

Financial Results for the Two Months Ended 31 August 2012

Introduction

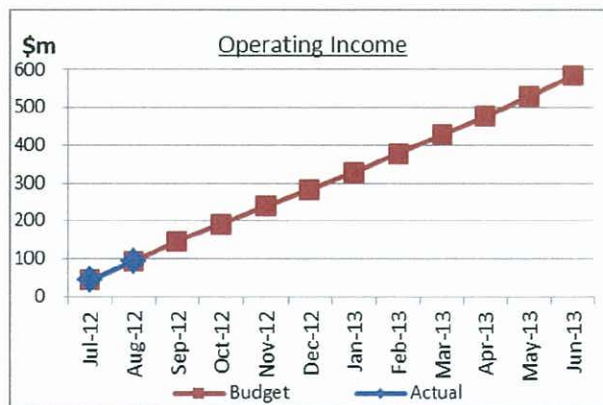
This report summarises for Auckland Transport the financial results for the two months ended 31 August 2012.

Executive Summary

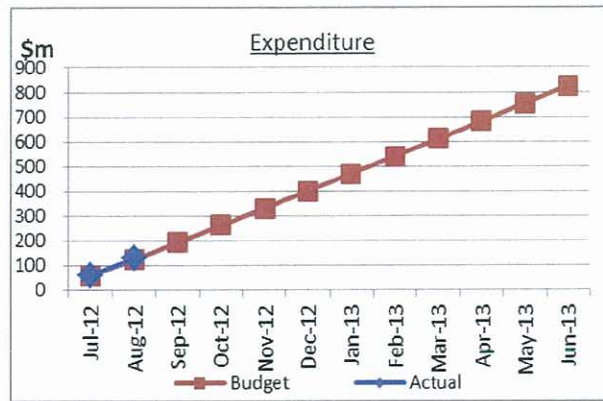
Financial Results for the two months ended 31 August 2012:

	Current month variance to Budget \$m	Year to date variance to Budget \$m	Year to date results	Year to date Actual \$m	Year to date Budget \$m	Full Year Budget \$m
Total operating income	2.0	1.6	↑ ■	93.9	92.3	583.6
Total operating expenditure	(1.3)	(3.0)	↑ ■	128.3	125.3	824.2
Surplus/(deficit) from operations	0.8	(1.4)	↓ ■	(34.3)	(33.0)	(240.6)
Income for capital projects	(0.9)	0.4	↑ ■	34.5	34.2	243.0
Net surplus/(deficit) before tax	(0.2)	(1.0)	↑ ■	0.2	1.2	2.4
Capital expenditure	(0.9)	4.7	↓ ■	68.5	73.1	719.8

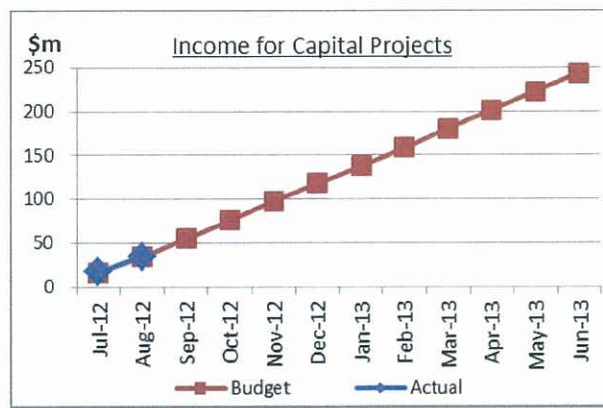
Net surplus before tax year to date is \$0.2 million. This is \$1.0 million unfavourable against the budgeted surplus of \$1.2 million, due to \$3.0 million operating expenditure higher than budget partly offset by \$2.0 million income better than budget.



