



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

March 2010

CONTRIBUTION LIST

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TABLE OF CONTENTS

1	CUSTOMER SERVICES.....	2
1.1.	PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE.....	2
1.2.	MAJOR INFRASTRUCTURE WORKS.....	11
1.3.	SPECIAL EVENT PASSENGER TRANSPORT SERVICES.....	11
1.4.	REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008.....	12
1.5.	PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS).....	12
1.6.	AUCKLAND TOTAL MOBILITY SCHEME.....	13
1.7.	TRAVEL PLANNING.....	13
2	PROJECT DELIVERY.....	15
2.1.	ROLLING STOCK PROCUREMENT.....	15
2.2.	INFRASTRUCTURE DEVELOPMENT.....	15
2.3.	FERRY TERMINAL UPGRADES.....	15
2.4.	NETWORK DEVELOPMENT.....	15
2.5.	REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS).....	16
2.6.	ASSET MANAGEMENT.....	17
3	STRATEGY AND PLANNING.....	18
3.1.	STRATEGIC TRANSPORT PLANNING.....	18
3.2.	PLANNING AND PROGRAMMING.....	18
3.3.	WALKING AND CYCLING COORDINATION.....	19
3.4.	REGIONAL ROAD SAFETY COORDINATION.....	20
4	MARKETING AND COMMUNICATIONS.....	21
4.1.	MARKETING AND CUSTOMER INFORMATION CHANNELS.....	21
4.2.	MEDIA AND COMMUNICATIONS.....	21
5	CORPORATE SERVICE.....	23
5.1.	FINANCIAL REPORT.....	23
5.2.	STATEMENT OF FINANCIAL PERFORMANCE.....	26
5.3.	STATEMENT OF FINANCIAL POSITION.....	28

Summary

Auckland's public transport usage continues to rise

Public transport usage in Auckland continues to soar with March hitting a new monthly record in rail travel of 918,000 passengers, an impressive 14.3% higher than the year before. Passengers taking the bus in March was also up by over 5%, clawing back patronage lost due to 5 months of industrial action.

The trend of good growth is continuing across the board in 2010. Bus, rail and ferry patronage for the 9 months to the end of March 2010 have increased on last year's figures. A return to growth over this period for ferry patronage sees an increase of 3.5%.

The stellar performance of the Northern Express bus service is only getting brighter with patronage up by nearly 20% for March and 18.9% on the equivalent nine months last year.

Enhanced station facilities for customers

It's full steam ahead for redevelopment work across Auckland's rail network this year to enhance facilities for customers. Five years ago the standard for train stations in Auckland can best be described as lacking. Now customers are benefitting from the governments and region's investment in international standard public transport infrastructure.

Minister of Transport Steven Joyce opened the new Grafton train station in a fanfare attended by a host of Auckland dignitaries on Friday 9 April. This was the 22nd new or redeveloped train station on Auckland's rail network in the last five years. Avondale station is next off the ranks, opening in June. The northern platform of New Lynn rail and bus interchange is also set for opening in June.

Onehunga Branch Line, Te Papapa and Penrose Station platforms are nearing completion and upgrades to Kingsland Station for the Rugby World Cup will be ready in July. New Lynn station is set to open in September this year and in Manukau, KiwiRail are progressing with piling of the new station walls with excavation of the trench for the station, following.

On the ferries, the construction of the new outer berth continues at Birkenhead Ferry Terminal, ready for July.

More trains in service as demand increases

Two more trains will be put into service later this year in tandem with further redevelopment of the rail network and projected passenger growth.

Redevelopment of Auckland's rail network and impact on punctuality on the Western Line.

Redevelopment of Auckland's rail network has a potential flow on impact on service punctuality. Commuter rail services are being run in tandem with major works, which can be a challenging feat.

Rail service punctuality for March declined slightly to 66.2% of services on time from 67.9% in February and 84.9% in March 2009. The major disruptions to services were on the western line as a result of signal and points failures, mainly in the Newmarket area.

The opening of Grafton Station earlier this month and the completion of the final section of double tracking between Avondale and the New Lynn in June this year, will assist in improving services delivery times on the line. ARTA and its train operator Veolia appreciate the tolerance of customers during this period of redevelopment.

ARTA's long term strategic projects

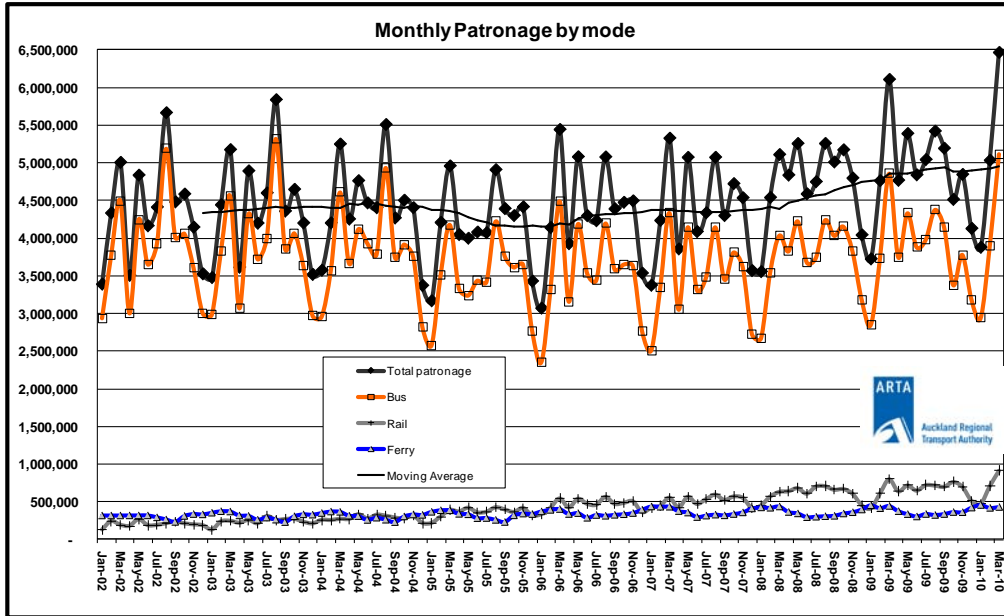
CBD Rail Loop Project The concept design and business case for the CBD Rail Loop Project are expected to be completed by September 2010 after the preferred alignment was presented to both the ARC and ACC transport committees.

Regional Public Transport Plan The draft Regional Public Transport Plan (RPTP) is being amended following the feedback from the public consultation in February and it is anticipated that the RPTP will be adopted shortly.

1 CUSTOMER SERVICES

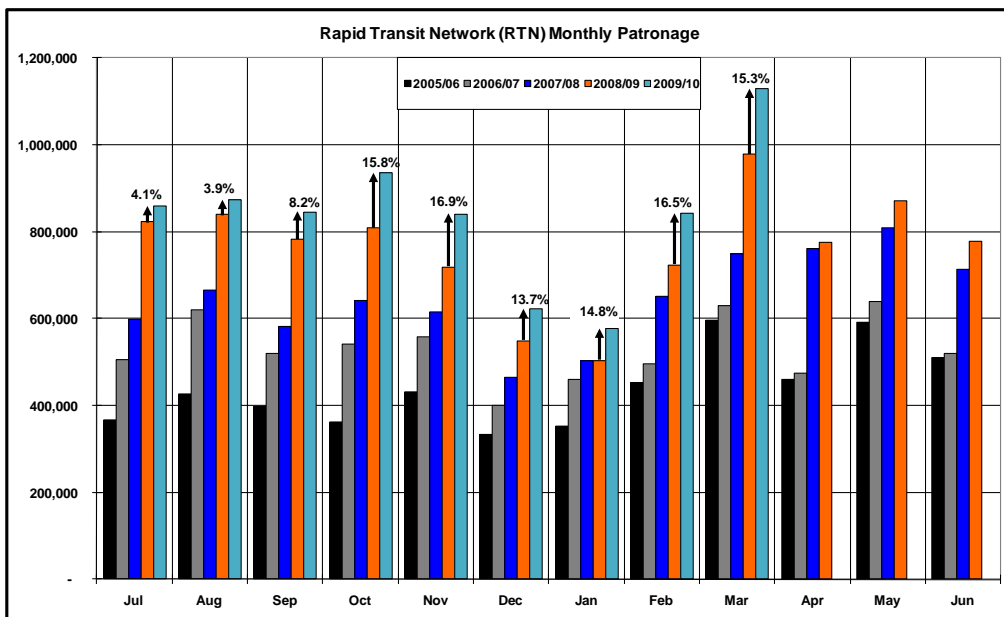
1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of March is 5.9% (359,698 boardings) higher than March 2009 at 6,470,996 boardings. The total patronage for the financial year for the nine months to March 2010 is 44,524,484 boardings, 2.1% (900,442 boardings) higher than the same period in the 2008/09 financial year.



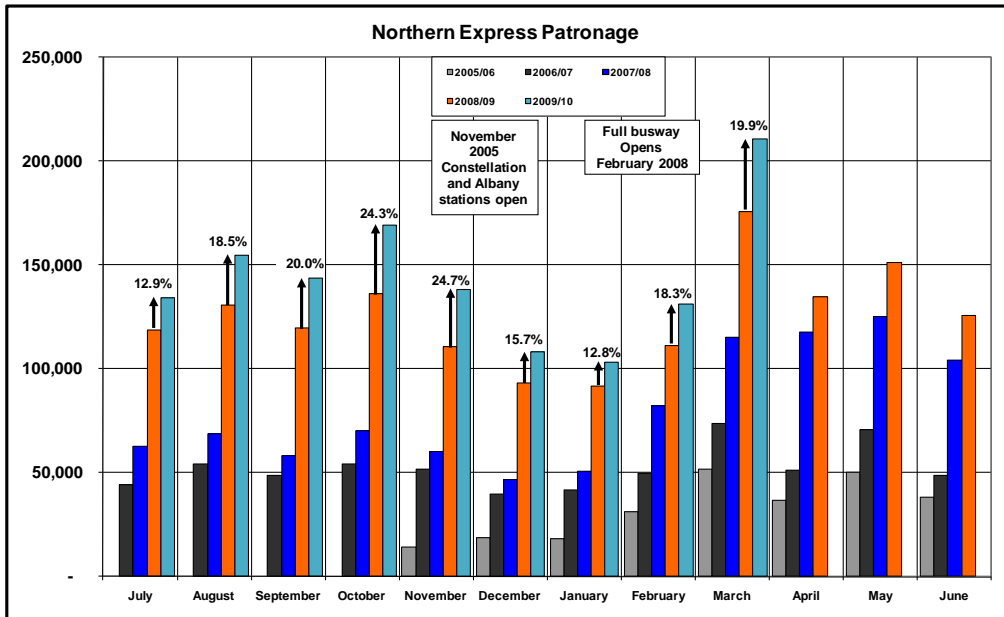
Rapid Transit Network (Rail and Northern Express):

The total RTN patronage for March is 15.3% (150,103 boardings) higher than March 2009. For the financial year to date (nine months) RTN patronage is 11.9% (798,146 boardings) higher than the same nine months in the previous financial year.



