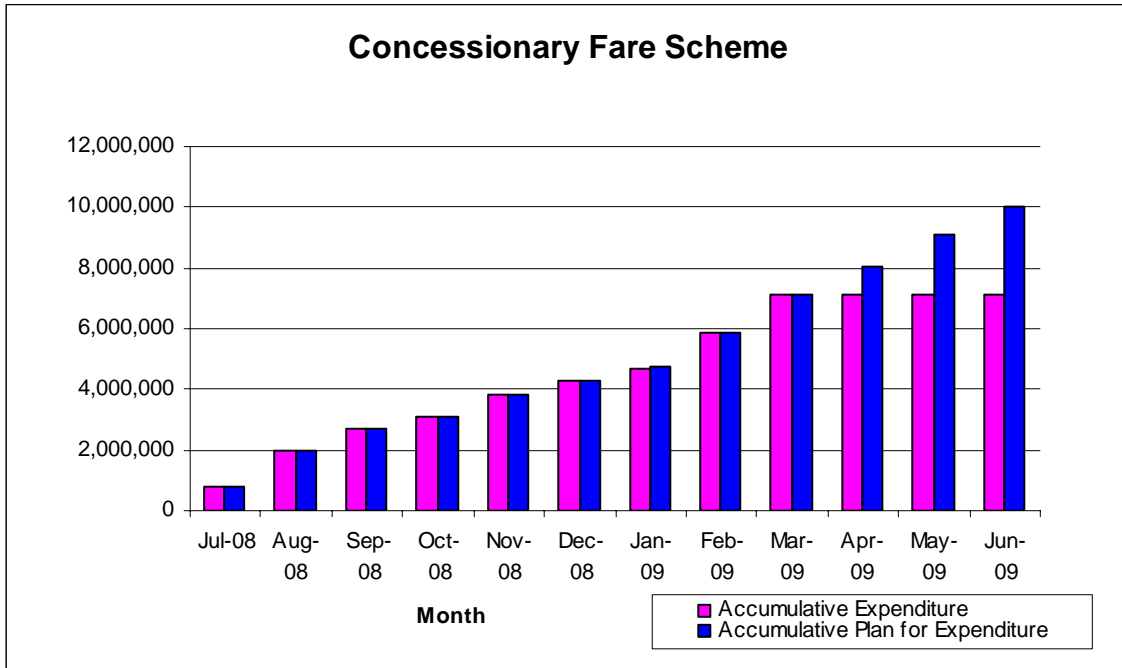
Under the Public Transport Management Act 2008, the following applications for registered services have been approved during March 2009:

- Airbus: Notification to vary the current Airbus service route due to road works. Approved 06-Mar-09.
- Sealink Travel Group Ltd.: Notification to vary the standard timetable between Auckland Downtown and Gt Barrier to operate a winter timetable between 1 May 2009 and 30 November 2009. Approved 31-Mar-09.

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

22 senior citizen applications were processed in March 2009 compared with 18 in December, 29 in January and 31 in February.

Expenditure for concessionary fare reimbursements is slightly over budget for the nine months ended March 2009. The expenditure is \$7,108,000 against a reforecast budget of \$7,094,000.

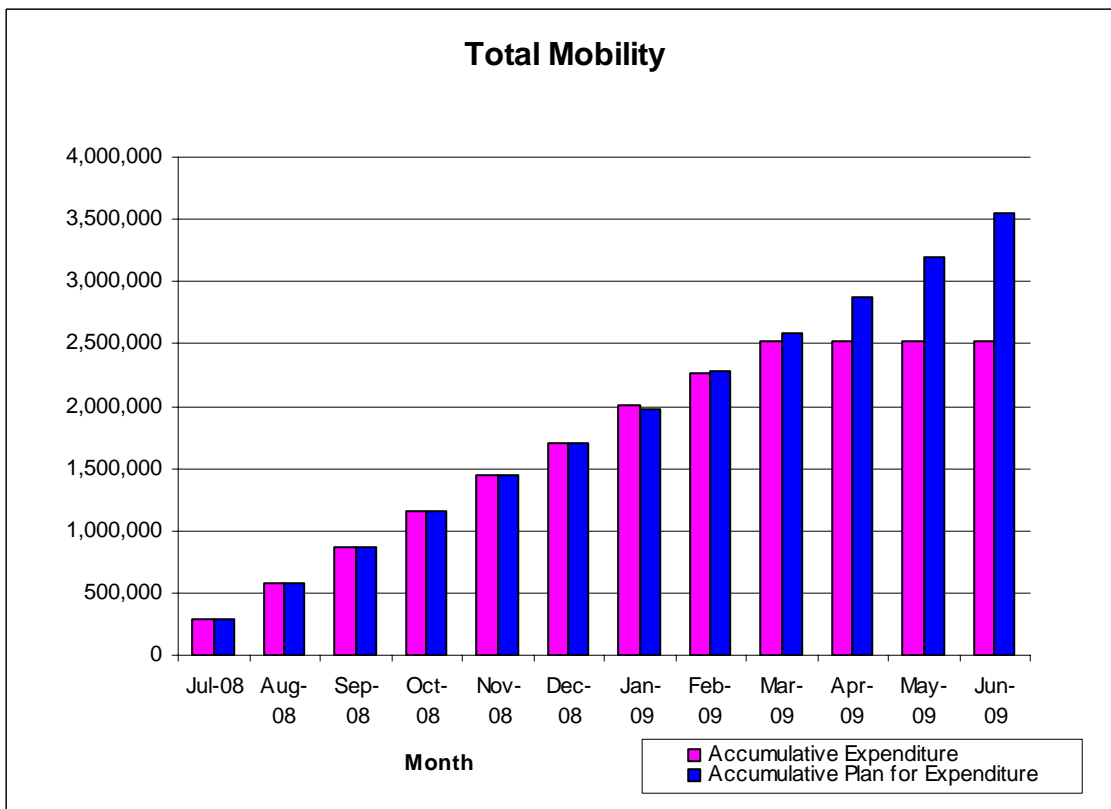


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold card for the six months ended March 2009 is \$4,053,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

173 new Total Mobility applications were processed in March 2009 compared with 192 in December, 115 in January and 156 in February.