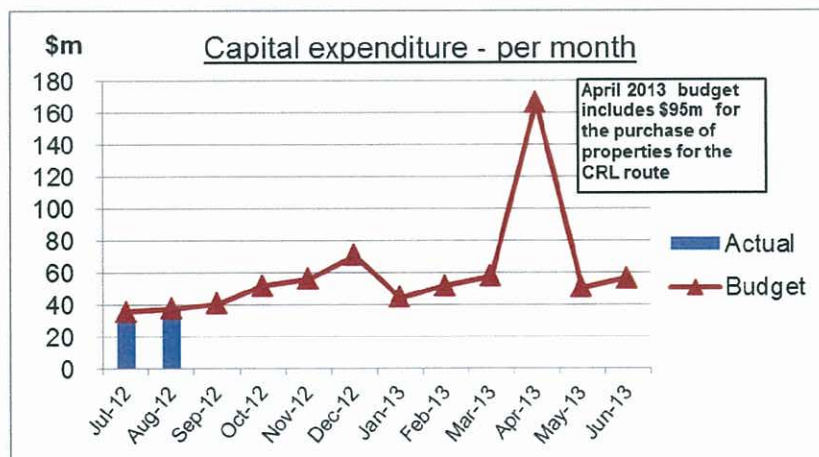
Total operating income year to date is \$1.6 million favourable to budget. This is mainly due to \$0.7 million NZ Transport Agency funding and \$0.6 million parking and enforcement income higher than budget.

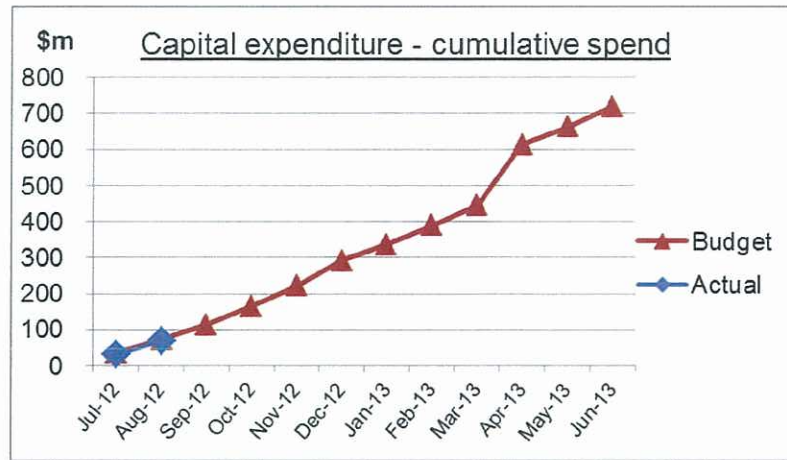


Total operating expenditure year to date is above budget by \$3.0 million due to personnel costs not yet capitalised and road corridor maintenance costs.



Income for capital projects year to date is above budget by \$0.4 million primarily due to NZ Transport Agency capital funding higher than expected. The NZTA subsidy is paid when work is undertaken.





Capital expenditure year to date was \$68.5 million, which is \$4.7 million less than budget. This is mainly due to underspends in various public transport projects which are due to timing differences. The full year budgeted capital expenditure is \$719.8m.

The **asset position** is sound with net assets of \$13.5 billion at the end of August and cash flow funding arrangements are in place to ensure all liabilities can be met.

Recommendation

It is recommended that the Auckland Transport Board receive this report.

Key to symbols used in this report:

	: Within tolerable range
	: Below budget, unfavourable variance.
	: Below budget, favourable variance.
	: Above budget, unfavourable variance.
	: Above budget, favourable variance.
	: Achieved budget or better
	: Monitoring, some action taken
	: Action required

<p>WRITTEN BY</p>	<p>Harlem Cabuhat Planning and Reporting Accountant</p> <p>Susan Cairns Senior Financial Reporting Accountant</p>	<p><i>H Cabuhat</i></p> <p><i>S Cairns</i></p>
<p>RECOMMENDED BY</p>	<p>Julian Michael Financial Reporting Manager</p> <p>Stephen Smith Finance Manager</p>	<p><i>J Michael</i></p> <p><i>S Smith</i></p>
<p>APPROVED FOR SUBMISSION BY</p>	<p>David Foster Chief Financial Officer</p>	<p><i>D Foster</i></p>