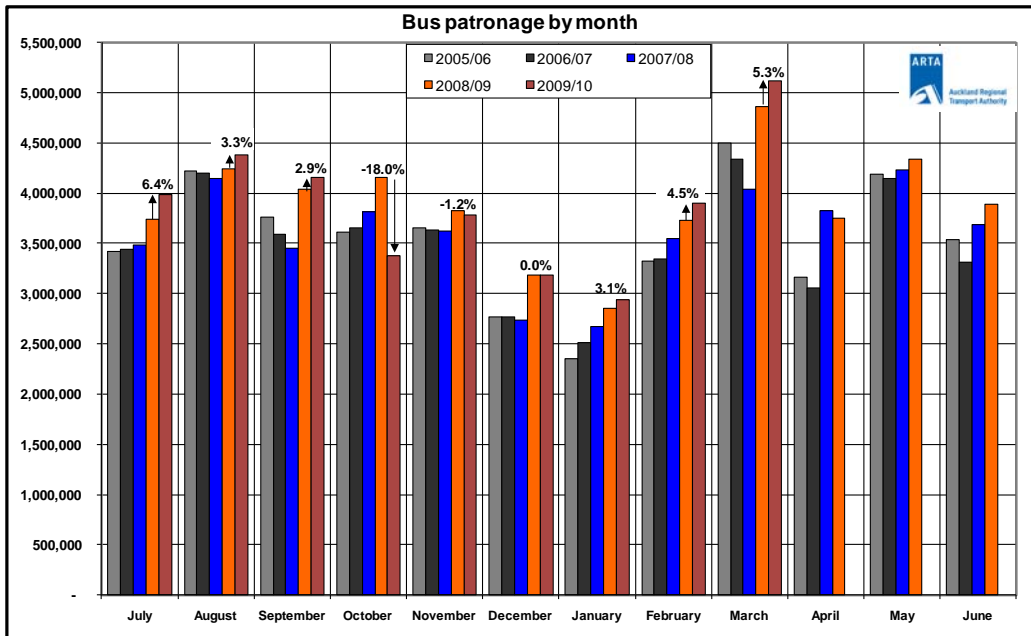
The Northern Express patronage grew by 19.9% or 35,009 boardings for March 2010 compared to March 2009. For the first nine months of the financial year Northern Express patronage was up by 18.9% (205,672 boardings) compared to the first nine months of the 2008/09 year.

There have been over 1.7 million passengers recorded using the Northern Express over the last twelve months, an increase of 18.8% on the same period last year.



Bus Patronage

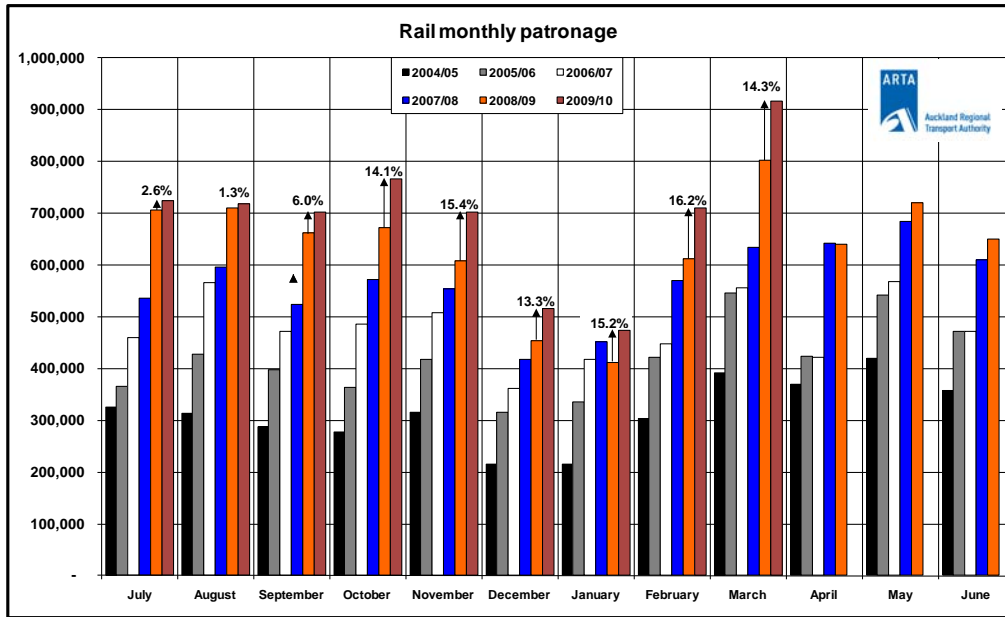
Total bus patronage including the Northern Express increased by 5.3% (259,056 boardings) in March 2010 and by 0.6% for the nine months to March 2010. For the nine months to March 2010 of the 2010/11 financial year, the NZ Bus industrial dispute in September and October 2009 accounts for 2.8% lost passenger boardings. Total patronage growth (and total public transport growth) would be at +3.4% (and +4.3% respectively) for the nine months to March 2010 allowing for lost patronage from the NZ Bus industrial dispute.



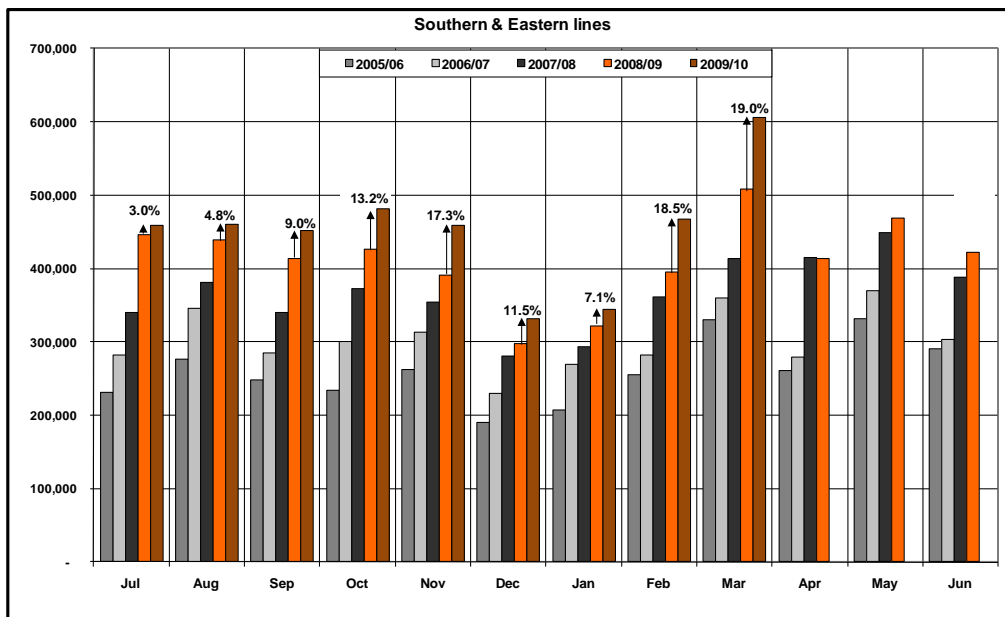
Rail Patronage

Rail patronage reached a new record during March 2010 despite ongoing performance issues, which are detailed later, with 918,000 passenger journeys recorded across the network. This represents an increase of 14.3% (115,000 passengers) on the same month in 2009, the previous highest month on record. There was one more business day this year compared to March last year, but this was offset by fewer special events.

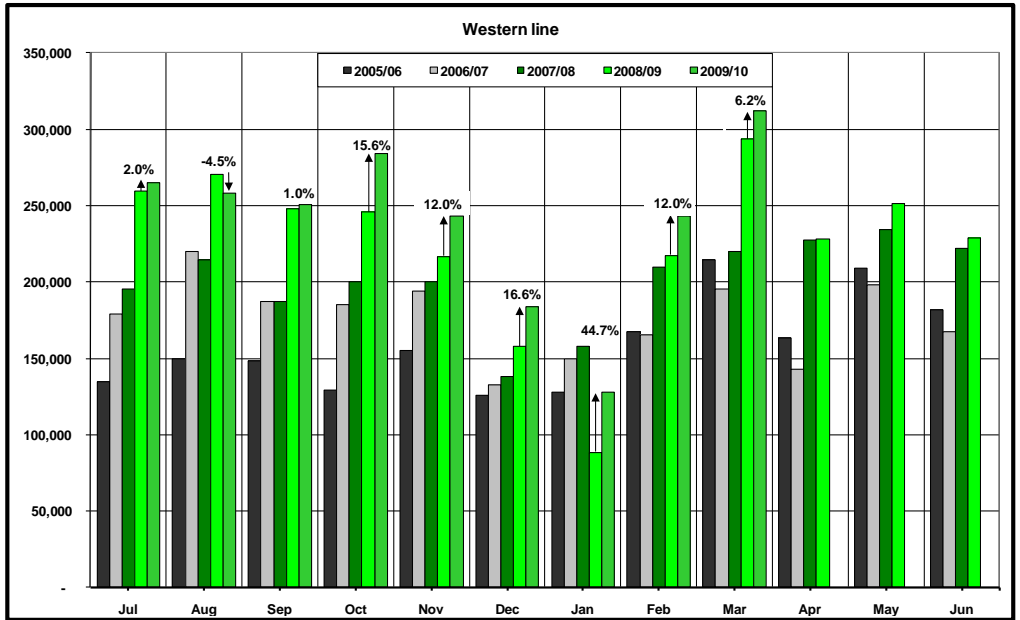
For the year-to-date there have been 6.231 million passenger journeys made on the region's rail services, an increase of 10.5% on the same nine months last year.



There were 606,000 passengers recorded on southern and eastern line services in March, an increase of 19.0% on the same month last year. For the year-to-date 4.062 million passengers have travelled on southern and eastern line trains, 11.6% more than the same period last year.

