



Auckland Regional
Transport Authority

MONTHLY BUSINESS REPORT

April 2010

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	Allen Bufton
Strategy and Planning	Peter Clark
Marketing and Communications	Shelley Watson
Corporate Services	Stephen Smith

TABLE OF CONTENTS

1	CUSTOMER SERVICES.....	2
1.1.	PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE.....	2
1.2.	SERVICE DEVELOPMENT.....	7
1.3.	PT SERVICE PUNCTUALITY AND RELIABILITY	7
1.4.	MAJOR INFRASTRUCTURE WORKS.....	10
1.5.	SPECIAL EVENT PASSENGER TRANSPORT SERVICES.....	11
1.6.	REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008	11
1.7.	PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)	12
1.8.	AUCKLAND TOTAL MOBILITY SCHEME	12
1.9.	TRAVEL PLANNING	13
2	PROJECT DELIVERY.....	14
2.1.	ROLLING STOCK PROCUREMENT.....	14
2.2.	INFRASTRUCTURE DEVELOPMENT	14
2.3.	FERRY TERMINAL DEVELOPMENTS.....	14
2.4.	NETWORK DEVELOPMENT	14
2.5.	REAL TIME PASSENGER INFORMATION SYSTEMS (RTPIS).....	15
2.6.	ASSET MANAGEMENT.....	15
3	STRATEGY AND PLANNING.....	16
3.1.	STRATEGIC TRANSPORT PLANNING	16
3.2.	PLANNING AND PROGRAMMING.....	16
3.3.	WALKING AND CYCLING COORDINATION	17
3.4.	REGIONAL ROAD SAFETY COORDINATION	18
4	MARKETING AND COMMUNICATIONS.....	19
4.1.	MARKETING AND CUSTOMER INFORMATION CHANNELS	19
4.2.	MEDIA AND COMMUNICATIONS	19
5	CORPORATE SERVICE.....	21
5.1.	FINANCIAL REPORT.....	21
5.2.	STATEMENT OF FINANCIAL PERFORMANCE.....	24
5.3.	STATEMENT OF FINANCIAL POSITION.....	26

Summary

Increased use on Auckland's public transport

The trend of good growth on public transport can be seen across the board again in April 2010 where over 193,000 more people boarded public transport compared to last April, an increase of over 4%. Bus was up by 2.1%, rail up by 13.7% and ferry up by 7.4%.

Over a million more people boarded Auckland's buses, trains and ferries in the ten months to April 2010 compared the same period in 2008/09, a solid increase of 2.3% despite setbacks due to industrial action.

Customers using the Rapid Transport Network in April, which is the Northern Express and rail services, increased by nearly 110,000 boardings, or 14.2%, on April 2009. Northern Express patronage grew by 22,266 boardings (16.5%) alone for April 2010 compared to April 2009.

Full steam ahead for train station redevelopment

Passengers can expect more enhanced facilities across Auckland's rail network as station upgrades continue, with Grafton being the latest off the rack, when it was officially opened on 9 April.

Avondale Station's main platform is now complete and passengers will be able to catch a train from the station in mid June. Part of the southern platform at New Lynn Rail and Bus interchange is also operational with the northern side due to open on 8 June.

The reopening of the historic Onehunga Branch Line is progressing well with Te Papapa and Penrose Station platform and station construction expected to be completed by June/July.

Rugby fans will be stepping off their train onto a fully upgraded Kingsland Station for the All Blacks vs South Africa International at Eden Park on 10 July, as Stage 2 of the platform extension works will be completed by 30 June.

Work at the Manukau Rail Station has started with excavation of the station trench now under way.

Construction of the new outer berth at Birkenhead Ferry Terminal is continuing with the estimated project completion in July 2010.

Operational analysis has begun for the development of the stabling facilities at the Tamaki site while the western line stabling site completion is expected by mid May 2010

Improvements in rail punctuality

Rail passengers have enjoyed a marked improvement in the punctuality of services in April to 80.7% on time, up from 66.2% in March. Western line services benefitted significantly as a result of the improvement in network conditions following the commissioning of upgrades, mainly in the Newmarket area, over the Easter break.

Central Connector Changes

The final phase of planned bus service changes for the Central Connector were implemented on 11 April. These changes provide additional frequency over Grafton Bridge and provide greater, direct links to Auckland Hospital combined with some improved bus performance.

ARTA's long term strategic projects

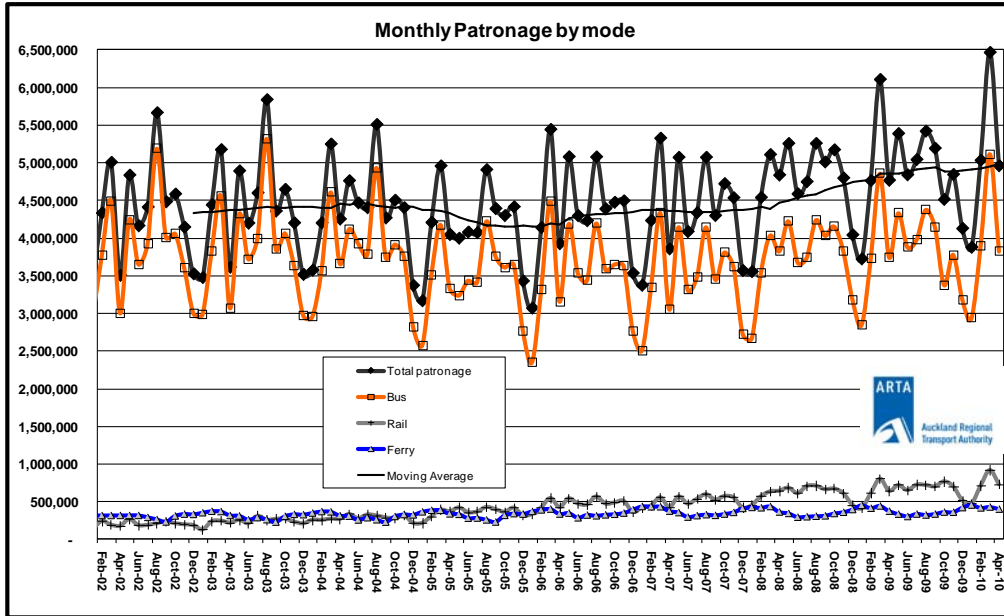
The Regional Public Transport Plan (RPTP) draft is being amended following feedback from the public consultation in February. It is anticipated that the RPTP will be released to the public shortly.

The CBD Rail Loop concept designs and business case are progressing and are expected to be completed by September 2010.

1 CUSTOMER SERVICES

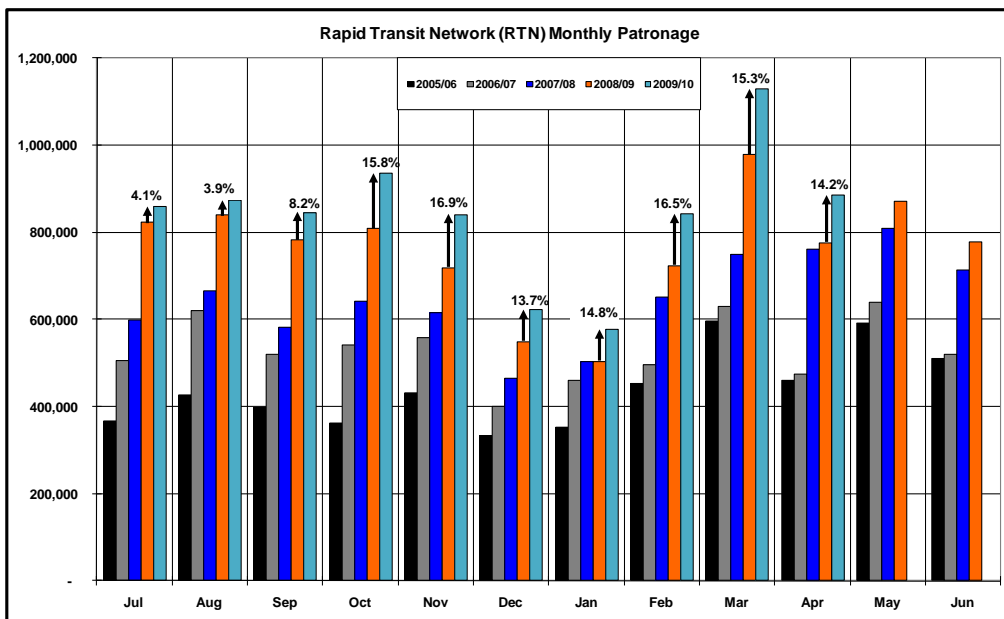
1.1. PASSENGER TRANSPORT PATRONAGE – NETWORK WIDE

The total combined bus, ferry, and rail patronage for the month of April is 4.1% (193,885 boardings) higher than April 2009 at 4,960,630 boardings. The total patronage for the financial year for the ten months to April 2010 is 49,485,114 boardings, 2.3% (1.09 million boardings) higher than the same period in the 2008/09 financial year.



