



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

January 2009

CONTRIBUTION LIST

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

Business Unit	Name
Customer Services	Mark Lambert
Project Delivery	Peter Spies
Strategy and Planning	Peter Clark
Corporate Services	Stephen Smith
CE Unit	Fergus Gammie

TABLE OF CONTENTS

1	CUSTOMER SERVICES	5
1.1.	PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE.....	5
1.2.	PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY	9
1.3.	SERVICE DEVELOPMENTS	13
1.4.	MAJOR INFRASTRUCTURE WORKS.....	13
1.5.	SPECIAL EVENT PASSENGER TRANSPORT SERVICES	14
1.6.	REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008 PART 2.....	14
1.7.	PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)	14
1.8.	AUCKLAND TOTAL MOBILITY SCHEME	15
1.9.	TRAVEL PLANNING	16
1.10.	MARKETING AND CUSTOMER INFORMATION CHANNELS	16
2	PROJECT DELIVERY	19
2.1.	ROLLING STOCK PROCUREMENT	19
2.2.	INFRASTRUCTURE DEVELOPMENT	20
2.3.	FERRY TERMINAL UPGRADES	21
2.4.	NETWORK DEVELOPMENT	21
2.5.	REAL TIME PASSENGER INFORMATION SYSTEMS	22
2.6.	ASSET MANAGEMENT.....	22
3	STRATEGY AND PLANNING	24
3.1.	STRATEGIC TRANSPORT PLANNING	24
3.2.	PLANNING AND PROGRAMMING.....	24
3.3.	2008/09 REGIONAL LAND TRANSPORT PROGRAMME	27
3.4.	2009/2013 REGIONAL LAND TRANSPORT PROGRAMME	27
3.5.	WALKING AND CYCLING COORDINATION	27
3.6.	REGIONAL ROAD SAFETY COORDINATION	27
4	CORPORATE SERVICES	28
4.1.	FINANCIAL REPORTS.....	28
4.2.	STATEMENT OF FINANCIAL PERFORMANCE.....	31
4.3.	STATEMENT OF FINANCIAL POSITION	32
5	CE UNIT	34
5.1.	MEDIA AND COMMUNICATIONS	34

SUMMARY

Patronage

- Public transport patronage for the 7 months to January 2009 was 8.5% above last year.
- Patronage for the month of December was 15% higher for bus, 14% higher for rail and 2.5% lower for ferry, while total January patronage was 4.5% higher with bus up by 7%, rail a 9% decrease and ferry a 5.5% increase.
- The Northern Express patronage for the months of December and January increased by 100% and 81% respectively 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 was 8% higher than 2007.

PT Services

- Rail service punctuality in January (excluding bus rail replacements) on all services improved on both December 2008 and January 2008.
- A number of bus rail replacements operated over the Christmas holiday period to replace rail services to enable track improvement works.

Rolling Stock

- SA trainsets 18–23 – the first two cars were ready for commissioning by the end of 2008, six months ahead of schedule. The availability of bogie bearings continues to impact on the overall programme.
- The last two SX carriages to be refurbished are due to be completed in March.
- The ADL air conditioning upgrade is expected to be completed in February.
- 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.

Infrastructure

- DART Programme – ONTRACK completed a significant upgrade work programme over the December / January period which necessitated the closure of the Western line and the use of bus replacements.
- 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 a detailed design RFT is being prepared to progress the Western line stabling site.
- Park Road Station - detail design is underway.
- Onehunga Line Stations - preferred locations have been identified and consultation is underway.
- Half Moon Bay Vehicular Ferry Terminal – structural repair works are planned to commence during February and March.
- Downtown Ferry Terminals Structural Renewals – progress has improved with the indicative completion date now mid 2010.
- Newmarket Station – the key milestone of track relocation has been completed.
- Real Time Signs – The roll out of the signs continues across the region with 95% of sites now installed with completion now expected during February.

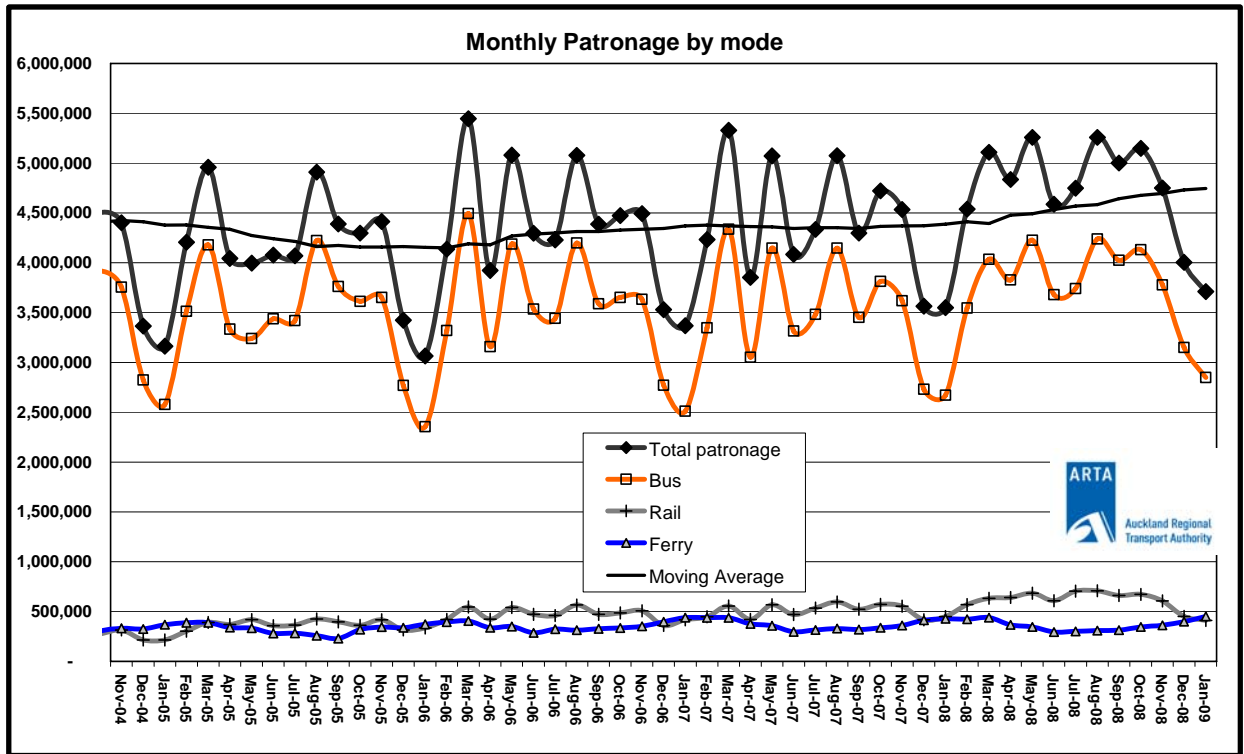
Strategy and Planning

- The draft Regional Public Transport Plan is expected to be available for public consultation by May 2009.
- The draft 2009 / 13 Auckland Regional Land Transport Programme is completed and will be issued for public consultation on 2 March 2009.
- The draft 10 year Auckland Transport Plan 2009 is on track to be available for consultation in early March.

1 CUSTOMER SERVICES

1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail cumulative patronage for the seven months to January is 8.5% (2,543,178 boardings) higher than for the seven months to January 2008¹ at 32,623,148 total boardings. The patronage for the month of January is 4.5% (160,671 boardings) higher than January 2008 at 3,711,486 boardings.



The largest contributors to the January patronage growth (160,671 boardings) are:

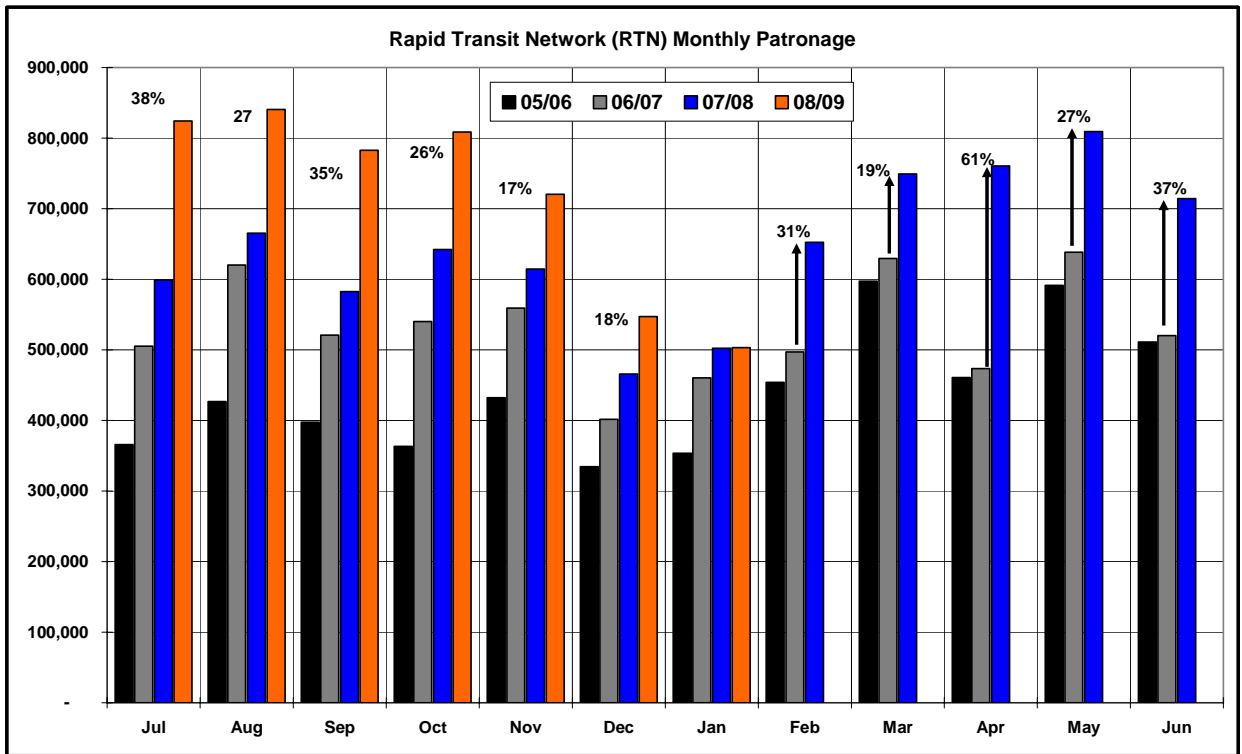
- Bus was up by 7%, (177,367 boardings) and included:
 - The Northern Express patronage was 81% (41,139 boardings) higher and Albany and Constellation stations feeder buses up 45% (7,982 boardings).
 - The contracted trips of Mt Eden Rd services had 29% growth.
 - Botany to CBD routes 680 and 681 corridor up 36%.

Twelve month rolling average at January 2009 is 56,953,849 passengers compared to January 2008 of 52,652,515, an 8% increase.