Expenditure for Total Mobility reimbursements is slightly under budget for the nine months ended March 2009. The expenditure is \$2,518,000 against a budget of \$2,579,000.



1.9. TRAVEL PLANNING

Schools

The following schools launched their travel plans during March:

- Avondale College
- Wesley Primary
- Wairua Intermediate.

In the first week of March ARTA ran a TravelWise Walk to School Week, open to all primary and intermediate schools throughout the Auckland Region.

Over 70 schools participated, with more than 28,000 children being encouraged to walk to school. Schools monitored student participation levels and schools that recorded the highest numbers of children walking across the week had a chance of winning book vouchers for their school.

In total 9 schools received prizes, with schools recording consistently high levels of participation throughout the week ranging from 50% to 86% of the total school roll walking to school.

TravelWise Schools continue to take part in the national programme Feet First Every Week which supports and raises the profile of sustainable transport.

Walking School bus

A series of “meet and greets” at school gates in which parents are invited to a Walking School Bus (WSB) meeting to support new and existing WSB is proving successful. Supplying parents and schools with information in a range of formats (photographs, translated materials and graphics) has led to increased interest in targeted schools and seven new WSB routes in low decile schools are being trialled as a result.

Workplaces

Progress on workplace travel plans during March 2009 include:

- ASB has committed to undertaking a travel plan across all their branches and staff within the Auckland Region. A partnership agreement will be signed in early April and their online survey goes live in late April.
- Botany Town Centre is making great progress and completed a staff, commuters and retailers survey.
- MIT and ARTA have signed a partnership agreement to develop a travel plan for the Otara campus.
- Officemax and Fisher & Paykel staff participated in a public transport trial with ARTA.
- Westpac successfully launched soft measures highlighting public transport connections for staff. Feedback has been very positive with more people seeing public transport as a viable option of travel to and from work.

2 PROJECT DELIVERY

2.1. ROLLING STOCK PROCUREMENT

Renewals Projects

- **SX refurbishment**

Work is progressing to the programme. The second two carriages were delivered into Auckland on 19 December 2008 (SXV1697) and 17 January 2009 (SXC1742). The two carriages entered service in February 2009 after the hotel generator overhaul and acceptance process. The last two carriages (SXV1746 & SXC1745) were dispatched to Hutt workshop on 15 December 2008. SXV 1746's structural refurbishment was completed in February 2009 and entered service in March 2009. SXC 1745 was passed out of Hutt Workshops on 18 March 2009 and is expected to be commissioned in April 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 was completed on 23 February 2009 with all units performing as expected.

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 6 SX carriages is complete. Installation of PIDs on ADK/ADB units and Outward facing PIDs on SA/SD trainsets 1-14 has just begun.

Up-rating of X28020 Bogies

The programme to up-rate the X28020 bogies fitted to SA/SD trainsets 1-14 began in November 2008 with trainsets being taken out of service in a staged way to avoid disrupting scheduled services. Six trains have been completed, commissioned and returned to service. The seventh train was admitted at Otahuhu for bogie upgrade on 5 April 2009. The last train for the upgrade program will be delivered in May 2009. 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 peak periods.

SA Train sets 18 – 23

Two cars of TS 18 (SD18&SA52) were ready in Auckland for commissioning by Christmas 2008 - approximately 6 months ahead of schedule. The other two cars (SA 53 & SA54) for this trainset, together with four cars of TS 19 (SD19;SA55;SA56 & SA57) and three cars of TS20 (SD20; SA58 & SA59) are now also ready ahead of schedule but awaiting the supply of metric bearings for their S-Ride bogies.

Re-manufacturing work is progressing on the remaining seventeen carriage bodies at Hillside. Fifteen carriages are at various stages of refurbishment and the other two are yet to be admitted for works.

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)

All remaining station piling works have been completed along the eastern boundary and the southern concourse wall is currently being constructed. The last of the concourse high level roof steel work has been erected along with the steel portal frames on the link bridge allowing the fitout to commence. ONTRACK have demolished the northern side of the Remuera Road bridge and will shortly be installing the first of the new bridge piles.

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

ARTA's design consultant is ongoing with the detailed design of the station and the NZ Geographical Board have advised that, pending upheld objections, the new station will be called Grafton. ONTRACK are progressing piling and bridge works on site.

Western Line Duplication Stage 3 – Avondale (DART 4)

The outline plan of works has been submitted to the council and the design consultant is progressing the station design allowing for ONTRACK's station access.

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

Detailed design of the station is on target to be completed by the end of April 2009 and will then be provided to Fletchers for pricing in accordance with the agreed principles. In parallel, ARTA's consultants will prepare an independent cost estimate, and the design will be subjected to further value engineering to reconcile costs to budget.

Throughout April, ARTA, WCC and ONTRACK will seek to agree the principles for a fair valuation and apportionment of the enhanced (TOC2) project costs, including verification by an independent expert. It is anticipated that Board approval for ARTA's funding contribution will be sought in August, subject to the availability of funding to complete this project.

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

All physical works now complete. Handover documentation to be finalised with formal handover taking place in mid April 09.

Morningside Station Upgrade

Physical works are underway to upgrade the 'above track' station facilities. Works are scheduled and on target for completion by 30 June 2009.

Distributed Stabling (DART 17)

Tamaki Drive - ONTRACK and KiwiRail are currently reviewing ARTA's concept design taking into account potential impact of KiwiRail's increased requirement for freight operations and stabling.

Western Line Site Railside Avenue - The detailed design RFT has been prepared and this is currently being reviewed while the internal project documentation is also being finalised.