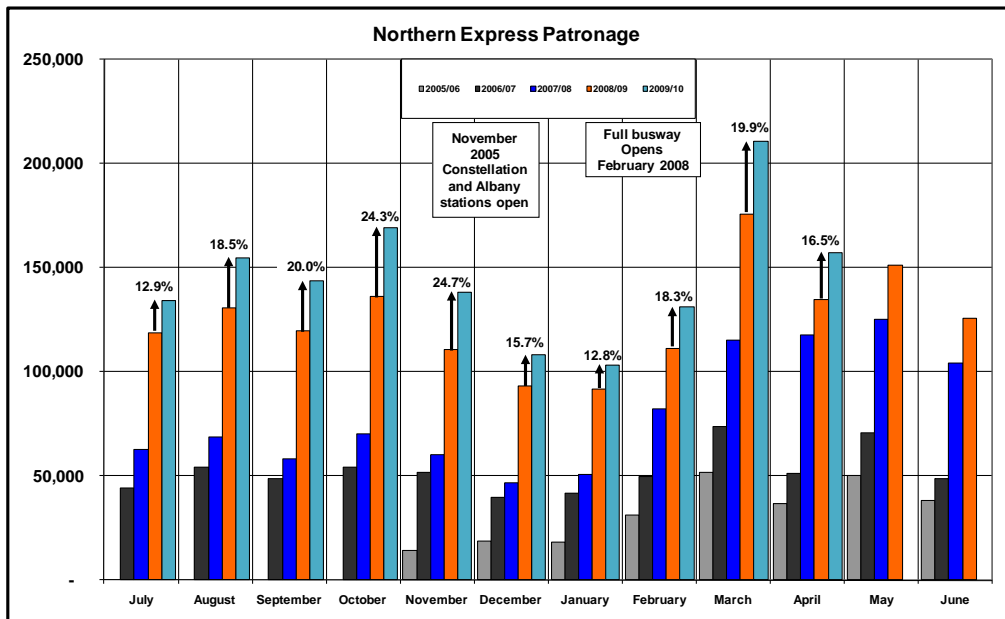
Rapid Transit Network (Rail and Northern Express):

The total RTN patronage for April is 14.2% (109,922 boardings) higher than April 2009. For the financial year to date (ten months) RTN patronage is 12.1% (908,068 boardings) higher than the same ten months in the previous financial year.



The Northern Express patronage grew by 16.5% or 22,266 boardings for April 2010 compared to April 2009. For the first ten months of the financial year Northern Express patronage was up by 18.6% (227,938 boardings) compared to the first ten months of the 2008/09 year.

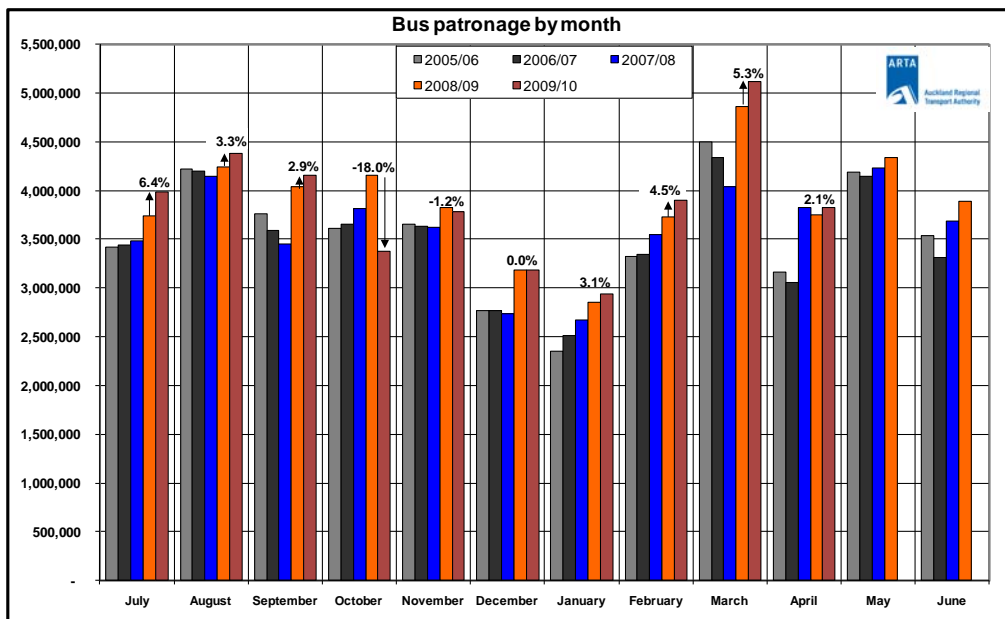
There have been over 1.72 million passengers recorded using the Northern Express over the last twelve months, an increase of 19.0% on the same period last year.



Bus Patronage

Bus patronage grew by 2.1% (78,285 boardings) compared to last April. For the financial year to date (ten months) bus patronage is 0.7% (270,155 boardings) higher than the same period of the previous financial year.

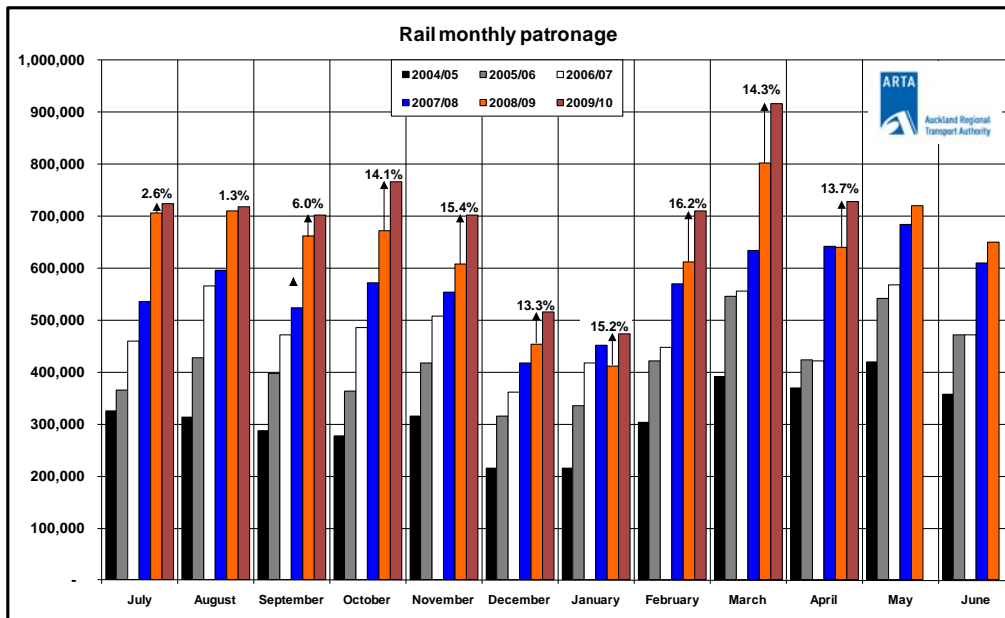
There have been 46.87 million passengers recorded using bus services over the last 12 months, an increase of 1.25% on the same period last year.



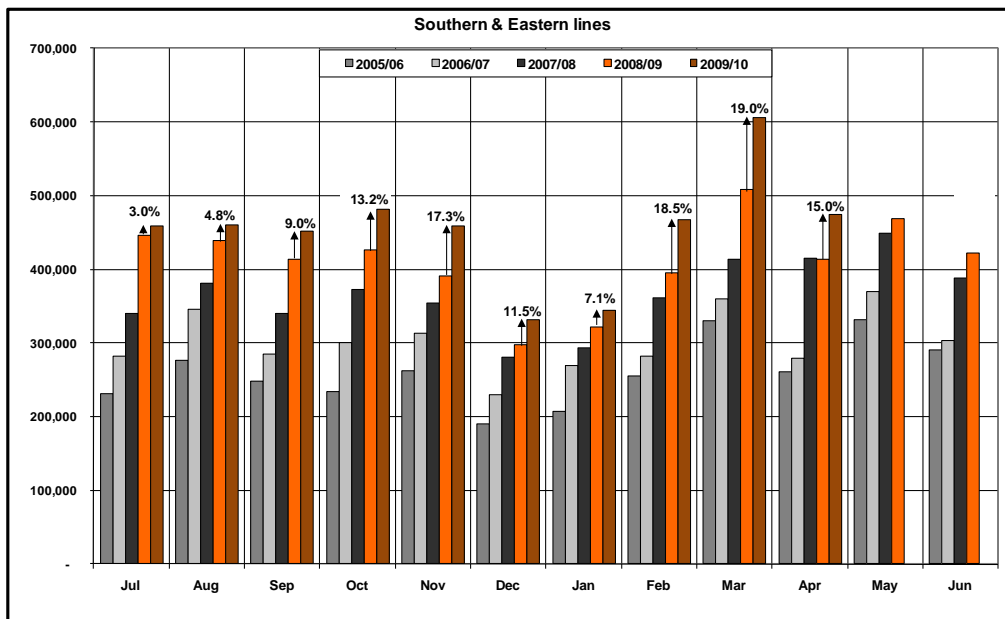
Rail Patronage

In April 2010 there were 729,000 passengers recorded travelling on the region's rail services, an increase of 13.7% on the same month last year. There were an equal number of business days this year compared to last year, with Easter weekend and school holidays both falling in April in each year. There were also a comparative number of network possessions for upgrade works in both years.