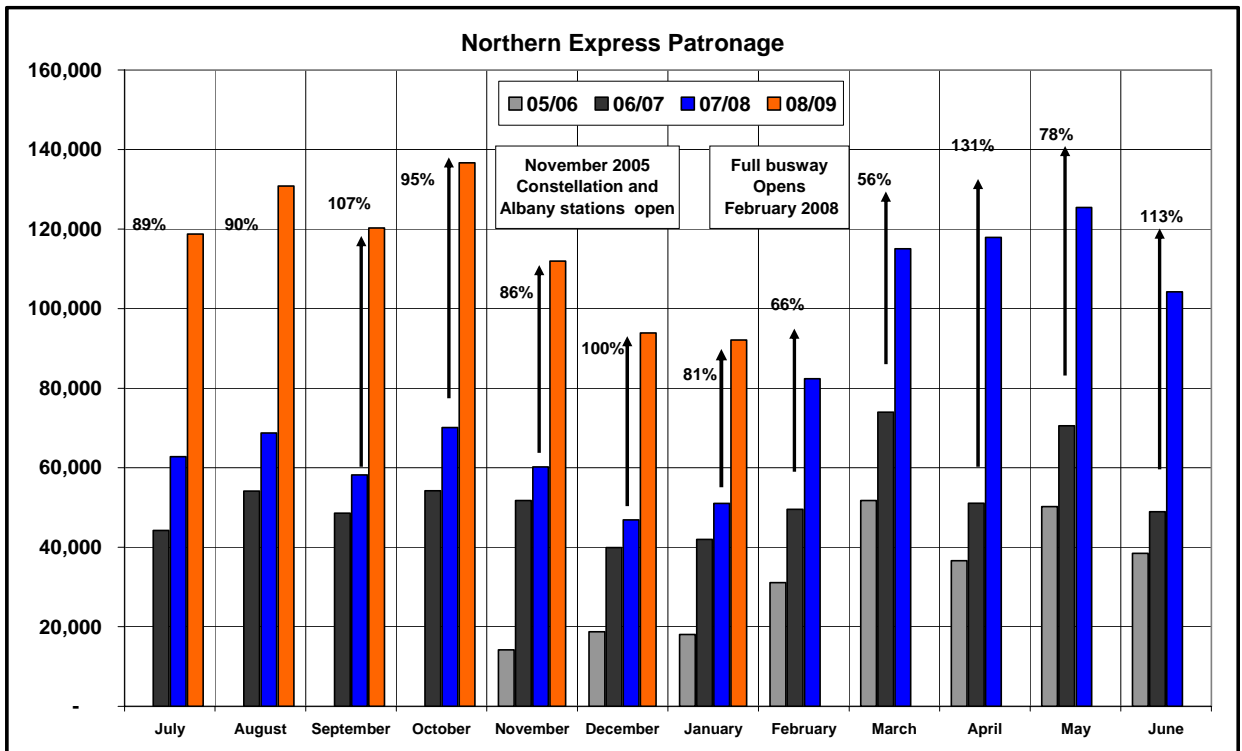
¹ At the time of compiling, patronage totals from two ferry operators were still outstanding. Their patronage has been estimated in line with previous months. Patronage share for these operators is less than 1% of the total network

Rapid Transit Network (Rail and Northern Express):

For the month of January 2009, the Rapid Transit Network (RTN) grew by less than 1% (689 boardings) compared to January 2008. This was due to a decline in patronage on the Western Line for rail due to extensive track closures for infrastructure works.

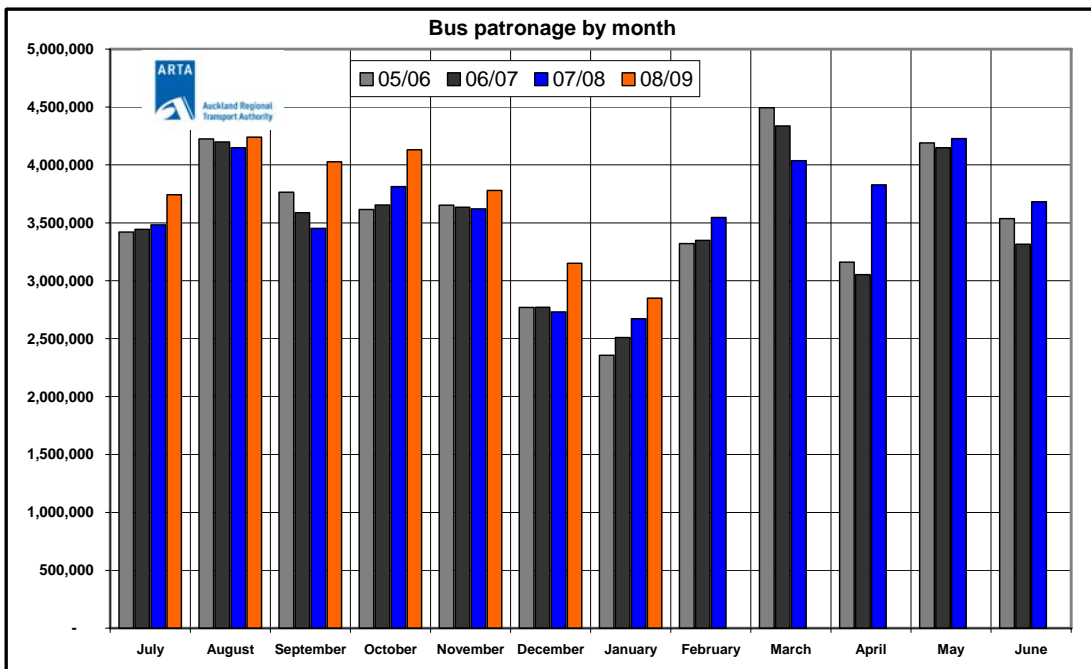


The Northern Express grew by 81% or 41,139 boardings compared to January 2008.



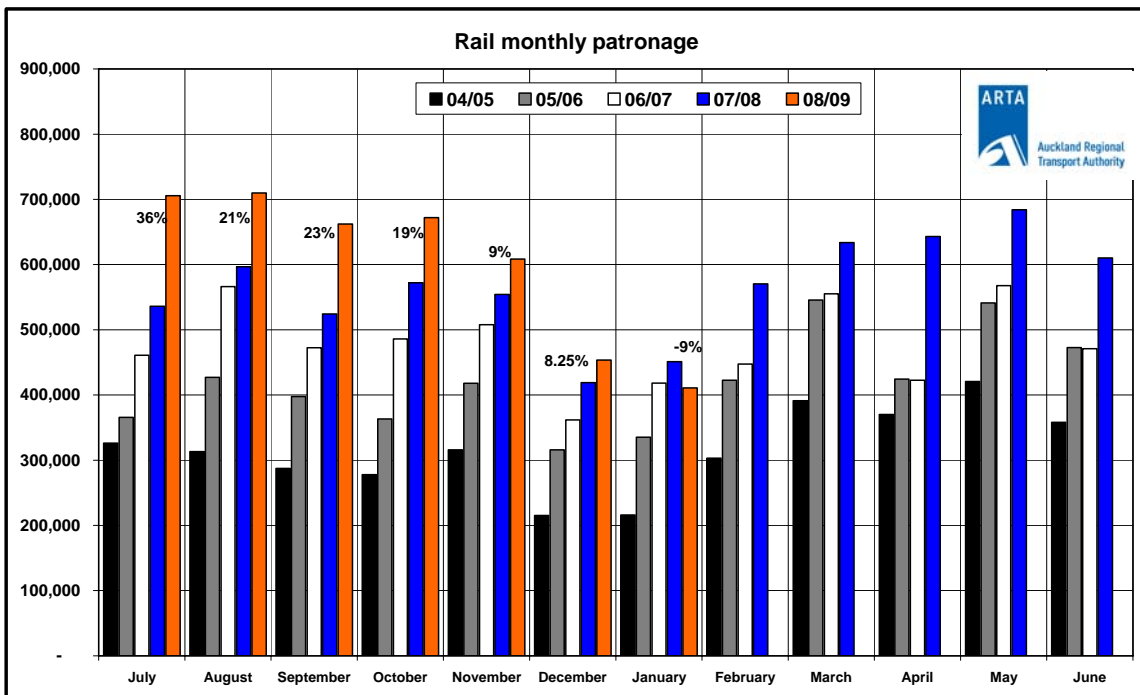
Bus Patronage

Bus patronage is 7% (177,367 boardings) higher than last January, and 8% higher for the seven months this financial year to date.