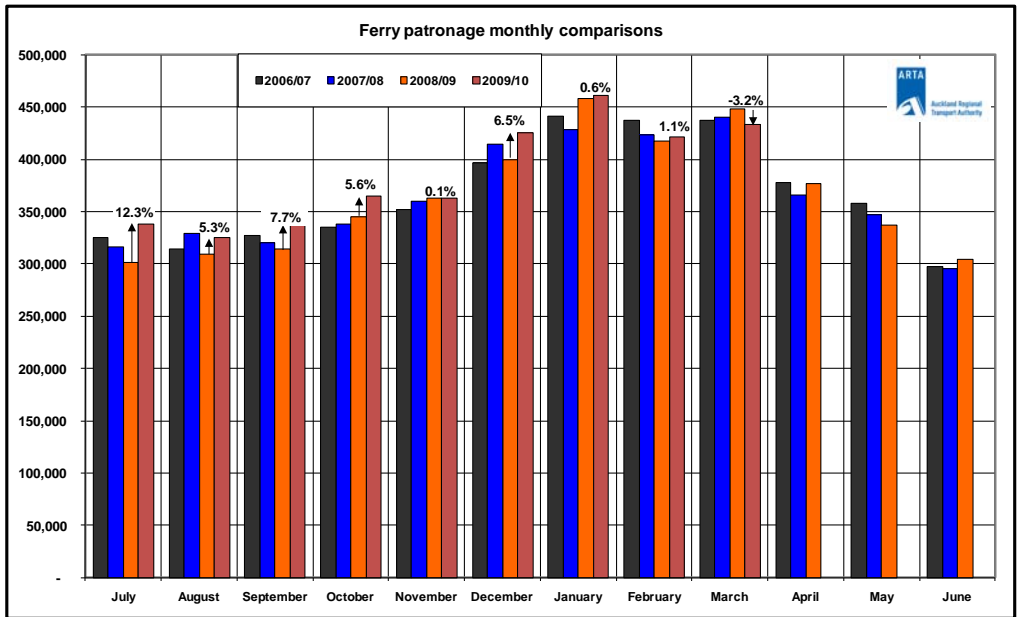


Patronage on the western line increased at a lesser rate, in part due to fewer major special events at Eden Park than the comparative month last year. Western line services were also impacted to a greater extent by performance issues during the month, and the two blocks-of-line required to progress the rail upgrades. In March 312,000 passengers were recorded travelling on western line services, an increase of 6.2% on the same month last year. For the year-to-date 2.169 million passengers have travelled on western line services, an increase of 8.5% on the same period last year.



Ferry Patronage

Ferry patronage for March is 3.2% lower than last March, and for the financial year to date, patronage is 3.5% higher than the same period in the previous financial year.



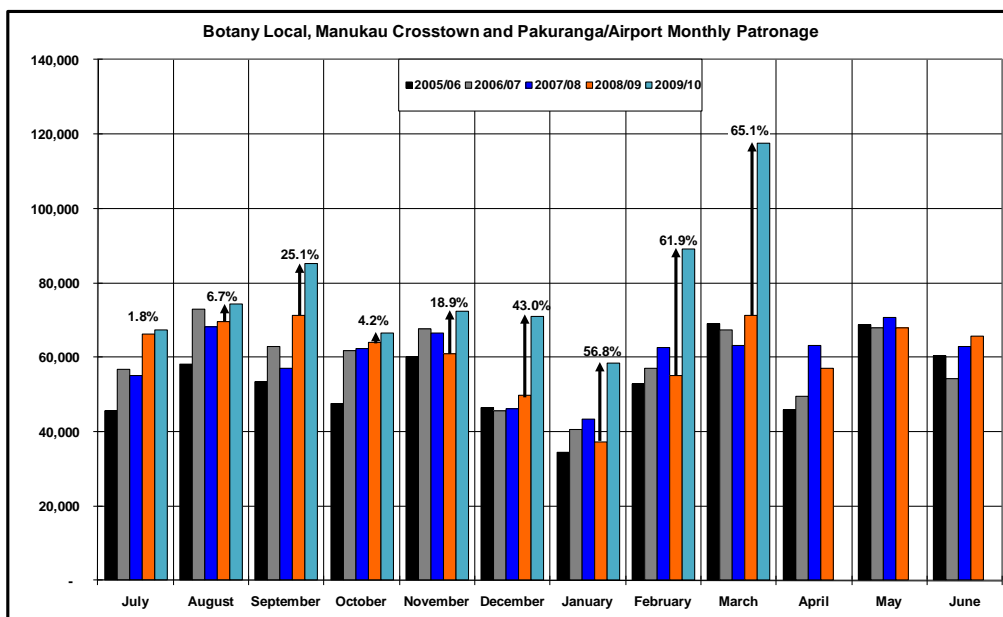
Patronage Analysis

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

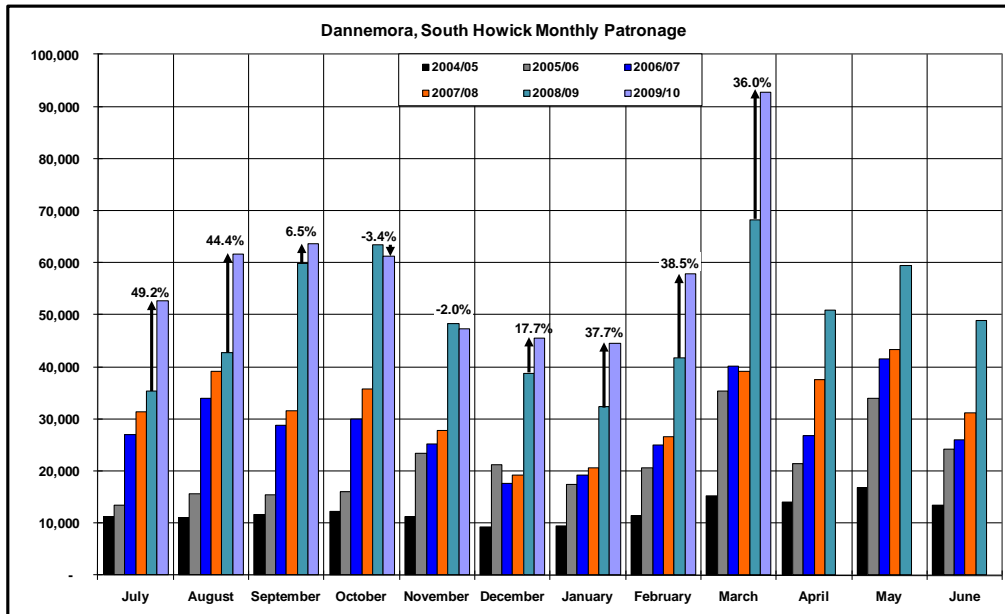
	North Sector (exc. Northern Express)				West Sector			
	By Month		Cumulative		By Month		Cumulative	
Jul	92,429	13.0%	92,429	13.0%	19,436	5.3%	19,436	5.3%
Aug	56,985	6.8%	149,414	9.7%	18,453	4.5%	37,889	4.9%
Sep	37,140	4.6%	186,554	8.0%	4,604	1.2%	42,493	3.6%
Oct	- 116,402	-14.4%	70,152	2.2%	- 67,013	-16.7%	- 24,520	-1.6%
Nov	31,727	4.3%	101,879	2.6%	- 27,313	-6.9%	- 51,833	-2.6%
Dec	8,354	1.4%	110,233	2.5%	- 3,550	-1.1%	- 55,384	-2.4%
Jan	25,305	5.0%	135,538	2.7%	- 897	-0.3%	- 56,281	-2.2%
Feb	35,946	4.7%	171,484	3.0%	9,546	2.6%	- 46,735	-1.6%
Mar	74,316	7.5%	245,801	3.6%	15,207	3.2%	- 31,528	-0.9%
	South Sector				Isthmus Sector			
	By Month		Cumulative		By Month		Cumulative	
Jul	67,260	10.0%	67,260	10.0%	45,533	2.4%	45,533	2.4%
Aug	64,232	8.0%	131,492	8.9%	- 7,788	-0.4%	37,745	1.0%
Sep	74,351	9.7%	205,843	9.2%	- 19,564	-1.0%	18,181	0.3%
Oct	- 88,710	-11.5%	117,133	3.9%	- 561,433	-27.6%	- 543,252	-6.9%
Nov	17,496	2.4%	134,629	3.6%	- 92,578	-5.0%	- 635,830	-6.5%
Dec	27,047	4.8%	161,676	3.8%	- 37,378	-2.3%	- 673,207	-5.9%
Jan	35,255	7.3%	196,931	4.1%	18,433	1.2%	- 654,774	-5.1%
Feb	75,741	11.0%	272,671	5.0%	35,636	2.0%	- 619,139	-4.2%
Mar	111,856	12.0%	384,527	6.0%	- 9,420	-0.4%	- 628,559	-3.7%

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

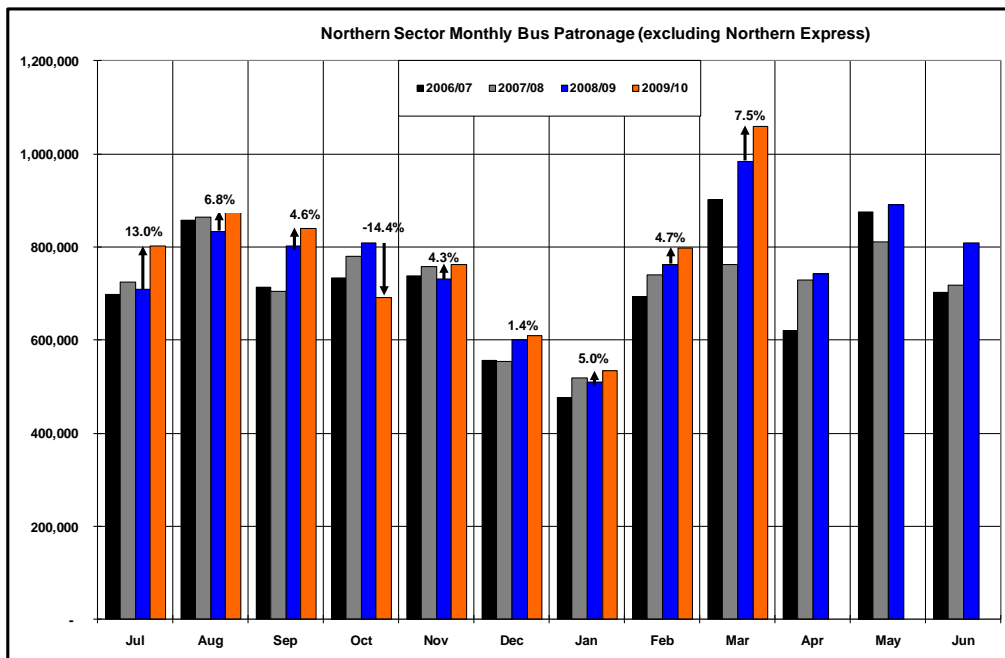
- Local and Manukau Cross-town bus routes were redesigned on 1 February 2009. Routes were simplified with some extensions and new timetables. Patronage growth on these services is 65.1% (46,326 boardings) compared to March 2009, growth for the year to date (nine months) is 28.8% (156,873) higher than the same period in the previous financial year.