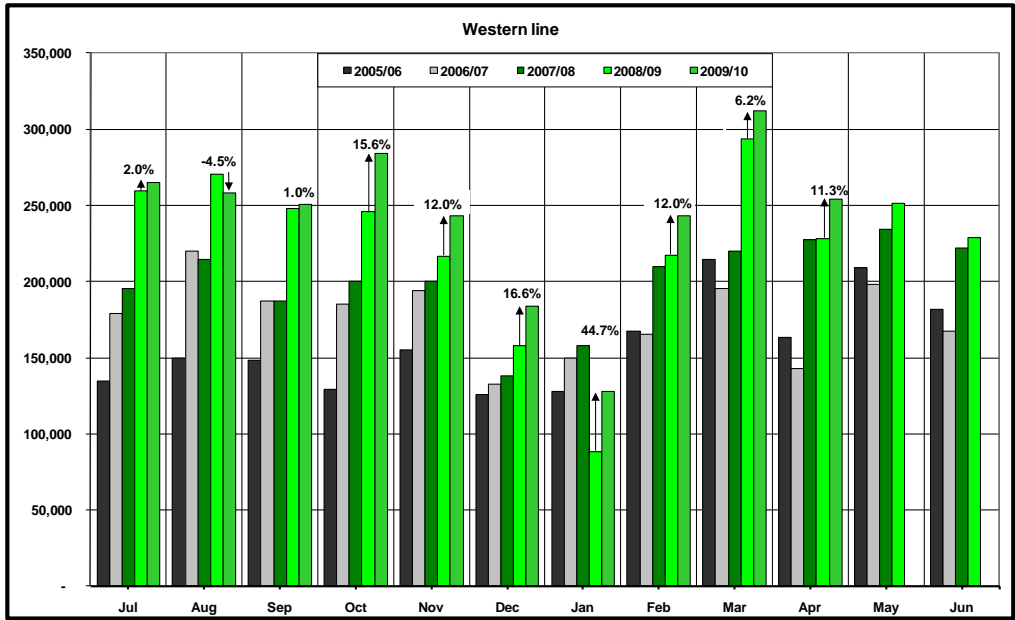
For the year-to-date there have been 6.960 million passengers recorded on rail services, an increase of 10.8% on the same period last year.



In April 475,000 passengers travelled on southern and eastern line services, an increase of 15.0% on last year. For the year-to-date 4.537 million passengers have travelled on southern and eastern line trains, 12.0% more than the same period last year.

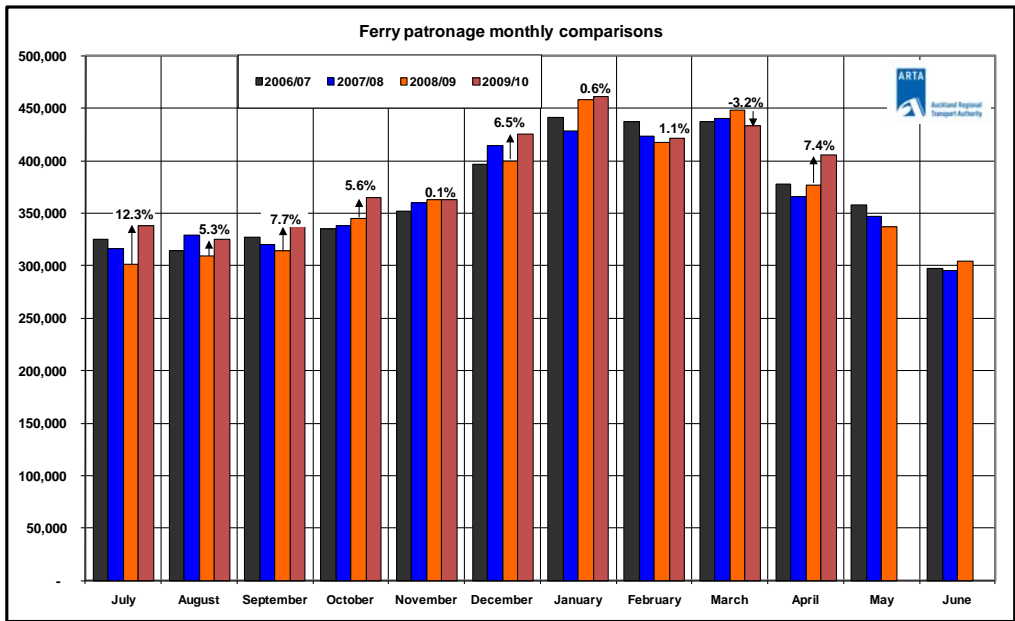


There were 254,000 passenger journeys made on western line services during April, an increase of 11.3% on the same month last year. For the year-to-date 2.423 million passengers have travelled on western line services, which is 8.8% more than for the same period last year.



Ferry Patronage

Ferry patronage for April is 7.4% higher than last April, for the financial year to date (ten months), patronage is 3.9% higher than the same period in the previous financial year.



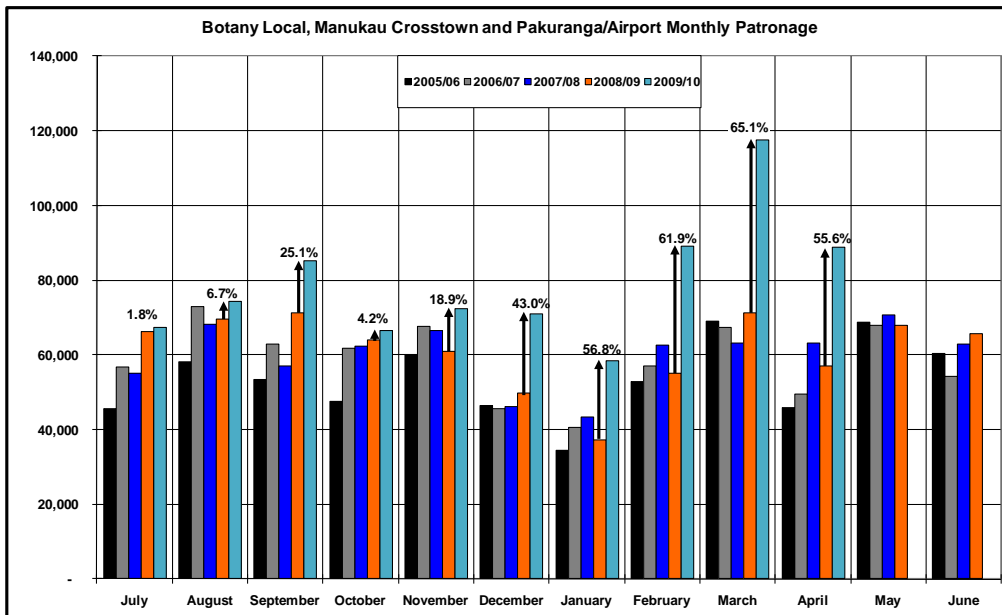
Patronage Analysis

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 (excluding 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%
Apr	40,173	5.4%	285,973	3.8%	- 10,928	-3.0%	- 42,457	-1.1%
	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	146,354	16.4%	419,025	6.6%	- 9,420	-0.4%	- 628,559	-3.7%
Apr	81,234	11.8%	465,761	6.6%	- 85,626	-4.6%	- 713,229	-3.8%

An example 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 55.6% (31,751 boardings) compared to April 2009, growth for the year to date (ten months) is 31.3% (188,624) higher than the same period in the previous financial year. This has contributed to growth in the South Sector.



1.2. SERVICE DEVELOPMENT

Central Connector Changes

The final phase of planned bus services changes for the Central Connector were implemented on 11 April.

Services affected by the changes included:

- 327 to 354 Manukau Road & Mangere
- 428 to 497 Great South Road, Puhinui, Papakura & Otara
- 625 Remuera Road & Glen Innes
- 881, 891x North Shore to Newmarket (Via Symonds Street)
- 962, 966 North Shore to Newmarket (via K-Road)

These changes provide additional frequency over Grafton Bridge and provide greater, direct links to Auckland Hospital combined with some improved bus performance.

Orewa Local Services

Customer consultation took place in April with bus passengers in the Gulf Harbour and Army Bay area on a small change to the local bus services.

Green Bay Bus Service Changes

Work is progressing on proposed service changes to the Urban Express Green Bay bus services. This includes proposals to improve the running times on services into the CBD as well as adjusting the New Lynn Shopper service and some cross town services. Further consultation will take place with the operator during May.

1.3. PT SERVICE PUNCTUALITY AND RELIABILITY

Rail Service

There was a marked improvement in service performance during April following the commissioning of the double track section and signalling changes between Boston Road and Newmarket over Easter weekend and the subsequent reallocation of section run times for western line services. The completion of this work removed one of the bottlenecks and delay causes that were impacting on the trains operating through the Newmarket Junction while the associated signalling work improved the reliability of the signals and points in the area. As a result, the proportion of services that operated on-time or within five minutes of schedule improved significantly to 80.7%, compared to 66.2% in March, but this was still below the performance of 85.4% recorded in April last year.

Western line services recorded the greatest improvement with 72.7% of services operating on time or within five minutes of schedule, below the 86.3% result in the same month last year but an improvement on the 50.2% recorded in March.