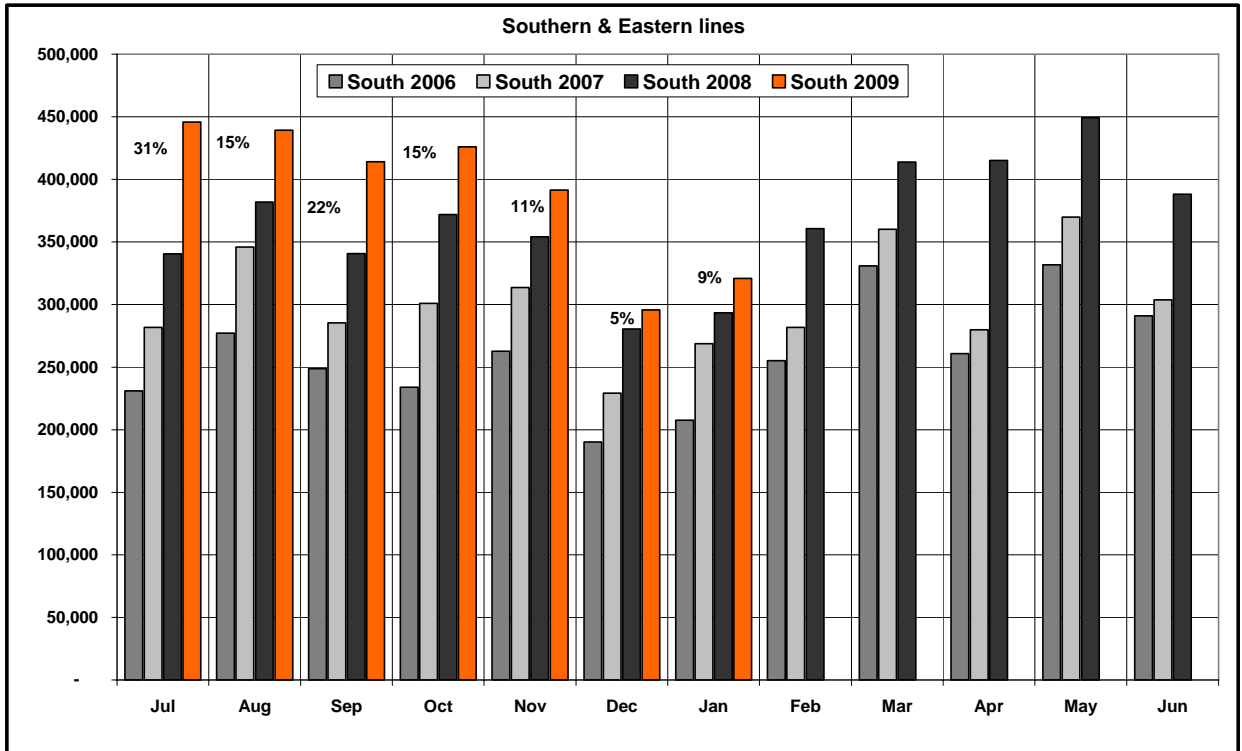


Rail Patronage

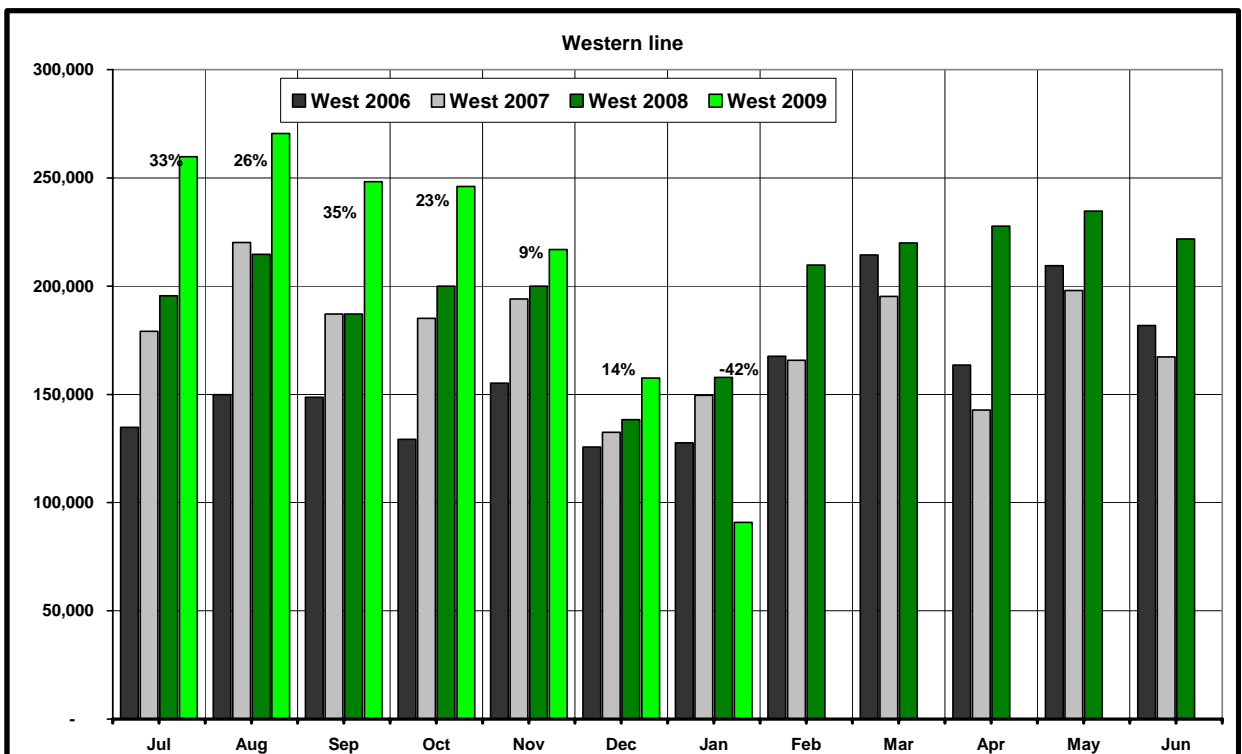
The extensive programme of track works that resulted in bus replacements over much of the network from 1 – 18 January and during Auckland Anniversary weekend impacted on the number of passengers recorded during the month, with a 9% decrease on the total patronage compared with the same month last year. For the month of January 2009 there were 411,000 passenger journeys. For the year-to-date there have been 4,223,000 passenger journeys made on rail (15.6% more than the same period last year).



The southern and eastern line services, which were least impacted by the track works, recorded 321,000 passenger journeys, or 9.3% more than the same month last year. For the year to date there have been 2,733,000 passenger journeys recorded on the southern and eastern lines, a 15.7% increase on the same period last year.

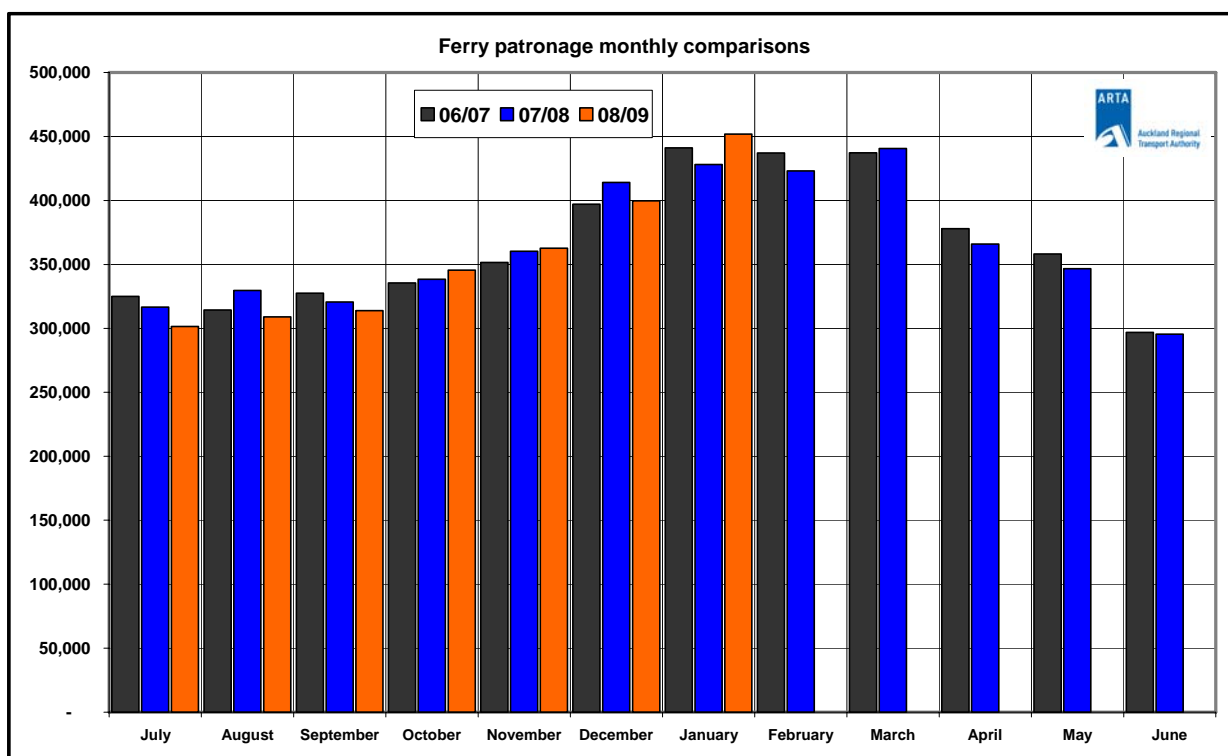


There was a significant decrease in the level of usage recorded on the western line during January 2009 with bus replacement services in operation for all but 10 days of the month. For the month, there were 91,000 passengers recorded on western line services, a decrease of 42.9% on the same month last year. For the year to date there have been 1,490,000 passenger journeys recorded on western line trains, an increase of 15.5% on the same period last year.



Ferry Patronage

Ferry patronage for January is 5.5% higher (23,754 boardings) than last January due to increased tourist trips.



1.2. PASSENGER TRANSPORT SERVICE PUNCTUALITY AND RELIABILITY

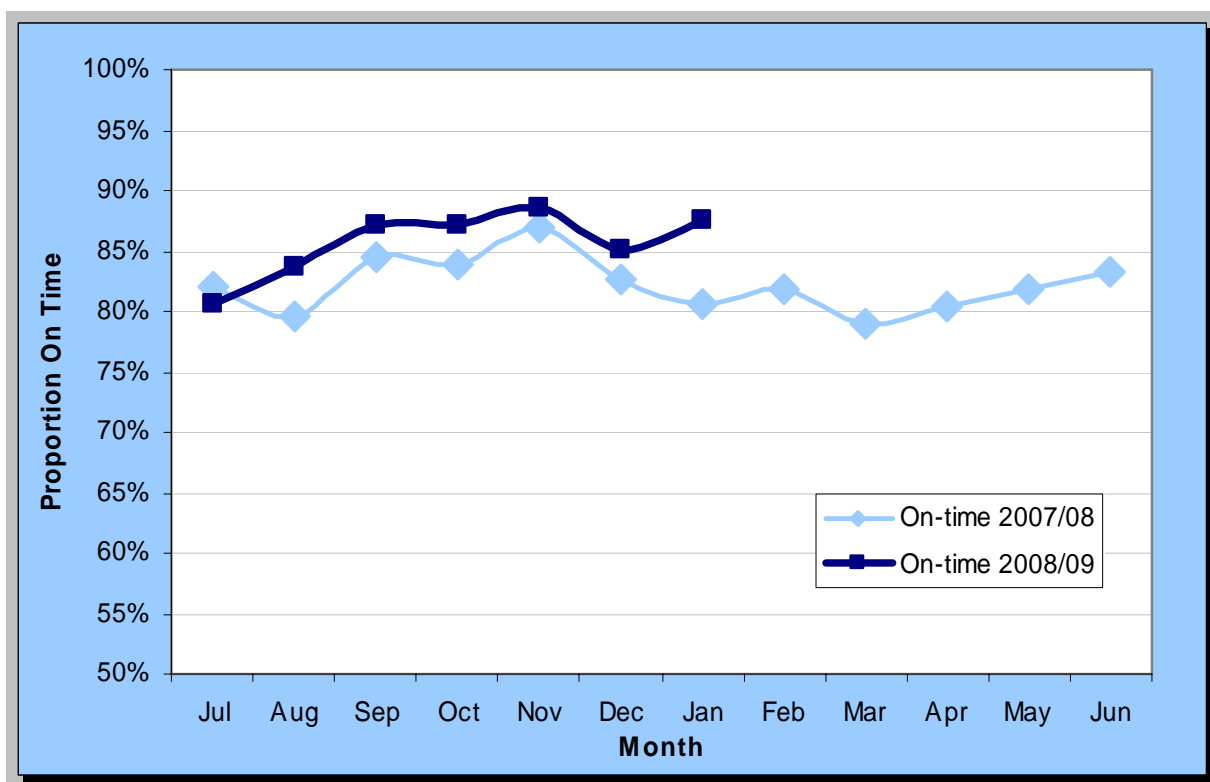
Rail Services

In January 87.5% of all services operated on time or within five minutes of their scheduled time, compared to 85.1% in December and 80.5% for January last year. On the southern and eastern lines, 88.0% of services operated on time or within five minutes, compared to 84.6% last month and 81.6% for the same month last year. On the western line, 85.3% of services operated on time or within five minutes, compared to 86.1% last month and 77.8% in January last year.

The following major incidents were recorded during the month:

- Signalling and points failures – Much of the rail network was closed to suburban rail traffic between 1 and 18 January for major track upgrade works on several sites with trains operating between Papakura and Britomart via the Eastern line only. After an unprecedented 26-day shut-down, several minor points and signal failures impacted on the delivery of services throughout the day on 19 January. The following evening a points failure at Quay Park affected the train movements in and out of Britomart leading to delays on all lines during the evening peak. On 22 January a points failure at Avondale led to delays on the western line in the early part of the evening peak and a signal failure at Tamaki resulted in delays on all lines during the evening peak. Points failures at Newmarket resulted in service delays on the western line during the evening of 23 January and on the southern and western lines in the afternoon of 27 January.
- Mechanical faults – On 15 January, a faulty train that was being returned to the depot for repairs broke down at Otahuhu and caused a line blockage that resulted in disruption to southern line services from the early afternoon through to the evening peak. On 20 January a mechanical fault resulted in several service cancellations on the western line during the mid-afternoon.
- Other – On 20 January services on the southern and eastern lines were suspended for about one hour during the early afternoon following a toxic fumes alert at Westfield. The same afternoon, a freight train collided with a car at a level crossing at Paerata resulting in the suspension of services between Papakura and Pukekohe through the evening peak.