2.3. FERRY TERMINAL UPGRADES

Bayswater

The scope of delivery for the land side and ocean side works is being reviewed following a value engineering review.

Birkenhead

The detailed design phase has been completed and the building consent will be submitted to the NSCC this month while the peer review of the hydraulic ramp takes place in parallel.

Downtown Ferry Terminal Upgrades (IA Grant)

The pedestrian bridge linking Piers 1 and 2 is complete and opened to the public.

Half Moon Bay (IA Grant)

Works complete.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line Rehabilitation (DART 19)

ONTRACK are progressing detailed design of the 'below track' works. The rail station upgrade design works are in progress and will be completed end May 09.

Manukau Rail Link (DART 9)

ARTA, working with MCC and ONTRACK are progressing a concept design for the Manukau Rail Station. Agreement has been reached on a side platform configuration together with platform dimensions. ONTRACK have now revised their earth works approach and propose to sheet pile the Station Box for initial excavations. The ONTRACK earth works will accommodate ARTA's requirements and are due to commence by the end of April.

Ferry Terminal Developments

▪ Half Moon Bay

Planning in association with MCC for public consultation meetings on the Half Moon Bay Ferry Terminal upgrade options had been delayed pending outcomes of negotiation with vehicular ferry operators. Re-engagement with key stakeholders has now commenced.

▪ Hobsonville

The Hobsonville Land Company (HLC) is progressing a major land development which will include the provision of a ferry wharf and bus interchange. ARTA is working with HLC to determine infrastructure, service and cost apportionment requirements. HLC has developed early concept sketches for consideration.

Rugby World Cup 2011

Concept design on the pedestrian rail underpass at Kingsland Station for the 2011 Rugby World Cup has been completed. Platform access, sizing and extent of any intrusion into the Sandringham Road reserve is being worked through with Auckland City Council.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS

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

The original scope of works for the regional expansion of Type-1 real time passenger information sign installations at bus stops is completed and the project has run to schedule. This scope of work comprised the following:

- Rodney District (9 sites)
- Waitakere City (47 sites)
- North Shore City (42 sites)
- Manukau City (47 sites)
- Franklin District (1 site), completed.

The additional sites and equipment modification to the above scope of work are:

- Papakura District (2 sites), postponed pending redevelopment of walkway and construction of custom designed shelters, due for completion 30 June 2009
- Fanshawe Street (opposite the Air NZ Building) – additional site
- Middlemore Hospital (Agreement has been signed by CMDHB to permit the installation of a VPID on their land) – modification.

Due to suitable 24/7 mains power supply not being available at Fanshawe Street and Middlemore Hospital bus stops battery power supply units charged from the street lighting circuit are being manufactured.

Highbrook Interchange, East Tamaki (2 additional sites), this new facility was recently completed by MCC and the required RTPI signs are planned for installation during April, subject to the availability of Northpower resources.

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

The trial of two prototype Metro-i solar powered Type-2 VPIDs manufactured by CHS Ltd. is proving very successful.

An onsite customer survey was completed during March and all feedback received was extremely positive. We therefore proposed to install up to 200 similar solar powered units at medium priority bus stops throughout the Auckland Region. The supply and installation of these will be included in the scope of the pending RFP for the Regional Multi-Modal Passenger Information System (MMPIS).

To ensure that the customer service improvements provided by the proposed Type-2 signs is maximised and best value is achieved for the available finance, the prioritisation of bus stops for Type-2 signs is being reviewed.

Real Time Passenger Information System for Rail Services

A Request for Information (RFI) for a Real Time Passenger Information System (RTPIS) for rail service was advertised during October 2008 and fifteen responses were received. Due to issues relating to financing this project is now incorporated in the MMPIS project,

Regional Multi-Modal Passenger Information System

The MMPIS project includes the management system and associated infrastructure required to manage and display real time passenger information for ferry, bus and rail services and modal interchanges.

A request has been made to NZTA for funding for the complete MMPIS project.

2.6 ASSET MANAGEMENT

Downtown Ferry Terminals Structural renewals (Piers 1 & 2)

Progress is again continuing well this month. The variations for the additional scope of works into the existing contracts is almost finalised with the indicative completion date now mid 2010.

Downtown Ferry Terminals Structural renewals (Piers 3 & 4)

Tenders have been received for the design of renewals to Piers 3 & 4. ARTA has received funding approval from NZTA for the design component. Prior to proceeding with the design phase some additional work is required with respect to the economic justification for the project.

Half Moon Bay Vehicular Terminal renewals

The structural repair works required as a result of the incidents previously reported was completed during March.

The remaining renewal works are able to be carried out as soon as possible now that funding approval has been received and the busy summer season is over. We are currently discussing the most appropriate timing of these works with the operators.

Half Moon Bay Vehicular Terminal Layover Berths

As previously reported ARTA's application for resource consents to create an additional layover berth to the west of the existing ramps is being processed by ARC. ARC has requested further additional information and a decision is not expected now until early May. Installation will immediately follow consent approval.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

Draft Auckland Transport Plan

The 2009 Draft Auckland Transport Plan was released for public submissions on 2 March, with the submission period closing on 10 April. A number of submissions have been received and are being processed in preparation for the joint draft Auckland Transport Plan and Regional Land Transport Programme hearings to be held at the beginning of May.

Draft Regional Public Transport Plan – Discussion Document

Submissions from key stakeholders on the draft Regional Public Transport Plan Discussion Document closed 13 March and ARTA is now working through all the submissions, in preparation of developing the draft Regional Public Transport Plan for full public consultation later in 2009.