- b) Changes were made to the route structure of Dannemora/South Howick services, along with increased frequency in September 2008. Patronage on these services for March is 36.0% (24,562 boardings) higher than March 2009 with combined patronage for the financial year 19.9% (72,273 boardings) higher than for the same period in the 2008/09 financial year.



- c) Changes were made to services in the north sector (including Hibiscus Coast) when the Northern Busway opened in February 2008. Patronage on the bus services in this sector (excluding the Northern Express) has grown by 7.5% (74,316 boardings) compared to March 2009 and for the financial year to date (nine months) are 3.6% (245,801 boardings) higher than for the same period in the 2008/09 financial year.



PT Service Punctuality and Reliability

Rail Service

The issues with the KiwiRail track and signals at the newly upgraded Newmarket station continued to impact on service performance during March and, although there was an improvement observed on the western line, numerous disruptive events occurred that resulted in a slight decline in overall performance during the month. In March 66.2% of services operated on time or within five minutes of their scheduled arrival times compared to 67.9% last month and 84.9% in March last year.

There was a slight improvement recorded in the performance of western line services as the month progressed however signal and points failures continued to impact on service delivery and speed restrictions at the single track sections at New Lynn and Grafton work sites reduced the opportunity for trains to recover from delays. In March 50.2% of western line services operated on time or within five minutes of schedule compared to 46.8% in February and 86.5% in March last year.

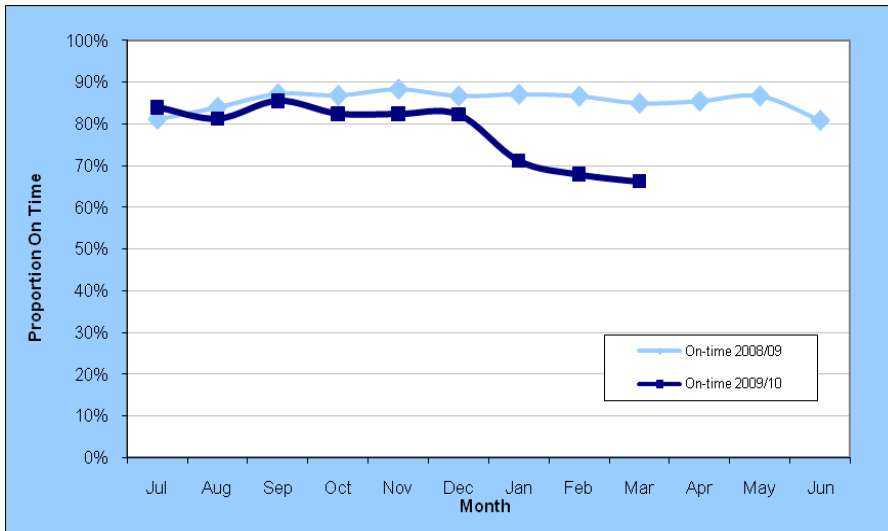
The performance of the southern and eastern lines in March further declined from February mainly as a result of train faults and an incident where a signal cable was severed (detailed below). In March 74.3% of southern and eastern line services operated on-time or within five minutes of schedule, compared to 78.3% in February and 84.0% in March last year.

The following major incidents were reported during the month:

- Signal, points and track failures – There were seven instances of points and signal failures in the Newmarket area during the month. These occurred on 9 March (two incidents during the morning and evening peak periods), 23 March which affected a few late morning services, in the morning peak of 25, 29 and 30 March and during the middle part of the day of 30 March. KiwiRail identified the primary cause of these faults and carried out remedial work during Easter. There were three other notable signal/points failures during the month – on 1 March a signal fault at Morningside caused disruption to morning peak services on the western line, and two points faults during the morning peak at Pukekohe on 8 and 11 March disrupted services on the southern and eastern lines. In addition, major signal outages occurred on three days. Evening peak services, mainly on the western line, experienced severe delays on 15 March following a loss of communications with the Wellington Train Control caused by a maintenance outage that had not been notified to Train Control by Telecom. In the early hours of the morning of 24 March a signal cable was accidentally cut that resulted in a loss of signals through the Otahuhu/Westfield area. This had a severe impact on the positioning of trains to commence their daily operations and for trains scheduled through the area and affected peak trains on all lines. At around 11.30am on the same day a signal cable was cut at Avondale resulting in delays to western line services through the middle of the day.
- Train faults – There were seven train faults that had a significant impact on service delivery during March. On 3 March three separate train faults, at Te Mahia, Sylvia Park and Remuera, impacted on evening peak services, mainly affecting the southern and eastern lines. On 10 March a train fault at Otahuhu caused delays to the positioning of evening peak services that impacted on all lines. Late in the morning of 11 March a train was disabled at Sylvia Park disrupting eastern line interpeak services. Trains on all lines were disrupted for a time in the early evening of 12 March after a train was disabled in the Britomart tunnel and a train fault at Papakura caused delays to morning peak services on the southern and eastern lines on 17 March.
- Other – during the afternoon of 13 March a train struck a shopping trolley that had been placed on the track between Panmure and Sylvia Park causing delays and cancellations to eastern line services. A major fire near Glen Eden at the Waikumete Cemetery in the evening of 29 March resulted in disruptions to evening services on the western line to allow the fire service access to the rail corridor.

Following the work performed during Easter weekend, a significant improvement in service performance has been observed during April. This work involved the commissioning of the double track section between Newmarket and Boston Road providing continuous double track between Newmarket and Avondale, remedial work on the points and signalling equipment at the Newmarket Junction and the track work elsewhere aimed at reducing the level of speed restrictions that affect train performance. Coupled with a reallocation of the run times of western line trains, the early indications are that these improvements have had a positive impact on rail performance.

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



The reliability of train services, or the proportion of services that reached their scheduled destination and were not cancelled, was 97.0% in March, compared to 97.9% last month and 97.2% in March last year. The greatest number of service cancellations occurred on 24 March following the two signal cable incidents, and the trackside fire on 29 March.

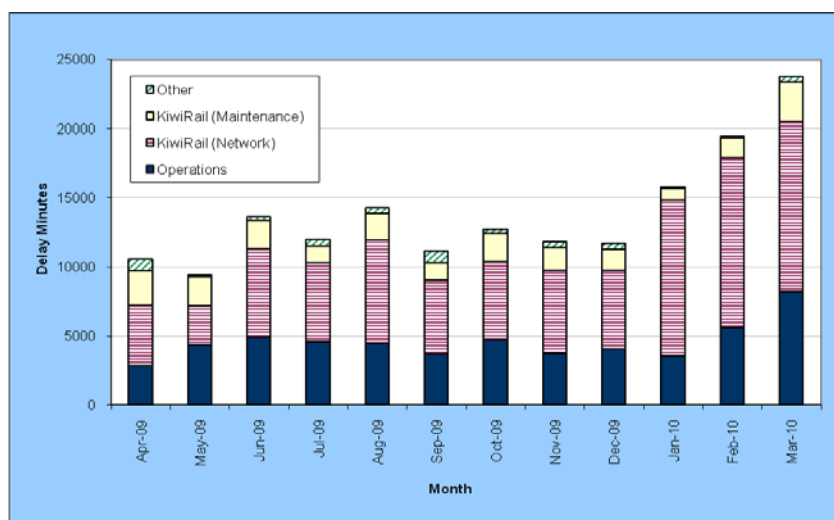
Bus replacements were in effect during March as follows:

- Sundays 7 and 21 March buses replaced trains on the western line for work at Grafton Station and at around New Lynn.

Passenger Delay Minutes

With a greater number of scheduled services during the month, passenger delay minutes increased a further 22.5% in March compared to February. All categories showed an increase but delays caused by trains faults doubled from February and operational delays, which were mainly passenger delay minutes arising from higher loadings, increased by 45% from last month.

Passenger Delay Minutes – Last Twelve Months



Infrastructure-related delay minutes increased slightly from February. There was a reattribution of delays through Newmarket, previously shown against “Upgrades” and now included under “Network Control”, and this accounts for nearly half of infrastructure delay-minutes during March. There was a reduction in speed restrictions during the month, mainly around Papakura and from the removal of heat-related restrictions.

	Delay Minutes	Proportion
Network Control	6,161	49.9%
Signal/points failure	2,715	27.5%
Speed restrictions	1,581	12.8%
Track protection measures*	1,891	15.3%
Total	12,348	

*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 2010, 99.37% of contracted service trips were operated (Reliability measure).

Service Punctuality for March 2010 was 99.13% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

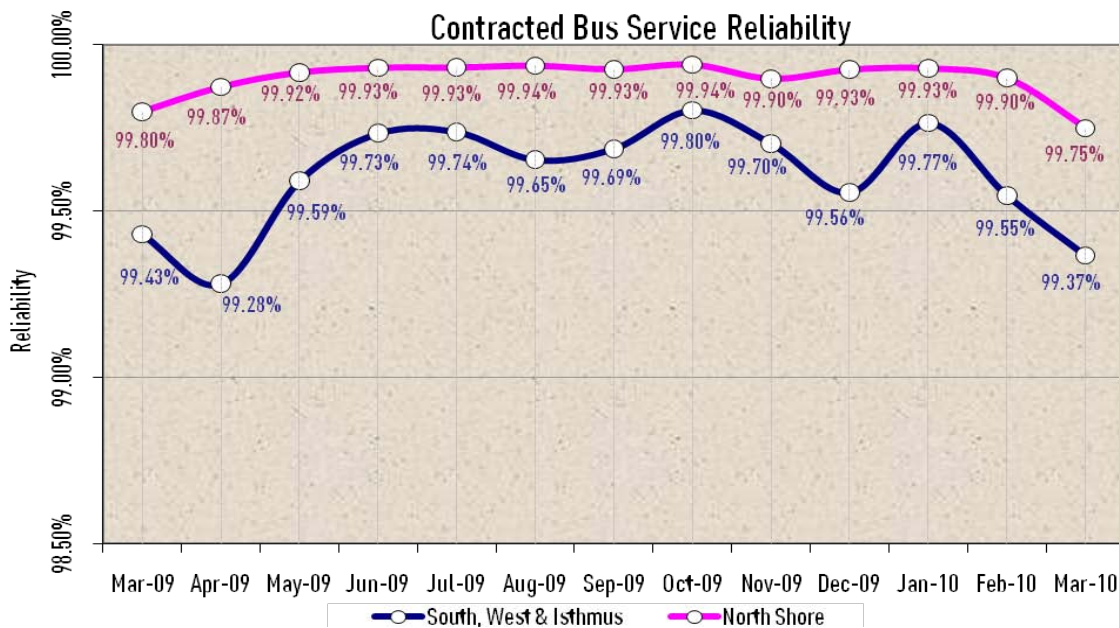
Service Punctuality and Reliability are self reported by the bus operators.