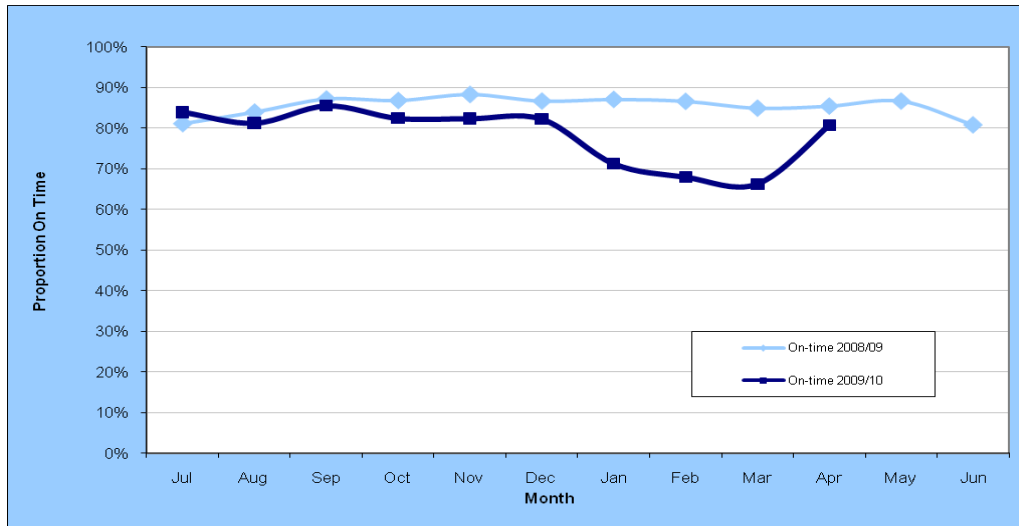
In April the number of southern and eastern line services that operated on-time or within five minutes of schedule was 84.8% which represents the best monthly performance figure for this group of services this financial year, and is only slightly below the 85.0% recorded in April last year. The improvement is linked to the reduction in signal faults and the removal of conflicting train movements at Newmarket as well as a significant reduction in the track speed restrictions imposed across the network during the month.

The following major incidents were reported during the month:

- Signal, points and track failures – Much of the improved performance during April can be attributed to the improvement in network conditions with few track or signal faults reported in the month. There were two notable signal faults affecting services in the month. On 6 April a signal fault occurred between Britomart and Newmarket during the morning peak that affected western and southern line services with knock on effects to the eastern line. Towards the end of the morning peak of 22 April a signal fault occurred at New Lynn causing delays and cancellations to western line services. An incident that occurred during the evening peak and through the remainder of the evening of 27 April caused significant delays to train departures and arrivals at Britomart. Towards the end of the month, non-peak western line services experienced delays as a result of track protection measures in place for the Sturges Road bridge replacement.

- Train faults – There were three faults with suburban trains and a freight train breakdown that affected services during the month. On the morning of 17 April a train fault at Morningside resulted in delays and cancellations to western line services. During the morning peak of 22 April a fault that developed on a train between Baldwin Avenue and Mt Albert caused delays and cancellations to western line services. On 29 April a train fault at Waitakere resulted in delays and cancellations to evening peak services on the western line. On 14 April a freight train was disabled at Paerata causing a block of line between 5pm and 7pm. As a result evening peak services to Pukekohe were terminated at Papakura and bus replacements arranged.

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 98.5% in April, an improvement on the 97.0% recorded in March and also the 96.5% for the same month last year. There were no single events that led to a significant number of cancellations and the vast majority (80%) of service cancellations resulted from train faults however this level was not significantly greater than average.

Bus replacements were in effect during March as follows:

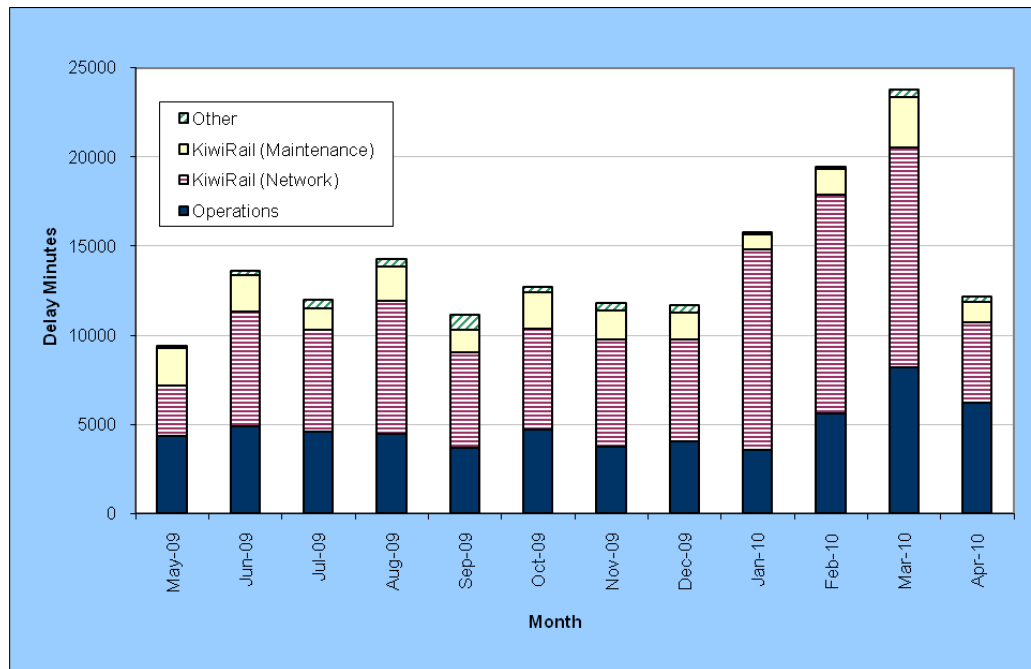
- Easter weekend (2 – 5 April) – buses replaced services on the entire western line and the southern line between Otahuhu and Britomart via Newmarket to allow the commissioning of the double track section between Boston Road and Newmarket and the completion of the new station at Grafton. In addition, buses replaced trains on the southern line between Papatoetoe and Papakura for the removal of the old platforms at Tironui and Manurewa and other track maintenance work. KiwiRail also performed some work around Newmarket to improve the reliability of the signalling system.

Trains began using the new Grafton station instead of Boston Road from Monday 12 April 2010.

Passenger Delay Minutes

In line with the improved performance results, passenger delay minutes fell significantly (by 48.8%) during April to 12,198 minutes which is a similar level to the observations prior to the Christmas/New Year period. Significant reductions were recorded from both KiwiRail Network and KiwiRail Maintenance.

Passenger Delay Minutes – Last Twelve Months



Infrastructure-related delay minutes recorded the greatest improvement. This was a combination of the improvements resulting from the changes around Newmarket implemented during Easter weekend and the removal of a number of speed restrictions during the month.

	Delay Minutes	Proportion
Network Control	804	17.9%
Signal/points failure	959	21.3%
Speed restrictions	1,652	36.7%
Track protection measures*	1,087	24.1%
Total	4,502	

*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 April 2010, 99.75% of contracted service trips were operated (Reliability measure).

Service Punctuality for April 2010 was 99.25% of services operated, measured by the percentage of services which commence the journey within 5 minutes of the timetabled start time.

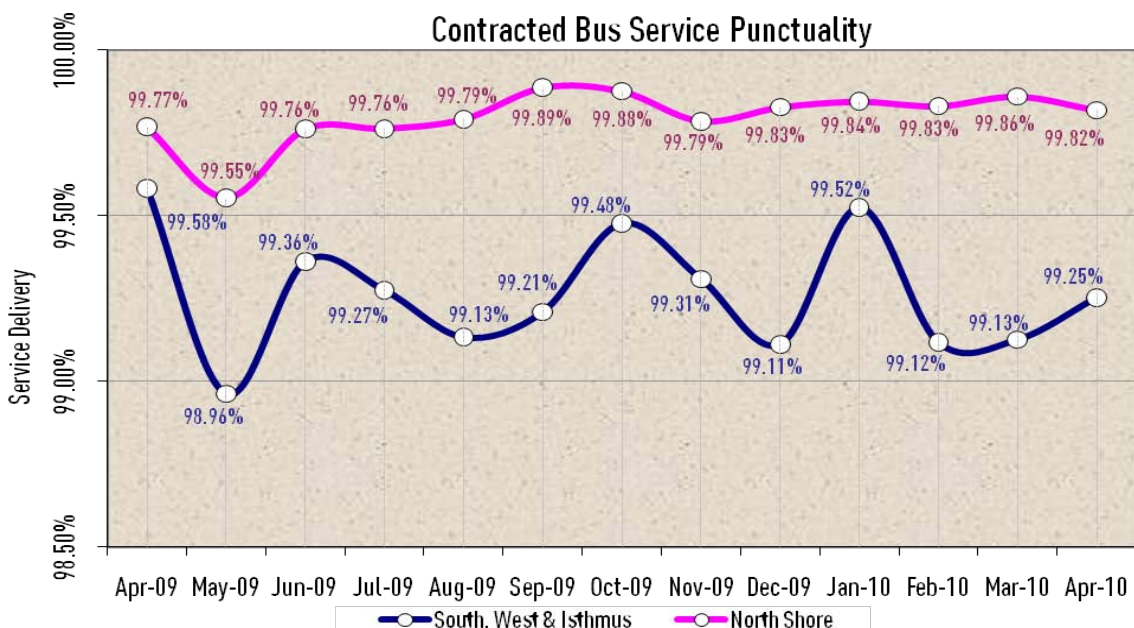
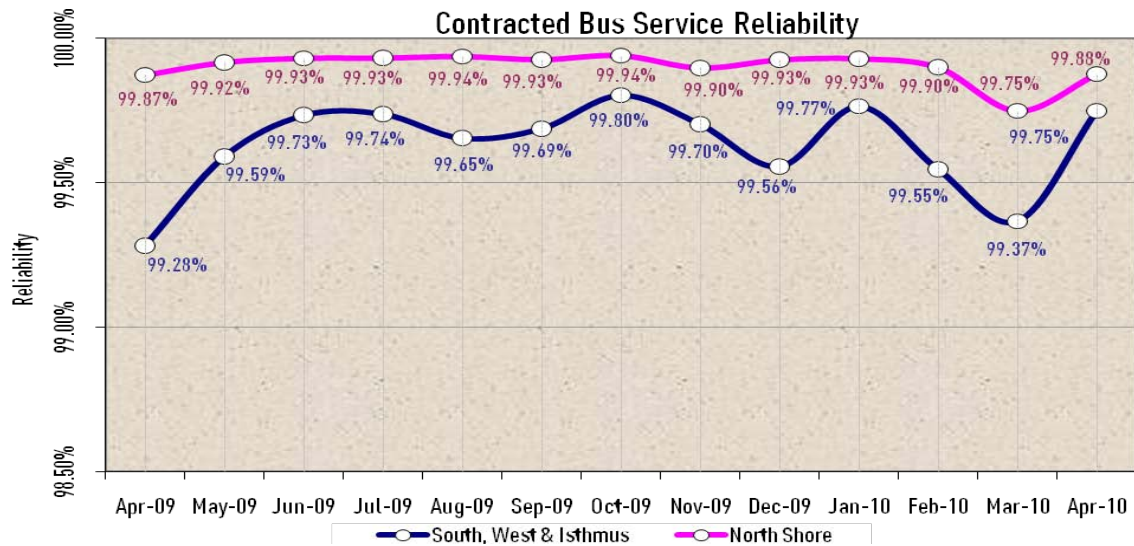
Service Punctuality and Reliability are self reported by the bus operators.