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



For the month, 97.6% of scheduled rail services (excluding bus rail replacements), reached their scheduled destination and were not cancelled, compared to 95.9% last month and 97.8% for the same month last year. Reliability of western line services (95.9% for January) was worse than that of southern and eastern line services (98.4%).

Bus replacements were in effect during the month as follows:

- From 1 January to 5 January buses replaced trains on the entire western line, the southern line (via Newmarket) from Otahuhu to Britomart and on the eastern line between Panmure and Britomart to allow major works at multiple sites;
- From 6 January to 18 January buses replaced trains on the entire western line and on the southern line (via Newmarket) between Otahuhu and Britomart to allow major works at multiple sites.

During this period ONTRACK undertook work on the following projects:

1. DART 1 – Newmarket upgrade: concrete slab and track construction through the junction together with piling work associated with the new station and bridges;
2. DART 2 – Boston Road to Newmarket: a new temporary station was constructed at Boston Road and a new track alignment under Khyber Pass/Park Roads was completed;
3. DART 4 – Avondale: a new temporary station was constructed east of Blockhouse Bay Road and the track was lowered and realigned;
4. DART 5 – Whau Creek: work continued on the construction of the second bridge;
5. DART 6 – New Lynn: major work proceeded on the trenching of the track through the New Lynn town centre;
6. DART 10 – renewals programme: the opportunity was taken for significant track renewals on all sections where train operations were suspended.
7. DART 11 – Quay Park: new track and associated switching equipment was constructed at the approaches to Britomart that, once signalling has been completed, will allow more train movements in and out of Britomart and provide the opportunity to stable trains on the disused tracks in the old Auckland station yards;

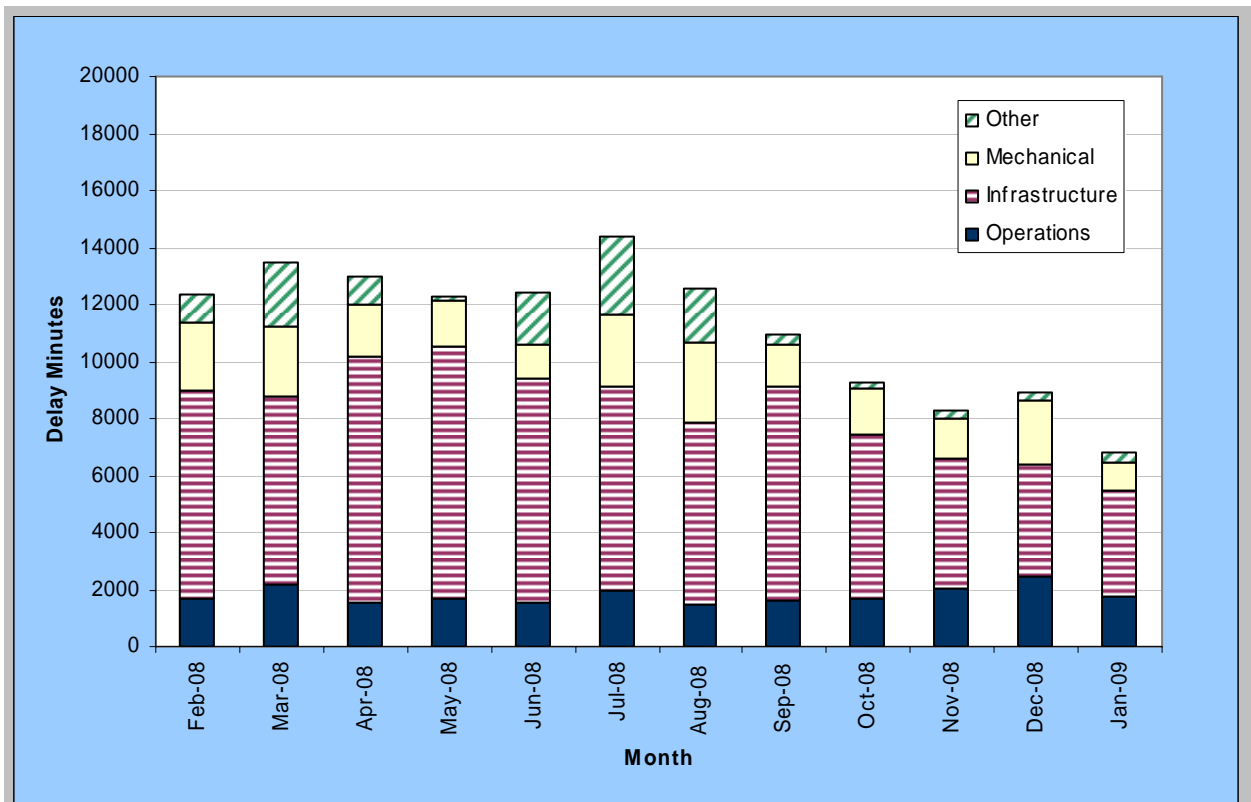
ONTRACK has advised that almost all the planned work was completed as programmed.

- On Auckland Anniversary weekend of 24 to 26 January buses replaced trains on the entire western line and on the southern line (via Newmarket) between Otahuhu and Britomart to allow a continuation of the DART programme.
- Weekday evening 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

The overall passenger delay minutes (for scheduled rail services, excluding bus rail replacements) fell to the lowest level in three years, partially in line with a 20% reduction in planned services compared to the same month last year caused by the extensive track closures. During January 6,823 delay minutes were recorded, or 23.7% lower than recorded during December. There was a significant reduction in the delay minutes caused by mechanical faults which can partly be attributed to the lower demands placed on the fleet through the overall reduction in services supply during the month. While the infrastructure delay minutes fell compared to last month, these made up a greater proportion of the total as there was an increase in speed restrictions with ONTRACK imposing network-wide restrictions when temperatures at track level rise above 40 degrees as extensive sections of new track completed over the Christmas/New Year break are yet to be de-stressed.

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	373	10.0%
Signal/points failure	2,207	59.1%
Speed restrictions	1,067	28.6%
Track protection measures*	88	2.3%
Total	3,755	

*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.

Signal and points failures increased during the month, particularly after the 26-day shut-down. ONTRACK is also investigating the cause of several points failures over new sections of track that have impacted on overall service performance during the month.

Bus Service Reliability and Punctuality

South, West and Isthmus Contracted Bus Services

For January 2009, 99.60% of contracted service trips were operated (Reliability measure).

Service Punctuality for January 2009 was 99.48% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

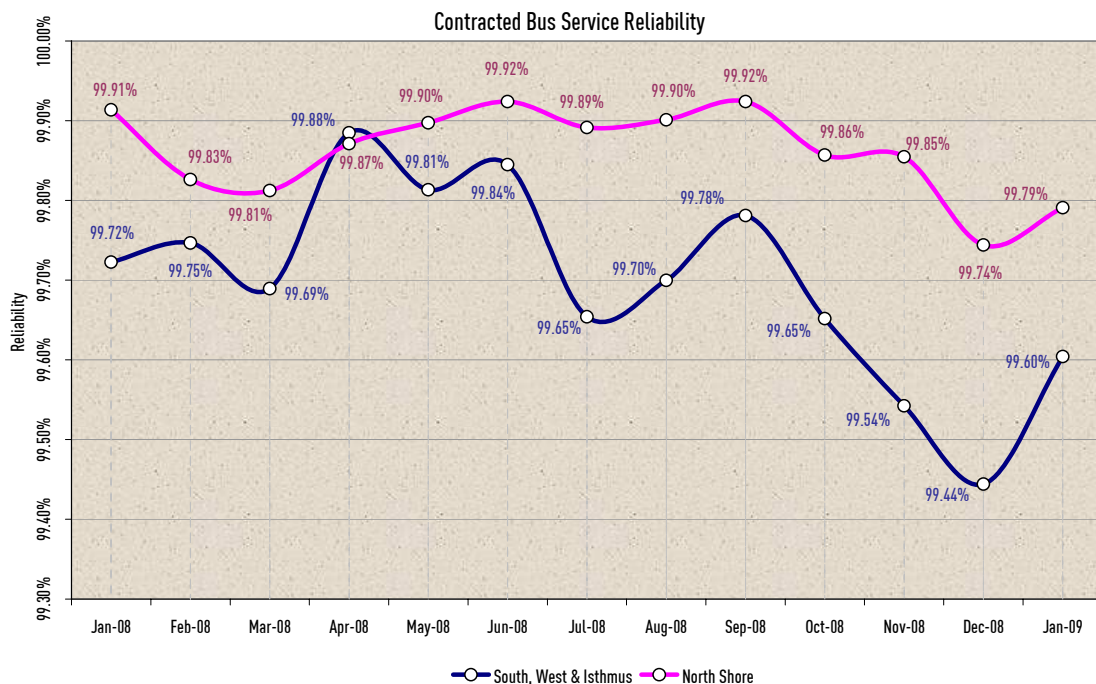
Service Punctuality and Reliability are self reported by the bus operators.

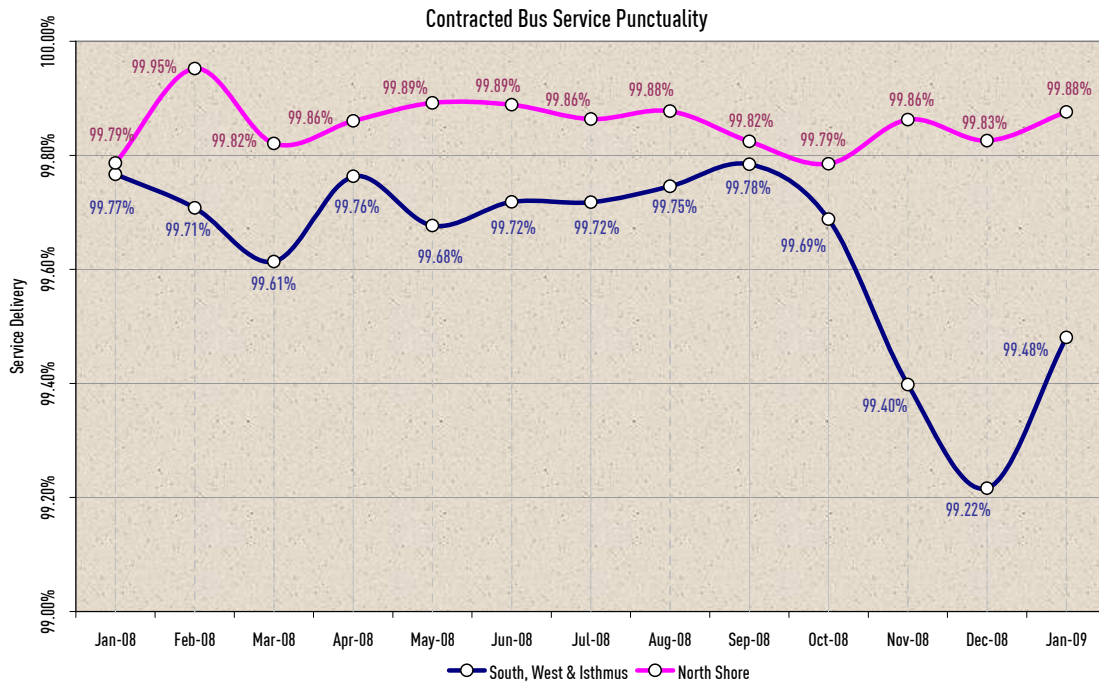
North Shore Contracted Bus Services

For January 2009, 99.79% of contracted service trips were operated (Reliability measure).