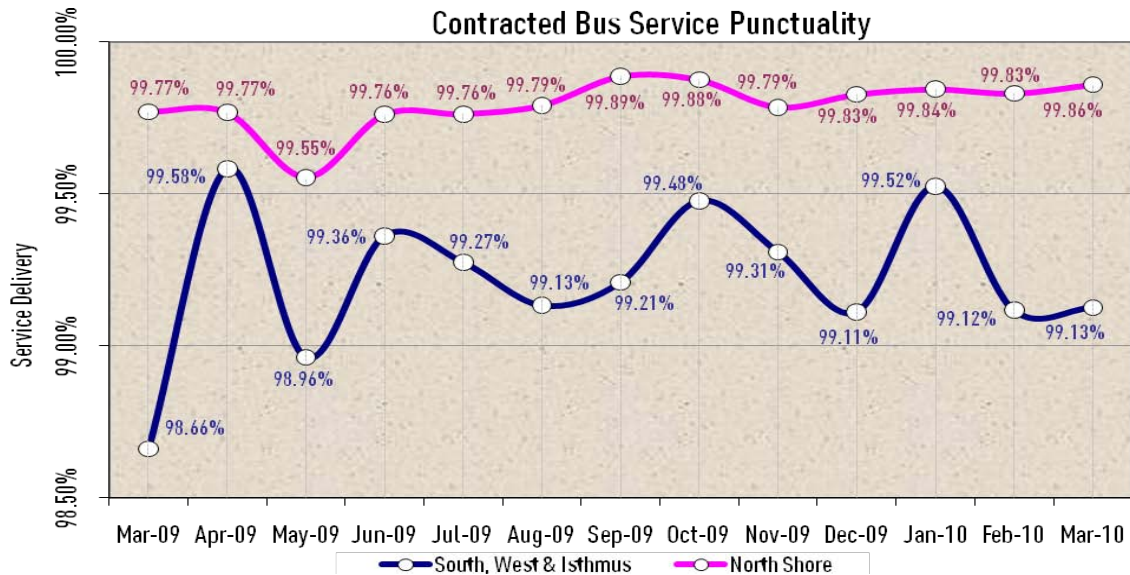
North Shore Contracted Bus Services

For March 2010, 99.75% of contracted service trips were operated (Reliability measure).

Service Punctuality for March 2010 was 99.86% 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.





1.2. MAJOR INFRASTRUCTURE WORKS

Victoria Park Tunnel and North Shore Watermain Relocation

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

Included in the Tunnel project is the relocation of the Watermain supplying water to the North Shore out of the motorway corridor into Curran St and Jervois Rd. Works in Jervois Rd between Curran St and Redmond St is completed. Work is continuing between Dedwood St and St Marys Rd. Impacts to bus services are being monitored.

1.3. SPECIAL EVENT PASSENGER TRANSPORT SERVICES

Events

47 events were held in March, nine had an impact on public transport either with road closures and/or route diversions.

One Day International Cricket 6 and 11 March (Attendance 13,000)

Normal scheduled services operated. Additional rail was provided to cater for the demand.

Pasifika 13 March

NZ Bus ran a special event bus service that was unregistered with ARTA.

St Patricks Day Parade 13 March

This year's parade caused delays to services in Albert St and Customs St for up to 30 minutes which resulted in some missed trips. Complaints have been received as a result of this event. ARTA are working with Auckland City Council to determine a more suitable setup location in 2011 that will cause less disruption.

Round the Bays: 14 March

Event ran to plan with no impact on services.

Super 14: 19 March – Eden Park (Attendance 17,600)

Integrated ticketing was secured for all Blues home games for the 2010 season. 1,261 ingress and 1,386 egress service trips were recorded for the event.

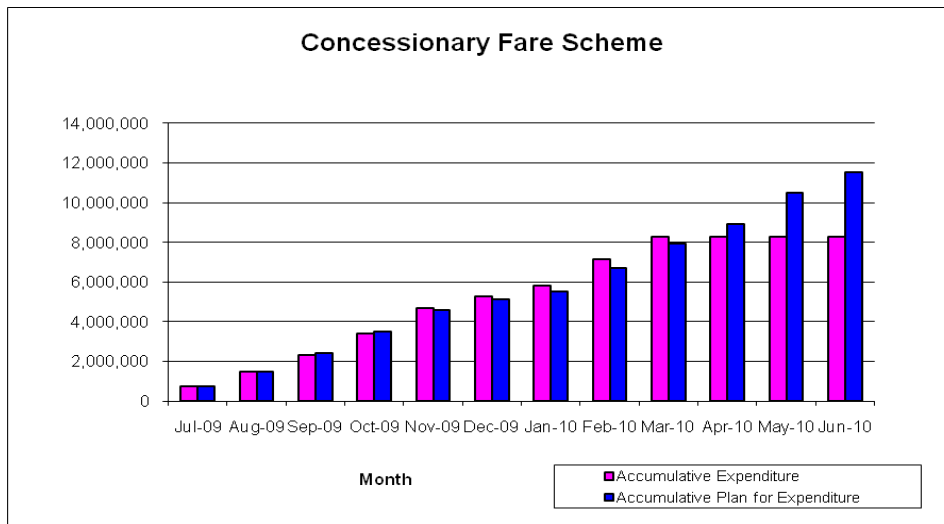
1.4. REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008

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

- Prime Cabs Ltd.: Notification to register a non-scheduled passenger transport service within the Auckland region. Approved 03-Mar-10.
- ABC Passenger Services Ltd.: Notification to vary the existing commercial registration to operate a shuttle service to AUT Manukau City Campus and North Shore City Campus from 01 March 2010. Approved 03-Mar-10.
- Waiheke Shipping Ltd.: Notification to vary the existing standard timetable to remove all times and operate to a reduced timetable Monday to Sunday. Effective 31 Jan 2010 until 22 October 2010. Approved 03-Mar-10.
- Ritchies Transport Holdings Ltd.: Notification to vary the fares to align with the Maximum Fare Schedule (MFS) against all commercial registrations. Approved 03-Mar-10.
- Transportation Auckland Corporation Ltd.: Notification to vary the fares to align with the Maximum Fare Schedule (MFS) against all commercial registrations. Approved 03-Mar-10.
- Birkenhead Transport Ltd.: Notification to vary the fares to align with the Maximum Fare Schedule (MFS) against all commercial registrations. Approved 03-Mar-10.
- Pine Harbour Holdings Ltd.: Notification to register a commercial special event service for the Rakino Jazz & Arts event on 03 April 2010. Approved 26-Mar-10.
- Fullers Group Ltd.: Notification to vary route two between Rocky Bay to Matiatia and return during works being carried out over the Oneroa Bridge. Approved 26-Mar-10.
- Transportation Auckland Corporation Ltd.: Notification to operate special event services for the Polyfest event effective 19 March 2010 to 20 March 2010. Approved 18-Mar-10.

1.5. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

Expenditure for concessionary fare reimbursements is over budget for the nine months ended March 2010. The expenditure is \$8,264,000 against a budget of \$7,956,000.

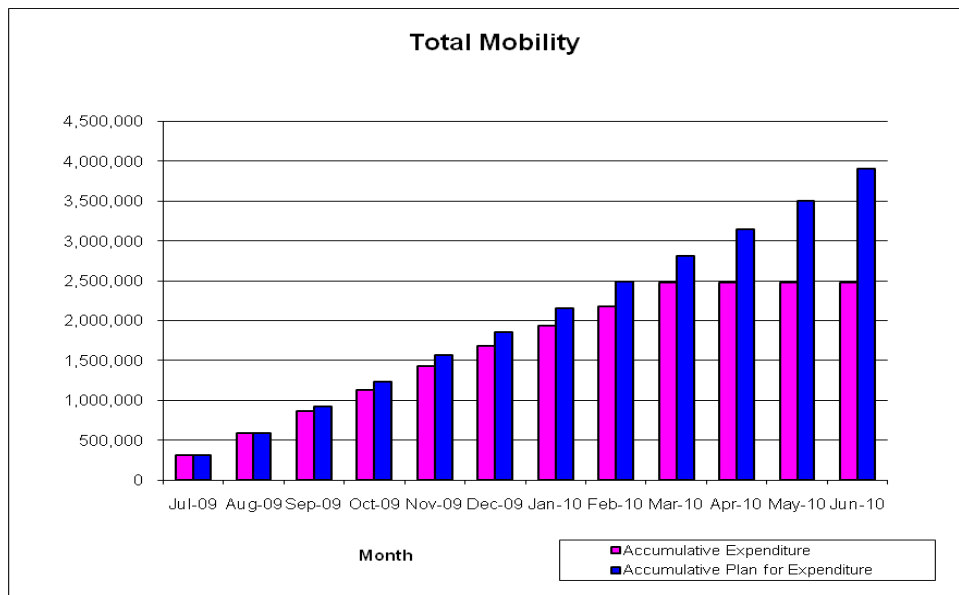


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the nine months ended March 2010 is \$7,108,000.

1.6. AUCKLAND TOTAL MOBILITY SCHEME

171 new Total Mobility applications were processed in March 2010 compared with 117 in December, 101 in January and 129 in February.

Expenditure for Total Mobility reimbursements is under budget for the nine months ended March 2010. The expenditure is \$2,475,000 against a budget of \$2,817,000.



1.7. TRAVEL PLANNING

Roll Call Surveys Completed for 15 schools

These surveys are conducted annually to evaluate modal shift in schools that have launched their travel plans.

Baseline Surveys completed for new schools in March:

- Parnell District School
- Riverhead School
- Bayfield School
- Remuera Primary
- Remuera Intermediate School

TravelWise Launches:

St Cuthbert's College Junior (1 March) and Senior school (3 March)

TravelWise Week in March:

The most successful year ever. Thousands of students took part in the week of activities to promote sustainable transport to school and some of them walked alongside Auckland Blues rugby players.

Schools registered: **133 – 120 Primary and Intermediate Schools and 13 High schools.**

Walking School Buses registered: **86**

Total number of students registered: **over 54,000**

Winning TravelWise Week Schools:

The winner of the small primary school category is **Glenavon School**, which had nearly 90 percent of students travelling sustainably to school over the week.

The winner of the medium-sized primary school is **Avondale Primary**, which had an impressive 98 percent of students travelling sustainably.