North Shore Contracted Bus Services

For April 2010, 99.88% of contracted service trips were operated (Reliability measure).

Service Punctuality for April 2010 was 99.82% 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.



1.4. 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 Dedwood St and St Marys Rd are anticipated to be completed in mid June 2010.

Vector 110kv Network Reinforcement Project Symonds St

Vector works are currently underway in Symonds St as part of 110kv network reinforcement project between Airedale St and Liverpool St substations. Ducting work was undertaken previously in conjunction with the Central Connector upgrade.

Works commenced in Symonds St on 21 April 2010 and are anticipated to be completed by 2 June 2010.

The cable hauling and jointing works require two joint bays to remain open for the duration of the works, reducing lanes and intersection capacity at the Symonds St intersections of Wellesley St and Wakefield St

During the works bus route diversions are in place for The Link, City Circuit and Midtown (New North Rd and Sandringham Rd corridor) services. The frequency of the City Circuit was reduced from every ten minutes to every fifteen minutes to accommodate the detour route. Impacts to bus services are being monitored.

1.5. **SPECIAL EVENT PASSENGER TRANSPORT SERVICES**

Events

54 events were held in April, approximately 25 had an impact on public transport either with road closures and/or route diversions, including 33 Anzac Day Parades.

Super 14: Blues vs. Bulls 3 April (Attendance 10,700)

Additional buses for Midtown and North Shore ran to service the event. Increased rail was also provided to cater for the demand. 13.76% of the crowd took services to the game, and 14.63% from the game on public transport.

NRL: Warriors vs. Sea Eagles 4 April

Additional rail services were provided.

Super 14: Blues vs. Stormers (Attendance 11,100)

Additional buses for Midtown and North Shore ran to service the event. Increased rail was also provided to cater for the demand. The North Shore service was very popular due to the large South African contingent that travelled to Eden Park. 23.12% of the crowd travelled to, and 20.38% travelled from the ground on public transport services.

NRL: Warriors vs. Sea Eagles 4 April

Additional rail services were provided.

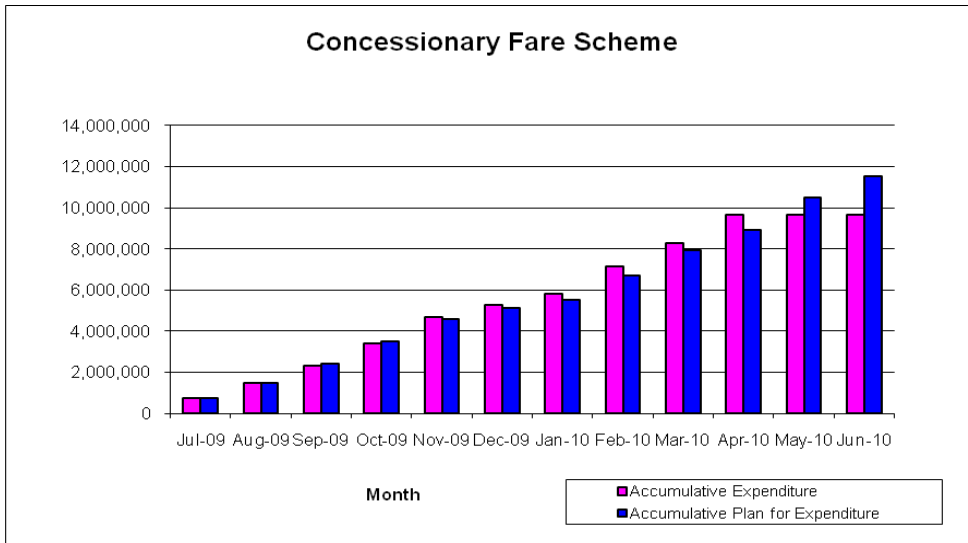
1.6. **REGISTERED SERVICE NOTIFICATIONS RECEIVED BY ARTA UNDER THE PUBLIC TRANSPORT MANAGEMENT ACT 2008**

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

- Macarthur Buslines Ltd.: Notification to withdraw registration of commercial services between Western Springs, Kingsland and View Road. Approved 06-Apr-10.
- Party Bus Company Ltd.: Notification to vary the start point of the route from Totara Rd to commence from State Highway 16 outside Whenuapai Depot and to extend the current route from Albany Junior High to Albany Senior High School. Approved 16-Apr-10.
- Fullers Group Ltd.: Notification to register an additional two return trips between HMB Devonport on 20 and 21 Feb 2010 only. Approved 16-Apr-10.
- Sealink Travel Group Ltd.: Notification to vary the existing standard timetable to operate an additional service on 1 April at 19h00 ex KP. Approved 16-Apr-10.
- Sealink Travel Group Ltd.: Notification to vary the standard public holiday timetable to operate a 10am trip ex KP and a 2pm trip ex KP. Approved 16-Apr-10.
- Waiheke Shipping Ltd.: Notification to register a one off trip at 19h30 ex HMB and 20h15 ex KP on 01 April 2010 only. Approved 16-Apr-10.
- Fullers Group Ltd.: To add two sailings to the existing timetable on 1 April and 5th April. Approved 16-Apr-10.
- Fullers Group Ltd.: Notification to register 2 return trips ex Auckland to Rakino to operate on 3 April 2010 only. Approved 16-Apr-10.
- Sealink Travel Group Ltd.: Notification to vary the standard timetable to operate a winter timetable between 1 May 2010 and 30 November 2010. Approved 21-Apr-10.

1.7. PUBLIC TRANSPORT CONCESSIONARY FARE SCHEME (CFS)

Expenditure for concessionary fare reimbursements is over budget for the ten months ended April 2010. The expenditure is \$9,670,000 against a budget of \$8,906,000.

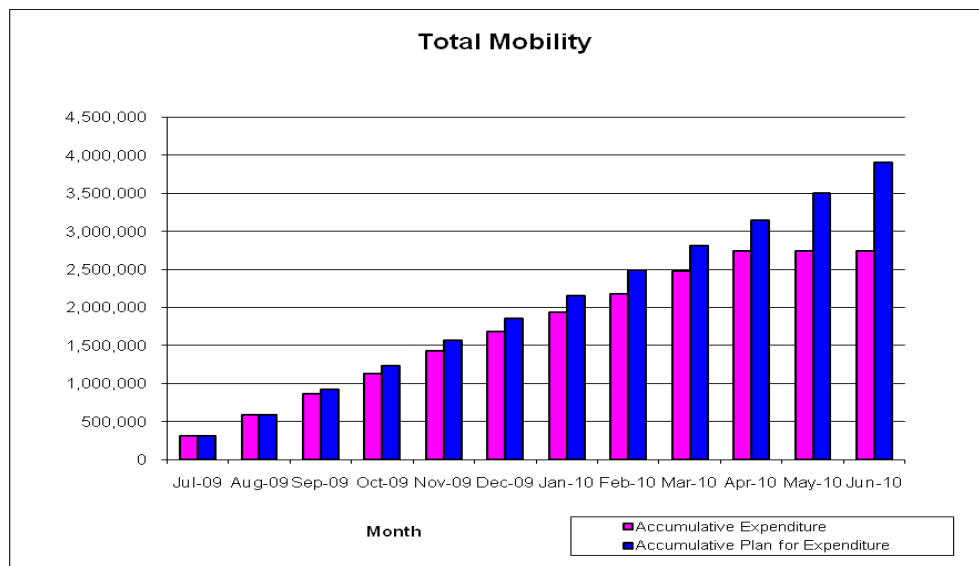


Expenditure for the SuperGold card is not included within this graph as it is funded 100% (for non-peak travel) by NZTA. The expenditure for SuperGold for the ten months ended April 2010 is \$8,328,000.