Service Punctuality for January 2009 was 99.88% 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

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

The new simplified network for Botany local and Manukau Cross-town bus services was successfully implemented on Sunday 1 and Monday 2 February 2009.

Busway Celebration

ARTA and its partners celebrated the first anniversary of the Northern Busway by offering free travel on the North Shore for one day (Sunday 1 February).

The initiative was a success creating some further awareness of travel options available. Passenger take up was on average up between 30-40% on a normal Sunday operation.

Bayswater and Half Moon Ferry Services

The new 12 month contract began on Saturday 17 January with Fullers continuing to provide services with no change for customers.

1.4. MAJOR INFRASTRUCTURE WORKS

Newmarket Streetscape Upgrade

Newmarket Streetscape work undertaken in January 2009 was in areas of minimal impact to public transport.

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.

Work undertaken in January 2009 required the following bus stop relocations: on Park Rd opposite Auckland Hospital; S3, S4, S5 Symonds St by St Pauls and the relocation of midtown outbound services to S2 Symonds St by Waterloo quadrant. MAXX Ambassadors were utilised to minimise impact to passengers.

ARTA and bus operators are monitoring impact to travel times whilst Symonds St has lane reductions in place adjacent to the University.

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 January 2009, work recommenced in Quay St from Commerce St intersection moving eastward, with lane reductions in place. Lane reductions have also been in place for time periods in Lower Albert St and Fanshawe St.

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.

1.5. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Mt Smart: Big Day Out, Friday 16 January 2009

Southern Line rail track closures were lifted for this event. Special event rail services and NZ Bus bus services were provided.

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 January 2009.

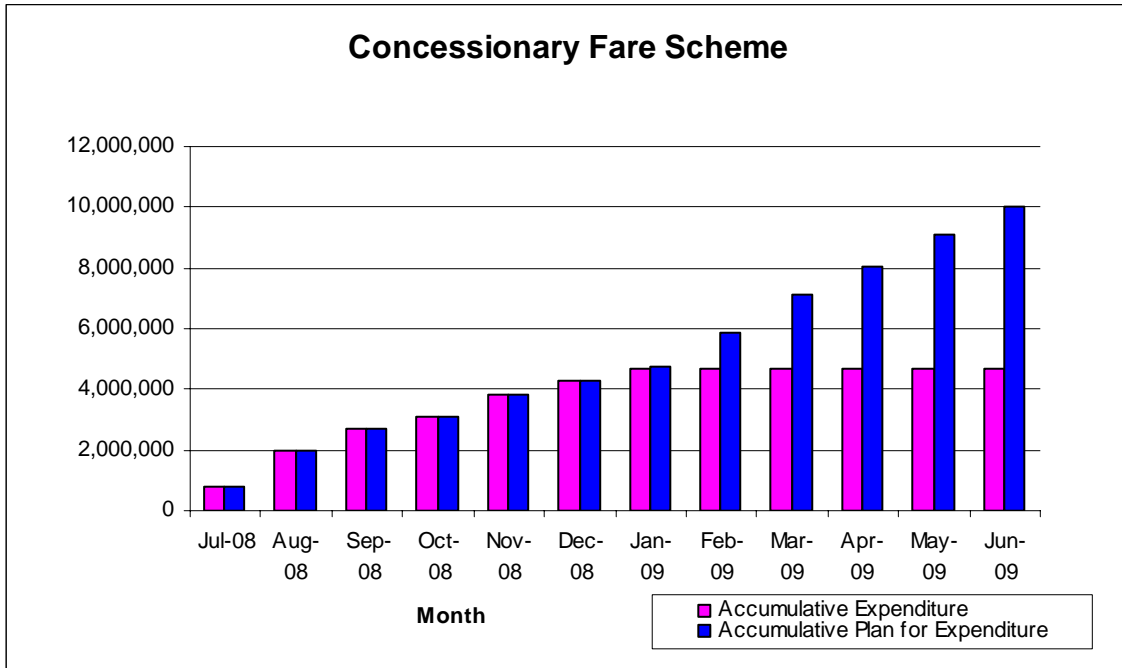
- Fullers Group Ltd.: Notification to register a scheduled passenger transport bus service for Waiheke Island. Approved 05-Jan-09.
- Western Cabs Ltd.: Notification of change of ownership. Auckland Co-op Taxi Society Ltd. acquired Western Cabs Limited on 12 October 2008. Approved 06-Jan-09.
- Transportation Auckland Corporation Ltd.: Notification to withdraw the Uni-rider full year and semester passes due to the success of the increased ARTA tertiary discount on multi-journey tickets. 2008 passes will be accepted up to 24 Feb 2009. Approved 07-Jan-09.
- NZ Wheelchair Ambulance Transport: Notification to register a non-scheduled passenger transport service to transfer passengers to all rest homes, hospitals, airports, ferry terminals, doctors and residential address within the Auckland region. Approved 28-Jan-09.

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

29 senior citizen applications were processed in January 2009 compared with 43 in October, 28 in November and 18 in December.

Expenditure for concessionary fare reimbursements is under budget for the seven months ended January 2009. The expenditure is \$4,677,000 against a reforecast budget of \$4,744,000. This is primarily due to a reduction in claims for Tertiary CFS up until December 2008 as most PT operators had reached their agreed caps for tertiary reimbursement.

The cap is being reassessed with a view to claims being recommenced in January 2009.

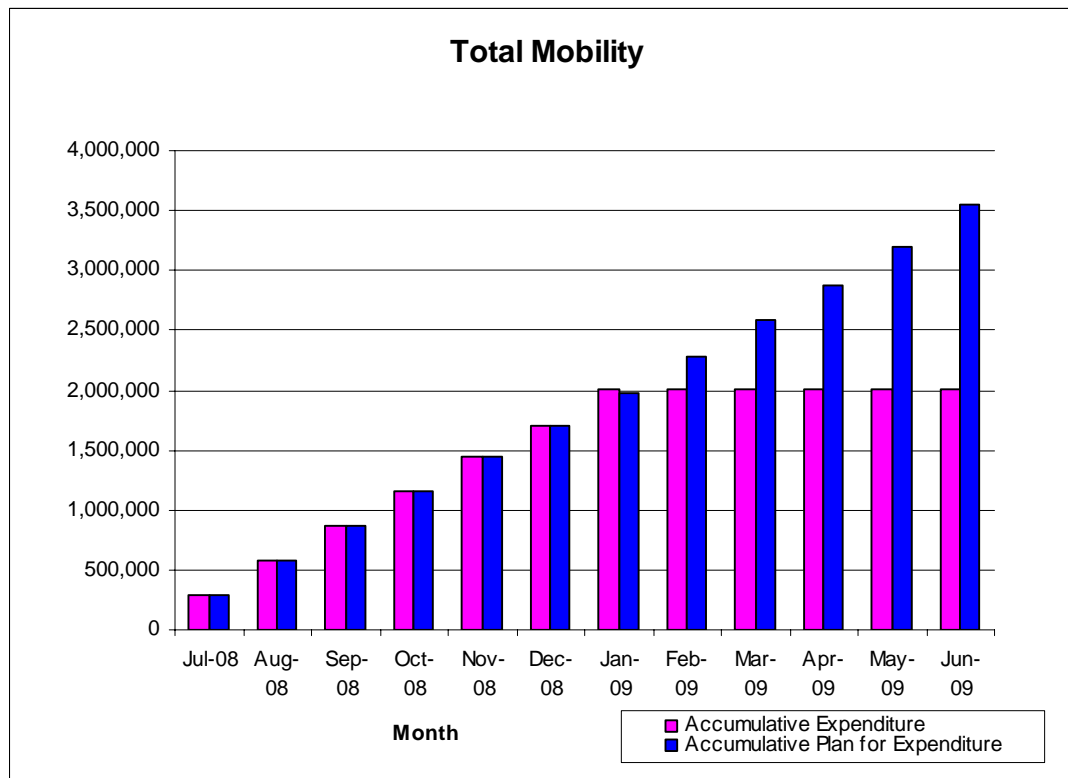


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold card for the four months ended January 2009 is \$2,470,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

115 new Total Mobility applications were processed in January 2009 compared with 159 in October, 215 in November and 192 in December.

Expenditure for Total Mobility reimbursements is within budget for the seven months ending January 2009.



1.9. TRAVEL PLANNING

Planning for the new school year for the TravelWise school travel programme has been progressing through January. 27 new schools are joining the programme in 2009.

1.10. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – January 09

Manukau Crosstown & Botany Local service changes – implementation date – 1 February 2009

An extensive marketing campaign to communicate the changes to residents in East and South Auckland was rolled out including:

- Mail drop of brochure detailing changes to 100,000 households including PO boxes in industrial areas w/c 26 January
- Posters, brochures, timetables and flyers with details of the changes on H&E and Stagecoach (route 375) buses w/c 19 January
- Ads in all local suburban and ethnic newspapers and on radio stations (Indian, Korean, Chinese, Pacific Island), timesaver traffic and accurate traffic for a 3 week period starting w/c 26 January
- Ads in NZ Herald on Thursday 29 January and Monday 1 February
- Ambassadors stationed at key points in the region – on 29/30 January and 1/2/3 February, handing out brochures, timetables and flyers
- Billboards located at 5 high visibility sites across the area for the month of February

Special Event Transport Promotions

One Day Cricket – Eden Park, 10 January

The train station at Kingsland was closed due to the Western line track closure. Two ambassadors were stationed there at the end of the game to direct people away from the station to other public transport options.

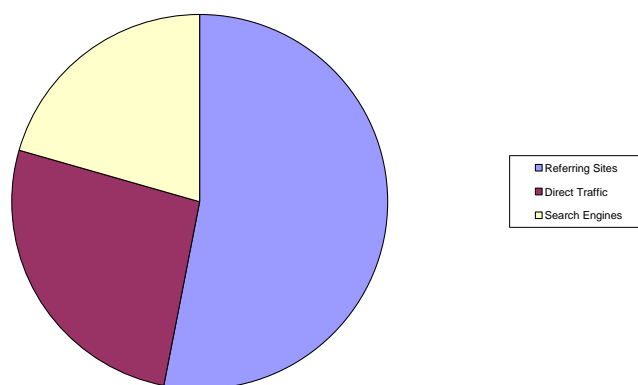
Customer Information Channels

MAXX website statistics – January 2009	
Total visits	412,749 Previous month: 387,357 (+6.6%)
Unique visitors	224,728 Previous month 211,416 (+6.2%)
Most active hour of the day	11am
Most active day of the week	Tuesday
Most popular pages	<ol style="list-style-type: none"> 1. Journey planner – full enquiry 2. Journey planner – map 3. MAXX 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	3 minutes 22 seconds
Average page views	3.90 pages

Website Traffic Flow – January 2009

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

Traffic Sources Overview



MAXX SMS Service

January 2009	
Total requests received	28,326 10% decrease on December 08

MAXX Contact Centre – January 2009

The Contact Centre extended hours commenced 5 January.

Statistics

	2008/2009	2007/2008	Change PY
CALLS OFFERED	62057	65210	-4.84%
CALLS ANSWERED	61070	62024	-1.54%
CALLS ABANDONED	785	2797	-71.93%
AVERAGE QUEUE LENGTH (secs)	6	18	-66.67%
AVERAGE CALL LENGTH (secs)	106	108	-1.85%
AVERAGE HANDLE TIME (secs)	111	112	-0.89%
LONGEST QUEUE TIME (mm:ss)	12:34	9:32	31.82%
EMAILS OFFERED	333	333	0.00%
AVERAGE EMAIL WAIT (hh:mm)	12:35	12:12	3.06%
BRITOMART VISITS	9636	8888	8.42%

PY = Previous Year

Key Performance Indicators

	2008/2009	2007/2008	Change
GRADE OF SERVICE	90.46%	72.92%	24.05%
ABANDON RATE	1.26%	4.29%	-70.63%
EMAIL GRADE OF SERVICE	96.40%	NA	NA

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 will enter service on 9 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. They are expected to be released into service in March 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-two of the forty-three units have now been upgraded. The one unit remaining will be completed in February 2009.