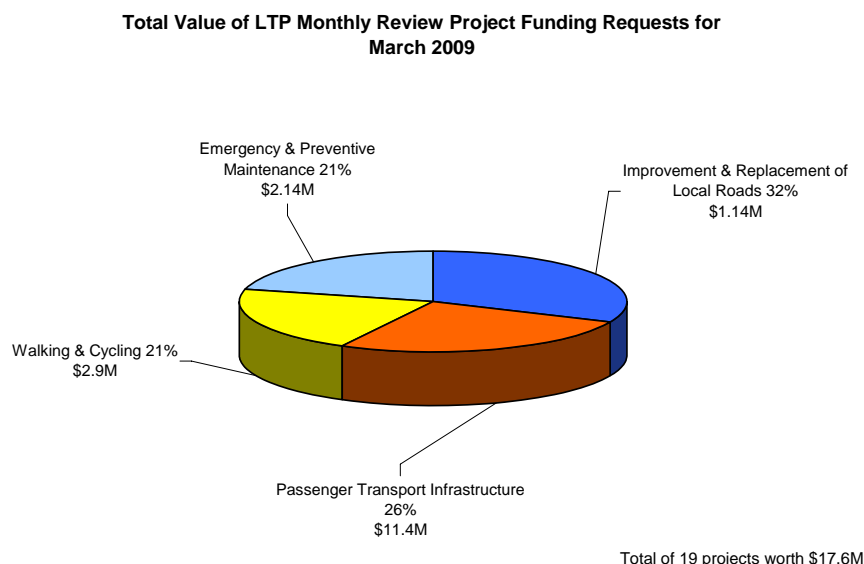
3.2. PLANNING AND PROGRAMMING

2008/2009 Auckland Land Transport Programme (LTP)

During the March monthly review, 19 funding applications totalling \$17,595,635 were submitted to ARTA for consideration.

ARTA recommended all of the applications for approval to NZTA. Of these, 12 applications worth \$5,531,635 were approved for funding, 6 projects worth \$11,914,000 were deferred pending further investigation from NZTA and the remaining 1 application worth \$150,000 was withdrawn by PDC to be undertaken as an unsubsidized scheme.

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. March LTP Review, ARTA processed.

Table 1 – March Recommended Schemes to NZ Transport Agency

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
March 2009							
ACC	Cycling & Walking Implementation (2008/09)	Construction of Maoro Street shared pedestrian/cycle improvements (\$345k 2008/09). Construction of Merton Road shared pedestrian/cycle improvements (\$124k 2008/09 & \$376k 2008/09).	Walking and Cycling	Construction	\$846,000	Recommended	Approved
ACC	Cycling & Walking Implementation (2008/09) - Kapa Rd	Construction of 340m of shared foot/cycle pathway at Kapa Rd.	Walking and Cycling	Construction	\$230,000	Recommended	Approved
ACC	Pavement Reconstruction 2008/09	Additional funding requested for reconstruction of Nelson Street.	Improvement & Replacement of Local Roads	Construction	\$186,000	Recommended	Approved.
ACC	Railway Level Crossings - Feasibility Study	Feasibility studies for St Jude Street & Woodward Road rail level crossings.	Improvement & Replacement of Local Roads	Study	\$200,000	Recommended	Deferred until resubmitted as investigation.
ARTA	Ferry Terminal Upgrades - Other Remedial Works	Construction of remedial works and associated project management services at Half Moon Bay vehicular wharf.	PT Infrastructure	Construction	\$450,000	Recommended	Deferred pending clarification of eligibility of the vehicular ferry component of Half Moon Bay Wharf.
ARTA	Multi Modal Passenger Information System (MMPIS)	The Multi Modal Passenger Information System (MMPIS) will deliver a region wide network of real time passenger information signs for all modes of public transport.	PT Infrastructure	Construction	\$4,864,000	Recommended	Deferred pending evaluation by NZTA staff.
ARTA	Passenger Transport Programme 2008/09	Additional funding requested due to inflation in bus services.	PT Services	Construction	\$2,200,000	Recommended	Deferred pending evaluation by NZTA staff.
ARTA	Passenger Transport Programme 2008/09	Additional funding as a result of programme adjustments, escalation and improved service demands	PT Infrastructure	Design	\$3,000,000	Recommended	Deferred pending evaluation by NZTA staff.
FDC	Emergency Works 2008/2009	FDC seeks retrospective funding for balance of work undertaken to a value of \$304k.	Maintenance	Construction	\$304,000	Recommended	Approved
FDC	Maintenance Programme 2008/09	Addresses a backlog in reseals over last two years, and is consistent with FDC's Asset Management Plan.	Maintenance	Construction	\$468,000	Recommended	Approved
NSSC	2008/09 East Coast Road Shared Pedestrian/Cycle Path	Construction of 2 km of shared off road pedestrian/cycle pathway along the western verge of East Coast Road on the North Shore.	Walking and Cycling	Construction	\$1,200,000	Recommended	Deferred pending NZTA board approval.
NSSC	Carlisle Road BPM (East Coast Rd to Browns Bay)	Forms part of the NSSC bus priority improvements package and contributes to supporting the Northern Busway.	PT Infrastructure	Construction	\$860,000	Recommended	Approved.
NSSC	Maintenance Programme 2008/09	Additional funding requested as a result of Council carrying out additional urgent pavement rehabilitation work required at five sites.	Maintenance	Construction	\$1,071,000	Recommended	Approved.
NSSC	NSSC Freight Study 08-09	The study will examine the importance of effective and efficient freight movement to assist economic development and ensure environmental sustainability.	Improvement & Replacement of Local Roads	Study	\$100,000	Recommended	Approved.
NSSC	Pavement Reconstruction 2008/09	Additional allocation of \$423,815 (\$224,622 NZTA share) to cover the cost of advancing the pavement reconstruction for Wairau Road Stage 2	Improvement & Replacement of Local Roads	Construction	\$423,815	Recommended	Approved.
PDC	Takanini Grade separation	Feasibility studies for Takanini rail level crossings.	Improvement & Replacement of Local Roads	Study	\$150,000	Recommended	PDC wishes to carry out the project as an unsubsidized scheme.
RDC	Preventative Maintenance - Sandspit Road Slip Repair-RP 2120	The project was approved in May 2008. The works could not proceed at that time due to very difficult ground condition and has now been programmed for April 2009.	Maintenance	Construction	\$295,320	Recommended	Approved.
RDC	Warkworth SH1 Intersection Improvements (Design)	This applications considers Rodneys share of an arrangement with HNO covered by a MoU.	Improvement & Replacement of Local Roads	Design	\$82,500	Recommended	Approved.
WCC	Cycleway - Te Atatu Peninsula	Construct a cycleway (~1.9 kms) along Te Atatu Rd. linking the Northwestern Motorway to a large development and retail complex.	Walking and Cycling	Construction	\$665,000	Recommended	Approved.
Total New Schemes Approved for Funding					\$17,595,635		