1.8. AUCKLAND TOTAL MOBILITY SCHEME

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

Expenditure for Total Mobility reimbursements is under budget for the ten months ended April 2010. The expenditure is \$2,739,000 against a budget of \$3,149,000.



1.9. TRAVEL PLANNING

School Travel Planning

The following schools launched their travel plans during April:

- Richmond Road School, Auckland City
- Sunnybrae School, North Shore City
- Christ The King, Auckland City
- Mission Heights School and Mission Heights Junior College – Manukau City

Walking School Buses

The following WSB's became active during April:

School	Name	Number
Pt England School	<ul style="list-style-type: none">• Maybury Road• Pt England Rd• Taniwha St• Taniwha/Kawiti	4
St Marys' School	<ul style="list-style-type: none">• Shoal Bay Route	1
Albany School	<ul style="list-style-type: none">• Northwood WSB	1
Milford	<ul style="list-style-type: none">• Frater WSB	1
Birkdale North	<ul style="list-style-type: none">• Birkdale North WSB	1
		Total 8

Workplace Travel Planning

The Tertiary/Institutional follow-up survey project is nearing completion; the following organisations are in the process of being surveyed:

- Auckland University
- AUT – Auckland City and Akoranga
- Auckland District Health Board hospitals at Green Lane and Auckland City
- Waitemata District Health Board hospitals in Waitakere and North Shore.

A report evaluating progress will be available early July 2010

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:

Western Line Duplication Stage 3 – Avondale (DART 4)

Construction work is due for completion by the end of May. Double tracking is to be completed during Queen's Birthday weekend. The platforms will be brought into service from mid June 2010.

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

Following the first train in the trench, work has progressed on the northern platform and trench wall finishes and the station building. Street works and footpath areas around the station and trench are also being progressed. The northern side of the platform is due to open on 8 June after the Queen's Birthday weekend coinciding with the start of train services on the second track.

Distributed Stabling (DART 17)

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

The main stabling area works is now well advanced and is tracking to meet the required delivery date in mid May 2010.

- **Tamaki Drive – The Strand**

The stabling and back up platform schemes have been agreed with internal stakeholders. Operational analysis is now being undertaken.

2.3. FERRY TERMINAL DEVELOPMENTS

Birkenhead

Steel piles are now complete and work is underway on the hydraulic platform, plant room and terminal building alterations. The revised project completion date is July 2010.

Hobsonville

ARTA and Hobsonville Land Company are finalising the procurement strategy for detailed design and implementation phases of the project towards completion of the ferry terminal in the third quarter of 2011.

2.4. NETWORK DEVELOPMENT

Onehunga Branch Line Rehabilitation (DART 19)

Construction of below track platform works at Te Papapa and Penrose is complete. ARTA have instructed the ONTRACK contractor to procure and install ARTA above track assets for completion by mid 2010 for all three stations.

Manukau Rail Link (DART 9)

All the piling, capping and prop beams are now installed and excavation is well underway to form the trench.

Manukau Institute of Technology, in conjunction with ARTA and Manukau City Council, are progressing the master plan for the integrated rail/bus/tertiary education facility.

Rugby World Cup 2011 - Kingsland Station

Work is progressing well with the Stage 2 platform extension works. Piling has commenced for the platform extension and the project is currently on programme.

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: comprises 173 VPIDs at bus stops have now been completed. The following projects have also been added to the program:

- **The New Lynn Bus/Rail Interchange** - presently being constructed, incorporates five bus stopping bays, each will have double sided VPID to display bus service ETAs. The planned completion has been brought forward to July 2010.
- **Manukau Rail/Bus Interchange** – detailed designs are presently being completed to incorporate six bus stopping bays. It is proposed that each stopping bay will have a standard Type-1 double sided VPID.

Central Connector Corridor Project RTPI component:

With the opening of the Grafton Rail Station Bus/Rail Interchange on 11 April 2010, which includes VPIDs at two bus stopping bays located on Park Road rail over bridge, all RTPI physical works for the Central Connector Corridor project are now complete.

Type 2 - Solar Powered VPIDs for Bus Services:

ARTA customer services team are presently re-evaluating the benefits of the Type-2 VPID in comparison with those of a comprehensive SMS system for bus stops. On completion of the review they will advise if this project is to proceed.

Rail Services RTPIS Projects:

Upgrade of Operating System for Completed Projects:

The passenger information displays (PIDs) installed at the following rail stations presently display service schedule information for next service arrivals and free text messaging for service disruptions and/or changes:

- Newmarket Rail Station
- Grafton Rail Station
- Britomart Rail Station

New Stations:

- Grafton Rail Station – PIDs installed and commissioned

Common Element Upgraded Rail Stations (20 in total):

A contract for preliminary site works (wiring and support fixings) for the installation of PIDs has been awarded. Site works will commence in early 2010 and are planned to be completed by July 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.

ARTA is working with Fullers and the contractor to assist with arrangements for temporary fuelling operations while work is undertaken under the diesel tank.

3 STRATEGY AND PLANNING

3.1. STRATEGIC TRANSPORT PLANNING

CBD Rail Loop

The concept designs for the preferred alignment for the CBD Rail loop and proposed stations locations are progressing. The scope of the business case has been developed with key stakeholders from central government and local authorities. 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 has been amended following the public submission process and the approval of the 2010 RLTS in April by the ARC. It is anticipated that the revised RPTP will be available for the public in May 2010.

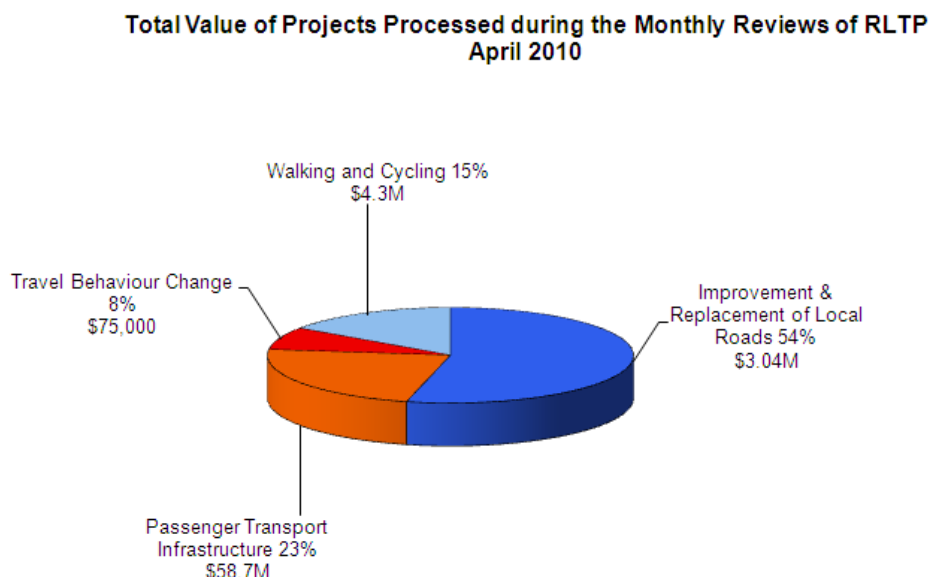
3.2. PLANNING AND PROGRAMMING

2009/2012 Auckland Regional Land Transport Programme (RLTP)

During the March monthly reviews, 13 funding applications totalling \$66,073,064 were submitted to ARTA for consideration.

ARTA recommended all the applications for approval to NZTA. Of these, 11 applications worth \$62,461,064 have been approved for funding while the remaining 2 applications worth \$3,612,000 have been deferred by NZTA for further information.

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.