Large primary school winner, **Glendowie Primary**, had 86 percent of its students travelling to school sustainably.

And finally, the winner of the high school category is **Rosehill College**, which had 90 percent of its students travelling sustainably to school over the week.

TravelWise Evaluation Report

The TravelWise Evaluation Report has been completed and submitted to NZTA. ARTA surveyed 51,240 students at 108 schools and established that there has been a 4.76% shift away from car travel, equating to 7,205 fewer car trips each morning. By the end of 2009, there were 304 Walking School Buses operating at 130 schools throughout Auckland, involving 5,038 children and 2,174 adult volunteers. Eleven workplaces have completed and evaluated Travel Plans, and collectively have achieved a reduction of 627 car trips to work each morning peak. The benefit cost of the Workplace Travel Plan programme to date is 4.0.

Overall, the TravelWise programme takes 8,959 car trips off the road each morning peak, and is tracking ahead of its 10-year target to achieve 20,000 fewer car trips each morning by 2016.

Walking School Buses

In March eight new WSB routes were established at the following schools. It is particularly pleasing to see five of the routes are in low decile schools:

- Point England School - 4 new routes
- Saint Mary's' School - 1 route
- Albany School - 1 route
- Milford School - 1 route
- Birkdale North - 1 route

Workplaces

Three new clients joined the programme: Telecom, North Harbour Industrial Estate and Victoria Park Tunnel Project.

2 PROJECT DELIVERY

2.1. ROLLING STOCK PROCUREMENT

Renewals Projects

- **Interim Rolling Stock SA Trainsets 18-23**

Trainsets 21 and 22 are now in Auckland ready for commissioning in June/July 2010. Trainset 23 and make-up carriages are in Dunedin and on schedule.

2.2. INFRASTRUCTURE DEVELOPMENT

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

Newmarket Station Remodelling (DART 1)

Minor defect remedial work is progressing.

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

Grafton Station is now complete and operational. The official station opening will be held on 9 April with the first train stopping on Sunday 11 April. Boston Rd Station is now closed and will be dismantled during Queens Birthday weekend.

Western Line Duplication Stage 3 – Avondale (DART 4)

The main platform structure is now complete. ARTA platform based furniture and systems are being prepared off-site ready for installation during May 2010. The station opening is planned for June 2010.

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

Following the first train in the trench, part of the southern side of the platform is operational and work has focused on the roof canopy structure of the station building. The remainder of the platform area and forming the road and footpath areas around the station and trench are also being progressed. The northern side of the platform is programmed to open on 8 June after the Queen's Birthday weekend.

Distributed Stabling (DART 17)

- **Western Line Site Henderson (formally Railside Avenue)**

The corridor section of work is complete and work has now begun on the remainder of the site and is tracking to meet the required delivery date in mid-May 2010.

- **Tamaki Drive – The Strand**

Work continues to obtain an agreement on the scope of stabling and the station and an overall project footprint.

2.3. FERRY TERMINAL UPGRADES

Birkenhead

Piling work to the new outer berth faced delays due to the unforeseen extent of underwater rock armour to the old seawall. This was overcome and all steel piles are now complete. Work is progressing well with a revised project completion date of July 2010.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line Rehabilitation (DART 19)

The platform bases at Te Papapa and Penrose platforms are complete. The manufacture of platform steelwork is in progress and the procurement of station systems and facility is progressing on schedule. Installation of platform furniture is due to begin in early May 2010 with completion of platform construction expected mid 2010.

Fibre optic network infrastructure installation is in progress.

Manukau Rail Link (DART 9)

All the piles for the rail trench sides are now installed. Pile capping beams and propping beams are well under way. Excavation of the trench has commenced.

ARTA continues to work with Manukau City Council, ONTRACK and Manukau Institute of Technology (MIT) to deliver an integrated transport interchange and tertiary education facility. MIT have appointed project managers and a lead architect, and are now seeking to appoint quantity surveyors and engineers.

Ferry Terminal Developments

Hobsonville

Discussions continue with regard to the final design and overall scope of this terminal. Following the planned workshop in February 2010 an agreement was approved in principle with regard to developing the design and eventual scale of the terminal and the issues around ownership and access. Hobsonville Land Company confirmed the earliest date required for completion of the new ferry facility is June 2011.

Rugby World Cup 2011 - Kingsland Station

The Stage 2 platform extension works were awarded in March to NZ Strong. Stage 2 is programmed to be completed by 30 June 2010 ahead of the rugby international match at Eden Park on 10 July 2010.

2.5. REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS)

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

The RTPIS system expansion program of on-street infrastructure comprising 173 variable passenger information displays (VPIDs) installed at bus stops throughout the region is completed. However due to customer demand additional sites are being evaluated.

The New Lynn Bus/Rail Interchange presently being constructed incorporates five bus stopping bays, each will have double sided VPIDs to display bus service ETAs. This work is planned for completion by October 2010.

Rail Ferry Services RTPIS:

Completed Projects:

Passenger information displays (PIDs) are installed at the following locations:

- Newmarket Rail Station
- Grafton Rail Station
- Britomart Rail Station
- Auckland Ferry Terminal
- Birkenhead Ferry Terminal
- Devonport Ferry Terminal

These PIDs presently display service schedule information for next service arrivals and free text messaging for service disruptions and/or changes. Once the real time data feed is available from the ONTRACK train tracking system service ETAs will be displayed.

New Stations:

- New Lynn Rail Station - PIDs are to be installed similar to those operating at Newmarket Rail Station.
- Manukau Rail Station – a design brief is being prepared for PIDs.

Common Element Upgraded Rail Stations (20 in total); Request for quotations for preliminary site works (wiring and support fixings) for the installation of PIDs were released in March, the work is planned to be completed by July 2010. When the interfacing requirements for the operating system are confirmed a separate request for tender will be advertised for the supply and installation of PIDs. The works are scheduled for completion prior to the start of the Rugby World Cup.

Central Connector Corridor Project RTPI component:

The Central Connector Corridor opened fully on 30 November 2009, the only outstanding work being the construction of the new Park Road rail overbridge which incorporates the Grafton Rail Station Bus/Rail Interchange. This was completed in March, VPIDs were installed at the bus stopping bays and Grafton Rail Station and the Bus/Rail Interchange will be opened on 11 April 2010.

2.6. ASSET MANAGEMENT**Downtown Ferry Terminals Structural renewals (Piers 1 & 2)**

Works continue to progress well on Pier 1, moving from south to north resulting in further reductions to the impact of noise on businesses nearby. Work is planned to commence during May on the area located beneath the contractor's site area and the diesel tank on Pier 2.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

CBD Rail Loop

The preferred alignment for the CBD Rail loop investigation was presented to the ARC and ACC transport Committees and the ACC CBD Board. Investigations into the concept design and preparation of the business case is commencing. It is anticipated that a draft concept design and business case for the project will be completed by September 2010.

The Regional Public Transport Plan (RPTP)

The draft RPTP is being amended following the public hearings in February and the deliberations undertaken for the draft 2010 RLTS. It is anticipated that the RPTP will be adopted following approval of the 2010 RLTS in April.

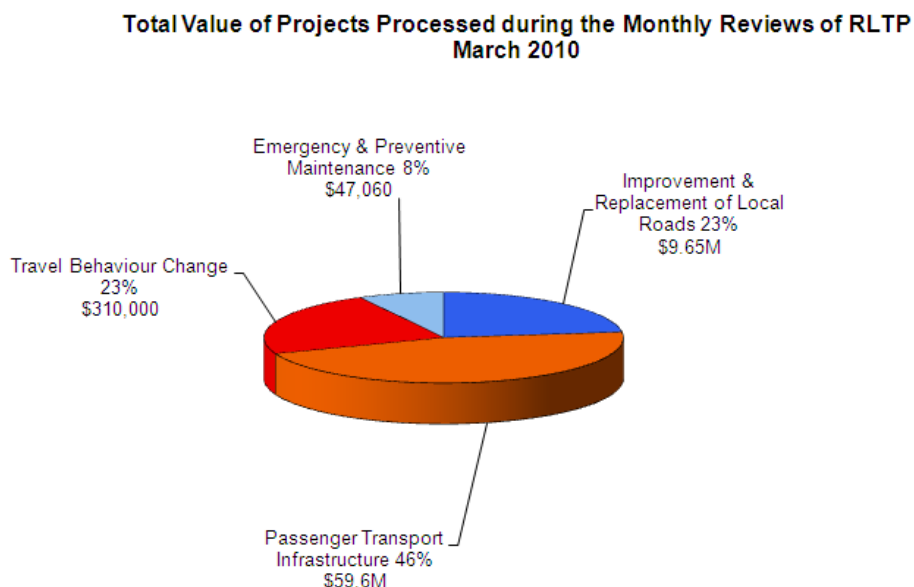
3.2. PLANNING AND PROGRAMMING

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the March monthly reviews, 13 funding applications totalling \$69,601,360 were submitted to ARTA for consideration.

ARTA recommended all the applications for approval to NZTA. Of these, 10 applications worth \$10,901,360 have been approved for funding while the remaining 3 applications worth \$58,700,000 are to be considered further by NZTA Board.

Figure 1 shows the breakdown of scheme types.



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

Figure 1. March RLTP Review, ARTA processed.