3.3. 2009/2013 REGIONAL LAND TRANSPORT PROGRAMME

The 2009/10 – 2011/12 Draft RLTP was published for public consultation. Submissions close on 10 April 2009. Submissions are currently being processed for the hearings committee in anticipation of the hearings scheduled jointly on the Draft ATP for May 4-6.

ARTA will continue to work with NZTA to ensure a smooth process for the receipt and evaluation of final RLTP submissions in April.

3.4. WALKING AND CYCLING COORDINATION

The third annual Manual Cycle Monitoring count in the Auckland Region was carried in March. The count is to provide consistent information about the trend of cycling in the region. The final report on the 2009 count is due to be released at the end of May.

ARTA is engaging with NZTA and other authorities around NZ in relation to the bikes on buses trial in Christchurch and the subsequent process to allow the practice nationwide through a road user rule amendment.

Walk 2 Work Day, held in mid March, was celebrated by two successful breakfast events in the region. The event in Auckland was attended by over 400 people and on the North Shore by over 200 people.

The quarterly Regional Walking and Cycling Group Forum held this month was well attended. ARTA gave an update on the cycle maps, the progress towards completing of the Regional Cycle Network and progress on the bikes on buses project.

ARTA also updated the ARC's Transport and Urban Development Committee and the Regional Transport Committee on the progress of the Regional Cycle Network.

3.5. REGIONAL ROAD SAFETY COORDINATION

A draft Executive Summary of the Regional Road Safety Plan was completed.

The regional Share the Road cycle safety campaign was completed on 31 March and data collation initiated for evaluation.

A six-monthly report on regional road safety activities was compiled and delivered to the Ministry of Health as part of their funding contract.

A regional crash data review was completed of injury crashes by age and ethnicity across the region.

Work continued on the Road Safety Technical Paper for the Regional Land Transport Strategy including reduced speeds in sensitive areas or town centres with large volumes of pedestrians and cyclists.

The Regional Safety Coordinator facilitated the monthly regional RoadSafe Auckland meeting and approved funding of \$5,000 to Care NZ from the RoadSafe Auckland Small Project Fund to resource a pilot community-based Recidivist Drink Driver Rehabilitation programme involving repeat drink drivers and key family members in Otahuhu.

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

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Mar 09	3	1	3	6	4	0	7	24
Mar 08	3	3	1	4	8	0	1	20

The regional road toll for March 09 was 24, four more deaths than at the same time in 2008.

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – March 09

Northern Busway Promotion

This promotion was aimed to manage capacity by distributing patronage across feeder bus services and the Northern Express. From the week commencing 2 March MAXX Ambassadors were situated at stations to hand out details to customers of the range of service options available.

Special Event Transport Promotions March 09

The Who

Flyers were sent out with tickets and posters placed on buses to communicate free services to the concert for ticket holders. Ambassadors were utilised on the night to help make the trip to North Harbour Stadium from Britomart go smoothly.

Super 14

The competition commenced in early March. The free transport offer for ticket holders is for the entire season of Super 14 home games. The message was communicated through flyers sent out with tickets, posters on buses and trains and advertising. The free transport message was also on associated websites including Ticketmaster and Eden Park.

Other Events

Information was placed on the MAXX website and the contact centre was fully briefed for the following events.

- Pasifika
- Round the Bays
- Ngapuhi Festival
- Vector Arena – concerts during March (Billy Connolly, Eric Clapton)

CUSTOMER INFORMATION CHANNELS

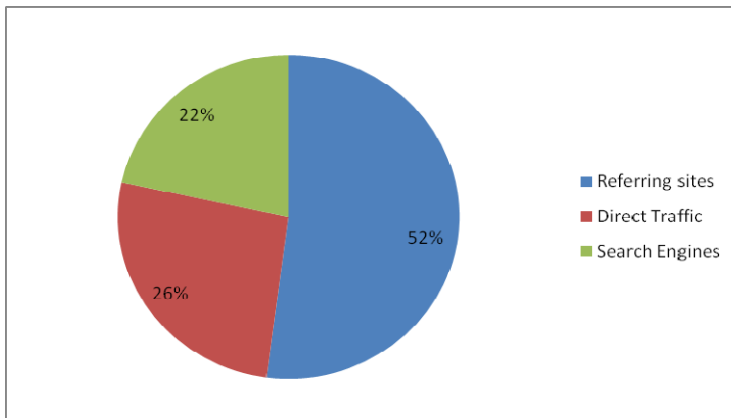
MAXX website statistics – March 2009	
Total visits	523, 349 Previous month: 448,002 (+16.8%)
Unique visitors	267,230 Previous month 241,776 (+10.5%)
Most active hour of the day	4.00pm
Most active day of the week	Monday

MAXX website statistics – March 2009 - CONTINUED

Most popular pages	<ol style="list-style-type: none"> 1. Plan a journey 2. Journey Map 3. Home Page 4. Journey Planner- route diagram
Most downloaded PDF files	<ol style="list-style-type: none"> 1. Western Line train timetable 2. Southern Line train timetable 3. Beach Rd / East Coast Bays bus timetable 4. Eastern Line train timetable 5. North/Hibiscus Coast bus timetable
Average Time on site	2 minutes 56 seconds
Average page views	3.44 pages