- **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 4 SX carriages is complete.

- **Up-rating of X28020 Bogies**

The programme to up-rate the X28020 bogies fitted to SA/SD trainsets 1-14 began in November 2008. 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 interpeak 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 two cars of TS 19 (SD19& SA55) are now also ready ahead of schedule but awaiting the supply of metric bearings for their S-Ride bogies. The delivery of SKF bearings which was expected to be done in Feb/March 2009 through normal cargo freight had been further delayed to May 2009. To cut down on delivery delays and avail part delivery, ARTA has been asked by KiwiRail to pay \$25,000 for air freighting 80Nos SKF bearings from Italy to China. ARTA accepted this on the understanding that the new agreed delivery dates will be adhered to. This shipment will allow the delivery of TS 18-20 into service on/before the end of October 2009 and the introduction of the new expanded train service timetable on 1 November 2009.

Re-manufacturing work is progressing on the remaining eighteen carriage bodies at Hillside. Sixteen carriages are at various stages of refurbishment and the other two 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 is continuing to work 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)

The key milestone of track relocation through the project site over Christmas/New Year was achieved on programme. Concrete piling works on the eastern boundary of the station have commenced along with the Remuera Road entrance structure.

Park Road (DART 2)

ARTA's design consultant, Opus International Consultants, have commenced the detailed design of the station and consultation has been ongoing for the naming of the new station. ONTRACK are progressing piling and other civil works on site.

Western Line Duplication Stage 3 – Avondale (DART 4)

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. Liaison regarding pedestrian movement is ongoing with ACC and ONTRACK.

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 and WCC have engaged an independent cost consultant to review this and agree fair apportionments between the stakeholders, and then to reconcile the Ontrack estimate with a previous independent estimate. A detailed funding agreement will be prepared following reconciliation of costs.

ARTA's architectural consultant, Architectus, completed the developed design phase of the rail station / bus interchange in early December, from which an updated cost estimate was prepared. Value management of the design is in progress to further reconcile the cost estimate to budget. The final, detailed design is due to be completed in April 2009.

Mock-ups of the pre-cast light-weight concrete art panels proposed for the trench walls along the platform will be prepared for review by stakeholders in February.

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 with key stakeholders. The Partnering Protocol has established the respective ARTA / ONTRACK funding responsibilities however discussions are ongoing to identify construction phasing and execution.

Western Line Site – ARTA and ONTRACK have jointly developed a layout for a Western Line stabling site located adjacent to Railside Avenue. A detailed design RFT is being prepared to progress this project.

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 under Network Development.

2.3. FERRY TERMINAL UPGRADES

Beach Haven

Following an independent review of the currently designed ferry terminal (undertaken by ARTNL) and its suitability with planned ferry services it was determined that a hydraulically operated platform will be required and alterations to the existing heritage wharf structure will also be necessary to meet safety requirements. Options have been identified and discussions commenced with key stakeholders including North Shore City and the ARC.

Bayswater

Marine geotechnical investigation has been completed and value engineering is being undertaken before commencing with the detailed design phase.

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

Rail Station Upgrades Concept Designs

Detailed design for the new station between Park Road and Khyber Pass Road is in progress. Access arrangements for the station have been discussed with ONTRACK, ACC, AMP Capital and St Peters College and parameters and responsibilities agreed.

Onehunga Branch Line (DART 19)

Preferred station locations for Penrose, Mt Smart, Te Papapa and Onehunga 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.

Manukau Rail Link (DART 9)

ARTA, working with MCC and ONTRACK are progressing a concept design for the Manukau Interchange which includes an early rail station concept to support ONTRACK's plans to fast track Stage 2 enabling works; namely consenting and earth works encompassing the Option 2 station box. Consent applications for Stage 2 Enabling Works were lodged in November 2008 by ONTRACK and plans are for ONTRACK to commission station box earthworks this coming summer earthworks season.

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.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS

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

The regional expansion of street infrastructure for real time passenger information at bus stops has progressed well, with 95% of the planned mains powers signs installed and operational at priority bus stops. The project is running to schedule, which considering the extremely adverse weather condition during the winter months and the Christmas and New Year holiday moratorium on excavation work in shopping areas is a credit to the installation contractor. It was planned to complete the remaining sign installations by mid January 2009. However changes requested by North Shore City Council at Takapuna Travel Centre and Northpower falling behind schedule providing power supplies in the Manukau area will delay the project completion and installation of the remaining signs will be completed during February.

Progress to 31 January 2009:

- Rodney District (9 sites) all completed
- Waitakere City (47 sites) all completed
- North Shore City (42 sites), 41 completed.
- Manukau City (47 sites), 41 completed.
- Papakura District (2 sites) postponed pending redevelopment of walkway.
- Franklin District (1 site), completed.

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

Two prototype Metro-i solar powered Type-2 VPIDs have been manufactured by Cash Handling Systems Ltd. and after extensive testing were installed at the following North Shore City bus stops:

- 64 Mokoia Road
- 203 Forrest Hill Road

The feedback received back to date is extremely positive and if the on-street trial is successful it is proposed to install up to 200 similar solar powered units at medium priority bus stops throughout the Auckland Region.

Real Time Passenger Information System (RTPIS) for Rail Services:

This project is now included in the **Regional Multi-Modal Integrated RTPIS Project**. This project and the associated system includes the management of all passenger information needed for ferry, bus and rail services together with modal interchange requirements.

A request for Information (RFI) was advertised during October 2008, fifteen responses were received, evaluated and a short list prepared. It is proposed that when finance is approved a Request for proposals (RFP) is issued to the short listed suppliers of suitable multi-modal integrated systems and associated equipment.

2.6. ASSET MANAGEMENT

Downtown Ferry Terminals Structural renewals (Piers 1 & 2)

Progress has continued to improve this month due to increased resources being made available by the Contractor. The additional funding required to cover the increased scope of work required to adequately repair the existing wharf as previous reported, has been approved by NZTA. We are currently in the process of varying the works into the existing contracts and the indicative completion date is 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 been working with NZTA to secure funding for these works. An award for the design phase will be made once funding has been approved.

Half Moon Bay Vehicular Terminal renewals

A further incident occurred in January at Half Moon Bay where a vessel collided with the wharf structure causing further significant damage. ARTA has reviewed the requirements for additional repair works to the wharf structure following this latest incident. The structural repair works required as a result of the two incidents are planned to be carried out over a two week period during February and March when access is available.

The major renewal works are being planned to be carried out after the busy summer season.

Half Moon Bay Vehicular Terminal Layover Berths

ARTA's application for resource consents to create an additional layover berth to the west of the existing ramps is being processed by ARC. The ARC requested further information that delayed the granting of the consent for additional mooring poles at HMB. We expect to have obtained consent by the end of February with installation to follow upon receipt of these. Provision of this additional infrastructure will assist with the management of operations.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

Regional Public Transport Plan

The Regional Public Transport Plan Discussion Document has been sent to key stakeholders for the first round of consultation, with submissions closing 13 March. Following consideration of all the submissions received the draft Regional Public Transport Plan will be released for full public consultation at the beginning of May 2008.

Auckland Transport Plan

The draft Auckland Transport Plan is currently being finalised before going out for full public consultation at the beginning of March 2008.

Hobsonville Land Company

ARTA has signed a Memorandum of Understanding with the Hobsonville Land Company to document the joint objectives and working relationship between the two parties to jointly work together towards achieving integrated land use and public transport services and infrastructure at the former Hobsonville Air Base.

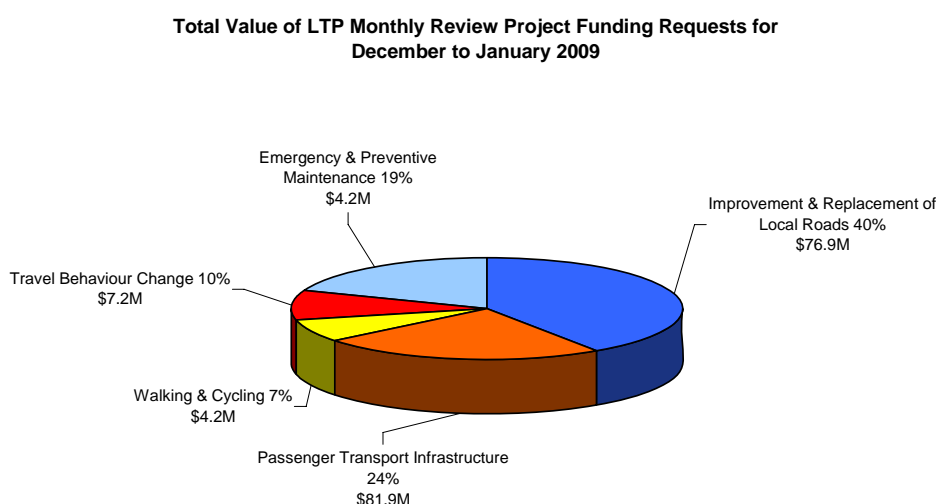
3.2. PLANNING AND PROGRAMMING

2008/2009 Auckland Land Transport Programme (LTP)

During the December monthly review, 42 funding applications totalling \$174,305,003 were submitted to ARTA for consideration.

ARTA recommended 38 of the applications for approval to NZTA. Of these, 22 applications worth \$36,755,546 have been approved for funding while the remaining 20 projects worth \$137,549,457 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 and January LTP Review, ARTA processed.