Table 1 – April Recommended Schemes to NZ Transport Agency

Regional Land Transport Programme Management							
Project name	Description	Activity Class	Phase	Cost	Comments (ARTA)	Outcome (NZ Transport Agency)	
April 2010							
ACC	2009-12 Te Wero Bridge	Construction of a new, interim pedestrian and cycle bridge across the Viaduct Harbour entrance.	Walking and Cycling	Construction	\$2,703,000	Recommended	Deferred pending further information from NZTA.
ACC	Activity Management Plans 2009/12	Implementation (Drafting, adopting and continuous updating of the Transport Activity Management Plan)	Improvement & Replacement of Local Roads	Study	\$407,500	Recommended	Approved.
ACC	Auckland School Travel Plan Infrastructure	Supports strategic investment in walking infrastructure for schools and particularly aligns with the development of a naturally low speed environment.	Walking and Cycling	Construction	\$1,551,000	Recommended	Approved.
ARTA	Auckland Integrated Fare System (AIFS) Programme	Detailed requirements specification, design, development, testing and implementation of smartcard integrated automated fare collection solution.	PT Infrastructure	Construction	\$38,250,000	Recommended	Approved.
ARTA	Auckland Integrated Fare System	Detailed requirements specification, design, development, testing and implementation of smartcard integrated automated fare collection solution.	PT Infrastructure	Construction	\$20,000,000	Recommended	Approved.
ARTA	Ferry Terminal Upgrade - Bayswater ferry terminal consent	Additional request to allow ARTA purchase existing pontoon and lease.	PT Infrastructure	Design	\$450,000	Recommended	Approved.
FDC	Crash Reduction Studies	Studies aimed at identifying black spots & hazardous locations on FDC roads & propose mitigation measures.	Improvement & Replacement of Local Roads	Study	\$20,000	Recommended	Approved.
FDC	Franklin District Transport Strategy	Development of a District wide transport strategy .	Travel Behaviour Change	Study	\$75,000	Recommended	Approved.
MCC	Mill Road Corridor	Investigation of Redoubt Road, Murphys Road and Mill Road to determine a preferred route and alignment for an upgraded connection between Manukau City and Papakura District.	Improvement & Replacement of Local Roads	Investigation	\$909,000	Recommended	Deferred pending further information from NZTA.
NSSC	2009/10 Long Bay - Network Improvement Study	Addresses alternatives and improvements associated with five key roads in the Long Bay area.	Improvement & Replacement of Local Roads	Study	\$695,000	Recommended	Approved.
PDC	Beach Rd Elliot St Reconstruction	Pavement widening and improvement on Beach Road.	Improvement & Replacement of Local Roads	Construction	\$701,064	Recommended	Approved.
RDC	Penlink (2010 version)	Investigation request will provide additional, specialist, advice to ARTA to assist with the determination of regional priority and fundability.	Improvement & Replacement of Local Roads	Investigation	\$131,500	Recommended	Approved.
RDC	East Coast Road/Spur Road Intersection Improvement	Design and construction of a T-intersection including widening its approaches	Improvement & Replacement of Local Roads	Construction	\$180,000	Recommended	Approved.
Total New Schemes					\$66,073,064		

In the April Land Transport Programme review, a number of the applications were for cash flow adjustments to the 2009/10 programme, moving funding unlikely to be spent in this financial year into the 2010/11 financial year.

Two major ARTA projects received NZTA funding approval, the Auckland Integrated Fares System (AIFS) Programme and the Auckland Integrated Fares System: Central System (combined value of \$58.25 million).

3.3. WALKING AND CYCLING COORDINATION

The trial Bike Wise event 'Bike to Work' finished in April. A partnership between ARTA and NZTA, the event was run for 12 weeks from January to April encompassing Bike Wise Month of February and was aimed at encouraging the 'contemplative cyclist' to cycle to work regularly. The trial was a success with over 300 people participating, making a total of 6,000 trips and cycling 75,000km.

ARTA launched a set of Google Cycle Maps hosted on the MAXX website. These interactive maps will enable cyclists to plan safe and pleasant trips across the region. The maps are the first stage of a comprehensive journey planner that will enable people to plan cycling trips that may integrate with public transport.

ARTA is carrying out a travel demand management project within the AMETI area. The project focuses on assessing pedestrian and cyclist accessibility from the surrounding community to the Sylvia Park shopping complex as a regional centre and a public transport interchange.

3.4. REGIONAL ROAD SAFETY COORDINATION

The Regional Road Safety Coordinator progressed development of new boundary criteria for the MOT Crash Analysis System (CAS) based on proposed new boundaries for Wards and Local Boards for the Auckland Council due to come into place on 1 November 2010.

The Regional Road Safety Coordinator created, produced and distributed the April edition of the Road Ahead road safety newsletter for the Auckland region.

Regional Road Deaths at 30 April 2010 compared with 30 April 2009.

	RDC	NSCC	WCC	ACC	MCC	PDC	FDC	Region
Apr 10	6	1	2	6	5	0	4	24
Apr 09	7	3	8	6	6	0	7	37

The annual regional road toll to April 30, 2010 was 24, i.e.13 less deaths than at the same time in 2009. The number of fatalities for the month of April 2010 (9) was four less than that for April 2009 (13).

4 MARKETING AND COMMUNICATIONS

4.1. MARKETING AND CUSTOMER INFORMATION CHANNELS

New Developments – April 2010

Service Changes

Grafton Station opening

The new Grafton Train Station opened 11 April and Boston Rd Station closed. Customers were advised in advance of the changes via posters, station signs, suburban newspaper adverts and Ambassadors handing out brochures with details on how to access the new station.

Western Line timetable change

A new Western Line timetable was introduced on 11 April to more accurately reflect current running times and to help services run to schedule. Customers were advised in advance via posters on trains and at stations and Ambassadors handing out the new timetable brochures.

Vector road works on Symonds Street

The Vector works on Symonds Street commenced 21 April affecting services in the area. Timetable and route changes have temporarily been made to City Circuit, LINK, New North Road and Sandringham Road bus services. Customers were advised of the disruptions via flyers, onboard posters and bus stop signage before the works commenced.

New Lynn Transport Centre Works

Platform 4 of the New Lynn Transport Centre was permanently closed from 25 April. Bus stops were relocated to enable construction of the new bus interchange. Customers were advised of the changes via MAXX ambassadors handing out flyers, platform signage and onboard posters.

Special Event Transport Promotions

ANZAC Day Dawn Service at the Domain

Travel by the LINK bus to and from Auckland Domain for the dawn service was promoted via onboard posters and on the website. Free bus, train and ferry travel for returned service men and women on ANZAC Day was also promoted online.

Blues Super 14 games at Eden Park

The integrated ticket offer on Blues Super 14 home games continues to be well utilised by passengers. For the game on 10 April, 23% of the crowd of 11,170 used public transport. A total of 3289 additional trips were made by train. For the game on 17 April, 18% of the crowd of 8,590 used public transport. A total of 2345 additional trips were made by train.

4.2. MEDIA AND COMMUNICATIONS

Media Releases – April 2010

23 Apr 2010

Travel with MAXX on ANZAC Day

Early Link buses will take Aucklanders to the ANZAC Day Dawn Service at the Auckland War Memorial Museum this Sunday, 25 April with LINK buses operating every 15 minutes in both directions from 5am.

21 Apr 2010

Google Cycle Maps launched

A series of online, interactive cycle maps have been launched today (21 April) in partnership with Google and the Auckland Regional Transport Authority to provide up-to-date information and help Aucklanders plan their active transport routes around the region.

15 Apr 2010

Free ride for Blues fans

Super 14 action continues in Auckland and Blues fans can catch a free ride on specified public transport to this Saturday's game (17 April) against Perth's Western Force – as they can for every home game played at Eden Park this season.

9 Apr 2010

22nd Station for Auckland's rail network

The Minister of Transport, Steven Joyce, will join an array of Auckland dignitaries including the Mayor of Auckland, John Banks today to officially open the new Grafton train station.

1 Apr 2010

Record number of schools take part in TravelWise Week

The Auckland Regional Transport Authority's (ARTA's) TravelWise Week, held earlier in the month, has been hailed as the most successful to date, with a record number of schools taking part.

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.

5 CORPORATE SERVICE

5.1. FINANCIAL REPORT

Auckland Regional Transport Authority									
APRIL INCOME STATEMENT AND REFORECAST									
NZD '000	MONTH			YEAR TO DATE			FULL YEAR		
	Revised Budget	Actual	Variance Fav/(Unfav)	Revised Budget	Actual	Variance Fav/(Unfav)	Original Budget	Revised Budget	Reforecast Mar 2010
April-10									
OPERATING REVENUE									
ARC Opex Grants	7,808	7,390	(418)	77,880	73,358	(4,522)	102,393	95,600	91,747
NZTA Opex Grants	9,897	9,785	(112)	97,051	92,927	(4,124)	132,757	119,078	115,723
Other Grants and Subsidies	95	86	(9)	1,040	1,019	(21)	1,842	1,160	1,190
Rail Fare Revenue	1,663	1,821	158	15,973	16,606	633	19,957	19,714	20,325
Bus Fare Revenue	605	835	230	5,639	6,395	756	5,004	7,251	7,521
Ferry Wharf Revenue	188	295	107	1,939	2,203	264	2,054	1,982	2,494
Other Sundry Operating Income	8	13	5	96	94	(2)	12	12	128
Total Operating Revenue	20,264	20,225	(39)	199,618	192,602	(7,016)	264,019	244,797	239,128
OPERATING EXPENDITURE									
Human Resource	1,147	1,097	50	10,932	10,252	680	14,654	13,287	12,694
Prof Services - Project Delivery	205	262	(57)	1,778	777	1,001	2,147	2,165	1,247
Prof Services - Customer Services	646	534	112	6,889	5,439	1,450	10,393	8,400	7,990
Prof Services - Others	366	170	196	2,421	1,077	1,344	3,413	3,405	2,728
Support Services	230	229	1	2,302	2,291	11	2,766	2,763	2,750
Materials	29	23	6	288	113	175	345	330	175
Printing and Office Supplies	113	111	2	1,384	766	618	1,757	1,619	1,363
Repairs and Maintenance	129	64	65	1,199	866	333	961	1,457	1,442
Communications	26	16	10	246	178	68	386	289	265
Information Systems	81	141	(60)	831	613	218	1,378	1,011	829
Bus Contract	10,099	10,543	(444)	103,804	102,068	1,736	133,365	126,261	123,654
Rail Contract	5,899	5,796	103	57,290	56,330	960	81,935	70,802	70,577
Ferry Contract	523	483	40	5,084	4,856	228	6,020	6,182	5,823
Security	82	118	(36)	750	919	(169)	325	914	1,160
Advertising and Promotion	182	73	109	1,238	502	736	1,360	1,355	954
Other Expenditure	149	158	(9)	1,737	1,946	(209)	(79)	1,983	3,157
Depreciation	1,648	1,916	(268)	16,452	18,101	(1,649)	19,932	19,767	21,147
Investigations Expenditure	400	128	272	1,622	1,422	200	2,809	2,851	2,030
Total Operating Expenditure	21,954	21,862	92	216,247	208,516	7,731	283,867	264,841	259,985
Net Operating Surplus/(Deficit)	(1,690)	(1,637)	53	(16,629)	(15,913)	715	(19,848)	(20,044)	(20,857)