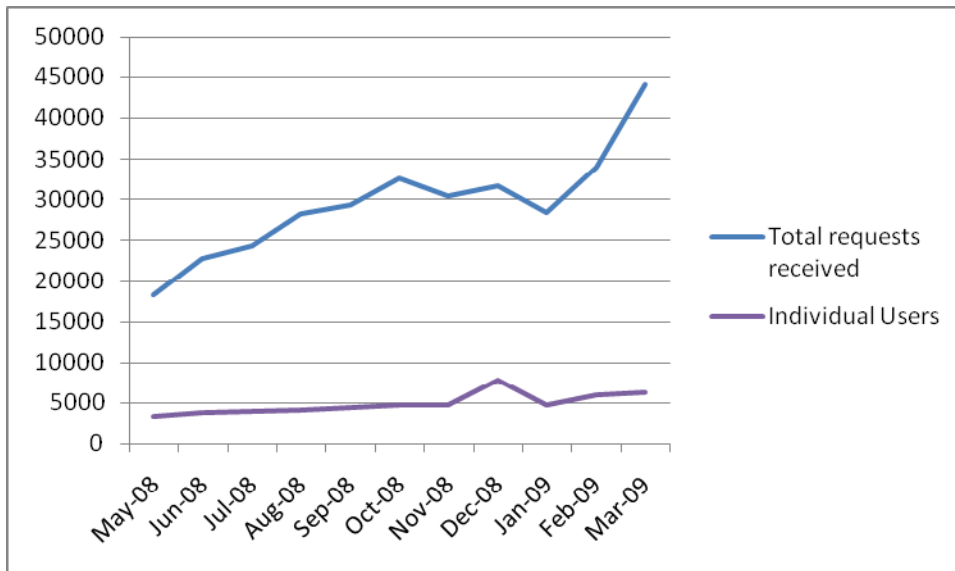
Website Traffic Flow – March 2009

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



MAXX SMS Service - March 2009

Total requests received	<p>44,169</p> <p>29% increase on February 09 (34,061)</p>
Individual users	<p>6,165</p> <p>4.9% increase on February 09 (5,876)</p>



(Above data is taken from Datasquirt reports which became available from May 08.)

MAXX Contact Centre - March 2009

	2008/2009	2007/2008	Change PY
CALLS OFFERED	61940	68943	-10.16%
CALLS ANSWERED	60881	65944	-7.68%
CALLS ABANDONED	864	2589	-66.63%
AVERAGE QUEUE LENGTH (secs)	6	17	-64.71%
AVERAGE CALL LENGTH (secs)	124	128	-3.13%
AVERAGE HANDLE TIME (secs)	133	135	-1.48%
LONGEST QUEUE TIME (mm:ss)	8:26	7:57	6.08%
EMAILS OFFERED	629	448	40.40%
AVERAGE EMAIL WAIT (hh:mm)	09:58	07:43	-87.50%

- PY = Previous Year

Key Performance Indicators

	2008/2009	2007/2008	Change
GRADE OF SERVICE	90.01%	81.80%	10.04%
ABANDON RATE	1.44%	3.85%	-62.60%
EMAIL GRADE OF SERVICE	100.00%	NA	NA

4.2. MEDIA AND COMMUNICATIONS

Media Releases

2 Mar Look 'Wonderful Tonight' – MAXX to Eric Clapton at the Vector Arena

On Wednesday 4th March, Aucklanders heading to Vector Arena to see British blues-rock legend Eric Clapton can use public transport to travel conveniently to and from the concert.

5 Mar Free bus or train travel for Super 14 fans

The Super 14 tournament comes to Auckland this Saturday, as the Blues take on the Sharks at Eden Park. Rugby fans that have pre-purchased their game tickets or have an Eden Park membership card can travel to and from the match on selected buses and trains for free.

9 Mar Tender Process Auckland Integrated Ticketing

The Auckland Regional Transport Authority (ARTA) is currently conducting a tender for an integrated ticketing solution for Auckland. As the tender process remains open at this stage, ARTA is unable to provide further comment on procurement related queries under terms of confidentiality agreed with all tenderers.

11 Mar Cruise to HSBC Round the Bays with MAXX

On Sunday 15 March, participants in, and supporters of HSBC Round the Bays can travel the easy way and catch public transport to the starting line on Quay St, just a short walk from the Britomart Transport Centre and the Downtown Ferry Terminal.

11 Mar Coldplay fans MAXX to Vector Arena to see long-awaited tour

On Wednesday 18 and Thursday 19 March, Coldplay fans heading to Vector Arena to see the Grammy award-winning band make their eagerly-awaited return to New Zealand can use public transport to travel conveniently to and from the concert.

12 Mar Extra trains to Mt Smart as NRL season kicks off

On Saturday 14 March, rugby league fans can avoid parking hassles and take MAXX to Mt Smart Stadium to watch the Vodafone Warriors take on the Parramatta Eels, kicking off at 7.30pm.

17 Mar Bus replacements in place from Avondale on the Western line this weekend

Cricket fans who have pre-purchased their tickets for the Black Caps versus India one-day international, and Eden Park card members, will be able to ride for free from all train stations to Kingsland station, which is just five minutes' walk from Eden Park.

18 Mar Ride the bus and train for free to see The Who at North Harbour Stadium

Aucklanders travelling to see British rock legends The Who and American band Counting Crows at North Harbour Stadium this Saturday 21 March can catch a free ride to and from the concert with MAXX.

23 Mar MAXX to Vector Arena to see the Kings of Leon

On Wednesday 25 March, Kings of Leon fans bound for Vector Arena to see the rock and roll kings on their eagerly anticipated tour can avoid parking woes and travel with ease on public transport services to and from the event.

26 Mar Take the train to Mt Smart to see the Warriors in action against the Broncos

On Saturday 28 March, NRL fans can avoid parking hassles and take the MAXX train to Mt Smart Stadium to watch the Vodafone Warriors take on the Broncos, kicking off at 7.30pm.