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

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
December and January Review							
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	Pavement Reconstruction 2008/09	This stage 2 funding is seeking subsidy for KEPA RD, and for the balance of Princess St, which is severely damaged.	Improvement & Replacement of Local Roads	Construction	\$1,120,000	Recommended	Approved
ACC	2009-12 Dominion Rd PT	This funding request is for the investigation of Mid-block Improvements, which will allow prioritisation of the various mid-block bus bays.	PT Infrastructure	Investigation	\$95,500	Deferred because project is currently not developed sufficiently to progress through the January review.	Deferred because project is currently not developed sufficiently to progress through the January review.
ACC	Aotea Seal Extension	Design & construction of 2600m seal extension length of Great Barrier Island main north - south arterial route	Improvement & Replacement of Local Roads	Construction	\$3,518,000	Deferred because project is currently not developed sufficiently to progress through the January review.	Deferred because the project lacks sufficient information required to take a decision.
ACC	Lannan Road Seal Extension	Sealing of 400m length of unsealed urban Street between Surfdale Road and Hamilton Road on Waiheke Island.	Improvement & Replacement of Local Roads	Construction	\$383,400	Deferred because project is currently not developed sufficiently to progress through the January review.	Deferred because the project lacks sufficient information required to take a decision.
ACC	Middleton Road Retaining Wall No 6	The scheme constructs double walls, including guard rails and reinstatement of the fractured pavement and footpath.	Maintenance	Construction	\$223,000	Recommended	Approved
ACC	Oceanview Road - Waiheke	Reconstruction and widening of Oceanview Road and installing cycleway from Matiatia Wharf to Oneroa outskirts.	Improvement & Replacement of Local Roads	Construction	\$2,620,000	Deferred because project is currently not developed sufficiently to progress through the January review.	Deferred because the project lacks sufficient information required to take a decision.
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 Infrastructure	Construction	\$70,000,000	Recommended	Deferred pending confirmation of local share from ARC.
ARTA	Auckland Integrated Fare Solution (AIFS) Programme	Cost Scope adjustment to the detailed design as a result of prolonging the procurement process to get better value for money.	PT Infrastructure	Design	\$1,000,000	Recommended	Approved
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	Approved
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 clarification of eligibility of Half Moon Bay Wharf 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	Declined because request does not meet NZTA funding criteria as the project is "above track/below track" initiative.
ARTA	Route Scheduling Upgrade Project	Funding request to upgrade current route scheduling software and hardware to support the rollout of the integrated ticketing system.	PT Infrastructure	Construction	\$1,989,636	Recommended	Deferred pending supporting memo from NZTA regional office.
ARTA	Supergold Card Administration Allocation	Administration cost involved with the Supergold card.	System Use	Construction	\$120,000	Recommended	Approved
ARTA	Supergold Card Trip Payment Allocation	Supergold Card Trip Payment Allocation	System Use	Construction	\$6,862,000	Recommended	Approved
MCC	Manukau Interchange	This funding request from Manukau City Council is to cover their share of the costs associated with the development of the new Manukau Interchange.	PT Infrastructure	Investigation	\$350,000	Recommended	Deferred pending NZTA board approval.
MCC	Neighbourhood Accessibility Plan Implementation	The project addresses safety and access issues through improvements to footpath corridors connecting residential neighbourhoods to business districts.	System Use	Construction	\$135,000	Recommended	Approved
MCC	Otara NAP Scope & Planning Phase	The project involves the development NAP for the Otara ward.	System Use	Investigation	\$50,000	Recommended	Approved
MCC	Nesdale Liverpool Construction	The additional costs are due to escalation and inferior ground quality uncovered during construction.	Improvement & Replacement of Local Roads	Construction	\$2,600,000	Recommended	Approved

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

Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
December and January Review							
NSSC	2009/12 Taharoto/Wairau Corridor (2006/06)	In this request NSCC seeks funding for construction of stage 4 and design for all other remaining stages.	Improvement & Replacement of Local Roads	Construction	\$1,309,500	Recommended	Approved
NSSC	2009/12 Taharoto/Wairau Corridor (2006/06)	Design separation from 08/09 onwards at request of LTNZ (10/04/04)	Improvement & Replacement of Local Roads	Design	\$1,300,000	Recommended	Approved
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	Approved
NSSC	Lake Road Widening 06/07	Construction works associated with stage 2 of the Lake Rd widening scheme.	Improvement & Replacement of Local Roads	Construction	\$9,500,000	Recommended	Approved
NSSC	NSSC Safety Improvements - Crash Reduction Study	Study of crash site and development of action plan for future physical works.	Improvement & Replacement of Local Roads	Construction	\$80,000	Recommended	Approved
RDC	Walkway/Cycleway Shelly Beach Road	Construction of a new concrete walkway/cycleway complete with kerb and channel to separate pedestrians/motorised traffic.	Walking and Cycling	Construction	\$267,000	Recommended	Declined because project does not have sufficient merit to warrant the use of T-funds.
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
RDC	Orewa West Walkway/Cycleway	Create a walking & cycleway ring route around the Orewa estuary	Walking and Cycling	Construction	\$3,847,000	Recommended	Deferred pending NZTA board approval.
RDC	PT Infrastructure Upgrade- Opposite Silverdale Rugby Club	Total project includes construction of bus bay & shelter including drainage improvement and construction of footpath linking the bus stop to the nearby retail centre.	PT Infrastructure	Construction	\$46,700	Recommended	Deferred pending proper review by NZTA.
RDC	PT Infrastructure Upgrade- Opposite Silverdale Rugby Club	Total project includes construction of bus bay & shelter including drainage improvement and construction of footpath linking the bus stop to the nearby retail centre.	Walking and Cycling	Construction	\$53,400	Recommended	Deferred pending proper review by NZTA.
WCC	E/W July & Aug 2008 : Various sites	Immediate response and permanent response required to set up appropriate measures, at various sites across the City.	Maintenance	Construction	\$152,044	Recommended	Deferred pending resolution of outstanding issues.
WCC	P/M Scenic Drive Slip Repair	Installation of improved drainage for slope stabilisation .	Maintenance	Construction	\$168,637	Recommended	Approved
WCC	The Concourse Road Reconstruction	The Concourse is an arterial road and the preferred option will restore the pavement integrity.	Improvement & Replacement of Local Roads	Construction	\$487,306	Recommended	Approved
WCC	AIS Safety Physical Works 08/09 - Birdwood	The project involves implementation of safety improvement works at 7 sites primarily addressing loss of control, wet road and night time crashes.	Improvement & Replacement of Local Roads	Construction	\$328,000	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	Opou Road Slip Repair	Construction of a Timber pole retaining wall at #4 Opou Road to ensure long term stabilisation.	Maintenance	Construction	\$91,600	Recommended	Approved
WCC	Road Reconstruction 2008/09	Road Reconstruction of Lincoln Road, Portage Road and Don Buck Road	Improvement & Replacement of Local Roads	Construction	\$1,630,000	Recommended	Approved
WCC	Triangle Road Slip Repair	Construction of a Timber pole retaining wall at #16 Triangle Road to ensure long term stabilisation.	Maintenance	Construction	\$92,900	Recommended	Approved
WCC	Warner Park Avenue Slip Repair	Timber pole retaining wall construction at #15 and #31 Warner Park Avenue to ensure long term stabilisation.	Maintenance	Construction	\$167,531	Recommended	Approved
Total New Schemes Approved for Funding					\$174,305,003		

3.3. 2008/09 REGIONAL LAND TRANSPORT PROGRAMME

The December monthly review was an accelerated review due to the Christmas Holidays. The monthly review consisted of telephone conference calls to each approved organisation to confirm review items and any outstanding matters needing attention before the end of the year.

Both December and January consisted of a large number of review items, details can be found in the above tables.

3.4. 2009/2013 REGIONAL LAND TRANSPORT PROGRAMME

Drafting of the Regional Land Transport Programme commenced in December. Close liaison with the New Zealand Transport Agency is required since they provide the data and the actual programme submissions from their Land Transport Programme Online system. Updates are frequently required as there were a number of submission errors or omissions from the Approved Organisations.

The draft RLTP has now been completed and will be released for public consultation on 2 March 2009.

3.5. WALKING AND CYCLING COORDINATION

In December the Regional Walking and Cycling Group held its last quarterly meeting for 2008. The new Regional Walking and Cycling Coordinator gave a review of walking and cycling achievements for 2008 and the regional focus for 2009. Local councils and advocacy groups reported to the Group on their achievements during 2008.

An event to celebrate the launch of the 4 new cycle maps and the reprint of the Southern map was held for stakeholders of the project in December. The maps are proving to be very popular with both local and tourist cyclists. The main outlet for the maps is through the MAXX website.

The second Regional Bike Wise Meeting was held, with the purpose of coordinating events held by the TLAs and to decide on the regional message for the month long event in February. The ARTA Communications team will be coordinating media releases.

A Regional Cycle Monitoring Meeting was held to organise the region wide manual cycle counting programme held annually in March. The same contractor used for the past 2 years has been retained to organise this programme.

A draft report on secure bike parking at Public Transport stations has been received and is being reviewed by ARTA. Once the final report is received, ARTA will consider the level of responsibility to take for the maintenance of secure bike parking facilities.

3.6. REGIONAL ROAD SAFETY COORDINATION

The Regional Safety Coordinator has continued to supply input into regional planning documents including: the Draft Regional Road Safety Plan, The Draft Regional Land Transport Strategy Technical Paper on Safety, and the Draft Regional Land Transport Programme.

The Regional Safety Coordinator has developed with Customer Services staff a methodology to provide ARTA safety and PT feedback to TA's on their proposed changes to the road network which addresses the concerns of both Sections.

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

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Jan 09	2	1	0	4	1	0	3	11
Jan 08	2	0	1	3	1	0	0	7

The regional road toll for January 09 was 11, four more deaths than at the same time in 2008.

4 CORPORATE SERVICES

4.1. FINANCIAL REPORTS

Auckland Regional Transport Authority									
INCOME STATEMENT									
NZD '000	MONTH			YEAR TO DATE			FULL YEAR		
	Budget	Actual	Variance Fav/(Unfav)	Budget	Actual	Variance Fav/(Unfav)	Budget	Reforecast Dec 08	Variance Fav/(Unfav)
January-09									
OPERATING REVENUE									
ARC Opex Grants	6,814	6,467	(347)	53,573	54,970	1,397	95,916	99,847	3,931
NZTA Opex Grants	7,668	9,271	1,603	57,981	59,935	1,954	100,967	102,894	1,927
Other Grants and Subsidies	109	120	11	762	775	13	1,305	1,306	1
Rail Fare Revenue	1,234	1,035	(199)	10,173	10,136	(37)	19,000	18,741	(259)
Bus Fare Revenue	247	290	43	2,021	2,312	291	3,962	3,987	25
Ferry Wharf Revenue	160	122	(38)	1,124	1,055	(69)	1,928	1,873	(55)
Other Sundry Operating Income	1	15	14	7	110	103	12	164	152
Total Operating Revenue	16,233	17,320	1,087	125,641	129,293	3,652	223,090	228,812	5,722
OPERATING EXPENDITURE									
Human Resource	1,128	840	288	7,773	7,261	512	13,622	13,377	245
Prof Services - Project Delivery	567	506	61	3,867	3,410	457	7,005	6,579	426
Prof Services - Customer Services	535	625	(90)	4,616	4,929	(313)	8,120	8,384	(264)
Prof Services - Others	168	4,098	(3,930)	2,036	5,755	(3,719)	2,984	3,865	(881)
Support Services	225	225	0	1,575	1,578	(3)	2,700	2,716	(16)
Materials	34	6	28	264	54	210	500	206	294
Printing and Office	112	141	(29)	969	692	277	1,703	1,322	381
Communications	30	29	1	217	122	95	367	206	161
Information Systems	44	51	(7)	382	290	92	915	813	102
Bus Contract	7,900	9,149	(1,249)	62,913	65,735	(2,822)	111,332	116,053	(4,721)
Rail Contract	4,827	3,409	1,418	34,891	33,684	1,207	60,525	61,863	(1,338)
Ferry Contract	517	477	40	3,527	2,631	896	6,113	5,155	958
T A Level Crossing							2,800	231	2,569
Other Expenditure	56	117	(61)	1,293	1,279	14	1,422	1,546	(124)
Depreciation	1,366	1,546	(180)	9,068	9,428	(360)	13,944	16,451	(2,507)
Investigations Expenditure	-	2	(2)	1,029	3,827	(2,798)	1,029	4,047	(3,018)
Total Operating Expenditure	17,509	21,221	(3,712)	134,420	140,675	(6,255)	235,081	242,814	(7,733)
Net Operating Surplus/(Deficit)	(1,276)	(3,901)	(2,625)	(8,779)	(11,382)	(2,603)	(11,991)	(14,002)	(2,011)