Table 1 – March Recommended Schemes to NZ Transport Agency

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
March 2010							
ACC	2009-12 Sandringham Rd Corridor project	Public transport improvements through widening of the road corridor along a section of Sandringham Road to implement an outbound bus lane.	Improvement & Replacement of Local Roads	Construction	\$5,600,000	Recommended	Approved.
ACC	2009-12 Sandringham Rd Corridor project	Public transport improvements through widening of the road corridor along a section of Sandringham Road to implement an outbound bus lane.	Improvement & Replacement of Local Roads	Property	\$3,596,200	Recommended	Approved.
ACC	2009-12 Strategic transport studies	Develop strategic options for managing and developing the transport network in the CBD.	Travel Behaviour Change	Study	\$150,000	Recommended	Approved.
ACC	2009-12 Transport model	To allow Auckland City Council update their current transport model with a focus on the Isthmus and CBD areas.	Travel Behaviour Change	Study	\$100,000	Recommended	Approved.
ARTA	AMETI Travel Behaviour Change Programme 09/10	To engage with employers and employees within employment clusters to deliver tailored transport programmes and workplace travel plans.	Travel Behaviour Change	Implementation	\$60,000	Recommended	Approved.
ARTA	Auckland Integrated Fare Solution (AIFS) Programme	Detailed requirements specification, design, development, testing and implementation of smartcard integrated automated fare collection solution.	PT Infrastructure	Construction	\$38,250,000	Recommended	Deferred pending the outcome of a progress report on the status of precedent funding conditions - included in the resolutions to Board paper 09/10/0269 - to be considered at the next AG meeting on 16 April.
ARTA	Auckland Integrated Fare Solution Central System	Detailed requirements specification, design, development, testing and implementation of smartcard integrated automated fare collection solution.	PT Infrastructure	Construction	\$20,000,000	Recommended	Deferred pending the outcome of a progress report on the status of precedent funding conditions - included in the resolutions to Board paper 09/10/0269 - to be considered at the next AG meeting on 16 April.
ARTA	Ferry Terminal Upgrade - Bayswater ferry terminal consent	Change in scope to allow ARTA purchase existing pontoon and lease.	PT Infrastructure	Design	\$450,000	Recommended	Deferred pending further information from NZTA.
ARTA	Ferry Terminal Upgrades - Birkenhead New Outer Berth	Additional project funding required to secure the inner berth asset at the Birkenhead ferry terminal.	PT Infrastructure	Construction	\$250,000	Recommended	Approved.
ARTA	Rail Development Plan Implementation Package - small project.	Additional allocation of \$35,100 for ARTA's contribution to the work.	PT Infrastructure	Investigation	\$35,100	Recommended	Approved.
MCC	QTN Route Improvements - Flat Bush to Manukau	Investigation of major QTN upgrade project between the Flat Bush development & the Manukau Town Centre.	PT Infrastructure	Investigation	\$610,000	Recommended	Approved.
NSCC	Crashes on bends programme	Activity will mitigate identified safety issues on a number of bends on North Shore City Council roads.	Improvement & Replacement of Local Roads	Construction	\$453,000	Recommended	Approved.
RDC	Preventive Maintenance Projects Kauri Road	Immediate response and emergency reinstatement works after sustained heavy rainfall caused severe damage to roads in various parts of the District.	Maintenance	Construction	\$47,060	Recommended	Approved.
Total New Schemes					\$69,601,360		

In March, the Land Transport Programme dealt with a number of requests concerning cash flow adjustments to the 2009/10 programme; moving funding that is unlikely to be spent in this financial year into the 2010/11 financial year.

Some notable approvals were:

- The Sandringham Road Corridor improvement project, Strategic transport studies and the Transport Model (Auckland City Council)
- The QTN Route Improvements Investigation - Flat Bush to Manukau (Manukau City Council)

The programming team continue to monitor progress on the RLTP.

3.3. WALKING AND CYCLING COORDINATION

The review of the Regional Cycle Network (RCN) has been completed and the map updated. This is the first review of the RCN since it was created in 2007.

In the second week of March, the annual Regional Manual Cycle Monitoring programme was carried out in warm and dry conditions, conducive to cycling. This is the fourth year of this programme that provides comparative data of cycling movements at 83 sites across the region. Other information collected includes the wearing of helmets and the number of children cycling to school. The reports are due for release in the first week of May.

ARTA attended the first meeting of the Central Motorway Junction Cycleway Advisory Group. This project involves continuing the popular NW Cycleway into the CBD exiting at the Wellesley Street underpass. This 'flagship project' is expected to be completed by 2012 and cost approximately \$6m.

3.4. REGIONAL ROAD SAFETY COORDINATION

The 'Share the Road' cycle/motorist safety advertising campaign finished in March, it is now being evaluated.

Table 5 Regional Road Deaths at 31 March 2010 compared with 31 March 2009.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Mar 10	4	1	1	3	3	0	3	15
Mar 09	3	1	3	6	4	0	7	24

The annual regional road toll to 31 March 2010 was 15, i.e. 9 less deaths than at the same time in 2009. The number of fatalities for the month of March 2010 (10) however, was two more than that for March 2009 (8).

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – March 2010

Special Event Transport Promotions

Super 14 Update 2010

The integrated ticket offer on Blues Super 14 home games continues to be well utilised by passengers. For the game on 19 March, 15% of the total crowd of 17,600 used public transport. A total of 2,010 trips were made by train and 637 trips using bus.

International Cricket at Eden Park 6 & 11 March 2010

Additional train services operated for both one day international cricket matches at Eden Park between New Zealand and Australia. In total an average of 5.5% of the total crowd of 13,500 used rail services to travel to and from the game. An average of 406 train journeys were made to each game and 330 journeys after each game.

Round the Bays 14 March

With excellent weather a record 70,000 runners participated in the Round the Bays event. Extra rail services operated to cope with the influx of runners into Downtown Auckland. A total of 2,594 extra journeys were made in to Britomart and 1,218 were made after the event.

4.2. MEDIA AND COMMUNICATIONS

Media Releases – March 2010

31 Mar 2010

Check MAXX for travel during the Easter weekend

The Auckland Regional Transport Authority (ARTA) advises that public transport services will be operating to public holiday timetables during the Easter weekend.

29 Mar 2010

Train timetable tweaked

The Auckland Regional Transport Authority (ARTA) announced today the timetable for Western Line train services will change from Sunday 11 April.

23 Mar 2010

Google Transit for train users

Planning your trip on public transport just got easier. Auckland Regional Transport Authority (ARTA) has teamed up with Google Transit to enable train passengers to access public transport information and directions using the Google Maps feature.

18 Mar 2010

Get the wheels in motion – Bike Wise to Work

Get into gear for the final weeks of BikeWise to Work, set to end on Friday 9 April. Participants have another three weeks so make it a sprint finish by cycling to work.

12 Mar 2010

Go with MAXX to see Lady Gaga at Vector Arena

Lady Gaga fans heading to Vector Arena on Saturday 13 and Sunday 14 March to see the enigmatic superstar on her headline tour of New Zealand can use public transport to travel conveniently to and from the gigs.

11 Mar 2010

Preferred Route Chosen for Transformational CBD Rail Loop Project

A preferred route has now been identified for Auckland's proposed CBD Rail Loop tunnel. The route was chosen out of three shortlisted options identified by consultants acting on behalf of ARTA and KiwiRail.

10 Mar 2010

Take MAXX to Ports of Auckland Round the Bays

Participants and supporters of this year's Ports of Auckland 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.

09 Mar 2010

Walk2Work and get a free breakfast

Step up to the challenge and join thousands of others taking part in Walk2Work 2010 – and get a free breakfast to kick start your day.

08 Mar 2010

One-stop-shop for sustainable travel

The Auckland Regional Transport Authority (ARTA) has officially launched the new online Sustainable Transport Events Calendar, providing Aucklanders with a one-stop-shop for details on sustainable events throughout the year.

03 Mar 2010

Blues Stars tackle sustainable travel head on

Four Blues Rugby Stars will be putting in the extra yards off the field by walking to school with pupils at various locations across the region, as part of Auckland Regional Transport Authority's (ARTA's) TravelWise Week.

03 Mar 2010

Catch the train to catch the Cricket games

Catch the train or bus to watch the Black Caps catch the Australians out in their up-and-coming One Day Internationals at Eden Park.

5 CORPORATE SERVICE

5.1. FINANCIAL REPORT

Auckland Regional Transport Authority								
INCOME STATEMENT								
NZD '000	MONTH			YEAR TO DATE			FULL YEAR	
	Revised Budget	Actual	Variance Fav/(Unfav)	Revised Budget	Actual	Variance Fav/(Unfav)	Revised Budget	Original Budget
March-10								
OPERATING REVENUE								
ARC Opex Grants	8,288	7,674	(614)	70,071	65,968	(4,103)	95,600	102,393
NZTA Opex Grants	10,338	9,639	(699)	87,154	83,142	(4,012)	119,078	132,757
Other Grants and Subsidies	95	101	6	945	934	(11)	1,160	1,842
Rail Fare Revenue	2,139	2,271	132	14,310	14,786	476	19,714	19,957
Bus Fare Revenue	763	797	34	5,046	5,575	529	7,251	5,004
Ferry Wharf Revenue	198	229	31	1,739	1,871	132	1,982	2,054
Other Sundry Operating Income	8	8	-	88	101	13	12	12
Total Operating Revenue	21,829	20,719	(1,110)	179,353	172,377	(6,976)	244,797	264,019
OPERATING EXPENDITURE								
Human Resource	1,159	1,082	77	9,785	9,155	630	13,287	14,654
Prof Services - Project Delivery	241	43	198	1,575	516	1,059	2,165	2,147
Prof Services - Customer Services	641	538	103	6,243	4,907	1,336	8,400	10,393
Prof Services - Others	353	118	235	2,052	906	1,146	3,405	3,413
Support Services	230	229	1	2,071	2,061	10	2,763	2,766
Materials	32	14	18	259	90	169	330	345
Printing and Office Supplies	133	70	63	1,271	655	616	1,619	1,757
Repairs and Maintenance	129	67	62	1,070	802	268	1,457	961
Communications	19	21	(2)	220	162	58	289	386
Information Systems	88	83	5	750	472	278	1,011	1,378
Bus Contract	11,687	11,020	667	93,706	91,524	2,182	126,261	133,365
Rail Contract	5,928	6,174	(246)	51,392	50,535	857	70,802	81,935
Ferry Contract	523	448	75	4,560	4,372	188	6,182	6,020
Security	82	126	(44)	668	800	(132)	914	325
Advertising and Promotion	224	27	197	1,056	429	627	1,355	1,360
Other Expenditure	144	520	(376)	1,589	1,791	(202)	1,983	(79)
Depreciation	1,647	1,909	(262)	14,804	16,185	(1,381)	19,767	19,932
Investigations Expenditure	300	84	216	1,223	1,294	(71)	2,851	2,809
Total Operating Expenditure	23,560	22,573	987	194,294	186,656	7,638	264,841	283,867
Net Operating Surplus/(Deficit)	(1,731)	(1,854)	(123)	(14,941)	(14,278)	662	(20,044)	(19,848)