31 Mar Bus replacements in place from Papakura to Papatoetoe on the Southern Line this weekend.

The Auckland Regional Transport Authority (ARTA) advises that a revised timetable and bus replacement services will be operating between Papakura and Papatoetoe on the Southern Line from 12:40pm Saturday 4 April until 1:30pm Sunday 5 April.

5 CORPORATE SERVICES

5.1. FINANCIAL REPORTS

Auckland Regional Transport Authority										
INCOME STATEMENT										
NZD '000	MONTH			YEAR TO DATE			FULL YEAR			
	March-09	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget	Reforecast Dec 08	Variance Fav/(Unfav)
OPERATING REVENUE										
ARC Opex Grants	7,662	7,825	163	68,642	70,802	2,160	95,916	99,847	3,931	
NZTA Opex Grants	8,387	9,258	871	74,572	79,168	4,596	100,967	102,894	1,927	
Other Grants and Subsidies	109	134	25	978	1,018	40	1,305	1,306	1	
Rail Fare Revenue	1,913	1,902	(11)	13,630	13,487	(143)	19,000	18,741	(259)	
Bus Fare Revenue	487	451	(36)	2,857	3,146	289	3,962	3,987	25	
Ferry Wharf Revenue	160	181	21	1,445	1,502	57	1,928	1,873	(55)	
Other Sundry Operating Income	1	11	10	9	124	115	12	164	152	
Total Operating Revenue	18,719	19,762	1,043	162,133	169,247	7,114	223,090	228,812	5,722	
OPERATING EXPENDITURE										
Human Resource	1,164	1,124	40	10,080	9,355	725	11,992	13,377	(1,385)	
Prof Services - Project Delivery	625	501	124	5,115	4,455	660	7,005	6,579	426	
Prof Services - Customer Services	643	588	55	5,977	6,017	(40)	8,120	8,384	(264)	
Prof Services - Others	333	156	177	2,626	6,280	(3,654)	3,394	3,865	(471)	
Support Services	225	225	0	2,025	2,029	(4)	2,700	2,716	(16)	
Materials	38	22	16	338	83	255	500	206	294	
Printing and Office	121	102	19	1,266	901	365	1,703	1,322	381	
Communications	25	12	13	273	144	129	367	206	161	
Information Systems	48	31	17	465	504	(39)	915	813	102	
Bus Contract	10,103	11,303	(1,200)	81,977	87,024	(5,047)	111,332	116,053	(4,721)	
Rail Contract	4,827	4,530	297	44,545	43,613	932	60,525	61,863	(1,338)	
Ferry Contract	517	472	45	4,561	3,562	999	6,113	5,155	958	
T A Level Crossing							2,800	2,800	0	
Other Expenditure	66	133	(67)	1,485	1,610	(125)	1,702	1,546	156	
Depreciation	1,366	1,462	(96)	11,800	12,605	(805)	13,944	16,451	(2,507)	
Investigations Expenditure	-	(2)	2	1,029	3,835	(2,806)	1,029	4,047	(3,018)	
Total Operating Expenditure	20,101	20,659	(558)	173,562	182,017	(8,455)	234,141	245,383	(11,242)	
Net Operating Surplus/(Deficit)	(1,382)	(897)	485	(11,429)	(12,770)	(1,341)	(11,051)	(16,571)	(5,520)	

Statement of Financial Position

As at 31 March 2009

	June 08 \$000s	ARTA				June 08 \$000s	ARTA		
		Mar-09 \$000s	Feb-09 \$000s	Movement \$000s			Mar-09 \$000s	Feb-09 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	8,087	13,902	5,600	8,302	Cash and cash equivalents	148	119	116	3
GST payable	184	0	257	(257)	Trade receivables	467	543	277	266
Employee benefit liabilities	855	800	659	141	GST receivable	0	296	0	296
Income in advance	3,076	5,427	7,030	(1,603)	Accrued income	11,498	9,687	13,404	(3,717)
Accrued expenditure	34,740	27,839	30,232	(2,393)	Prepayments	14	5,464	1,871	3,593
Transport grants payable	18,802	18,169	18,169	0	Inventories	3,096	4,160	3,817	343
Total current liabilities	65,744	66,137	61,947	4,190	Related party receivables				
Non-current Liabilities					Operating account	38,562	36,868	30,182	6,686
Transport grants payable	9,880	5,701	5,701	0	Transport grants	18,802	18,169	20,865	(2,696)
Deferred tax	4,935	4,935	4,935	0	Total current assets	72,587	75,306	70,532	4,774
Total non-current Liabilities	14,815	10,636	10,636	0	Non-current assets				
Total liabilities	80,559	76,773	72,583	4,190	Property, plant & equipment	186,090	226,481	221,011	5,470
Equity					Intangible assets	22,254	21,985	22,015	(30)
Accumulated funds	5,164	6,395	5,678	717	Related party receivables				
Capital grants reserve	205,088	246,305	240,998	5,307	Transport grants	9,880	5,701	5,701	0
Total equity	210,252	252,700	246,676	6,024	Total non-current assets	218,224	254,167	248,727	5,440
Total equity and liabilities	290,811	329,473	319,259	10,214	Total assets	290,811	329,473	319,259	10,214