Statement of Financial Position

As at 31 January 2009

	June 08 \$000s	ARTA			June 08 \$000s	ARTA		
		Jan-09 \$000s	Dec-08 \$000s	Movement \$000s		Jan-09 \$000s	Dec-08 \$000s	Movement \$000s
Liabilities								
Current Liabilities								
Trade payables	8,087	5,993	7,034	(1,041)				
GST payable	184	0	259	(259)				
Employee benefit liabilities	855	637	1,243	(606)				
Income in advance	3,076	3,463	5,078	(1,615)				
Accrued expenditure	34,740	26,508	23,108	3,400				
Transport grants payable	18,802	16,686	16,686	0				
Total current liabilities	65,744	53,287	53,408	(121)				
Non-current Liabilities								
Transport grants payable	9,880	9,880	9,880	0				
Deferred tax	4,935	4,935	4,935	0				
Total non-current Liabilities	14,815	14,815	14,815	0				
Total liabilities	80,559	68,102	68,223	(121)				
Equity								
Accumulated funds	5,164	5,886	6,001	(115)				
Capital grants reserve	205,088	235,006	236,197	(1,191)				
Total equity	210,252	240,892	242,198	(1,306)				
Total equity and liabilities	290,811	308,994	310,421	(1,427)				
Assets								
Current assets								
Cash and cash equivalents	148	118	325	(207)				
Trade receivables	467	211	396	(185)				
GST receivable	0	35	0	35				
Accrued income	11,498	8,321	9,329	(1,008)				
Prepayments	14	3,502	474	3,028				
Inventories	3,096	2,691	2,475	216				
Related party receivables								
Operating account	38,562	29,053	30,920	(1,867)				
Transport grants	18,802	16,686	16,686	0				
Total current assets	72,587	60,617	60,605	12				
Non-current assets								
Property, plant & equipment	186,090	216,453	217,861	(1,408)				
Intangible assets	22,254	22,044	22,075	(31)				
Related party receivables								
Transport grants	9,880	9,880	9,880	0				
Total non-current assets	218,224	248,377	249,816	(1,439)				
Total assets	290,811	308,994	310,421	(1,427)				

Statement of Cash Flows For the Period Ended 31 January 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	64,479
57,533	ARC Capex grants	40,133
26,545	ARC funding for IA grants vested in ARTA	2,116
5,028	LTNZ Capex grants	2,556
84,963	LTNZ Opex grants (excl. GST)	62,430
1,333	Other Grants and Subsidies	1,129
16,573	Rail Fare revenue	10,356
3,322	Bus Fare revenue	2,346
1,471	Ferry Wharf revenue	1,050
623	GST	0
150	Other Sundry Operating income	155
263,956		186,750
	Cash was applied to:	
169,822	Payments to Suppliers (excl. GST)	137,418
10,521	Payments to Employees	7,479
26,251	Payments to recipients of IA grants vested in ARTA	2,116
0	GST	184
206,594		147,197
57,362	Net Cash from Operating Activities	39,553
	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	39,583
0	Purchase and Development of Intangible Assets	0
0	Other Investments	0
57,537		39,583
(57,537)	Net Cash applied to Investing Activities	(39,583)
	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	(30)
323	Cash & Investments Balances at Beginning of the Period	148
148	Cash & Investments Balances at the End of the Period	118
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	0
148	Cash	118
0	Short Term Investments	0
148		118

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	January 2009 \$000
Cash was provided from:	
Net Surplus	30,640
Adjustment for items not involving cash:	
Depreciation and amortisation	9,428
Donated asset	0
Deferred tax	0
Movements in working capital:	
(Increase) in receivables from ARC	9,509
(Increase) in trade and other receivables	317
Increase in GST	-184
Decrease/(Increase) in grants receivable from ARC	2,116
(Decrease)/Increase in trade and other payables	-10,157
(Decrease)/Increase in grants payable	-2,116
Net Cash from Operating Activities	39,553

4.2. STATEMENT OF FINANCIAL PERFORMANCE

OPERATING RESULTS - MONTH OF JANUARY 2009

The results for the January month and the year to date as at 31 January 2009 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 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 \$0.3m less than budget and NZTA Opex Grants are \$1.6m more than budget largely due to the 100% reimbursement for the SuperGold card costs not budgeted for and a change in classification of revenue from capex to opex during the January month.

Rail Fare Revenue is \$0.2m less than budget due to the holiday period and extended track closures for double tracking work by ONTRACK during these closures.

Expenditure

Major variances to budget are:

- a) Human Resources is \$0.3m less than budget due to lower than budgeted spend on recruitment and low staff training and travel because of the holiday period.
- b) Professional services – Customer Services is \$0.1m more than budget due to costs being incurred earlier than planned for a tertiary promotion and extra costs for marketing design for Botany-Manukau service changes.
- c) Professional services – Other is \$3.9m more than budget due to the transfer of all funds spent on the procurement phase of integrated ticketing from work in progress to operational expenditure.
- 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 SuperGold 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.
- e) Rail contract is \$1.4m less than budget due to fuel decreases over the past two months, reduced driver training over the December/January period, less reactive maintenance at train stations and less casualty maintenance on rolling stock. It is expected that this underspend will be consumed during the latter half of the financial year due to the forecast impact of rising fuel costs, Newmarket shuttle services, increase in ACC levy and purchase of spare parts for rolling stock.
- f) Depreciation is \$0.2m 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 \$3.9m. This deficit arises mainly because depreciation is unfunded and a prior year adjustment required in February to account for the work in progress written back to opex in January that relates to the 07/08 financial year.

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

Revenue

ARC Opex Grants are \$1.4m more than budget and NZTA Opex Grants \$2.0m more than budget year to date due to less expenditure than budgeted (see below for expenditure variance analysis).

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 \$0.5m less than budget.
- b) Professional Services – Project Delivery is \$0.5m less than budget. Due to staff turnover and lack of resources in the first half of the financial year some planned project development and rail performance modelling activities and contract management initiatives have been deferred. Rail network access agreement negotiations have been delayed. It is expected that the modelling and access agreement negotiations will now not proceed this financial year and the funds relating to these activities have been declared surplus.
- c) Professional Services – Customer Services is \$0.3m more than budget.
- d) Professional Services – Other is \$3.7m more than budget.
- e) 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.
- f) Printing and Office is \$0.3m less than budget mainly due to fewer marketing timetables.
- g) Bus and Ferry Contracts are \$1.9m more than budget, this being an overspend in bus of \$2.9m offset by savings in the ferry contract due to early conclusion of operator negotiations and fewer tertiary concessions as the operators reach the calendar year cap.
- h) Rail Contract - \$1.2m less than budget.
- i) Depreciation is \$0.4m more than budget year to date.
- j) 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 \$11.4m. This deficit arises mainly because depreciation is unfunded and because to the write off of work in progress.

4.3. STATEMENT OF FINANCIAL POSITION

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

Current Liabilities

The total trade payables have decreased by \$1.0m from December mainly due to reduced activity over the holiday period.

Income in advance has decreased \$1.6m from the month of December mainly due to the regular monthly expiration of the prepaid Veolia quarterly invoice.

Accrued income is higher by \$3.4m due mainly to the Veolia quarterly payment from December being reclassified as a prepayment in January.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – January 09	\$735,200	\$7,800	\$120
Accounts Payable – December 08	\$3,148,765	\$48,900	-\$1,400

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– January 09	\$204,900	\$16,400	\$41,500
Accounts Receivable– December 08	\$243,900	\$19,400	\$128,000

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

DECEMBER 2008

2 Dec Join the locomotion and jump on board MAXX to see Kylie at Vector Arena

On Monday, 8 and Tuesday, 9 December, Aucklanders heading to Vector Arena to see Australian pop princess Kylie Minogue can leave the car at home as public transport will have them arriving close to the door.

4 Dec Soccer fans enjoy free public transport to 'The Beautiful Game'

On Saturday, 6 December, soccer fans that have pre-purchased tickets to see Oceania All Stars take on LA Galaxy can enjoy a free ride to and from the game.

5 Dec Auckland's Walking School Buses meet Oceania All Stars

Children travelling by one of Auckland's highly popular Walking School Buses to attend the 'School Day – LA Galaxy and Oceania Training' at Mt Smart today got an exciting treat, as players from the Oceania All Stars team jumped aboard and participated as volunteers.

11 Dec Ring out some Christmas cheer with Maxx

On Saturday, 13 December, the Auckland Domain will ring with the sound of music and festive cheer as this year's Coca-Cola Christmas in the Park event takes place: why not take the easy ride and travel by public transport to enjoy the festivities?

11 Dec Uptown Girls and Downtown boys can Maxx to Billy Joel at the Vector Arena

On Sunday, 14 December, Aucklanders heading to Vector Arena to see American legend Billy Joel can use public transport to travel conveniently to and from the concert.

17 Dec Top initiative opens the door for more cycling in Auckland

The weather's warming up and summer is on its way, so there's no better time to saddle up and get out and about in the Auckland region by bike. To make it even easier, the Auckland Regional Transport Authority (ARTA) is launching a comprehensive set of five cycle maps; North Shore, Eastern, Western, Southern and Central Auckland.

18 Dec ARTA adds on additional evening train services to help wrap up Christmas shopping

Additional evening rail services servicing popular shopping destinations Sylvia Park and Newmarket will run the week before Christmas for those taking advantage of late-night shopping.

20 Dec Auckland's electric train fleet purchase begins

The process for the purchase of Auckland's electric train fleet has begun, the Auckland Regional Council (ARC) and Auckland Regional Transport Authority (ARTA) announced today.

22 Dec ARTA reminds passengers to check MAXX

Auckland Regional Transport Authority (ARTA) reminds rail passengers that from Boxing Day, a significantly revised train timetable and a comprehensive programme of rail bus replacements will be in operation until Sunday, 18 January 2009. This is to allow for major development to upgrade the rail network being undertaken by ONTRACK.

23 Dec Successful tenderer announced for ferry services to Half Moon Bay and Bayswater

The threatened Auckland to Half Moon Bay and Auckland to Bayswater commuter ferry services have been secured for passengers, following a competitive tender process run by the Auckland Regional Transport Authority (ARTA).

JANUARY 2009

12 Jan MAXX to the music at Big Day Out

Festival-goers heading to Mt Smart on Friday, 16 January for the annual music sensation The Big Day Out, can take the easy ride and hop aboard public transport to get them to and from the event.

15 Jan Back on the train after extensive to improve rail network

Commuter rail and freight services in Auckland will resume their regular timetable as of Monday, 19 January, following a three week shut down of large sections of the rail network to allow major construction.

22 Jan More direct, simpler routes for Botany local and Manukau Crosstown bus services

Routes for the Botany Local and Manukau Crosstown buses are being simplified with some extensions and new timetables introduced by the Auckland Regional Transport Authority (ARTA) on 1 February this year following a period of extensive consultation with the community.

29 Jan Free ride on highly successful Auckland Busway

The Auckland Regional Transport Authority (ARTA) and its operators North Star, Ritchies and Birkenhead Transport, North Shore City Council, the New Zealand Transport Agency, and Auckland City Council are inviting Aucklanders to celebrate the first anniversary of the highly successful Northern Busway by enjoying a free ride on Sunday, 1 February.

30 Jan Popular Bike Wise Week grows to Bike Wise Month

Hot on the heels of the release of a set of new regional cycling maps, the Auckland Regional Transport Authority (ARTA) and local territorial authorities around the region, are working together to provide a month of fun cycling events in February to encourage people to enjoy the summer sun and get out and about on their bikes.