Statement of Financial Position

As at 31 March 2010

	ARTA					ARTA			
	Jun-09 \$000s	Mar-10 \$000s	Feb-10 \$000s	Movement \$000s		Jun-09 \$000s	Mar-10 \$000s	Feb-10 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	7,036	13,555	8,609	4,945	Cash and cash equivalents	105	1,271	133	1,138
GST payable	0	831	286	545	Trade receivables	554	832	1,288	(456)
Employee benefit liabilities	1,025	812	668	144	GST receivable	494	0	0	0
Income in advance	59	7,159	9,425	(2,266)	Accrued income	13,335	17,221	20,442	(3,221)
Accrued expenditure	31,421	30,837	29,441	1,396	Prepayments	0	7,113	2,597	4,516
Transport grants payable	19,819	8,206	8,206	0	Inventories	5,126	5,470	5,487	(18)
Total current liabilities	59,360	61,399	56,634	4,764	Related party receivables				
Non-current Liabilities					Operating account	28,975	32,132	29,269	2,864
Transport grants payable	1,152	1,564	1,564	0	Transport grants	19,819	8,206	8,206	0
Deferred tax	5,375	5,375	5,375	0	Total current assets	68,408	72,246	67,423	4,823
Total non-current Liabilities	6,527	6,939	6,939	0	Non-current assets				
Total liabilities	65,886	68,337	63,573	4,764	Property, plant & equipment	240,381	295,107	285,491	9,616
Equity					Intangible assets	21,896	21,628	21,658	(30)
Accumulated funds	4,265	5,501	5,459	42	Related party receivables				
Capital grants reserve	261,685	316,706	307,103	9,603	Transport grants	1,152	1,564	1,564	0
Total equity	265,950	322,207	312,562	9,645	Total non-current assets	263,429	318,298	308,712	9,586
Total equity and liabilities	331,836	390,544	376,135	14,409	Total assets	331,836	390,544	376,135	14,409

Statement of Cash Flows
For the Period Ended 31 March 2010

Full Year Ended 30 June 2009		As at 31 Mar 2010
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
101,532	ARC Opex grants	62,811
70,771	ARC Capex grants	43,485
7,711	ARC funding for IA grants vested in ARTA	11,201
4,457	LTNZ Capex grants	20,722
104,750	LTNZ Opex grants (excl. GST)	85,804
1,350	Other Grants and Subsidies	8,059
18,625	Rail Fare revenue	14,598
4,436	Bus Fare revenue	5,266
1,998	Ferry Wharf revenue	1,849
-	GST	831
252	Other Sundry Operating income	96
315,881		254,722
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	162,343
12,724	Payments to Employees	9,368
7,711	Payments to recipients of IA grants vested in ARTA	11,201
184	GST	0
243,532		182,912
72,349	Net Cash from Operating Activities	71,810
	Cash Flows from Investing Activities	
	Cash was provided from:	
0	Realisation of Other Investments	-
0	Proceeds from Sale of Intangible Assets	-
0		-
	Cash was applied to:	
72,392	Purchase and Development of Fixed Assets	70,644
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		70,644
(72,392)	Net Cash applied to Investing Activities	(70,644)
	Cash Flows from Financing Activities	
	Cash was provided from:	
0	Increase in loans	-
	Cash was applied to:	
0	Repayment of Loans	-
0	Net Cash from Financing Activities	-
(43)	Net (Decrease)/Increase in Cash & Investments Held	1,166
148	Cash & Investments Balances at Beginning of the Period	105
105	Cash & Investments Balances at the End of the Period	1,271
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	-
105	Cash	1,271
0	Short Term Investments	-
105		1,271

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	Mar 10 \$000
Cash was provided from:	
Net Surplus	56,257
Adjustment for items not involving cash:	
Depreciation and amortisation	16,186
Donated asset	-
Deferred tax	(0)
Movements in working capital:	
(Increase) in receivables from ARC	(3,157)
(Increase) in trade and other receivables	(10,784)
Decrease/(Increase) in Inventory	(344)
Increase in GST	831
Decrease/(Increase) in grants receivable from ARC	11,201
(Decrease)/Increase in trade and other payables	12,822
(Decrease)/Increase in grants payable	(11,201)
Net Cash from Operating Activities	71,810

5.2. STATEMENT OF FINANCIAL PERFORMANCE

SUMMARY OF OPERATIONAL VARIANCES

Professional Services - \$3.5m less than budget (less use of external consultants and funding constraints related to the NZTA NLTP and delay in approving the budget).

Bus Contract - \$2.2m less than budget (low fuel prices, the NZ Bus industrial dispute and low or negative indexation).

Rail Contract - \$0.9m less than budget (lower fuel prices than anticipated).

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

Human Resources - \$0.6m less than budget (less staff than budgeted).

Depreciation - \$1.4m more than budget (earlier capitalisation of capital projects than budgeted).

OPERATING RESULTS – MONTH MARCH 2010

The results for the March month are reported against the revised 2009/10 Opex ARTA budget approved by the ARTA Board in October 2009. The revised budget was the result of reduced funding from NZTA announced in early September in the National Land Transport Programme.

Revenue

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

ARC Opex Grants are \$0.6m less than budget and NZTA Opex Grants are \$0.7m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.1m more than budget due to patronage exceeding budget. The fare increase took effect on 21 February 2010.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.1m less than budget due to fewer staff than budgeted and some vacancies that will now not be recruited due to the transition process to Auckland Transport.
- b) Professional Services – Project Delivery is \$0.2m less than budget due to reduced expenditure in acquiring professional services for project development and related expenditure associated with the uncertainty about NZTA funding during the first half of the financial year.
- c) Professional Services – Customer Services is \$0.1m less than budget due to lower than planned use of external contractors on the Public Transport Procurement Project and lower than planned costs to support the Real Time system.
- d) Professional Services – Others is \$0.2m less than budget due to lower than budgeted use of consultants by Finance and Corporate Services and Human Resources, delays in spending Strategy and Planning professional services as a result of uncertainty associated with NZTA funding and a timing difference in incurring IT support expenditure from the Auckland Regional Council.
- e) Printing and Office Supplies is \$0.1m less than budget due to a delay in launching some marketing campaigns and the printing of consultation documentation for cluster reviews; and less on-road timetables being required for the period.
- f) Repairs and maintenance is \$0.1m less than budget due to less vandalism and fibre optic repair costs than planned.
- g) Bus Contract is \$0.7m less than budget due to savings for the South/Isthmus indexation for NZ Bus and lower demand for Total Mobility. The favourable variance was offset by an unfavourable variance for tertiary concessions which continues to see growth.

- h) Rail Contract is \$0.2m more than budget as a result of an increase in the Veolia leave liability, more reactive maintenance on rolling stock, and higher facilities charges.
- i) Ferry Contract is \$0.1m less than budget due to negative indexation on some contracts that have received their annual indexation adjustment, as well as planned funding for service changes not required due to delays in ferry procurement.
- j) Advertising and Promotion is \$0.2m less than budget due to less advertising being undertaken in association with marketing campaigns than planned.
- k) Other expenditure is \$0.4m less than budget due to a favourable cost/volume variance arising from allocating labour and overheads back to projects
- l) Depreciation is \$0.3m more than budget due to timing differences in capitalisation of some of the fixed assets during the year.
- m) Investigations Expenditure is \$0.2m less than budget due to an underspend for the month against budget for the CBD tunnel investigation – this partially addresses the year to date overspend which is as a result of a budget phasing timing difference; and deferral of expenditure for station concept design to align with the station upgrades capital programme.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the month is \$1.9m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 31 MARCH 2010

The year to date variance to budget for each category of expenditure is largely the same as those reported for the month above, except as detailed below:

Revenue

ARC Opex Grants are \$4.1m less than budget and NZTA Opex Grants are \$4.0m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.5m more than budget due to higher patronage than originally planned.

Bus Fare Revenue is \$0.5m more than budget due to higher patronage than planned especially on Northern Express services.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.6m less than budget year to date.
- b) Professional Services – Project Delivery is \$1.1m less than budget year to date.
- c) Professional Services – Customer Services is \$1.3m less than budget due to;
 - Lower than planned costs for projects within the marketing, communications, community focused activities and customer service areas as a result of funding cuts to keep within the NZTA funding envelope resulting in some activities previously outsourced being performed in-house.
 - Lower than planned monthly support charges being incurred for the Real Time System.
 - Lower than planned costs for modelling of the Rugby World Cup
 - Lower legal fees than expected.
- d) Professional Services – Others is \$1.1m less than budget year to date.
- e) Materials are \$0.2m less than budget due to NZTA funding constraints within the School Travel Planning and Work Place Travel Planning area.
- f) Printing and Office Supplies is \$0.6m less than budget.
- g) Repairs and maintenance is \$0.3m less than budget.
- h) Communications is \$0.1m less than budget due to lower costs of mailbox drop campaigns and less server communication costs being incurred for the Real Time System than planned.

- i) Information Systems is \$0.3m less than budget due to timing delays relating to real time licence charges and licences associated with the new scheduling and journey planner software.
- j) Bus Contract is \$2.2m less than budget year to date mainly due to negative indexation for the quarterly adjusted contracts effective from 1 July 2009, the NZ Bus industrial dispute, low fuel prices, planned changes to the City Circuit that have not been implemented, and lower than planned demand for child concessions and Total Mobility, offset by senior citizens (PM Peak), SuperGold and tertiary CFS which all continue to see growth.
- k) Rail Contract is \$0.9m less than budget year to date due to fuel price savings and lower than anticipated reactive maintenance at stations partially offset by an increase in leave liability and an increase in spare parts inventory.
- l) Ferry Contract is \$0.2m less than budget year to date due to negative indexation adjustments, as well as planned funding for service charges not required due to delays in ferry procurement (expected prior to June 2010).
- m) Security is \$0.1m more than budget due to supplying an additional fulltime security guard at Newmarket Station for the first few months since its opening.
- n) Advertising and Promotion is \$0.6m less than budget year to date.
- o) Other expenditure is \$0.2m less than budget year to date.
- p) Depreciation is \$1.4m more than budget.
- q) Investigations expenditure is \$0.1m more than budget year to date due to a timing difference in CBD Loop tunnel investigations partially offset by the deferral of rail station concept designs.

Net Operating Surplus / (Deficit)

Net Operating Deficit for the year is \$14.3m. This deficit arises mainly because depreciation is unfunded and a favourable cost/volume variance arising from allocating labour and overheads back to projects.

5.3. STATEMENT OF FINANCIAL POSITION

The key features of the Statement of Financial Position as at 31 March 2010 are:

Current Liabilities

The total trade payables have increased by \$4.9m between February and March mainly due to the processing of a large invoice in respect of the Rail Contract paid in April.

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

Accrued expenditure has increased by \$1.4m mainly due to increase in activities after the Christmas break.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – March 10	\$2,446,408	(\$9,240)	\$0
Accounts Payable – February 10	\$4,057,663	\$1,378	\$0

Grants Payable and Grants Receivable are equal and opposite current and long term liabilities and assets recognising the ex Infrastructure Auckland grants that were taken over by ARTA. This recognises that we have a payable to an external party and a matching receivable from the ARC.

Current Assets

Accrued income has decreased by \$3.2m due to the amount claimed from NZTA decreasing.

The increase in prepayments of \$4.5m is due to the Kone and Veolia quarterly invoice.

Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable – March 10	\$447,716	\$372,395	\$12,066
Accounts Receivable – February 10	\$1,153,835	\$121,400	\$14,898

Pubic 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.