Statement of Cash Flows For the Period Ended 31 March 2009		
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	72,496
57,533	ARC Capex grants	52,577
26,545	ARC funding for IA grants vested in ARTA	4,812
5,028	LTNZ Capex grants	3,230
84,963	LTNZ Opex grants (excl. GST)	80,078
1,333	Other Grants and Subsidies	3,367
16,573	Rail Fare revenue	13,803
3,322	Bus Fare revenue	3,042
1,471	Ferry Wharf revenue	1,497
623	GST	0
150	Other Sundry Operating income	153
263,956		235,055
	Cash was applied to:	
169,822	Payments to Suppliers (excl. GST)	167,949
10,521	Payments to Employees	9,410
26,251	Payments to recipients of IA grants vested in ARTA	4,812
0	GST	184
206,594		182,355
57,362	Net Cash from Operating Activities	52,700
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	0
0	Proceeds from Sale of Intangible Assets	0
0		0
	Cash was applied to:	
57,537	Purchase and Development of Fixed Assets	52,729
0	Purchase and Development of Intangible Assets	0
0	Other Investments	0
57,537		52,729
(57,537)	Net Cash applied to Investing Activities	(52,729)
	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	(29)
323	Cash & Investments Balances at Beginning of the Period	148
148	Cash & Investments Balances at the End of the Period	119
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
148	Cash	119
0	Short Term Investments	0
148		119

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	Mar 09 \$000
Cash was provided from:	
Net Surplus	42,448
Adjustment for items not involving cash:	
Depreciation and amortisation	12,605
Donated asset	0
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	1,694
(Increase) in trade and other receivables	-5,073
Increase in GST	-184
Decrease/(Increase) in grants receivable from ARC	4,812
(Decrease)/Increase in trade and other payables	1,210
(Decrease)/Increase in grants payable	-4,812
Net Cash from Operating Activities	52,700

5.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF MARCH 2009

The results for the March month and the year to date as at 31 March 2009 are reported against the ARTA budget as per the 2008/2009 funding agreement with the ARC (approved December 2008).

Revenue

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

ARC Opex Grants are \$0.2m more than budget and NZTA Opex Grants are \$0.9m more than budget due to more expenditure than budgeted for March (see below). The NZTA variance is higher than ARC due mainly to the 100% reimbursement for the Super Gold card reimbursement to operators, which was not budgeted for.

Expenditure

Major variances to budget are:

- a) Professional Services – Project Delivery – is \$0.1m less than budget due to project delays associated with future funding uncertainty and the delay in negotiation of rail network access charges.
- b) Professional Services – Customer Services is \$0.1m less than budget due to savings in the TDM marketing area, the timing of the Rugby World Cup study, use of an in house temp graphic designer rather than outsourcing this work, less support required for the real time system and no expenditure on special events travel planning due to no NZTA funding for this project.
- c) Professional Services – Other is \$0.2m less than budget due to the timing of some IT capital costs not yet transferred to ARTA by the ARC and delays in signing the contract for the CBD tunnel work.
- d) Bus Contract is \$1.2m more than budget due to inflation payments coming in higher than budget (up to 20% actual vs. budget 10%), the Super Gold card reimbursement to operators (however as this is funded 100% by NZTA there is a corresponding increase in NZTA Opex grants), partially offset by savings in all sectors as a result of the delay of service changes and higher than budgeted deductions from operators.
- e) Rail Contract is \$0.3m less than budget due to a reduction in Veolia leave liability for the month, savings in fuel and partially offset by higher rolling stock maintenance and an error in accounting for Britomart access in March (corrected in April).
- f) Depreciation is \$0.1m more than budget due to the timing of completing and capitalising property plant and equipment differing from the budgeted timelines to complete capital projects.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$0.9m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 31 MARCH 2009

Revenue

ARC Opex Grants are \$2.2m more than budget and NZTA Opex Grants \$4.6m more than budget year to date due to more expenditure than budgeted (see below for expenditure variance analysis).

Rail Fare Revenue is \$0.1m less than budget due to disruptions caused by the track closures over the Christmas/New Year period and the average fare being lower than originally budgeted due to higher than expected use tertiary discount travel.

Bus Fare Revenue is \$0.3m more than budget due to higher patronage growth than budgeted.

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 \$0.7m less than budget due to lower than budgeted salaries due to the first half of the year recruitment freeze and savings in recruitment costs and staff travel and accommodation.
- b) Professional Services – Project Delivery is \$0.7m less than budget year to date.
- c) Professional Services – Other is \$3.6m more than budget due mainly to the write back of capital work in progress at 30 June 2008 for integrated ticketing procurement.
- d) Materials – \$0.3m 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 \$0.4m less than budget mainly due mainly to fewer marketing timetables.
- f) Bus and Ferry Contracts are \$4.0m more than budget, this being related to higher than budgeted inflation payments, partially offset by savings in the ferry contract due to early conclusion of operator negotiations and delays in service changes for all sectors.
- g) Rail Contract - \$0.9m less than budget year to date as a result of lower than budgeted fuel prices, seasonal lows in the leave liability and lower than budgeted driver hire and service kilometres due to the line closures over the holiday period.
- h) Depreciation is \$0.8m more than budget year to date.
- i) Investigations Expenditure is \$2.8m more than budget year to date due to uncertainty of costs for electrification design when the budget was originally set.

Net Operating Surplus/ (Deficit)

Net operating deficit for the year is \$12.8m. This deficit arises mainly because depreciation is unfunded and because to the write off of Integrated Ticketing capital work in progress.

5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 31 March 2009 are:

Current Liabilities

The total trade payables have increased by \$8.3m from February due to the Veolia quarterly invoice (\$5.8m) due for payment in April and high value supplier invoices for the rolling stock 18-23 programme, which is running ahead of schedule.

Income in advance has decreased \$1.6m from the month of February mainly due to the expiration of the March month of the Veolia invoice and March prepaid insurance.

Accrued expenditure has decreased \$2.4m from February as expenditure settles after the holiday period.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – March 09	\$7,521,700	\$2,100	\$4,500
Accounts Payable – February 09	\$1,534,600	\$10,300	\$10,900

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

The increase in prepayments \$3.4m is also due to the new Veolia quarterly invoices less the portion relating to the month of March.

Accrued income is lower by \$3.7m than February as expenditure settles after the holiday period.

Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable– March 09	\$459,600	\$22,700	\$34,400
Accounts Receivable– February 09	\$218,000	\$27,300	\$31,400

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.