Statement of Financial Position

As at 30 April 2010

	ARTA					ARTA			
	Jun-09 \$000s	Apr-10 \$000s	Mar-10 \$000s	Movement \$000s		Jun-09 \$000s	Apr-10 \$000s	Mar-10 \$000s	Movement \$000s
Liabilities					Assets				
Current Liabilities					Current assets				
Trade payables	7,036	4,969	13,555	(8,586)	Cash and cash equivalents	105	180	1,271	(1,091)
GST payable	0	0	831	(831)	Trade receivables	554	832	832	0
Employee benefit liabilities	1,025	948	812	136	GST receivable	494	475	0	475
Income in advance	59	4,841	7,159	(2,318)	Accrued income	13,335	12,587	17,221	(4,634)
Accrued expenditure	31,421	30,118	30,837	(719)	Prepayments	0	4,763	7,113	(2,350)
Transport grants payable	19,819	8,206	8,206	0	Inventories	5,126	5,501	5,470	31
Total current liabilities	59,360	49,082	61,399	(12,317)	Related party receivables				
Non-current Liabilities					Operating account	28,975	27,776	32,132	(4,357)
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	60,320	72,246	(11,926)
Total non-current Liabilities	6,527	6,939	6,939	0	Non-current assets				
Total liabilities	65,886	56,020	68,337	(12,317)	Property, plant & equipment	240,381	298,847	295,107	3,741
Equity					Intangible assets	21,896	21,598	21,628	(30)
Accumulated funds	4,265	5,719	5,501	218	Related party receivables				
Capital grants reserve	261,685	320,590	316,706	3,884	Transport grants	1,152	1,564	1,564	0
Total equity	265,950	326,309	322,207	4,102	Total non-current assets	263,429	322,009	318,298	3,711
Total equity and liabilities	331,836	382,329	390,544	(8,215)	Total assets	331,836	382,329	390,544	(8,215)

Statement of Cash Flows
For the Period Ended 30 April 2010

Full Year Ended 30 June 2009		As at 30 Apr 2010
\$000	Cash flows from operating activities	\$000
	Cash was provided from:	
101,532	ARC Opex grants	74,557
70,771	ARC Capex grants	46,594
7,711	ARC funding for IA grants vested in ARTA	11,201
4,457	LTNZ Capex grants	28,034
104,750	LTNZ Opex grants (excl. GST)	95,589
1,350	Other Grants and Subsidies	5,841
18,625	Rail Fare revenue	16,281
4,436	Bus Fare revenue	6,156
1,998	Ferry Wharf revenue	2,187
-	GST	0
252	Other Sundry Operating income	85
315,881		286,526
	Cash was applied to:	
222,913	Payments to Suppliers (excl. GST)	188,650
12,724	Payments to Employees	10,329
7,711	Payments to recipients of IA grants vested in ARTA	11,201
184	GST	0
243,532		210,180
72,349	Net Cash from Operating Activities	76,346
	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	76,271
0	Purchase and Development of Intangible Assets	-
0	Other Investments	-
72,392		76,271
(72,392)	Net Cash applied to Investing Activities	(76,271)
	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	75
148	Cash & Investments Balances at Beginning of the Period	105
105	Cash & Investments Balances at the End of the Period	180
	Cash & Investments Balances Consist of:	
0	Bank Overdraft	-
105	Cash	180
0	Short Term Investments	-
105		180

Reconciliation of Net Surplus with Net Cash Flows from Operating Activities

	Mar 10 \$000
Cash was provided from:	
Net Surplus	60,359
Adjustment for items not involving cash:	
Depreciation and amortisation	18,102
Donated asset	-
Deferred tax	(0)
Movements in working capital:	
(Increase) in receivables from ARC	1,199
(Increase) in trade and other receivables	(4,274)
Decrease/(Increase) in Inventory	(375)
Increase in GST	0
Decrease/(Increase) in grants receivable from ARC	11,201
(Decrease)/Increase in trade and other payables	1,336
(Decrease)/Increase in grants payable	(11,201)
Net Cash from Operating Activities	76,346

5.2. STATEMENT OF FINANCIAL PERFORMANCE

SUMMARY OF OPERATIONAL VARIANCES

Professional Services - \$3.8m less than budget (less use of external consultants and funding constraints related to the NZTA NLTP and delay in approving the budget).

Bus Contract - \$1.7m less than budget (low fuel prices, the NZ Bus industrial dispute and low or negative indexation).

Rail Contract - \$1.0m less than budget (lower fuel prices than anticipated).

Printing, Office Supplies, Advertising and Promotion - \$1.4m less than budget (lower than expected print costs for timetables and marketing collateral and fewer advertising costs for marketing campaigns).

Human Resources - \$0.7m less than budget (less staff than budgeted).

Depreciation - \$1.6m more than budget (earlier capitalisation of projects than budgeted).

OPERATING RESULTS – MONTH APRIL 2010

The results for the April 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 \$0.4m less than budget and NZTA Opex Grants are \$0.1m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.2m more than budget due to patronage exceeding budget. The fare increase took effect on 21 February 2010.

Bus Fare Revenue is \$0.2m more than budget due to patronage exceeding budget and the February fare increase.

Ferry Wharf Revenue is \$0.1m more than budget due to patronage exceeding budget and an increase in commercial rent.

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 not be recruited due to the transition process to Auckland Transport.
- b) Professional Services – Project Delivery is \$0.1m more than budget due to actual/budget phasing.
- c) Professional Services – Customer Services is \$0.1m less than budget due to lower than planned use of external contractors and legal advice 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 a timing difference in incurring IT support expenditure from the Auckland Regional Council.
- e) Repairs and maintenance is \$0.1m less than budget due to less vandalism at rail stations and less reactive fibre optic repair costs than planned.
- f) Information Systems is \$0.1m more than budget due to budget/actual phasing costs related to support of virtual VPID signs and licence charges for IPTIS database.
- g) Bus Contract is \$0.4m more than budget due to overspend in all areas of concessions. This has been partially off-set by savings in the South/Isthmus indexation for NZ Bus and Total Mobility, which was also favourable due to lower demand than anticipated.
- h) Rail Contract is \$0.1m less than budget as a result of lower fuel prices.

- i) Advertising and Promotion is \$0.1m less than budget due to less advertising being undertaken in association with marketing campaigns than planned.
- j) Depreciation is \$0.3m more than budget due to timing differences in capitalisation of some of the fixed assets during the year.
- k) Investigations Expenditure is \$0.3m less than budget due to an underspend for the month against budget for the CBD tunnel investigation – this 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 \$1.6m. This deficit arises mainly because depreciation is unfunded.

OPERATING RESULTS – YEAR TO DATE - PERIOD ENDED 30 APRIL 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 \$4.5m less than budget and NZTA Opex Grants are \$4.1m less than budget due to less expenditure than budgeted.

Rail Fare Revenue is \$0.6m more than budget due to higher patronage than originally planned.

Bus Fare Revenue is \$0.8m more than budget due to higher patronage than planned especially on Northern Express services.

Ferry Wharf Revenue is \$0.3m more than budget due to higher patronage and an increase in commercial rent.

Expenditure

Major variances to budget are:

- a) Human Resource is \$0.7m less than budget year to date.
- b) Professional Services – Project Delivery is \$1.0m less than budget year to date.
- c) Professional Services – Customer Services is \$1.5m less than budget due to;
 - o 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.
 - o Lower than planned monthly support charges being incurred for the Real Time System.
 - o Lower than planned costs for modelling of the Rugby World Cup
 - o Lower legal fees than expected.
- d) Professional Services – Others is \$1.3m 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 \$0.2m 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 \$1.7m 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 Total Mobility, offset by senior citizens (PM Peak), SuperGold and tertiary CFS which all continue to see growth.

- k) Rail Contract is \$1.0m 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.
- m) Security is \$0.2m 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 \$0.7m less than budget year to date.
- o) Other expenditure is \$0.2m less than budget year to date.
- p) Depreciation is \$1.6m more than budget.
- q) Investigations expenditure is \$0.2m less 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 \$16.0m. 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 30 April 2010 are:

Current Liabilities

The total trade payables have decreased by \$8.6m between March and April 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 decreased by \$0.7m mainly due to a decrease in the April PT Contracts accrual.

Creditors (included in Trade Payables)

Detail	Current	30-60 Days	More than 60 Days
Accounts Payable – April 10	\$296,049	\$0	(\$1,358)
Accounts Payable – March 10	\$2,446,408	(\$9,240)	\$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 \$4.6m due to the amount claimed from NZTA decreasing.

Prepayments have decreased by \$2.4m mainly due to the Veolia 4th quarter invoice.

Debtors (included in Trade Receivables)

Detail	Current	30–60 Days	More than 60 days
Accounts Receivable – April 10	\$322,970	\$149,615	\$359,710
Accounts Receivable – March 10	\$447,716	\$372,395	\$12,066

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.